

GREENPOINT-WILLIAMSBURG REZONING

FINAL ENVIRONMENTAL IMPACT STATEMENT

CEQR # 04DCP003K



Lead Agency:
City Planning Commission, City of New York
Amanda M. Burden, AICP, Chair

March 4, 2005

APPENDIX A

Study Areas for Population and Housing Analysis (For Socioeconomic Conditions Analyses)

APPENDIX A: STUDY AREAS FOR POPULATION AND HOUSING ANALYSIS

REZONING AREA		
Tract	Block Group	Block
497	1	01

499	1	01
		02
		03
		04
499	2	02
		03
		04
		05
		06
		07
		08
		10
		11
		12
		13

501	1	00
		01
	3	01
		02
		03
		04
		05
		06
		07
		08
		09
		10
		11
		12
		13
		16
		17

513	3	00
		01
		02
		03

REZONING AREA		
Tract	Block Group	Block
		04
		05
		06
		07
	4	00
		01
		02
		03
		04
		05
		06
		07
		08
		13

515	1	00
		01
		02
		03
		04
		05
		06
		07
		08
		09
		10
		11
		12
		13

517	1	00
		01
		02
		03
		04
	2	00
		01
		02
		03
		04

REZONING AREA		
Tract	Block Group	Block

519	1	00
		01
		02
		03
		04
		05
		06
	2	00
		01
		02
		03
		04
		05
	3	00
		01
		02
		03
		04
		05
		06
		07
		08
		09
		10
	4	00
		01
		02
		03
		04

523	3	02
	4	00
	5	00

549	1	00
		01
		02
		03

551	1	00
	3	00
		03
	4	00
		00

REZONING AREA		
Tract	Block Group	Block
		01

553	1	00
		01
		02
		03
	2	00
		05
		06
	3	00
		01
		02
		03
		04

555	1	00
		01
		02
		03
		04
		05
		06
		07
	2	00
		01
		02
		03
		04
		05

557	1	00
		01
		02
		03
		04
		05
	2	06
		00
		01
		02
		03
		04
		05
		06

REZONING AREA		
Tract	Block Group	Block

559	1	00
		01
		02
		03
		04
		05
		06

563	1	00
		01
		02
	2	01
	4	00
		01
		02
		03
		03

565	2	00
	3	01
		02
		03
		04
		05

569	1	02
-----	---	----

REZONING AREA		
Tract	Block Group	Block
	2	05
		06

577	1	00
		01
		02
		03
		04
		05
		06
		07
		08
		09
		10
		97
		98
		99
	2	00
		01
		02
		03
		03

579	3	00
		01
		02

PRIMARY STUDY AREA		
Tract	BlockGroup	Block
477	1	00
		01
		02
		03
		04
		05
		06
		07
		08
		09
		10
		11
		12
		13
		14
		15
		16
		17
		18
		19
		20
		21
		22
		23
		24
	2	00
		01
		02
		03
		04
		05
		06
		07
		08
		09
		10
		11

497	1	00
		02
		03
		04
	2	00

PRIMARY STUDY AREA		
Tract	BlockGroup	Block
		01
		02
		03
		04
		05
	3	00
		01
		02
		03
		04

499	1	00
		05
	2	00
		01
		09

501	1	02
		03
		04
	2	00
		01
		02
	3	00
		14
		15
		18

503	1	00
		01
		02
		03
	2	00
		01
		02
		02
	3	00
		01
		02
		03

513	1	00
		01
		02

PRIMARY STUDY AREA		
Tract	BlockGroup	Block
	2	03
		00
		01
	3	08
		09
		10
		11
	4	09
		10
		11
		12
		14

523	1	00
		01
		02
		03
	2	00
		01
		02
	3	00
		01
		03
		04
	4	01
	5	01

525	1	00
		01
		02
		03
		04
		05
		06
		07
		08
		09
		10
		11
		12
	2	00
		01

527	1	00
-----	---	----

PRIMARY STUDY AREA		
Tract	BlockGroup	Block
		01
		02
	2	00
		01
	3	00
		01
		02
		03
	4	00
		01
		02
		03
	5	00
		01
		02
		03
		04
	6	00
		01
	7	00
		01

547	1	00
		01
		02
		03
	2	00
		01
	3	00
		01
		02
		03
		04

549	1	04
		05
		06
		07
		08
		09
		10
		11
		12

PRIMARY STUDY AREA		
Tract	BlockGroup	Block
		13
		14
		15
		16
	2	00
		01
		02
		03

PRIMARY STUDY AREA		
Tract	BlockGroup	Block
	3	00
		01
		02
		03
		04
		05
		06
		07

551	1	01
		02
	2	00
		01
	3	01
		02
		04
		05
	5	00
		01
		02

056900	1	00
		01
	2	00
		01
		02
		03
		04
		07

553	2	01
		02
		03
		04

057100	1	00
		01
		02
	2	00
		01
		02
	3	00
		01
	4	00
		01
		02

563	1	03
	2	00
	3	00
		01

575	1	00
		01
		02
	2	00
		01
	3	00
		01
		02
	4	00
		01
		02

565	1	00
		01
	2	01
	3	00

577	2	04
		05

567	1	00
		01
		02
		03
		04
	2	00
		01
		02

PRIMARY STUDY AREA		
Tract	BlockGroup	Block
		06
		07
		08
		09
		10
		11
		12
		13
		15

591	1	00
		01
	2	00
		01
		02
	3	00
		01
		02
		03
		04
	4	00
		01
		02

SECONDARY STUDY AREA
Census Tracts
465
473
481
495
505
511
529
533
535
545
573
579
593

APPENDIX B

Study Areas for Employment Analysis (For Socioeconomic Conditions Analyses)

APPENDIX B: STUDY AREAS FOR EMPLOYMENT ANALYSIS

Rezoning Area	Primary Study Area	Secondary Study Area	
Census Tracts	Census Tracts	Census Tracts	
			28690028
499	477	465	28780001
513	497	473	28780006
515	501	481	28780006
517	503	495	28960001
519	523	505	30760006
553	525	511	30760006
555	527	529	30760006
557	547	533	30760006
559	549	535	30760006
563	551	545	30760006
577	565	573	30760006
	567	589	30760006
	569	593	30760006
	571	Block/Lots	30760006
	575	22340007	30760006
	579	22340008	30760006
	591	22340019	30760006
		22340037	30760006
		22380041	30760006
		22380049	30760006
		22380049	30760006
		22380109	30760006
		28100001	30760006
		28100029	30760006
		28110014	30760006
		28110014	
		28110014	
		28180001	
		28180032	
		28190031	
		28190036	
		28190036	
		28510001	
		28510001	
		28510001	
		28510010	
		28510015	
		28600001	
		28600001	
		28690005	
		28690005	
		28690011	
		28690011	

APPENDIX C

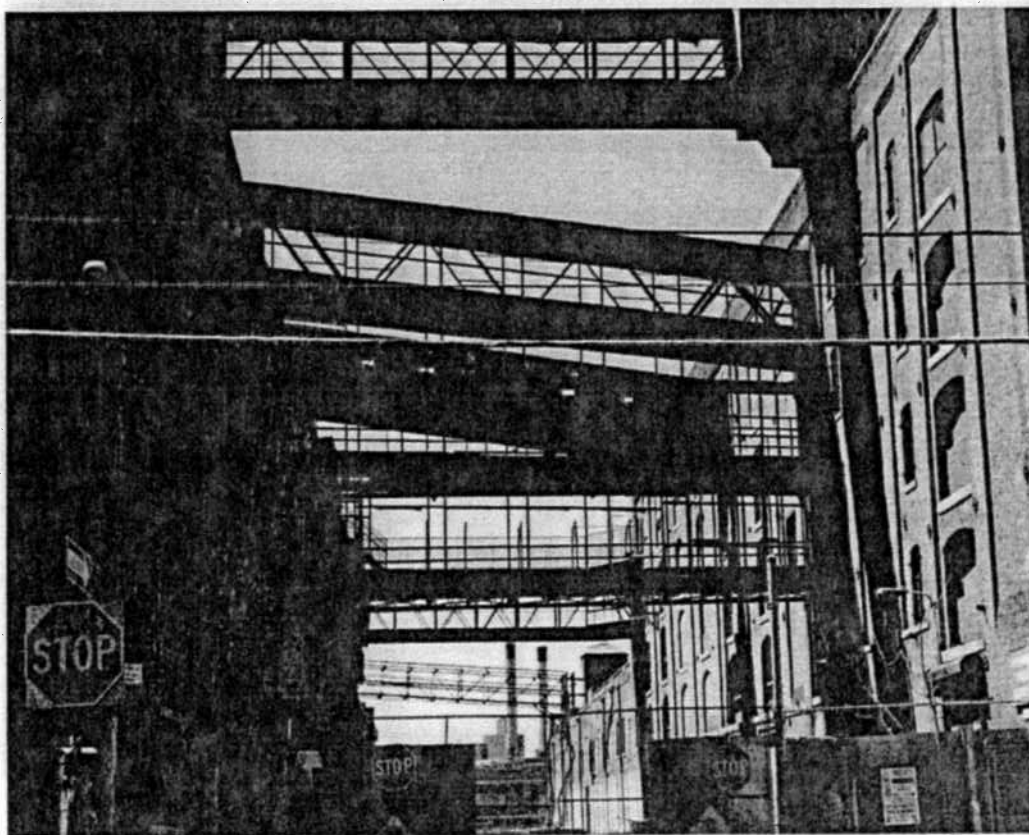
Greenpoint-Williamsburg Rezoning Phase IA Archaeological Assessment Report - Part I

ARCHAEOLOGICAL ASSESSMENT REPORT - PHASE IA

GREENPOINT-WILLIAMSBURG REZONING

PART I

HISTORICAL BACKGROUND - LOT HISTORIES



Lead Agency: New York City Department of City Planning

**Prepared by: Celia J. Bergoffen, Ph.D., R.P.A.,
for Philip Habib & Associates**

April 2004

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TABLE OF CONTENTS

PART I

1. EXECUTIVE SUMMARY

A. DESCRIPTION OF THE PROJECT AREA AND PLANNED DEVELOPMENT.....1

B. TABLE I - ASSESSMENT OF ARCHAEOLOGICAL SENSITIVITY..... 4

2. GEOGRAPHY OF THE PROJECT AREA..... 9

3. GREENPOINT AND WILLIAMSBURG IN THE 17th - 19th CENTURIES

A. GREENPOINT.....12

B. WILLIAMSBURG.....16

4. SOME MANUFACTURES ON THE PROJECT SITES IN THE 19th CENTURY..... 21

H.C.H. Havemeyer Sugar Refinery, Ship building and the Continental Iron Works,
The Cartledge Porcelain factory, Morocco leather, Lumber and Dye Wood - The New
York and Boston Dyewood Company, E. Berhard Faber

5. LOT HISTORIES: EVALUATION OF ARCHAEOLOGICAL SENSITIVITY..... 26

6. BIBLIOGRAPHY..... 105

PART II

LOT HISTORIES - SUMMARY DATA

1. NOTES ON ARCHIVAL AND MAP RESOURCES CONSULTED..... 1

2. LOT HISTORIES: SUMMARY OF DATA

A. GREENPOINT - PROJECT SITES 1 AND FOLLOWING..... 4

B. NORTH WILLIAMSBURG: PROJECT SITES 199 AND FOLLOWING..... 71

PART III

PLATES - GREENPOINT

1. LIST OF PLATES 1-127
2. GREENPOINT PROJECT SITES

PART IV

PLATES - NORTH WILLIAMSBURG

1. LIST OF PLATES 128-219
2. NORTH WILLIAMSBURG PROJECT SITES

1. EXECUTIVE SUMMARY

A. DESCRIPTION OF THE PROJECT AREA AND PLANNED DEVELOPMENT

The New York City Department of City Planning (DCP) is planning a rezoning of the waterfront and part of the inland portions of Greenpoint and Williamsburg in Brooklyn, Community District 1 (the “project area”). A number of non-residentially zoned areas in these districts, as well as the Special Franklin Street Mixed Use District and the Special Northside Mixed Use District, would be rezoned to mixed-use and residential districts.

In the area of concern, covering approximately 184 blocks and bounded generally by the East River, the Williamsburg Bridge, the Brooklyn-Queens Expressway, and McGinness Boulevard, the DCP has identified 340 sites: 76 are projected development sites -- judged likely to be developed by 2013, the analysis year for the proposed action -- and 264 are potential development sites, considered less likely to be developed in the foreseeable future.

In its review of the potential archaeological sensitivity of the projected and potential development sites, which was based on archaeological sensitivity models and historic maps, the Landmarks Preservation Commission (LPC) determined that of the above 340 sites, all or part of 114 sites, located on 76 blocks and comprising a total of 185 lots had potential for the recovery of archaeological remains (the “project sites”). The LPC therefore recommended that an archaeological documentary study be performed for these sites. Accordingly, this report provides a detailed review of the primary and secondary historic sources that were consulted in order to determine whether archaeological remains might indeed have survived on the 114 LPC-flagged sites, or whether there was evidence of successive construction episodes in the past that would have negatively impacted any potential remains.

It should be noted however that the reasonable worst case development scenario (RWCDS) for the Greenpoint-Williamsburg Rezoning project was finalized by DCP subsequent to LPC’s identification of the sites that may be archaeologically sensitive. As such, some of the sites identified by LPC are conversion or reactivation sites, which would not entail any in-ground disturbance, while others are projected to be developed under both No-Action and With-Action conditions and therefore would have no new in-ground disturbance due to the proposed action. Although these sites have been included in this report (namely, Sites 22, 26, 29, 35, 38,

39, 52, 103, 139, 141, 145, 162, 185, 186, 192, 208, 209, 218, 228, 304, 325, 328, and 332) they would not be affected by the proposed action. Therefore, of the 114 sites identified by LPC, only 91 projected/potential development sites could experience additional ground disturbance, as shown in Table I.

In general, if a phase IA archaeological assessment determines that a project site may contain archaeological remains whose integrity has not been compromised by subsurface disturbances associated with later building activities, and which have the potential to yield significant historical information, then a recommendation is made for field testing in order to verify the presence or absence of such remains and their state of preservation.

Portions of the project area that might have had the potential to yield traces of prehistoric activities or occupation, that is, the East River and the Bushwick Creek shorelines, have been thoroughly disturbed and indeed obliterated by landfilling. Because of these operations as well as extensive leveling elsewhere in the project area, and the fact that it was intensively developed for residential, commercial or industrial purposes during the third quarter of the 19th century, no part of the project area is considered archaeologically sensitive for prehistoric remains.

As for historic remains, there are a number of lots within the project area that have remained substantially unchanged since the mid-19th century and the documentary research indicates that they have the potential to contain subsurface installations, that is, cisterns and privies, which could yield significant information for reconstructing the history of occupation in these neighborhoods.

B. LIST OF SITES FLAGGED FOR ARCHAEOLOGICAL SENSITIVITY

This report finds that the sites listed in Table I, either in their entirety or only on those constituent lots enumerated, are potentially sensitive for 19th century remains. Project site lots that incorporated several old house lots were separately evaluated in Section 5, below, and Part II of this study but on Table I the modern lot is broken down into its old lots only where some of the old lots were found to be sensitive for archaeological remains while others were not. In that case, small “x”s indicate the sensitivity of each of the old lots. Where all or none of the old lots proved to be sensitive, a single “X” in the appropriate column indicates the result of the analysis.

In many cases, the documentary evidence available from tax assessments and sewer connection records was inconclusive, as neither provides a record of the earliest building phase in the area. Early maps of Greenpoint and Williamsburg from the 1850s and histories of the area revealed that virtually all of the blocks and lots in the project area were developed for housing by that time, approximately a decade before most residents began to avail themselves of the sewer service, which was operable by ca. 1860. Indeed, the majority of sewer connections date to the late 1860s. This means that the project sites evaluated in this study were deemed to be archaeologically sensitive for historic remains unless it could be demonstrated that they a) were composed of made land and not created or developed until the late 19th century (if at all); b) served an industrial purpose or were used for storage (i.e. as lumber yards); c) remained vacant, that is, were not developed for housing, or d) were impacted over their entire lot area by subsequent building episodes on the lot that would have disturbed or destroyed potential archaeological remains.

TABLE I
Assessment of Archaeological Sensitivity
LPC Flagged Sites

SITE	BLOCK	LOT	OLD LOTS	SENSITIVE	NOT SENSITIVE	
1	2472	410			X	
2		425			X	
3		100			X	
		32			X	
	2494	6			X	
	2494	1			X	
	2502	1			X	
	2510	1			X	
	2520	57			X	
4	2482	1			X	
8		39		X		
9	2483	61		X		
		62		X		
10		11		X		
		12		X		
11		14		X		
12		20		X		
13		59		X		
15		25		X		
20	2511	14			X	
22 (1)	2512	60			Conversion site	
23		54		X		
24	2520	1			X	
25	2521	1		X		
26 (1)		5		X		
		6		X		
		7		X		
27		11		X		
29 (1)		49			Reactivation site	
30	2522	10			X	
34	2530	1			X	
		55			X	
		56			X	
35 (1)	2531	1		X		
		2		X		
		3			X	
36		9			X	
		10			X	
38 (1)		35		X		
		36		X		
39 (1)	2531	20	13		x	
			14	x		
			40	x		
40	2532	1			X	

(1) This site would not experience additional in-ground disturbance as a result of the proposed action.

TABLE I (continued)

SITE	BLOCK	LOT	OLD LOTS	SENSITIVE	NOT SENSITIVE	
41	2538	1			X	
42	2539	8		X		
43		29		X		
44	2543	1			X	
46	2549	10		X		
52 (1)	2556	55			X	
		57		X		
56	2556B	1			X	
62	2570	1			X	
63	2571	1	36		x	
			1 to 6		x	
			7	x		
			8	x		
		9			x	
68	2590	210			X	
93	2724	31		X		
		30		X		
103 (1)	2292	11		X		
106	2722	36		X		
131	2731	44		X		
132		41		X		
		38		X		
133		36		X		
		35		X		
134	2732	33			X	
137	2733	6		X		
138	2734	3		X		
139 (1)		13			Reactivation site	
141 (1)	2304	36			No new development	
		37			No new development	
144	2305	15		X		
		16		X		
		17			X	
145 (1)	2305	18			Conversion site	
149	2307	31	47		X	
			46	X		
152		25		X		
159	2738	24			X	
162 (1)	2310	9		X		
		10		X		
		11		X		
166	2313	22		X		
169		28			X	
174	2741	8			X	
176		13	34		x	
			50	x		
			51		x	

(1) This site would not experience additional in-ground disturbance as a result of the proposed action.

TABLE I (continued)

SITE	BLOCK	LOT	OLD LOTS	SENSITIVE	NOT SENSITIVE	
183	2746	40		X		
		41		X		
184		39			X	
185 (1)	2317	5		X		
		6		X		
		7		X		
		8		X		
186 (1)		12		X		
		13		X		
187		16		X		
		17		X		
192 (1)	2321	13		X		
198	2323	9		X		
199	2332	1			X	
	2324	1			X	
202	2325	26		X		
203	2325	27		X		
		28		X		
		29		X		
204	2325	31		X		
		32		X		
205	2326	32		X		
		33		X		
		34		X		
		35		X		
206		17		X		
208 (1)	2327	4		X		
209 (1)		16		X		
		18		X		
210		31		X		
		34		X		
211	2590	100			X	
212	2331	7		X		
217	2335	12		X		
218 (1)	2335	13		X		
		15		X		
222	2340	1			X	
226	2342	26		X		
		23			X	
228 (1)	2343	19		X		
235	2349	1		X		
		15			X	
244	2353	6		X		
		8		X		
248	2357	24			X	
		21		X		
		20		X		

(1) This site would not experience additional in-ground disturbance as a result of the proposed action.

TABLE I (continued)

SITE	BLOCK	LOT	OLD LOTS	SENSITIVE	NOT SENSITIVE	
		18			X	
250	2358	36		X		
252		15		X		
253		22		X		
254		28		X		
		25	25	x		
			26		x	
		24		X		
259	2364	15			X	
		16			X	
		17		X		
267	2368	18		X		
268		28		X		
		27		X		
		26			X	
269		34		X		
		33		X		
		32		X		
		31		X		
270	2369	4	4	x		
			5		x	
		7		X		
		6		X		
274		37		X		
		38		X		
277	2371	33	33		x	
			32	x		
			31	x		
			23	x		
281	2372	5		X		
297	2378	35		X		
		36		X		
298	2379	42		X		
		43		X		
		44		X		
303	2381	14			X	
		15			X	
		16			X	
304 (1)	2382	28			Reactivation site	
306	2384	25		X		
		24		X		
		23		X		
309	2387	7		X		
311	2411	1			X	
		12		X		
312	2390	15		X		
313		16		X		

(1) This site would not experience additional in-ground disturbance as a result of the proposed action.

TABLE I (continued)

SITE	BLOCK	LOT	OLD LOTS	SENSITIVE	NOT SENSITIVE	
314	2393	14			X	
315		23		X		
		24			X	
317	2416	8		X		
		7		X		
321	2441	47			X	
324	2442	11			X	
325 (1)		21			Reactivation site	
327	2443	37		X		
328 (1)		13			Conversion site	
331	2444	2		X		
		3		X		
		4		X		
		5		X		
332 (1)		11			Conversion site	

(1) This site would not experience additional in-ground disturbance as a result of the proposed action.

2. GEOGRAPHY OF THE PROJECT AREA

Greenpoint is defined as the district bounded by North 7th Street on the south, the East River on the West, Newton Creek on the north and the Brooklyn-Queens Expressway on the east (pl. 1), corresponding approximately to the area of ward 17 in the 19th century. Project sites 1 to 198 are located in this district. The Greenpoint Historic District, designated by the Landmarks Preservation Commission in 1982, lies mostly east of the project area: its western border running along the east side of Franklin Street, beginning south of Java Street. Only portions of blocks 2558 and 2563 in the project area overlap the historic district, but neither of these contain sites flagged for archaeological assessment by the LPC.

Once also known as Cherry Point, Greenpoint, got its name from the eponymous spit of grassy land that extended into the east river near the foot of later Freeman Street, on part of project site 3, present-day block 2510 (between Freeman and Green Streets, F and G Streets on the 1855 Perris map, pl. 4; Stiles 1870: 414-415; Smith 1940: 1). The name came to designate all of the 17th ward when Greenpoint, Bushwick, and Williamsburg were joined to Brooklyn in 1854 (Felter 1918). At that time, the 17th ward was home to approximately 15,000 inhabitants (Felter 1918). A sandy bluff, in parts over one hundred feet high overlooked the shoreline between Java and Milton Streets, but it was leveled before the middle of the 19th century for use as building material and landfill both in New York and locally (Felter 1918). The original Greenpoint spit disappeared between 1855 and 1868 when the western half of the blocks along the once white sandy shoreline west of West Street were created by landfilling (Felter 1918). During this period, the blocks west of Commerce Street between Ash and Eagle Streets were also created or in the process of being filled. Most of the project site area in Greenpoint bordering the East River and Newton Creek is low-lying land founded on a deep layer of mud. Stiles noted that because of this, many of houses on J [Java] , Washington [West] and Franklin Streets had to be built on stilts (1870: 413).

Until about the middle of the 19th century much of the northeastern half of the Greenpoint peninsula east of the project site area, from around McGuinness Boulevard, was a salt marsh known as the "Back Meadows". So also was the land within the limits of the project site that bordered Bushwick Creek and the brooks running into it from the southeast (see the 1844-45 USGS map and *The Final Commissioners' Plan of 1821*, reproduced in Cohen and Augustyn,

1997, 108-109, copy at the New York Public Library). Two important creeks drained the salt marshes of the Greenpoint peninsula: Newton Creek, formerly called Maspeth Kill, and Bushwick Creek, called Norman's Kill after Dirck Volckertson (below). The latter has been mostly filled but once extended as far east, approximately, as the intersection of Manhattan and Nassau Avenues (pls. 3 and 5).

Several streams ran from the southeast across Leonard and Lorimer Streets and west of Union Avenue into the creek, over blocks in the project site area (pl. 80, above). At high tide, Bushwick creek formed a considerable bay that would have covered the project sites on blocks 2590, 2570, 1571.

South of Greenpoint, in the area now known as Northside (i.e. North Williamsburg), the project area comprehends portions of the 19th century wards 14, 15, and 13. The borders of these were approximately as follows: the 14th ward: between North 15th and Grand Streets and the East River and Union Avenue; the 15th ward: between Driggs Avenue and Grand Street and Union Avenue and Newton Creek, and the 13th ward: between Grand and Division Streets and the East River and Union Avenue.

In this area, the land rose gradually from a sandy shore that extended inland to about the line of Kent Avenue, where it formed a bluff up to approximately forty-five feet above sea level (Stiles 1869: 383; Prime 1845: 348). According to Armbruster, the "extended slope" of the sandy bluff at the top of the village rose between twenty and fifty feet along the line of Bedford Avenue (Armbruster 1942: 4-5). This bluff, known as the Kijkuit or Keikout, meaning "Lookout" was leveled in 1853 and according to Armbruster, the earth was dug down some 60 feet (p. 5). Stiles however puts the highest point, 129 feet east of Third Street, at 31 feet above high water (1869: 389). Between the two bluffs, the land was almost level. Indeed, the gentle slopes both here and in Greenpoint resulted in the formation of shallow tide pools and generally poor drainage (Adams 1857: 1)1

The boggy parts of the project area would not have attracted prehistoric settlement. But the Indians of the Archaic Period (ca. 8,000-1,000 B.C.) did favor coastal locations for instance on islands, at the head of estuaries, or by the seashore for their settlements and food-processing stations, and in particular on elevated, well-drained tracts of land such as the sand bluffs described above may have offered. Nearby marshlands, rivers and bays offered plentiful supplies of shellfish, fish and wild fowl. With the development of agriculture during the Woodland Period

(ca. 1,000-1,600 A.D.), the Indians created large, permanent or semi-permanent palisaded settlements inland, although they still traveled seasonally to their hunting or fishing camps on the shores, the latter identified by middens, huge piles of discarded shells. In Brooklyn, the Indians' landing place -- as later for the Europeans -- was near the site of the later Fulton Ferry, at the foot of Fulton Street, where the East River is at its narrowest. Their main path to the interior of Brooklyn commenced at the boat landing, running along the line of later Fulton Street, then just east of Flatbush Avenue, across the Eastern Parkway, to the Prospect Park reservoir (Armbruster 1919, 5ff.; Bolton 1922, 131; Cropsey 1925). At the time of the European conquest, the area of present-day downtown Brooklyn was settled by the Marechkawieck Indians, one of the Long Island Canarsee groups possibly related to Delaware subtribes (Bolton 1920, 271; Bolton 1922, 132). South of Wallabout Bay, a neck of land jutting into the East River was called the "Cape of the Marechkawieck" (Stiles 1867, 307), and the 1639 Manatus map shows a Marechkawieck longhouse in this area (Grumet 1981, 27). While the top of the former bluffs in North Williamsburg and Greenpoint, the Newton Creek or the East River shorelines, or the mouth of the Bushwick Creek might have been attractive to the Indians for settlement or food processing stations, as noted above, all of these areas were extensively impacted by filling or leveling operations in the mid-19th century. The project sites are therefore not considered archaeologically sensitive for prehistoric remains.

3. GREENPOINT AND WILLIAMSBURG IN THE 17th - 19th CENTURIES

A. GREENPOINT

The project site area in Greenpoint encompasses what became primarily industrial and commercial areas west of Franklin Street. All of the project site blocks west of Franklin Street were developed during the 1850s (1858 Dripps map). In the earliest period of this section's development, there were residences in the blocks between West and Franklin Streets, but in the third quarter of the 19th century, these were largely supplanted by commercial establishments. There were also residences in some instances (though short-lived) on blocks between the East River and West Street, but by the later 1860s, they were replaced by industrial buildings. The project site area, which includes most of the formerly bustling waterfront as well as the district's first public road along Franklin Street, played an important part in communications, transportation, and the development of Greenpoint's economy during the second half of the 19th century.

The history of this district begins in 1638 with the Dutch purchase of the land that would later encompass the town of Bushwick and the area of Greenpoint proper. A few years later, a group of Scandinavian families, headed by Dirck Volckertsen, also called "Dirck the Norman" settled in Greenpoint (Felter 1918). A patent of ownership for the land was granted him in 1645. According to Felter (1918), Dirck built his house on Calyer Street approximately one to two hundred feet west of Franklin Street, "only a few feet from the exact location where more than two hundred years later the Green Point Savings Bank began its successful career". Later, this building was occupied by Jacobus Calyer, a descendant of Peter Praa (below). Although Normal Kill was renamed, Dirck's presence in Greenpoint is still commemorated in Norman Avenue, which lies just beyond the project site area.

Captain Pieter Praa (1655-1740) gained possession of the northeastern part of Greenpoint through his marriage in 1684 to Marie Hey (Felter 1918; LPC 1982, 1). Praa was a prominent figure in the history of Bushwick -- the municipal center for Greenpoint -- where he served at different times as the Town Assessor, Magistrate and Commander of the Town Militia. The son of Huguenot refugees from Dieppe, Praa was born in Leyden and emigrated with his family to the United States in 1659 (Felter 1918). The affluent family farmed 68 acres around their homestead, a stone house, about two blocks east of the project area on the north side of Freeman

the United States in 1659 (Felter 1918). The affluent family farmed 68 acres around their homestead, a stone house, about two blocks east of the project area on the north side of Freeman Street east of Oakland Avenue (now McGuinness Boulevard; Stiles 1869: 353; the house was destroyed in 1832, Felter 1918; Provost 1949, 63-64). At his death, Praa's land was divided up among his five daughters (LPC 1982, 1).

Greenpoint continued to be the property of five families descended from Praa until the 1840s. His grandchildren included Abraham and Jacob Meserole, Jonathan Provost, Jacob Bennett and, by marriage to one of Praa's granddaughter's, Jacob Colyer, who last gave his name to one of the streets in the project area and, as mentioned, lived in the house of Dirck Volckertsen near the mouth of Bushwick Creek (Felter 1918; Armbruster 1942: 39; Provost 1949: 67). On the 1852 Field map, a property belonging to John Calyer is shown on Calyer Street just east of Union Avenue. Jacob Bennett's house was also probably in the project site area or just beyond its border but we do not know its exact location. Felter (1918) states that it stood near Clay Street "midway between Franklin Street and Manhattan Avenue", that is, on either of blocks 2482 or 2487. His property, called "Griffin farm", was bought in 1833 by Neziah Bliss (see below; the name still survives on the 1852 Field map).

The 1844-45 USGS map (pl. 3) still shows only farm lines in the project area, north of the line approximately of North 13th Street. Before 1838, there was only one public road, running from the Wood Point Landing on Bushwick Creek, near where Guernsey Street and Driggs Avenue would intersect if they met, thence eastward along the line of later Driggs Avenue as far as Humboldt Street, which intersection roughly marked the southern tip of the Back Meadows and lies just beyond the eastern edge of the project site area. Here the road split, one branch continuing north to Newtown Creek the other winding south to Bushwick village, near the intersection of Metropolitan and Bushwick Avenues (Felter 1918; the road appears on the 1844-45 USGS map, pl. 3). It was possible to travel overland by a farm lane across private land, from about Freeman Street west of Manhattan Avenue, southeastwards to the approximate intersection of Greenpoint Avenue and McGuinness Boulevard, thence reaching the Wood Point Road where it met Humboldt Street (Felter 1918).

Greenpoint's first period of urban development opened in the 1830s with the arrival of

the “Patriarch of Greenpoint”, Neziah Bliss, from Hebron Connecticut (Stiles 1870: 42, n. 1). In 1827, Bliss opened his Novelty Iron Works factory at the foot of East 12th Street in Manhattan and was shortly manufacturing most of the engines for the steam boats that were being produced in Greenpoint (Felter 1918). In 1832, in partnership with Eliphalet Nott, the President of Union College, Bliss made the first of several land acquisitions in Greenpoint, purchasing 30 acres of John A. and Peter Meserole’s farmland along the shoreline and Newton Creek (Stiles 1870: 411). His marriage to one of Praa’s descendants, Mary Meserole, gained him further property on the East River. The couple lived with her father in grandfather Abraham Meserole’s house. It stood between India and Java Streets (I and J streets, respectively), between West (formerly Washington) and Franklin Streets (Stiles 1870: 407). The house was built ca. 1720 but its western wing was added later, around 1775 (Ibid.) This building, shown as belonging to A.K. Meserole in 1852, appears on the Field map of that date. It stood until 1875, and is probably the mansard-roofed, frame building shown on the Higginson’s 1868 map, pl. 69, immediately east of project site 42 on present-day block 2539 (Felter 1918).

By mid-century, improved transportation both within Greenpoint and with Manhattan, along with the rise of ship building, which had begun ca. 1840 and had attracted scores of workers, craftsmen and business people from across the river, had transformed Greenpoint from an isolated rural area into a budding town. The first private dock was built in 1845 at the foot of Freeman Street by David Provost, who sold building materials (Felter 1918; 1852 Field map). The city had earlier built a dock at the foot of Milton Street with a powder house on it, but the Field map does not show these installations (Armbruster 1942: 241). Felter (1918) claims, however, that they were still standing, though defunct, after 1850.

Before 1850, there was no regular ferry service from Manhattan to Greenpoint or any fixed landing place on the east side of the river. The crossing was made in privately owned skiffs whose owners negotiated their price with passengers. Bliss obtained a lease from the city in 1850 and in 1852 began operating a ferry between Manhattan and Greenpoint first from East 10th Street, then from East 23rd Street, to the foot of Greenpoint Avenue. In addition it was possible, from 1850, to get a stagecoach on Green Street that ran along Franklin Street to the ferry at the foot of Grand Street in Williamsburg (Felter 1918). But it went out of business ca. 1855 when the

New York Railroad extended its service across Bushwick Creek and up Franklin Street. That improvement was again at Bliss' instigation: Greenpoint was connected with Williamsburg by rail by the New York Railroad, whose tracks now ran over the Bushwick Creek Bridge and up Franklin Street.

In 1834, Bliss had Greenpoint surveyed and laid out in streets and lots. He was responsible for the creation of the 60-foot wide Franklin Street, one of Greenpoint's main north-south arteries and the eastern boundary for most of the project site area (Stiles 1870: 412). It was opened in 1839 and connected to bridges over Newton and Bushwick Creeks. First called the Ravenswood, Green Point and Hallett's Cove Turnpike, this street was later renamed in honor of Benjamin F. Franklin (Stiles 1870: 412; Armbruster 1942: LPC 1982, 2, 22). Greenpoint Avenue (also called, at different times, Lincoln or National Street) was laid in 1852 (LPC 1982, 26). Kent Street, probably named for James Kent (1763-1847), the first professor at Columbia college and Chancellor of the New York Court of Chancery was opened in 1852, but most of the houses on it were not built until between ca. 1856 and 1860 (LPC 1982, 32).

We can not trace precisely the development of every block and lot in the project area as there are no detailed maps before the 1868 Higginson. The 1852 Field map shows only public buildings and is therefore misleading. The 1858 Dripps map, however, which indicates by shading the presence of buildings, shows that by that date, all of the project site blocks between West Street and Manhattan Avenue, and Clay and Calyer Streets had been at least partly developed. Only the eastern ends of the blocks west of West Street, which were still in the process of being filled, had buildings on them. Project site blocks 2482 (sites 4 and 8) and 2483 (sites 9-13 and 15) must have been developed shortly after, in the 1860s. The introduction of water and sewer service is discussed in Section 4, below.

A thorough-going street-renaming took place in the 1870s as can be seen by comparing the 1852 Field and updated 1868 Higginson maps, and as recorded on the Higginson maps themselves, which show in many instances both sets of names. The east-west streets in the northern part of Greenpoint were originally lettered A through Q. Echoing the 1939 WPA guide, Smith observed that the exotic toponyms of India and Java Streets were inspired by "trade with remote lands" (1940: 4). It may be noted, however, that the first letter of the east-west street

names follows the same alphabetic order as the letter street names, from A through Q -- i.e. Ash, Box, Clay, Dupont, Eagle, etc. The exceptions are Greenpoint Avenue for L Street -- although it was once known as Lincoln Street -- and Calyer Street for P Street. The early names of the north-south streets were Washington Street for West Street and Kent Avenue; Union Avenue for Manhattan Avenue, Oakland Avenue for McGuinness Boulevard, and Manhattan Avenue for Union Avenue (!). The north-south streets were later numbered sequentially, beginning with 1st Street, now Kent Avenue, on the west (Higginson maps).

B. WILLIAMSBURG

Williamsburg is defined as the district bounded by Greenpoint to the north, north of North 7th Street; east by the Queens county line, and south by Flushing Avenue. Project sites 199-332 are located in the northern part of this district, also known as Northside.

Like Greenpoint, Williamsburg was originally part of the town of Bushwick. The territory was purchased from the Indians by Willem Kieft in 1638 and Bushwick was chartered in 1660. The heart of what would later become Williamsburg village, along the East River shore north of Division Street, was first granted in 1646 to Reyer Lambertsen, son of Lambert Hauybertsen Moll, who farmed a large tract immediately to the south. Reyer's farm was later known as the Meserole or Keikout farm, the former name after Jean Mesurolle (Meserole) of Picardy who, in 1663, acquired a tract of land, formerly part of Reyer's patent, that lay roughly between South 7th and North 1st Streets (Stiles 1869: 307-308). The land north of the Meserole farm to Bushwick Creek and east approximately to Driggs Avenue eventually, in 1719, came into the possession of Francis Titus. His holding, known as the Colonel Francis Titus farm, in Williamsburgh, comprised an initial 58 upland acres and 4 of meadow, but he enlarged it with the purchase of 40 acres to the east and a further 12 acres near Grand Street, this last once part of the Kiekout farm. The area was still made up of eight or ten farms at the end of the 18th century, when at the first regular row boat ferry service was established between Grand Street in Manhattan and Grand Street in Williamsburg (Stiles 1870: 566).

At the turn of the 19th century, the enterprising Richard M. Woodhull started running a

horse ferry from Corlaer's Hook at the foot of Grand Street in Manhattan to a landing place at what is now Metropolitan Avenue, formerly the Long Island Road. Thinking that the area would soon be developed for housing, Woodhull bought land near the road to the ferry, then called Bushwick Street. He renamed the street "Williamsburg" in honor of his friend and the town's first surveyor, U.S. engineer Colonel Williams, who was a grand-nephew of Benjamin Franklin (Armbruster 1942: 1). As it turned out, Woodhull was ahead of his time -- New Yorkers were not yet ready to move across the river -- and he went bankrupt. His property was sold and divided up into lots (Armbruster 1942: 42-44).

Thomas Morrell, who later purchased part of the Woodhull property, established Grand Street as the edge of his property. From the foot of this street, Morrell began in 1812 to run a second ferry to Grand Street in Manhattan, which competed with Woodhull's. At that time, the heart of the new village, called "Yorkton", extended four blocks north-south, from North 2nd Avenue (Metropolitan Avenue) to South 1st Street (one block south of Grand Street), while the larger territory between Bushwick Creek and the Wallabout was known as Williamsburg (Armbruster 1942: 45). The town was laid out after the tracts of Woodhull and Morrell were combined to form a parcel extending twenty-six blocks north-south by twelve blocks east-west (Armbruster 1942: 181) But in 1814, Williamsburg was still a village of 759 inhabitants with Grand Street roughly marking the limit of the settled area (Armbruster 1942: 46).

In 1827, Williamsburg was incorporated (as a village), its boundaries laid out on a map created by D. Ewen (after whom Manhattan Avenue was formerly named, Stiles 1870, 389). In the 1820s, aside from the farm houses connected with twenty-three farms, there were only a few buildings on the road leading to the North Second Street ferry (Prime 1845: 348). According to an account by Garret Furman, Esq. cited by Stiles, in 1825, the twenty-five acres of land "beginning on South First street, about one hundred and fifty feet from what is now Grand street, near the corner of Second street, then to South Third street, the width continuing to Sixth street... had no building on it but was enclosed by a good stone wall, divided into small fields for cultivation and pasturage... (Stiles, vol. 2, 387-88). Shortly after, the land was divided into lots and sold and the process of development accelerated. A shore road was opened in 1828 from the Brooklyn line at Division Avenue to Grand Street (Armbruster 1942: 4). This was followed in

1829 with the building of North 3rd Street and South 2nd Streets (Stiles 1870, 392). In 1830, the village had 1007 inhabitants and 148 buildings, including commercial establishments (Stiles 1870, 392). A village hall where the Board of Trustees might meet was built on Kent Avenue just north of Grand Street (Armbruster 1942: 2).

The project site blocks located in what was once the heart of Williamsburg village probably had houses on them already by the later 1830s or 1840s. A “Plan of the Village of Williamsburgh Kings County” dated 1833 and published in Armbruster (1942, 4-5) shows rows of houses along North 2nd (Metropolitan Avenue) and North 3rd Streets, along Kent Avenue south of Grand Street, and on the riverside between Grand and South 2nd Streets (project sites 235, 248, 250-254, 259, and 267-269 are in this section). Grand Street was opened in 1830 from the river to between Rodney and Keap Streets (Armbruster 1946, 181). The center and most densely populated section of Williamsburg in this period was between Grand and North Fourth Street (Ibid.) By the mid-1830s, the growth of the area resulted in the division into lots of the 13th and 14th wards, that is, of the area lying roughly between Division and North 15th Streets and the East River and Union Avenue. In the later 1830s, about five hundred houses were erected in Williamsburgh in spite of the brief real estate “crash” in 1837 brought on by inflated property values (Armbruster 1942: 5, 9-10). The village, extended in 1835 and with a new ferry service to Peck Slip, now boasted seventy-two streets -- only thirteen open and graded, however, while the remainder were almost all dirt roads (Armbruster 1942, 5, 8; Stiles 1870, 394). Between 1843 and 1845 a further four hundred houses were built in the project area and “the town and village of Williamsburgh” declared its independence from Bushwick -- only to be absorbed some ten year later by Brooklyn, in 1855 (Armbruster 1942, 9). The town’s charter was drawn up by S.M. Meeker, a Williamsburg lawyer and village counsellor after whom the street now subsumed by the Brooklyn-Queens Expressway was named (Armbruster 1942, 104). Other streets were also named after town notables of this period: Dr. Abraham J. Berry, the first mayor of Williamsburgh (1852-53) gave his name to Berry Street, while Driggs Avenue is named after Edmud D. Driggs, the last village president (1850-52) (Armbruster 1942, 87, 148).

According to Prime (1845: 350) few of the houses built in the 1840s were not occupied. This is an important detail because research on the lots in the project area revealed that many of

the lots were purchased as speculations by individuals who did not live in the houses or even necessarily in Brooklyn. The question therefore arises whether the buildings may have stood empty for some time, perhaps until they could be connected to the sewer system and so fetch better rental prices. Prime (1845) and Armbruster (1942), however, make it clear that the area was developed for housing and populated well before 1859 when sewer service became available.

A further spurt of house building occurred in 1854 when a group of investors from New York City began building some one hundred houses on a tract of land that they had purchased near the Green Point Ferry in Williamsburg (Union History Co., 1899, 155). The critically important 1850 and 1858 Dripps maps show that the 1850s was a boom decade in the city's development. Concomitantly, the number of names listed in the Williamsburgh directory, which was first published in 1847, increased dramatically at that time, from 5300 in 1850 to 10,925 in 1854 (Armbruster 1942, 6). The directory listings are a good gauge of housing development, since for single-family homes -- which seem to account for almost all of the buildings in the project area -- generally one head-of-household would be listed for each dwelling. The population figures tell the same story: in 1840, when Williamsburg became a town, its population had reached 5,094; in 1851, when it was chartered as a city, the number had grown to 30,780 (Stiles 1870, 387; Armbruster 1942, 103, 109).

In view of the intensified urban development, the publishers of the city directory deemed it necessary, in 1855-56, to offer directory subscribers a "guide to the streets, avenues, lanes, courts, places &c. (Eastern district)". The guide is prefaced by a warning that highlights the rapidity with which the streetscapes were changing:

NOTE. -- The numbering of the streets &c., of the city is very incomplete and irregular, the same number, in several instances, occurring in two or more places in the same street or avenue. As a rule, the numbers run eastward and northward from the opening of the street or avenue. (Brooklyn City Directory, 1855-56)

The early 1850s produced several studies and much discussion of the district's inadequate water-supply (Jarvis and Burnett, 1852). In 1854-55, thirty-seven public cisterns located largely between North 6 and South 6 Streets may have provided water for those who resided in the

center but people living further north and east relied on their own facilities in their backyards (Brooklyn City Directory 1854-55). Five more public cisterns were built by 1857 (Brooklyn City Directory 1857-58), but in the meantime, the Nassau Water Company had been incorporated, in 1855, and in the following year, began the excavation of a reservoir in present-day Prospect Park (Stiles II: 422). In December 1858, water from the reservoir was introduced into the city mains (Manufacturers 1886, 60-61; Stiles II: 429), and correspondingly, the Brooklyn City Directory of 1859-1860 no longer list any public cisterns. Apparently, residences and business “began at once” to benefit from the new water system (Stiles II: 430)

A Board of Sewer Commissioners had been constituted in April 1857 “to devise and carry into effect a plan of drainage and sewerage for the whole city [of Brooklyn” (Stiles II: 428).¹ By the time the water system was completed, a sewer plan had been adopted and its construction, in the 1st, 3rd, 13th and 14th wards was underway (Adams 1859, 1). Indeed, the Croton Aqueduct Department noted that a “System of sewerage was adopted immediately after introduction of full supply of water,” (*Report Made to the Common Council of the City of New York, 1864*, cited in Goldman 1988, 140). The earliest preserved data in the Brooklyn Sewer Department, however, are the permits recorded in Book 4, which date from 1867. It is not known at what date Book 1 began: presumably around 1860. For those project sites whose sewer connections were recorded in books 1, 2 or 3, therefore, we can only say that they were made after 1859 and before 1867.

The 1858 Dripps map shows that by the end of that decade, the town had been built up as far as Via Vespucci (Graham Avenue) south of Ainslie Street. North of that line, in the 15th ward, there was still little or no development. The 13th and 14th wards, west of Union Avenue between Division and Grand Streets east to Union Avenue and north to approximately North 9th Street, were by and large completely built up. There were more vacant lots north of North 9th Street.

¹ The city council had actually authorized construction of sewers on main thoroughfares already in the early 1850s, but these were meant exclusively to carry storm water and were not part of an overall sewer system (Goldman 1988, 141). Some five-and-a-half miles of these storm sewers had been laid by 1857 (Union History Co. 1899, 227).

4. SOME MANUFACTURES ON THE PROJECT SITES IN THE 19th CENTURY

Manufacturing began in the project area in the 1840s but reached its full development, in a variety of industries, in the 1850s and 1860s. In 1863, by far the largest industry in Brooklyn was sugar refining. This was followed by rope and hemp making; petroleum refining, the manufacture of hats and caps, distilling spirits and brewing beer and making morocco leather (Brooklyn Standard 1928). A number of different manufactures, including several famous names, were once located on some of the project sites.

H.C.H. Havemeyer Sugar Refinery

The scion of the illustrious Havemeyer family, William, immigrated from Germany in 1799 and in the early 19th century opened a refinery in New York. He was followed in the business by his son, William F., who served three times as mayor of New York. The factory in Greenpoint was established in 1856 by William's son, John Craig. Mrs. Henry O. Havemeyer donated the collection named after her to the Metropolitan museum. Her husband was sugar baron Henry O. who, in 1887, formed an illegal trust to control the price of sugar and stave off competition (Bradley 1995, 1140). The American Sugar Refining company, the principal firm in the trust from 1891, is the firm behind Domino Sugar. Until this year it occupied the well-known factory building in Williamsburg near the Williamsburg bridge (not in the project area) but the factory was effectively closed in January when most of its labor force was laid off (Sugar 2004). Both project site 3 (lots 410, 425) and site 222 had buildings on them that belonged to the Havemeyer refinery business including a cooperage on block 2472 lot 410 that presumably made packing materials for the refinery.

Ship Building and the Continental Iron Works

Ship building began in Greenpoint ca. 1840 and was its most important industry for about the next three decades, employing some 35% of the population (Felter 1918). Indeed, Armbruster

(1942: 200) states that “Greenpoint started when John Englis of New York City established a ship yard here on the river front between Java & Kent Streets.” Englis’ shipyard, established in 1850, endured until 1911 (Felter 1918; Armbruster 1942: 40). He manufactured some of the ships that were used in the blockade of the Confederate states during the Civil War; vessels for the China trade, and passenger steamers (LPC 1982: 5).

Another important enterprise was Webb’s ship yard, established in 1850 and the only one shown on the 1852 Field map on the northern shoreline, on the point after which Greenpoint gets its name (see Section 2, above). Webb’s shipyard no longer appears on block 2510; rather, his joint venture with Bell it is now recorded sharing block 2556B, at the foot of Greenpoint Avenue and Milton Street, with John English and Sons. Project site 56 is located on this block. Webb and Bell’s claim to fame -- and the historic interest of the yard on block 2556 -- are the caissons that they built here for the Brooklyn Bridge. Englis’s yard, moreover, was the only one to remain engaged in shipbuilding until just before the First World War (Ibid.; Hyde 1912, pl. 13). Unfortunately, the site of these historic yards on block 2556B was obliterated by the construction of the Greenpoint Terminal corporation’s building, which almost completely covers the site (Part III: pl. 66)

Part of project site 62, on the southern half of block 2470, lot 1, was the site of the Continental Iron Works factory (Part III: pl. 69). In its heyday, the buildings and yards of the Continental Ironworks were spread over seven acres along the East River -- including structures on site 63, block 2571, lot 1 -- and the company employed 1400 individuals (Ibid.). Under its first owner, T.P. Rowland, this firm manufactured the hull of the iron-clad floating battery called *Monitor*, while Nezhiah Bliss, Greenpoint’s first commercial developer, built its revolving gun turret in his Novelty Iron Works (LPC 1982, 3). Engineer John Ericsson was the designer contracted by the U.S. Navy for the vessel. The *Monitor* was launched on January 30, 1862, and its engagement with the iron-clad Merrimac, in which the latter was destroyed, made history.

Following the *Monitor*’s historic victory, Rowland -- who had manufactured gun carriages and mortar beds for the navy as well as outfitting the navy’s steamers in 1861 -- received contracts for four more iron-clads (Ibid.; two more were launched in 1872). But after the Civil War the shipbuilding industry suffered a recession. Felter (1918) attributed the decline to

rising costs for copper and lumber, labor troubles and the introduction of iron vessels. A more immediate cause may have been that the ships built for use during the Civil War were no longer needed after the cessation of hostilities, and were sold at auction by the government, thereby lowering the value and the demand for the shipbuilding industry's products (LPC 1982, 5). In the later 19th century, shipbuilding all but disappeared from the Greenpoint waterfront.

In any case, Rowland's foundry had a diversified output. He not only designed and manufactured boilers, steam engines and gas holders for the oil industry, he also made "housework, pipes, bench castings, condensers, mains, purifiers, and all iron apparatus used in gas-works." (Manufacturer 1870, 106). Business must have been good, because in 1870 he was able to erect a new foundry (on the corner of Calyer and West Streets, Part III: pl. 69).

The Continental Iron Works site was recently in the news: Motiva Enterprises, a division of Shell Oil and owner of the land where the Monitor was launched, announced on December 23, 2003 that it would donate the site, consisting of one acre of land bordering the Bushwick Inlet on Calyer Street, for the Greenpoint Monitor Museum.

Lumber and Dye Wood

Beginning in the middle of the 19th century, there were a number of lumber yards in Greenpoint. Several lots on project sites especially along the river (site 3) were associated with lumber yards. One of the well-known firms of the period was Orr & Fowler & Co. on block 2538 (site 41), between India and Java Streets, on the river.

Site 3, block 2510, also on the river, was formerly occupied by the industrial plant of the New York Extract and Dye Wood Works later known as the New York and Boston Dyewood Company. This firm was reputedly the largest United States manufacturer of natural dyes made from imported Haitian logwood. Its yard was said to contain between ten and fifteen thousand tons of wood (Brooklyn Eagle 1895: 19). The raw chemical derived from logwood, haematoxylin, was a fixative that could be combined with any metallic salt (*mordant*) to produce insoluble dyes (*lakes*) of any color. In the process, the wood was first chipped and shredded into particles in machines equipped with rotary blades, then boiled in water in metal vats. With

further boiling, it could be reduced to a solid. The successful manufacture required an “immense plant”, and production of as pure an extract as possible. A second process used at this factory allowed the moistened, shredded wood to oxydize, thus producing a red color called haema-taein. The factory also produced dyes from yellow fusticwood, imported from Tampico. The author of the article in the *Brooklyn Eagle* cited here notes that this substance was widely used in France in the “manufacture and adulteration of spurious red wines”.

Porcelain

The Cartledge Porcelain factory, one of the first manufactures in Greenpoint, opened in 1848 on what is now part of site 3, on block 2494, at the corner of Eagle and West Streets. This formerly elevated area was called “pottery hill”, while the shore at its foot, now part of block 2472 lots 32 and 2, and possibly also block 2502, lot 1, was known as “pottery beach”. No doubt the land comprising the latter blocks is full of kiln wasters and other ceramic detritus, as the area’s nickname suggests. The company was founded by Charles Cartledge and Herbert Fergerson. In the beginning they produced china door furnishings and calico buttons, the latter printed, liked the popular fabric after which they were named, with dense patterns of small geometric or floral designs. Cartledge later also produced bone china and then porcelain tableware. The factory closed in 1856, after an unsuccessful reorganization under the name “American Porcelain Manufacturing Company”. “Failure was due to operating along the lines of Mediaeval times” (Felter 1918)

Morocco Dressers

In 1868, part of O’Connell’s morocco factory was located on project site 152, block 2307. In the United States, the pre-industrial methods of manufacturing leather goods, including morocco, remained unaffected by industrialization until the 1880s.² It was labor intensive and

² The industry is described in Welsh 1964, where Bishop’s text is also quoted, pp. 15-21.

required a relatively large investment of capital, as the finished hides took on average several months to produce. The manufacture needed a fairly large amount of space to accommodate the pits or vats in which the skins were soaked; the work area, where they were scraped and dressed, and the drying sheds. The process used in 1860 was described by J. Leander Bishop as follows: first the hides were soaked in a milk lime solution (later a barley solution) in a series wood or masonry vats which could be located indoors or out. This process, called raising the hides, opened the pores and loosened the hair. If lime was used, the hide needed to be soaked afterwards in a bate of pigeon, chicken, dog dung or potash or fermented bran water to remove the lime and restore the pliability of the skin. The liming process for cow, calf, horse or pig hides took approximately four months. The skins were then scraped on a wooden beam - "beaming"; after washing, they were scraped with a different knife, then washed again; the hair side was rubbed and smoothed, the skin dipped a third time, and then both sides scraped and smoothed. Finally, the leather was dyed

Morocco leather, as distinct from other leathers, was made of goat skin, which arrived dry from Switzerland, Germany, Africa, the East Indies or Asia Minor, and required more rinsing in running water. It was considered a "fancy leather", highly finished and dyed with sumach, as opposed to the oak bark used for common leather. In the dying process, the skins were sewn up into bags and partly filled with the dyestuff, then set to float in a shallow depth of dye and agitated for several hours. The bags were then stacked, to press the dye through the pores. Finally they were unstitched, rinsed, scraped, and suspended in the drying loft.

Eberhard Faber

Eberhard was the grandson of Kasper Faber, who made the first pencil in 1765. Young Eberhard immigrated to New York from Stein Germany (near Nuremberg) to represent the firm here. He opened a factory in Brooklyn in 1872 and there produced the first eraser-capped pencil. The factory occupied the entire lot (2556) between Greenpoint Avenue and Kent Street west of West Street, but there was also a plant on block 2549. The building still exists and partly overlaps project site 46.

6. LOT HISTORIES: EVALUATION OF ARCHAEOLOGICAL SENSITIVITY

This section presents the analysis of the data contained in Part II. The detailed information and references included in that last section constitute a record of all the resources consulted for each of the sites. In addition to forming the basis for this evaluation of the project sites' potential archaeological sensitivity, the documentation was also intended to serve as a reference for future research in these districts. The LPC's archaeologists will consult the contents of Part III in order to evaluate this assessment; it will be necessary to consult Part II in the event that archaeological testing is undertaken, and it may be relevant for future assessments in the project area or nearby. This section, however, extracts all the pertinent data and it is not strictly necessary to refer to Part II in order to understand this report's conclusions.

Site numbers in bold type indicate projected development sites; those not bolded are potential development sites.

GREENPOINT

SITE 1

Block 2472, lot 410

Pls. 3, 4, 6 (above), 7

Site 1 is located on block 2476, which is almost wholly composed of landfill (pls. 3 and 4). It has been occupied by a variety of industries, beginning with the Havemeyer sugar refinery (see section 4, above), but any industrial remains will have been obliterated by the later construction, i.e. that of the industrial building that presently occupies the site. *Site 1 is therefore not archaeologically sensitive for historic remains.*

SITE 2

Block 2472, lot 425

Pls. 3, 4, 6 (below) and 8

The 1855 Perris map (pl. 4) indicates that only a narrow triangular area at the eastern end of the

block immediately west of Commerce Street was *not* composed of landfill. Although there has been no construction on this part of the lot, there is also no evidence that there were buildings or yards here possessing subsurface features whose potential remains would be of historical significance. The lot has always been wholly occupied by industrial buildings. In the tax assessments (1866) the site's owner was listed as the Green Point Sugar Company. On the 1868 Higginson map the company name appears as the H.C.H. Havemeyer Sugar Refinery. *Site 2 is not archaeologically sensitive for historic remains.*

SITE 3

Block 2472, lots 100, 32, 2; Block 2494, lot 1; Block 2502, lot 1,
Block 2510, lot 1; Block 2520, lot 57
Pls. 9-21

Block 2472, lots 100, 32 and 2 are almost entirely composed of landfill (pls. 3, 4). They remained vacant until the late 19th century, when lot 100 began to be used as a lumber yard. The 1951 Sanborn map shows that it was also used for a time to store coal. *This part of site 3 is therefore not archaeologically sensitive for historic remains.*

Although there are no buildings recorded in the earliest tax assessments for block 2494, the first being in 1871, the 1868 Higginson map shows a frame building already standing at 235 Franklin Street, at the edge of the project site (pl. 21). The sewer connection record was not located, but water and sewer service were available in the area by this time. The rest of the block was not developed until after 1880. *This part of site 3 is therefore not archaeologically sensitive for historic remains.*

Block 2502 is largely composed of landfill (pls. 3 and 4). A triangular area approximately a third of the block on the eastern side constituted the original shoreline. In its earliest recorded period of development, shown on the 1868 Higginson's map (Pl. 20), there were only spar and lime storage sheds on the block. L. Wood owned the entire block from 1868 to 1875. No buildings are described in the tax assessments for those years. One building is shown on the 1880 Bromley map: the 150 foot wide by approximately 60 foot deep brick building of the Composite Iron Works. This stood on old lots 4 through 9, fronting on Freeman Street and beginning 175

feet from the corner of West and Freeman Streets. The building was demolished before the end of the 19th century. *This part of site 3 is not archaeologically sensitive for historic remains.*

From its earliest period of development in the 1860s, Block 2510 was almost wholly occupied by the buildings of the New York Extract and Dye Wood Works (pl. 20, and see section 4, above). These structures would have destroyed any traces of backyard features that might have been associated with what seem to have been residences -- small buildings on single lots -- recorded in the earliest tax records but no longer shown on the 1868 Higginson's map. *This part of site 3 is not archaeologically sensitive for historic remains.*

Block 2520, lot 57 is presently largely covered by a two-story industrial building, except at the riverside. The 1868 Higginson map shows most of the block occupied by a lumber yard. There were buildings only at the block's eastern end, mostly along West Street, but any potential archaeological remains associated with these would have been destroyed by 1951 when the Lumber Exchange Terminal was built (this is the building still standing on the lot). *This part of site 3 is not archaeologically sensitive for historic remains.*

SITE 4

Block 2482, lot 1

Pls. 22 (above), 23, 24

Lot 1 has remained largely vacant throughout its history until the present, except for a one-story frame building, shown as a shed on the 1912 Hyde map, that overlapped its western side. On the Higginson's map this building is colored green for hazard, suggesting that it was a storage facility or served industrial rather than residential purposes. *Site 4 is therefore not archaeologically sensitive for historic remains.*

SITE 8

Block 2482, lot 39

Pls. 22 (below), 23 and 24

Lot 39 was occupied by a three-story brick building from at least 1868, probably the same building that stands on the lot today. It was connected to the sewer system in the early 1870s,

probably between 1870 and 1873. The owner, Patrick Giverin, did not reside here, and the name of the occupant at the time of the sewer connection was not traceable, because the record is missing. Because the house existed at least two years, and quite possibly longer, before the sewer connection, it was probably initially equipped with a privy, and probably also a cistern, neither of which would have been impacted by subsequent construction. *Site 8 is therefore potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 9

Block 2483, lots 61, 62
Pls. 25 (above), 28, 30

Lot 62 was occupied by a residential building from at least 1866. It was connected to the sewer system in 1874, at which time the occupant was [first name illegible] McBride. This was probably Andrew McBride -- profession given as "railing" -- who is first listed in the Brooklyn City directories residing on Clay Street near Union Ave. (Manhattan Avenue) in 1866-67. There is no listing at this address for the property's owner, Kelly. The house must have been initially equipped with a cistern and privy. A one-story extension added at the rear at the turn of the 20th century may have impacted a possible cistern but otherwise, significant portions of the building's backyard were not disturbed by subsequent construction. *This part of site 9 is therefore potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 61 was occupied by a residential building from at least 1866. It was connected to the sewer system in 1874. Consequently, it must have been initially equipped with a cistern and privy. Extensions to the main building added over the course of the 20th century and reaching the rear lot line would have disturbed a potential privy, but left enough of the back yard undisturbed, along the west lot line, so that the privy may have survived. *This part of site 9 is therefore also potentially archaeologically sensitive for historic remains, for a privy.*

SITE 10

Block 2483, lots 11, 12

Pls. 25 (below), 28, 30

Lot 11 was occupied by a residential building from at least 1866. It was connected to the sewer system in 1875. The resident, grocer Daniel Sullivan, is first listed at this address in that year. No earlier resident could be traced at this address. There is no "Coyle", the owner in 1866, listed at this address between 1866 and 1875. The property must have been initially equipped with a privy and probably also a cistern. Rear wings added at the turn of the turn of the 20th century may have impacted the latter, and there were sheds at the rear of the lot, but otherwise, a significant part of the building's yard was not disturbed by subsequent construction. *This part of site 10 is potentially archaeologically sensitive for historic remains, for a privy.*

Lot 12 was occupied by a residential building from at least 1868, although no building is listed in the tax assessments until 1871. The building was connected to the sewer system in 1875. The resident, plasterer Hugh Burns, had lived here since 1872-73. The property must have been initially equipped with a cistern and privy. The structure does not seem to have undergone any significant changes so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot was not disturbed by any subsequent construction. *This part of site 10 is therefore potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 11

Block 2483, lot 14

Pls. 26, 28, 30

Lot 14 was occupied by a two-story residential building from at least 1868, probably the one still standing on the site. It was connected to the sewer system in 1875. The resident, James McDowell, a carpenter, had moved in in 1872-73. The property must have been initially equipped with a cistern and privy. The structure does not seem to have undergone any significant changes in its footprint so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by

subsequent construction. *Site 11 is therefore potentially archaeologically sensitive for 19th century remains, both for a privy and a cistern.*

SITE 12

Block 2483, lot 20

Pls. 26 (below), 28 and 30

Lot 20 was occupied by a two-story residential building from at least 1866. It was connected to the sewer system in 1875. The first resident that could be traced in the directories was Margaret O'Callahan, the widow of the owner (presumably), who lived here in 1871-72. The mason Patrick Cuningham moved in in 1873-74 and is the person listed in the sewer connection records in 1875 (his name is spelled Cunningham in the 1874-75 directory). The dwelling must have been initially equipped with a cistern and privy. The structure does not seem to have undergone any significant changes so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *Site 12 is therefore potentially archaeologically sensitive for 19th century remains, both for a privy and a cistern.*

SITE 13

Block 2483, lot 59

Pls. 13 (above), 28, 30

Lot 59 was occupied by a three-story residential building at the front of the lot, and a one-story building at the rear of the lot, from at least 1866. The front building is probably the one still standing on the site. The property was connected to the sewer system in 1878. The earliest known resident of 83 Clay Street, Thomas McMahon, a laborer and later a driver, lived here from 1875-76. The owner's name listed in the 1869 tax assessments was illegible and could not be traced. The property must have been initially equipped with a cistern and privy. The structure does not seem to have undergone any significant changes so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. The backyard of this lot was not disturbed by any subsequent construction. *Site 13 is therefore potentially*

archaeologically sensitive for 19th century remains, both for a privy and a cistern.

SITE 15

Block 2483, lot 25

Pls. 27 (below), 29, 30

Lot 25 comprehends old lots 24, 25, 26 and 27:

Old lot 24 was occupied by a residential building from ca. 1868. It was connected to the sewer system in 1875. John Kavanagh, a cooper and first owner of the property, lived here only in 1872-73. The name of the resident at the time of the sewer connection, Emmerson, could not be found in the Brooklyn Directories. The residence must have been initially equipped with a cistern and privy. Although the building was torn down before the end of the 19th century, it is likely that neither the subsequent construction of a narrow, one-story building along the west lot line, nor the erection of a building at the rear of the lot would have impacted either the privy, located in the yard between the front and back buildings that originally stood on the west side of the lot, or the cistern that would most likely have been located between them. *This part of lot 25 is therefore considered potentially archaeologically sensitive for 19th century remains, both for a privy and a cistern.*

The first building recorded in the tax assessments on old lot 25 was in 1885. Since the lot is vacant on the Higginson's map, it probably did remain vacant at least through the 1870s. A building first appears on the 1898 Hyde map. In view of the late date of the house's construction, well after the time when water and sewer service, one might be inclined to dismiss its archaeological potential. But at least one of its neighbors (below) was not connected to the sewer system until 1923. We cannot therefore rule out the possibility that the building on old lot 25 was initially equipped with a cistern and privy, which will not have been impacted by any subsequent construction on the lot. There is no record of a sewer connection for this lot at all. *This part of lot 25 is therefore considered archaeologically sensitive for historic remains.*

Old lot 26 was occupied by a residential building from 1875 but was not connected to the sewer system until the early 1880s, probably between 1882 and 1885. Since the owner was the Trustees of Union College and the sewer connection record was lost, it was not possible to trace

the history of occupation, i.e. to locate the residents. The property was probably initially equipped with a cistern and privy, and the building does not seem to have undergone any significant changes so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the potential privy in its yard impacted by subsequent construction. *This part of lot 25 is therefore considered potentially archaeologically sensitive for historic remains, both for a privy and a cistern.*

Old lot 27 was occupied by a residential building from 1875 but was apparently not connected to the sewer system until 1923. Since the owner in 1875 was the Trustees of Union College and the sewer connection record is so late, it was not possible to trace the names of the earliest residents. It is likely that the property was equipped with a cistern and privy. The structure does not seem to have undergone any significant changes so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the potential privy in its yard impacted by subsequent construction. *This part of lot 25 is therefore considered potentially archaeologically sensitive for historic remains, both for a privy and a cistern.*

SITE 20
Block 2511, lot 14
Pls. 31, 32, 33

The updated 1868 Higginson map shows that lot 14 was occupied by a two-story frame building at the rear of the lot that replaced a brick building. Although the frame building does not quite run up to the rear lot line, its predecessor, which is just visible at the edge of addition, apparently did. A later building on the lot, erected before the end of the 19th century covered the entire front portion of the lot. Between the building shown on the Higginson map and the later dwelling, the lot area was completely covered, thus disturbing or destroying any potential backyard features associated with the lot's earliest period of occupation. At present the lot is completely covered by a one-story garage that was built in 1987 and is shown on the 2000 Sanborn map. *Site 20 is therefore not considered archaeologically sensitive for historic remains.*

SITE 22

Block 2512, lot 60
Pls. 34 (above), 35, 36

This is a conversion site only: potential archaeological remains will not be impacted.

SITE 23

Block 2512, lot 54
Pls. 34 (below), 35, 36

Lot 54 was occupied by a residential building from at least 1866. It was connected to the sewer system in 1888. The first owner, machinist J.W. Alexander, lived here from 1866-67 to 1868-69. Consequently, the building must have been initially equipped with a cistern and privy. The present, three-story building on the front of the lot may date to the 'teens or twenties and have replaced the earlier two story dwelling, thus possibly disturbing a potential cistern, which would have been located at the rear of the earlier structure. The backyard area, however, has remained substantially undisturbed by subsequent construction. *The site is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

SITE 25

Block 2521, lot 1
Pls. 37 (above), 39 and 40

Lot 1, comprising addresses 160-164 West Street, is completely covered by a one-story building which eliminates this site from consideration for archaeological sensitivity since its construction would have destroyed or disturbed any potential archaeological remains on the site. *Site 25 is therefore not considered archaeologically sensitive for historic remains.*

SITE 26

Block 2521, lots 5, 6, 7
Pls. 37 (below), 39, 40

Lot 5, now vacant, was occupied by two buildings, one on the front, the other on the rear

of the lot, from at least 1866. The owner, Weeks, named in the first tax assessment, was not listed at this address in the city directories of the late 1860s. The property was connected to the sewer system in 1868. Consequently, the lot may have been equipped with a cistern and privy. No substantial changes were made in the rear of the front building, nor has the former yard, between the two buildings, been impacted by subsequent construction. *This part of site 26 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 6, now vacant, was occupied by a dwelling from at least 1866. The owner's name listed in the tax assessments is unclear: it may be the same as the one in the tap records. Neither was traceable in the city directories. The property was connected to the sewer system in 1868. Consequently, the lot may have been equipped with a cistern and privy. No substantial changes were made in the rear of the former building, nor has its yard been impacted by subsequent construction. *This part of site 26 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 7, now vacant, was occupied by a dwelling from at least 1866. The property was connected to the sewer system in 1868. Neither the name of the first owner nor that listed in the tap records could be traced in the city directories and so the history of the building's occupation could not be traced. It may, however, have been equipped with a cistern and privy. No substantial changes were made in the rear of the former building, nor has its yard been impacted by subsequent construction. *This part of site 26 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 27
Block 2521, lot 11
Pls. 38 (above), 39, 40

Lot 11 was occupied by a residential building from at least 1866. It was connected to the sewer system ca. 1872. The owner, Edward C. Smith, was a boxmaker who had his shop on Freeman Street near Franklin Street and lived on Freeman Street near Union Avenue. He did not reside here, and the name of the resident at the time of the sewer connection is unknown.

Consequently, it was not possible to trace the history of the building's occupation. It is probable, however, that the property was initially equipped with a cistern and privy. The structure does not seem to have undergone any significant changes so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *Site 27 is therefore considered potentially archaeologically sensitive for historic remains, both for a privy and a cistern.*

SITE 29

Block 2521, lots 19
Pls. 38 (below), 39, 40

This is a reactivation site only: potential archaeological remains will not be impacted.

SITE 30

Block 2522, lot 10
Pls. 41 (above), 42, 43

Lot 10, which comprehends old lots 9 and 10, is covered by a recently erected garage not shown on the 2000 Sanborn map. Any still vacant portions of the lot behind this structure have nevertheless been disturbed by construction in the past.

Old lot 9 may have been occupied by a residential building in the 1860s: the Higginson's map was updated for this address (100 Green Street) to show a vacant lot. The tax assessments name an owner for the property in 1866, but do not include a description of any structure prior to 1871. The building was connected to the sewer system in 1868. Taken together the evidence indicates that a dwelling was erected on the lot ca. 1866-68. Since it was connected to the sewer system more or less at the time of its construction, it was probably not initially equipped with a privy or cistern. In any case, any potential remains would have been impacted with the construction, by the end of the 19th century, of a frame building that completely covered the lot, and the lot is today occupied by an industrial building.. *This part of site 30 is therefore not considered potentially archaeologically sensitive for 19th century remains.*

Old lot 10 may have been occupied by a residential building in the 1860s: the

Higginson's map was updated for this address (102 Green Street) to show a vacant lot. The tax assessments name an owner for the property in 1866 but do not include a description of any structure in the late 1860s. Yet a building on this lot was connected to the sewer system in 1868. This evidence indicates that there must have been a dwelling here in 1860s and the early residents must have equipped themselves initially with a cistern and privy. Subsequent construction episodes in the 20th century however, in which the lot was completely covered by industrial buildings, will have disturbed or destroyed any potential backyard features. *This part of site 30 is therefore not considered potentially archaeologically sensitive for 19th century remains.*

SITE 34

Block 2530, lots 1, 55, 56
Pls. 41 (below), 42, 43

Lots 1, 55 and 56 are presently occupied by an industrial building that covers all but a small triangular area at the riverside. This building will have disturbed or destroyed any potential backyard features associated with the residences shown on the 1868 Higginson's map only at the eastern end of the block. The western two-thirds of this block, approximately, is composed of landfill, and the southwestern quarter was still not filled by 1868, since it is shown as a basin on the Higginson's map. Roughly the northwest two-thirds of the block was used at that time as a featureless lumber yard. *Site 34 is not considered potentially archaeologically sensitive for 19th century remains.*

SITE 35

Block 2531, lots 1, 2, 3
Pls. 35 (above), 48, 49

Lot 1 was occupied by two dwellings, one on the front, the other on the rear of the lot, from at least 1868. The property was connected to the sewer system in the late 1860s, possibly ca. 1869. The first owner either did not live at this address or the name was incorrectly copied, and the resident at the time of the sewer connection is unknown. Consequently, it was not

possible to trace the history of the building's occupation. It is possible, however, that the property was initially equipped with a cistern or privy. The two-story building on the front of the lot seems to have been replaced by a three-story building at the turn of the 20th century, thus disturbing any potential cistern associated with the older building and leaving a considerably narrower part of the yard undisturbed by subsequent construction. *This part of site 35 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

Lot 2 was occupied by a residential building from at least 1866. It was connected to the sewer system in 1872. The owner listed in 1866, Gallagher, was also the resident in 1872 (presumably: the first name or initial was illegible in both cases), but this name is not listed at this address in the directories of the late 1860s to mid 1870s. It was therefore not possible to verify that the building was actually occupied before it was connected to the sewer system. But the property probably was initially equipped with a cistern and privy. In the later 20th century, however, a one-story office building was constructed on approximately the front two-thirds of the site along the south lot line, leaving only a passage on the north side of the building. Unless the cistern was located at the north end of the old dwelling, the office may well have disturbed or destroyed it. The rear third of the lot, however, has not been impacted by subsequent construction episodes. *This part of site 35 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and possibly a cistern.*

The first building listed in the tax assessments for Lot 3, possibly the one still occupying this lot, was a 25 X 35 ft, residence enumerated in 1871. This may have been the first dwelling on the lot, since the Higginson's map shows it as an update, i.e. post-1868. It was connected to the sewer system in 1872. It was therefore probably not initially equipped with a cistern or privy. The owner of the first building on the lot in 1871-72, Copeland, is not listed at this address in the directories. Nor is the resident at the time of the sewer connection, Maloney. It was therefore not possible to verify that the building was actually occupied before it was connected to the sewer system. *This part of site 34 is therefore not considered archaeologically sensitive for historic remains.*

SITE 36

Block 2531, lots 9, 10

Pls. 46 (above)

The first tax assessment for a building on lot 9, a three-story residence, dates 1869-70. This probably was the first building on the lot, because the Higginson map shows it as an update, i.e. post-1868. The property was connected to the sewer system at approximately the same date, apparently shortly after its construction. Consequently, it probably was not initially equipped with a cistern or privy. *This part of site 36 is therefore not considered archaeologically sensitive for historic remains.*

Lot 10 was occupied by a three-story residential building from 1869, according to the tax assessments, and probably not earlier, since the Higginson's map was updated for this lot. It was connected to the sewer system in the same year. Consequently, this building was probably not initially equipped with a cistern or privy. *This part of site 36 is therefore not considered potentially archaeologically sensitive for 19th century remains.*

SITE 38

Block 2531, lots 36, 35

Pls. 47 (above), 48 and 49

Lot 36 was occupied by a residential building from at least 1866. It was connected to the sewer system in 1874. The resident at the time of the sewer connection, Conrad Smith -- listed first as a cabinet maker, later as a "mechanic"-- had moved in in 1870-71. Consequently, the dwelling must have been initially equipped with a cistern and privy. The structure does not seem to have undergone any significant changes, so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *This part of site 38 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 35 was occupied by a residential building from at least 1866. It was connected to the sewer system in 1868. The owner, Brinkerhoff, was also listed in the tap records. The first resident traced in the Brooklyn Directories, however, was Hanna Brinckerhoff, on India near

West Street, in 1870-71. The evidence does not allow us to rule out the possibility that the property may have been initially equipped with a cistern and privy. The structure does not seem to have undergone any significant changes, so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *This part of site 38 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 39

Block 2531, lot 20

Pls. 47 (below), 48, 49

Lot 20 comprehends old lots 13 and 14:

Old lot 13 was occupied by a residential building from at least 1866. It was connected to the sewer system in 1872. Consequently, the dwelling must have been initially equipped with a cistern and privy. But the only areas on the lot where these installations could have been located was covered by buildings erected at the turn of the 20th century. These would have disturbed or destroyed any potential backyard features. *This part of lot 20 is therefore not considered potentially archaeologically sensitive for historic remains.*

Old lot 14 was occupied by a residential building from at least 1866, but there is no record of a sewer connection before 1902. Consequently, the dwelling must have been equipped with a cistern and privy. The rear portion of the building seems to have undergone some modifications that could have negatively impacted a possible cistern, but the backyard of this old lot was not disturbed by any subsequent construction. *This part of lot 20, beginning 25 feet south of Huron Street and approximately 50 ft. west of Franklin Street, is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 40 was occupied by a three-story building from at least 1868 and was probably initially equipped with a cistern and privy. Neither the building nor its rear yard were impacted by subsequent construction. *This part of lot 20 is therefore considered potentially archaeologically sensitive for historic remains.*

SITE 40
Block 2532, lot 1
Pls. 50 and 51

Lot 1 is presently covered by a one-story garage that was erected in 1949. *Site 40 is therefore not considered archaeologically sensitive for historic remains.*

SITE 41
Block 2538, lot 1
Pls. 52 and 53

Lot 1 is presently covered by industrial buildings erected in 1953. In the 19th century it was occupied by lumber yards, and planing and box factories. *Site 40 is not considered archaeologically sensitive for historic remains.*

SITE 42
Block 2539, lot 8
Pls. 54 (above), 55 and 56

Lot 8 was occupied by a residential building from at least 1866. It was connected to the sewer system in 1870. Charles Etheridge, a book keeper, later the owner of a stationery store on Franklin Street, resided at this address from 1866-67 to 1870. Consequently, the dwelling must have been initially equipped with a cistern and privy. The building, apparently the one still standing on the lot, does not seem to have undergone any significant changes, so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *Site 42 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 43

Block 2539, lot 29

Pls. 54 (below), 55 and 56

Lot 29 was occupied by a residential building from at least 1866. The owner, the widow Margaret Navarro, lived nearby at 40 Java Street. It was not possible to trace the early occupants of the building on this lot, but the property was not connected to the sewer system until after ca. 1878. Consequently, it must have been initially equipped with a cistern and privy. It is uncertain whether the structure shown on the Higginson's map is the same as the one recorded on the 1898 Hyde since the latter -- apparently the building still standing on the lot -- is set back from the lot line and extends further towards the rear of the lot. The rear extension or new construction could have negatively impacted the cistern, which would have been located close to the rear of the building. The backyard, however, has not been disturbed by any subsequent construction. *Site 43 is therefore potentially archaeologically sensitive for historic remains, for a privy and possibly also a cistern.*

SITE 44

Block 2543, lot 1

Pls. 57 and 58

Lot 1 is presently covered by industrial buildings of the Vanguard Business Furniture Corp. In the 19th century it was occupied by a lumber yard, and a few frame buildings, including sheds, a stable and an office; in the southwestern corner of the lot was William Smith & Cos. Eagle Steam Saw Mill. *Site 44 is not archaeologically sensitive for historic remains.*

SITE 46

Block 2549, lot 10

Pls. 59, 60, 61

Lot 10 comprehends old lots 9 through 12:

It appears that all four lots were developed by individuals who lived in the next block and moved into their new residences after they were connected to the sewer system. We can not

prove that they rented out their properties before they were connected to the sewer system, but it is likely.

Old lot 9, at 60 Java Street, was occupied by a residential building from at least 1866. It was connected to the sewer system (same owner) in 1869. The owner, however, engineer Michael Smith, did not take up residence here until 1871-72. In the 1870-71 directory, he is listed at 33 Java Street. The earlier residents could not be traced. The dwelling must have been initially equipped with a cistern and privy. Most of the lot, save for an approximately 16 foot deep rear yard, is covered by a three-story loft that was built in 1929, when it was part of the Eberhard Faber Co.'s factory. This would have destroyed a potential cistern, but a privy might still be found in the undisturbed rear portion. ***This part of site 46 is therefore considered archaeologically sensitive for historic remains, for a privy.***

Old lot 10, formerly 62 Java Street, was occupied by a residential building from at least 1866. It was connected to the sewer system in 1869 by the same owner, John Bassett. A brass finisher, Bassett resided at 35 Java Street from 1866-67 until 1871-72, when he moved into his new home. The dwelling was probably initially equipped with a cistern and privy. The eastern side of the lot is partly covered by the F.P. Construction building (above), which would have impacted a potential cistern. ***This part of site 46 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.***

Old lot 11, formerly 64 Java Street, was occupied by a residential building from at least 1866. It was connected to the sewer system (same owner) in 1870. Like his neighbors, the owner of this lot, William M. Lowry, resided a block away at 37 Java Street until 1870-71, moving into his new home on this lot in 1871-72. The dwelling was probably initially equipped with a cistern and privy. Neither the back of the building nor its yard was impacted by subsequent construction. ***This part of site 46 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.***

Old lot 12, formerly 66 Java Street, was occupied by a residential building from at least 1866. It was connected to the sewer system, by the same owner, in 1869. The history of occupation of this lot follows that of its neighbors. Owner Isaac W. Angell, a patternmaker, lived at 39 Java Street until 1870-71, moving into his new home the following year, in 1871-72. The

dwelling was probably initially equipped with a cistern and privy. Neither the back of the building nor its yard was impacted by subsequent construction. *This part of site 46 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 52

Block 2556, lots 55, 57

Pls. 62, 63, 64

Lot 55 comprehends old lots 25 and 26:

Old lot 25, 35 Greenpoint Avenue, is completely covered by a three- and two-story wings of a building, possibly the same as that shown on the 1868 Higginson's map. *This part of site 52 is therefore not archaeologically sensitive for historic remains.*

Old lot 26, 33 Greenpoint Avenue, was occupied by a residential building from at least 1866, when there was a three-story brick building on the front of the lot and a one-story frame shed at the rear of the lot. This building was connected to the sewer system in 1872. But by 1898, the rear portion of the lot was completely covered by a frame extension that would have destroyed any potential backyard features *This part of site 52 is therefore not archaeologically sensitive for historic remains.*

Lot 57, according to the tax assessments, was occupied in 1866 by sheds, and by at least 1871 by a shop belonging to William Smith. He also owned a sawmill at the corner of Kent and West Streets (1866-72), but he lived in New York City, on St. Mark's Place. The Higginson's map, which was updated probably during the 1870s, shows the lot as vacant. In 1880, it was occupied by a frame building, but by 1912, it was again vacant. There is no record of a sewer connection for this lot, which may be explained by the earliest building's commercial rather than residential use. The back of the lot has not been impacted by subsequent building episodes during the 20th century, however, and the possibility that the earliest period of the site's use included a privy and cistern can not be ruled out. *This part of site 52 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 56

Block 2556B, lot 1
Pls. 65 and 66

Lot 1 is currently covered by the Greenpoint Terminal Corporation building, built between 1912 and 1929. On the 1868 Higginson's map, the historic Webb & Bells Ship Yard is shown on the western half of the lot, while the updated eastern half of the lot was shown to be occupied by English (*sic*) and Sons Ship Yard (see section 4, above). *Site 56 is not archaeologically sensitive for historic remains.*

SITE 62

Block 2570, lot 1
Pls. 67, 68, 69

Lot 1 was occupied by industrial buildings from the 1870s on, most importantly the historic Continental Iron Works buildings on Calyer and on Quay Streets (see section 4, above). There is no record of any sewer connections prior to the 20th century, and then only on West Street. The buildings of the Continental Iron Works were located along Calyer Street, which formerly bisected this block, and included the site of the foundry at the corner of Calyer and West Streets. These were largely covered by the Consolidated Freightways building. Although mostly undisturbed by subsequent construction episodes, the site of the Continental Iron Work's frame and brick buildings along Quay Street, marked "Bonding and Shaping", "Smithy", "Erecting shop" and "Fitting Shop", would not yield significant archaeological remains because the processes connected with these phases of manufacture did not involve the use of subsurface installations that might have survived the demolition of the above-ground structures. Nor is there any evidence that any of these buildings possessed basements. Although the site is certainly of historic interest, it is unlikely to yield archaeological remains that could help to shed further light on the history of the Continental Iron Works. *Site 62 is therefore not considered archaeologically sensitive for historic remains.*

SITE 63

Block 2571, lots 1, 9

Pls. 70, 71, 72

Lot 1 comprehends old lots 36 and 1 through 8:

Old lot 36, corresponding to 69 Calyer Street is covered by an industrial building that was erected in 1972. *This part of lot 1 is therefore not archaeologically sensitive for historic remains.*

Old lots 1-5, corresponding to 26-34 West Street, are covered by an industrial building that was erected in 1972. *This part of lot 1 is therefore not archaeologically sensitive for historic remains.*

Old lot 6, corresponding to 36 West Street, was occupied by industrial buildings from its earliest period of occupation. At that time, part of the three-story pattern storage building (probably belonging to William's Ship jobbing Yard across the street) stood on the front of the lot. Behind it was a two-story wing and at the rear, a one-story stable. These three wings covered almost the entire lot area, leaving only a narrow strip on the south side of the stable, and an even narrower alley at the rear of the lot. By the turn of the 20th century, these buildings had become part of the Continental Iron Works' facilities (see above, section 4). There is little or no yard area where a privy or a cistern might be located, and the location for either of these immediately in front of the stables, is not a likely one. There is also no evidence from the maps that the frame buildings that stood here had basements that might contain industrial installations of historic significance. *This part of lot 1 is therefore not considered potentially archaeologically sensitive for historic remains.*

Old lot 7, corresponding to 38 West Street, was occupied by a residential building from 1868, but there is no record of a sewer connection prior to the end of the 19th or early 20th century. There were no listings at this address for the lot's first owner, Robert Smith, and therefore it was not possible to verify when the building was first inhabited. But it must have been equipped with a cistern and privy. The building was demolished at the turn of the 20th century, and the lot has not been disturbed by subsequent construction episodes. *This part of lot 1 is therefore considered potentially archaeologically sensitive for prehistoric remains.*

Old lot 8, corresponding to 40 West Street, was occupied by a residential building from at least 1866, but it was not connected to the sewer system until 1894. The first owner, book keeper Jeremiah Terry, did not reside at this address and since the tap record is illegible, it is not possible to trace the history of the building's occupation. However, it must have been equipped with a cistern and privy. The building was demolished at the turn of the 20th century, and the lot has not been disturbed by subsequent construction episodes. *This part of lot 1 is therefore considered potentially archaeologically sensitive for historic remains.*

Lot 9, 64 Oak Street, is covered by a one-story factory that was built between ca. 1929 and 1951. *This part of lot 1 is therefore not archaeologically sensitive for historic remains.*

SITE 68
Block 2590, lot 210
Pls. 73, 74 and 75

Lot 210 comprehends old lots 11 and 12:

Old lot 11, corresponding to 102 Quay Street, during the late 1860s was the property of Thomas Rowland, owner of the Continental Iron Works. But it is unclear what kind of building stood on the lot, if any, before the two-story frame building shown on the updated Higginson's map (i.e. 1870s). The building was connected to the sewer system in 1869. It is unclear whether the building would have initially been equipped with a privy and cistern. By the end of the 20th century, however, it was replaced by two buildings fronting on Franklin Street, that completely covered the lot area and would have disturbed or destroyed any backyard installations connected with the earlier building. *This part of lot 210 is therefore not archaeologically sensitive for historic remains.*

Old lot 12, corresponding to 27-31 Franklin Street, seems to have remained vacant, or largely vacant, until the present day. Currently, it is partly occupied, at the rear of the lot, by one-story buildings connected with a filling station. There is no record of 19th century buildings or sewer connections on the lot. *This part of lot 210 is therefore not archaeologically sensitive for historic remains.*

SITE 211

BLOCK 2590, lot 100

Pls. 73, 74 and 75

With the exception of one or two small industrial buildings near Franklin Street shown on the 1929 Hyde map, this vacant, marshy area bordering Bushwick Creek has never been built upon. **It is therefore not considered archaeologically sensitive for historic remains.**

SITE 93

Block 2724, lots 31, 30

Pls. 76 (above), 77, 78

Lot 31 comprehends old lots 19 and 20. The earliest tax assessments, of 1866, list a three-story building on each of the lots, while the Higginson map shows a two-story dwelling. The reason for this discrepancy was not discovered.

Old lot 19 was occupied by a residential building from at least 1866/68, but was not connected to the sewer system until 1889. The first owner, W. Peterson, a tailor, is listed at 17 Meeker Avenue in the 1870-71 directories (the only time he is listed). The name of the individual who resided here at the time the sewer was connected, is illegible. Consequently, it was not possible to trace the history of the buildings' occupation. The building was no doubt equipped with a cistern and privy. At the turn of the 20th century, it was enlarged at the rear, which would have negatively impacted the potential cistern that was presumably located immediately behind the earlier building. A portion of the yard, however, was not disturbed by any subsequent construction. *This part of lot 31 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

Old lot 20 was occupied by a building from at least 1866/68 but it was not connected to the sewer system until 1881. Consequently, it must have been initially equipped with a cistern and privy. The footprint of this building seems to have remained substantially unchanged, although the construction of the "club house", shown on the 2000 Sanborn map, may have disturbed or destroyed the cistern, if it was located immediately behind the old building. Portions of the rear yard of the 19th century, however, were not disturbed by the building of sheds or other

subsequent construction episodes. *This part of lot 31 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

Lot 30 was occupied by a residential building from at least 1866, but it was not connected to the sewer system until after ca. 1882. The same discrepancy between the tax assessments and the Higginson's map was found here. But the building that certainly existed on this lot in the 1860s and 70s -- probably the one still standing on the lot -- must have been equipped with a cistern and privy. It does not seem to have undergone any significant changes, so that the area immediately behind it, where the cistern would have been located would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *This part of site 93 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

SITE 103
Block 2292, lot 11
Pls. 76 (below), 79, 80

Lot 11 was occupied by a small, one-story frame building in ca. 1875 (first listed in the tax assessments of that year and also shown on the updated Higginson's map, providing a *terminus post quem* for the map's updates). The property was connected to the sewer system in 1892. Although a larger building was erected on the front of the site in the second or third decade of the 20th century, along with a one-story frame building at the rear of the lot, most of the large yard connected with the earlier dwelling was not disturbed by any subsequent construction. *Site 103 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

SITE 106
Block 2722, lot 36
Pls. 81 and 82

Lot 36 was not developed for housing until after 1880. The lot is still depicted as vacant on the 1880 Bromley map. And although the sewer connection dates to 1891, the 1898 Hyde map

also does not show a building on this lot. It may have been torn down again by this time. Neither the names listed in the tax assessments or in the tap record were traceable in the directories. We can not exclude the possibility that the building was initially equipped with a cistern and privy.

Site 106 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and cistern.

SITE 131

Block 2731, lot 44

Pls. 83 (above), 85, 86

Lot 44 was occupied by a residential building from at least 1868, although this earliest building may have been just a shed. The first building in the tax assessments dates to 1876. The property was connected to the sewer system after ca. 1882. The first owner, Reynolds, did not reside at this address and the tap record is lost, so the building's occupational history was not traceable. But it was no doubt initially equipped with a cistern and privy. The structure does not seem to have undergone any significant changes, so that the area immediately behind it, where the potential cistern would have been located, would not have been negatively impacted, nor was the backyard of this lot disturbed by any subsequent construction. ***Site 131 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.***

SITE 132

Block 2731, lots 41, 38

Pls. 83 (below), 85, 86

Lot 41 comprehends old lots 18, 17 and 16:

Old lot 18 was occupied by a residential building from at least 1872, but not connected to the sewer system until after ca. 1882. The first owner, Reynolds, did not reside at this address and the tap record is lost, so it was not possible to trace the building's occupational history. But it must have been initially equipped with a cistern and privy. The structure does not seem to have undergone any significant changes, so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this

lot disturbed by any subsequent construction. *This part of Site 132 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 17 was occupied by a residential building from at least 1872, but not connected to the sewer system until after ca. 1882. The first owner, Reynolds, did not reside at this address and the tap record is lost, so it was not possible to trace the building's occupational history. But it must have been initially equipped with a cistern and privy. The original building was demolished or destroyed probably in the 1880s. The lot remained vacant for some years at the end of the 19th to early 20th century until a one-story frame building was erected on its north side. By mid-century, a small brick building was added at the front of the lot. These construction episodes may have negatively impacted the cistern that would have been located immediately behind the original dwelling, but portions of the yard area have remained undisturbed. *This part of Site 132 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

Old lot 16 was a vacant area at the rear of lot 41. It was occupied by a building from at least 1872, but not connected to the sewer system until after ca. 1882. The first owner, Reynolds, did not reside at this address and the tap record is lost, so it was not possible to trace the building's occupational history. But it must have been initially equipped with a cistern and privy. It is uncertain which building the tax and sewer records relate to as the maps, prior to the 1929 Hyde, show the lot as vacant. It is possible that they relate to the property on old lot 17, which had the same owner. In any case the rear portion of this area has not been disturbed by any subsequent building episodes. *This part of Site 132 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

Lot 38 was occupied by a shop from at least 1866, but it was not connected to the sewer system until 1902. The name of the owner in 1866 was not found in the directories and it was therefore not possible to determine the type of business. The property may well have been equipped with a privy and cistern. The structure did not undergo any significant changes, so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *Lot 38 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 133
Block 2731, lots 36, 35
Pls. 84, 85, 86

Lot 36 was occupied by a residential building from at least 1866, but not connected to the sewer system until 1891. The first owner, Thomas Sullivan, a tailor, lived next door at 29 Frost Street with J. Sullivan, another tailor (his brother?) from 1870-71. Because they did not reside in the building on lot 36, the early history of its occupation could not be traced. It is likely, however, in view of the temporal gap between the listing of the first building and the sewer connection, that the property was equipped with a cistern and privy. The structure does not seem to have undergone any significant changes, so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction, except for a narrow frame building along the east lot line. *Lot 36 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 35 was occupied by a residential building from at least 1866, but not connected to the sewer system until 1889. Consequently, it must have been initially equipped with a cistern and privy. (Neither the name of the first owner, nor that listed in the tap records, could be traced in the city directories). The building was replaced by a three-story structure at the turn of the 20th century, so that the area immediately behind it, where the cistern would have been located, may have been negatively impacted. A significant portion of the backyard in the center of this lot, however, was not disturbed by any subsequent construction. *Lot 35 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

SITE 134
Block 2732, lot 33
Pls. 87, 88, 89

Lot 33 comprehends old lots 18 and 17:

Old lot 18 must have been occupied by a building from the mid- to late 1880s, since it was connected to the sewer system in 1888, but we have no maps for the years between 1880 and

1898, and by the latter date, the Hyde map only records a small frame shed near the front of the lot. According to the tax assessments, the first building was a "new shed" in 1888. The 1951 Sanborn records an industrial building covering the rear half of the lot; the 2000 Sanborn shows a one-story building set back from the lot line and today the front part of the lot is occupied by a garage, all of which would have negatively impacted any potential archaeological remains. *This part of Site 134 is therefore not considered archaeologically sensitive.*

Old lot 17, like its neighbor on old lot 18, must have been occupied by a building from the mid- to late 1880s, since it was connected to the sewer system in 1888, but we have no maps for the years between 1880 and 1898, and by the latter date, the Hyde map only records a small frame building at the front of the lot. By the turn of the 20th century, a one-story frame building was erected that covered eastern half of the lot, leaving a small yard between the now brick-clad frame building on the front of the lot but this would have been disturbed by the construction of the industrial building shown on the rear half of the lot on the 1951 Sanborn map, or by the one-story garage currently standing on the lot. *This part of Site 134 is therefore not considered archaeologically sensitive for historic remains.*

SITE 137
Block 2733, lot 6
Pls. 90, 91, 92

Lot 6 was occupied by a residential building from at least 1869, but not connected to the sewer system until 1889. Consequently, it must have been initially equipped with a cistern and privy. (Neither the name of the first owner, nor that listed in the tap records, could be traced in the city directories). The building does not seem to have undergone any significant changes, in spite of small differences in the maps -- so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction *Site 137 is therefore considered potentially archaeologically sensitive for historic remains, for a cistern and a privy.*

SITE 138
Block 2734, lot 3
Pls. 93 (above), 94, 95

Lot 3 was occupied by a residential building from at least 1872. It was connected to the sewer system in 1876. Consequently, it must have been initially equipped with a cistern and privy. (The name of the first owner, also that listed in the tap records, could be traced in the city directories). By 1898, additional structures were added, leaving a yard about 12 ft. wide by 20 ft. deep in the center-south side of the lot. While the cistern behind the original building may have been negatively impacted by the construction of the additional wings at the rear, the above-described backyard area was not disturbed by subsequent construction *Site 138 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

SITE 139
Block 2734, lot 13
Pls. 93 (below), 94, 95

This is a reactivation only: potential archaeological remains will not be impacted.

SITE 141
Block 2304, lots 36, 37
Pls. 96, 97

No new development is planned for these lots: potential archaeological remains will not be impacted.

SITE 144
Block 2305, lots 15, 16, 17
Pls. 98 (above), 99, 100

Lot 15 was occupied by a residential building from at least 1868, but not connected to the sewer system until 1879. Consequently, it must have been initially equipped with a cistern and

privy. By 1929, however, the frame building was extended over the entire lot area and this would have disturbed or destroyed any potential archaeological resources. *Lot 15 is therefore not considered archaeologically sensitive for historic remains.*

Lot 16 was occupied by a residential building from at least 1868, but not connected to the sewer system until 1889. Consequently, it must have been initially equipped with a cistern and privy. The original building was replaced by a larger one before the end of the 19th century, and a shed was built in the rear of the yard by 1912. These activities would have disturbed or destroyed a potential privy or cistern located in the yard. *Lot 16 is therefore not considered archaeologically sensitive for historic remains.*

Lot 17 was occupied by a residential building from at least 1878, but not connected to the sewer system until 1886. The first owners listed in the tax assessments, as well as named in the tap records, were the Briggs brothers, who had a cooperage on this block. The address of the cooperage was not given, and John Briggs later took up residence at 176 North 10th (1880-81). Consequently, it was not possible to trace the history of the building's occupation. It is probable, however, that it was initially equipped with a cistern and privy. Except for a series of one-story frame buildings at the rear of the lot, the property has remained largely vacant. *Lot 17 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 145

Block 2305, lot 18

Pls. 98 (below), 99, 100

This is a conversion site only: potential archaeological remains will not be impacted.

SITE 149

Block 2307, lot 31

Pls. 101 (above), 102, 103

Lot 31 comprehends old lots 47 and 46:

Old lot 47 was occupied by a factory building from at least 1868. The first owner, a

manufacturer of varnishes called Booden & Son (see section 4, above) was listed on North 9th Street near 7th in the 1870-71 city directory. But before 1882-83, the factory occupied only 243 and 245 North 9th Street. The new address, 243 to 251 North 9th Street, first appears in the 1882-83 city directory. The property on lot 31 (249 North 9th Street) was connected to the sewer system in 1887. It may have been initially equipped with a cistern and privy, but whatever the case, by the end of the 19th century, frame buildings were built over the entire lot, and although these back wings were demolished before 1912, the 1951 Sanborn map shows that a new, brick building had been erected that once again completely covered the lot area. *This part of lot 31 is therefore not considered archaeologically sensitive for historic remains.*

Old lot 46 was occupied, from at least 1870, by a one-story building, apparently a shed, that also belonged to Booden, and is first listed in 1882-83 as part of the varnish manufacturer's plant. It was connected to the sewer system in 1887. The front half of the lot has never been built upon and may have contained a privy or a cistern. *This part of lot 31 is therefore considered archaeologically sensitive for historic remains, for a privy or a cistern.*

SITE 152

Block 2307, lot 25

Pls. 101 (below), 102, 103

Lot 152 was occupied by a two-story building from ca. 1868 that was probably the home of Christopher O'Connell, the owner, although no street address is given for him in that year in the city directory. The Higginson's map shows only a one-story building at the rear of the lot that was part of O'Connell's morocco factory (see section 4, above). The first listing for the manufacture on 9th Street is 1866-67. In 1880, lot 25 was vacant. Since the property was not connected to the sewer system until 1900, the building listed in the tax assessments was probably equipped with a privy and a cistern. The processing of the hides especially required a great deal of water, so that at least one cistern should have been installed on the property. At the turn of the century, a large, three-story brick building was erected on the front of the lot, along with a second back building. But part of the rear yard belonging to the earliest period of occupation was not disturbed by subsequent construction. *Site 152 is therefore considered potentially*

archaeologically sensitive for historic remains, for a privy and a cistern.

SITE 159

Block 2738, lot 24

Pls. 104 (above), 105, 106

Lot 24 was occupied by three buildings from at least 1868, but not connected to the sewer system until ca. 1885. Consequently, it must have been initially equipped with a cistern and privy. But by the end of the 19th century, additional wings had been added so that the lot was almost completely covered, except for a narrow space on the south side of the main building. These structures would have disturbed or destroyed any potential backyard installations. *Site 159 is therefore not considered archaeologically sensitive for historic remains.*

SITE 162

Block 2310, lots 9, 10 and 11

Pls. 104 (below), 107, 108

Lot 9 was occupied by a two-story building from at least 1868, but not connected to the sewer system until ca. 1873. Frederick Niemann, a mason and one of the owners named in the 1868 tax assessments is listed on North 9th Street at the corner of 3rd (Berry Street), but this does not correspond to lot 9. None of the names associated with the tax assessments or the tap records could be traced in the directories and so we are unable to trace the building's occupational history. But it was probably initially equipped with a cistern and privy. The structure did not undergo any significant changes so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *This part of site 162 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 10 was occupied by a brick building from at least 1868, but not connected to the sewer system until ca. 1873. (It is not known why the height recorded in the tax assessment is not the same as that shown on the Higginson map). The first owner did not reside at this address and the tap record has been lost, so we are unable to trace the building's history of occupation. But it

was probably initially equipped with a cistern and privy. The 1951 Sanborn map shows that the structure acquired a rear wing, and this could have negatively impacted a potential cistern located immediately behind the building. Most of the original yard area, however was not disturbed by any subsequent construction. *This part of site 162 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 11 was occupied by a brick dwelling from at least 1868. It was connected to the sewer system in 1870. The first resident listed is Nicholas Baker, a watchman, who moved in in 1869-70 and is also named in the tap records. The property may well have been initially equipped with a cistern and privy, although no occupant prior to Baker could be traced. *This part of site 162 is therefore considered potentially archaeologically sensitive for 19th century remains, for a privy and a cistern.*

SITE 166
Block 2313, lot 22
Pls. 109 (above), 110, 111

Lot 22 was occupied by a dwelling from at least 1868, which was connected by the owner to the sewer system in 1869. Unfortunately, it was not possible to trace his name in the city directories and so verify whether the building was standing and occupied prior to 1868. The 13th ward was nearly all built up by ca. 1861, so we can not rule out the possibility that it was, and that in that case, it would have been equipped with a cistern and privy. *Site 166 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 169
Block 2313, lot 28
Pls. 109 (bottom), 110, 111

Lot 28 was occupied by a one-story building in 1868, but the updated Higginson map shows that it had been demolished by the 1870s. The rear of the lot was now occupied by a two-story wing of a brick building on North 9th Street. The lot was connected to the sewer system ca. 1870, or in the early 1870s. Consequently, the earlier building, if it was a dwelling, could have

been equipped with a cistern and privy, but these would most probably have been located behind the building, which would have stood on or near the curb, like its neighbors, rather than in front of the house, on the street. Since the back of the half of the lot was disturbed by the construction of the above-mentioned brick building, any remains in a back yard area would have been destroyed. *Site 169 is therefore not considered archaeologically sensitive for 19th century remains.*

SITE 174

Block 2741, lot 8

Pls. 112, 114, 115

Lot 8 was occupied by a dwelling from at least 1869 and probably connected to the sewer system in the same year. The 1858 Dripps map shows that the lot had not yet been developed. The three-story frame building shown on the updated Higginson map is probably this building, and given that all the other lots on Union Avenue save this one and its neighbor are still vacant, it is reasonable to assume that the building shown on the map was the first on the lot and that it was connected to the sewer system more or less immediately after it was completed. Consequently, it was probably not initially equipped with a cistern and privy. *Site 174 is therefore not considered potentially archaeologically sensitive for 19th century remains, for a privy and a cistern.*

SITE 176

Block 2741, lot 13

Pls. 113, 114, 115

Lot 13 comprehends old lots 34, 50 and 51:

Lot 34 was occupied by a two-story dwelling from at least 1866 and connected to the sewer system by the owner in 1868. The owner's name was not traced in the city directories and it was therefore not possible to verify whether the building was occupied prior to being connected to the sewer system. Be it whether or not it was, the lot was completely built over early in the 20th century, so that any potential archaeological remains in the yard would have been disturbed or destroyed. *This part of site 176 is therefore not considered archaeologically*

sensitive for historic remains, for a privy and a cistern.

Lot 50 was occupied by a shed or “contractor’s stables” from at least 1868 to ca. 1876. The property was connected to the sewer system in 1893. Consequently, it was probably initially equipped with a cistern and privy. By the turn of the century, buildings had been erected on most of the lot, leaving only an area beginning approximately 60 ft. north of Jackson Avenue and measuring about 10 X 20 feet on the east lot line that was not covered by buildings or sited where the earlier stables had stood. This area could conceivably contain a backyard installation. *This part of site 176 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 51 was occupied by a “contractor’s stables” from at least 1869 to ca. 1876. There is no record of a sewer connection for this lot. It is possible that this building was initially equipped with a cistern and privy, but by the turn of the century, a four-story building with a one-story wing at the rear had been erected that completely covered the lot area. *This part of site 176 is therefore not considered archaeologically sensitive for historic remains.*

SITE 183

Block 2746, lots 41 and 40

Pls. 116 (above), 117, 118

Lot 41 was occupied by a two-story building from at least 1872, but apparently, the property was not connected to the sewer system until 1928. Consequently, it must have been equipped with a cistern and privy. (But the first owner did not reside here, and so it is not possible to trace the early occupational history of the building). The structure does not seem to have undergone any significant changes, so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. And while sheds were built in the backyard against the rear and east lot lines, a significant portion of the yard was not disturbed by any subsequent construction. *This part of site 193 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 40 was occupied by a two-story building from at least 1866, but the property was connected to the sewer system only in 1928. Consequently, the dwelling must have been

equipped with a cistern and privy. (But the first owner did not reside here, and so it is not possible to trace the early occupational history of the building). It does not seem to have undergone any significant changes, so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *This part of site 183 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 184

Block 2746, lot 39

Pls. 116 (bottom), 117, 118

Lot 39 was occupied by a two-story building from at least 1866. It was connected to the sewer system in 1874. Consequently, the dwelling was probably initially equipped with a cistern and privy. By 1929, however, a three-story and a one-story building were erected that completely covered the lot area, thus disturbing or destroying any potential archaeological remains in the former back yard. *Site 184 is therefore not considered archaeologically sensitive for historic remains.*

SITE 185

Block 2317, lots 5, 6, 7 and 8

Pls. 119 (above), 121, 122

Lot 5 was occupied by a three-story building from 1868, which was connected to the sewer system in 1870. Neither the first owner listed in the tax assessments, nor the name recorded in the tap records could be traced in the city directories and so it was not possible to verify whether the building was actually occupied before being connected to the sewer system. We can not however rule out the possibility that the property was initially equipped with a cistern and privy. The building was replaced, between 1929 and 1951, by a one-story structure, whose footprint was smaller than that of the earlier building and therefore would not have disturbed the potential cistern that could have been located immediately behind the house. Nor was the backyard of this lot disturbed by any subsequent construction. *This part of site 185 is therefore*

considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.

Lot 6 was occupied by a three-story building from at least 1868, which was connected to the sewer system around 1870. The name of the first owner listed in the tax assessments, the same as for lot 5, could not be traced in the city directories and so it was not possible to verify whether the building was actually occupied before being connected to the sewer system. We can not however rule out the possibility that the property was initially equipped with a cistern and privy. It does not seem to have undergone any significant changes, so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *This part of site 185 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 7 was occupied by a three-story building from at least 1868, which was connected to the sewer system in 1870. Neither the first owner listed in the tax assessments, nor the name recorded in the tap records, both the same as for lot 5 above, could be traced in the city directories and so it was not possible to verify whether the building was actually occupied before being connected to the sewer system. We can not however rule out the possibility that the property was initially equipped with a cistern and privy. It does not seem to have undergone any significant changes, so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *This part of site 185 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 8 was occupied by a three-story building from at least 1868, which was connected to the sewer system in 1870. The name of the first owner listed in the tax assessments, the same as for lot 5, could not be traced in the city directories and so it was not possible to verify whether the building was actually occupied before being connected to the sewer system. We can not however rule out the possibility that the property was initially equipped with a cistern and privy. It does not seem to have undergone any significant changes, so that the area immediately behind it, where the cistern would have been located, would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *This part of site 185 is*

therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.

SITE 186

Block 2317, lots 12 and 13

Pls. 119 (below), 121, 122

Lot 12 was occupied by a one-story building at the rear of the lot from at least 1868. It was connected to the sewer system in 1878. Neither the first owner listed in the tax assessments, nor the name recorded in the tap records could be traced in the city directories, and it was therefore not possible to verify the building's history of occupation. The property was no doubt initially equipped with a cistern and privy. With the exception of small sheds, built at different times along the west and east lot lines, most of the front of the lot was not disturbed by any subsequent construction, and this area could contain archaeological remains. *This part of site 186 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 13 was occupied by a three-story building from at least 1868. It was connected to the sewer system in 1886. Neither the first owner listed in the tax assessments, nor the name recorded in the tap records could be traced in the city directories and it was therefore not possible to verify the building's history of occupation. It was not doubt initially equipped with a cistern and privy. The building does not seem to have undergone any significant changes, so that the area immediately behind it where the cistern could have been located would not have been negatively impacted. Nor was the backyard of this lot disturbed by any subsequent construction. *This part of site 186 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 187

Block 2317, lots 16, 17

Pls. 120(above), 121, 122

Lot 16 was occupied by a three-story building from at least 1868. It was connected to the

sewer system by the same owner, John O'Grady, in 1872. O'Grady, a cooper, was first listed at this address in the 1871-72 directory, evidently after the building was connected to the sewer system. We can not however rule out the possibility that the building existed and was occupied prior to O'Grady's tenure. As noted above, the block was developed by 1858. This property may very well have been initially equipped with a cistern and privy. Although a three-story building was erected at the rear of the lot early in the 20th century, a significant portion of the rear yard was not impacted by subsequent construction, nor was the back of the old building on the front of the lot. ***This part of site 187 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.***

Lot 17 was occupied by a two-story building from ca. 1868. It was connected to the sewer system ca. 1870, or in the early 1870s. The owner was not listed in the city directories, and it was therefore not possible to verify the building's history of occupation. We can not rule out the possibility that the property was initially equipped with a cistern and privy. The building on the front of the lot was demolished before the end of the 19th century, but the building at the rear of the lot did not undergo any significant changes, nor was the yard between the two buildings disturbed by any subsequent construction. ***This part of site 187 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.***

SITE 192
Block 2321, lot 13
Pls. 120, 123, 124

Lot 16 was occupied by a two-story building from at least 1868. It was connected to the sewer system ca. 1870, or in the early 1870s. Owner Garritt Cassiday was not listed at this address, but his widow, Catherine moved here in 1871-72. She was already a widow, listed as such in the 1870-71 directory at 176 North 8th Street, where she had formerly lived with her husband, a varnish maker (1868-69 City Directory). Evidently, Catherine, the first known resident of 218 North 8th Street, moved in after the building was connected to the sewer system. We can not however rule out the possibility that the building was standing and occupied earlier, since we know that the block was developed by 1858 (Dripps map). It is therefore quite possible

that the property was not initially equipped with a cistern or privy. The building shown on the 1868 Higginson map seems to have survived until very recently without impacts in its rear portion or in its yard. *Site 192 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 198
Block 2323, lot 9
Pls. 125, 126, 127

Lot 9 was occupied by two-story buildings at the rear of the lot from at least 1868, but the sewer connection for this lot dates only to 1908. The houses must therefore have been equipped with a cistern and privy. Aside from a building that was erected on the front of the lot early in the 20th century, the yard area in front of these buildings was not disturbed by any subsequent construction (the 1929 Hyde map, pl. 127, shows the maximum lot coverage). *Site 198 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

NORTH WILLIAMSBURG

SITE 199

Block 2324, lot 1

Block 2332, lot 1

Pls. 128, 129

The 1868 Higginson map shows houses along the Kent Avenue side of Block 2324 with a Weuleman's Cooperage factory occupying most of the rest of the lot. By the end of the 19th century, a huge brick building was erected, the Brooklyn Cooperage Company, that completely covered the area of block 2324. This building survived until the second or third decade of the 20th century. The 1929 Hyde map shows the block completely covered by railroad tracks. The subsequent building episodes on this block would have disturbed or destroyed any potential backyard features that might have been associated with the block's initial period of occupation.

This part of site 199 is therefore not considered archaeologically sensitive for historic remains.

Block 2332 is partly covered by a two-story freight shed in its northwest corner and the rest of the lot was (or is, it is not visible from the street) scarred by railroad tracks. The Higginson map records a largely vacant lot, occupied by a ship yard on the north side of the block and a stave yard on the southeast corner. Later maps show a block largely covered by railroad tracks. *This part of site 199 is also not considered archaeologically sensitive for historic remains*

SITE 202

Block 2325, lot 26

Pls. 130 (above), 132, 132

Lot 26 was occupied by buildings on the front and rear of the lot from at least 1868. It was connected to the sewer system in 1870. The owner, Rudolph Gross, listed as a hairdresser, moved onto this block in 1870-71 but apparently not into this building, so its history of occupation could not be traced. It is possible that the property was initially equipped with a cistern and privy. Neither building underwent significant changes in its footprint, so that a

cistern, located near one or the other (or both) would not have been negatively impacted. Nor was yard between the two buildings disturbed by any subsequent construction. *Site 202 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 203

Block 2325, lots 27, 28 and 29
Pls. 130 (above), 131, 132

Lot 27 was occupied by buildings on the front and rear of the lot from at least 1868. It was connected to the sewer system in 1870. Neither the first owner listed in the tax assessments, nor the name recorded in the tap records could be traced in the city directories, and it was therefore not possible to verify the building's history of occupation. We can not rule out the possibility that the building may have been initially equipped with a cistern and privy. Neither the front building nor probably the back building underwent significant changes in its footprint, so that a cistern, located near one or the other (or both) would not have been negatively impacted. Nor was year between the two buildings disturbed by any subsequent construction. *This part of site 203 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 28 was occupied by two-and-a-half story building on the front of the lot from ca. 1868, when it belonged to the heirs of J. Young. It was connected to the sewer system in ca. 1870 or in the early 1870s. Mary Young, listed as a widow living at 43 North 6th Street since at least 1862-63, moved in to the building on this lot in 1871-72. She was apparently the first resident at this address, and evidently had waited for the sewer connection to be made before making her home here. We can not however rule out that the building was older (since the 1858 Dripps map shows it as also developed), and therefore probably initially equipped with a cistern and privy. *This part of site 203 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and possibly a cistern.*

Lot 29 was occupied by two-and-a-half story building on the front of the lot from at least 1868. It was connected to the sewer system in 1871. Neither the first owner listed in the tax assessments, nor the person named in the tap records could be traced in the city directories, and it

was therefore not possible to verify the building's history of occupation. The property could have been initially equipped with a cistern and privy. It is uncertain whether this building, recorded in the earliest tax assessments, is the same as the three-story building that appears on the updated 1868 Higginson map. Thus, we can not be certain that the area immediately behind the original building, where the cistern would have been located, was not negatively impacted by the possible new construction of the dwelling shown on the map. The backyard area, however, was not impacted by any subsequent construction. *This part of site 203 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and possibly a cistern.*

SITE 204

Block 2325, lots 31 and 32

Pls. 130 (below), 131, 132

Lot 31 was occupied by a two story building on the front of the lot from at least 1868. There is no record for a sewer connection for this lot, which does not mean that the building was never connected, only that there is no record. But it is likely that for a some years the property was equipped with a cistern and privy. The tax assessments list a two-story building but the 1868 Higginson map shows a three-story dwelling. /This could have been an enlargement or a new building, in which case it might have impacted the rear portion of the earlier structure and possibly also its cistern. The backyard area, however, was not impacted by any subsequent construction. *This part of site 204 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and possibly a cistern.*

Lot 32 was occupied by two buildings, the one at the front of the lot a three-story dwelling built after 1868. The property was connected to the sewer system in 1870. The widow Julia McDevitt (or McDivitt), who ran a boarding house at 35 North 6th Street and lived at that address until 1870-71, moved into her new house on this lot in 1871-72, having evidently waited for the sewer connection to be made. She is the first known owner and resident at this address. It is not unlikely however that there was a building on this lot prior to the arrival of Ms. McDivitt, which would have been equipped with a privy and cistern. Although some shed were built on the rear of the lot before the end of the 19th century, a substantial portion of the rear yard was not

impacted by subsequent construction. *This part of site 204 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

SITE 205

Block 2326, lots 32, 33, 34 and 35

Pls. 133 (above), 134, 135

Lot 32 was occupied by a three story building on the front of the lot from at least 1868 but the owner lived a block away, not in this building. The sewer connection record for this lot has been lost. The property may have been initially equipped with a cistern and privy, as this block was developed by 1858 (Dripps map). It did not undergo any significant changes in its footprint, so that a cistern, located near the rear of the building would not have been negatively impacted. Nor was the yard disturbed by any subsequent construction. *This part of site 205 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 33 was occupied by a four story building on the front of the lot from ca. 1870. It was connected to the sewer ca. 1870, or in the early 1870s, and may have been initially equipped with a cistern and privy. The building did not undergo any changes in its footprint, so that a cistern, located at the rear would not have been negatively impacted. Nor was the yard disturbed by any subsequent construction. *This part of site 205 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lots 34 and 35 were developed by ca. 1868 with five houses, two in the front, of three stories, and three small buildings, at the rear, also of three stories. The buildings on lot 34 were connected to the sewer system in 1870, while those on lot 35 were connected in 1871. The probable developer, Edward Collery, had a liquor store at 75 North 6th Street, but did not live in any of the houses on lots 34 or 35, and it was therefore not possible to trace the history of their occupation. These dwellings were probably initially equipped with a cistern and privy. None underwent any changes in its footprint, so that any potential cisterns, located near them, would not have been negatively impacted. Nor was the yard between the front and back buildings disturbed by any subsequent construction. *This part of site 205 is therefore considered*

potentially archaeologically sensitive for historic remains, for a privy and a cistern.

SITE 206

Block 2326, lot 17

Pls. 133 (bottom), 134, 35

Lot 17 was occupied by two buildings, one on the front, and one on the rear of the lot, from at least 1868. The property was connected to the sewer system by the same owner, H. Myers, in 1870. Unfortunately, there is no H. Myers at this address in the directories, so we are unable to verify whether the building was occupied prior to being connected to the sewer system. Myers owned other lots in the project area and was therefore buying up properties as an investment (see also block 2411, lot 35, site 311, and Block 2393, lot 23, site 315), but there are several Myers (or Meyers) in the directories, so it was not possible to verify which was the owner of this property. The property may have been initially equipped with a cistern and privy, although this part of block 2326 was not yet developed in 1858 (Dripps map). The rear building was demolished before the end of the 19th century, but neither underwent any changes to its footprint, so that any potential cisterns, located near them, would not have been negatively impacted. Nor was the yard between them disturbed by any subsequent construction. *Site 206 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

SITE 208

Block 2327, lot 4

Pls. 136 (above), 138, 139

Lot 4 was occupied by a four story building on the front of the lot from ca. 1871. It was connected to the sewer system in 1873. Neither the first owner listed in the tax assessments, nor the person named in the tap records could be traced in the city directories and it was therefore not possible to verify the building's history of occupation. This block was developed by 1858 and the house was probably initially equipped with a cistern and privy. It did not undergo any changes in its footprint, so that a cistern, located near the rear of the building would not have been negatively impacted. Similarly, the area between the back and front building was not

disturbed by any subsequent construction. *Site 208 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 209

Block 2327, lots 16 and 18

Pls. 136 (below), 138, 139

Lot 16 was occupied by a two-story building on the front of the lot, from at least 1868. It was connected to the sewer system in 1872. Neither the first owner listed in the tax assessments, nor the person named in the tap records could be traced in the city directories and so it was not possible to verify the building's history of occupation. The property was probably initially equipped with a cistern and privy. Although a front building was added before the end of the 19th century, the original yard between the two was not disturbed by any subsequent construction.

This part of site 209 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.

Lot 18 was occupied by a two-story dwelling, apparently the one still standing on the lot, from at least 1868. It was connected to the sewer system, by the same owner, M. Harrington, in 1869. Harrington owned a junk yard on the Lower East Side in Manhattan. He lived nearby, at 108 North 7th Street, but not in the building on this lot. The block was developed by 1858, and it is therefore likely that the first occupants of the building at number 152 North 7th Street had a privy and probably also a cistern in the yard. Neither the front building nor the yard appear to have been impacted by subsequent construction. *This part of site 209 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 210

Block 2327, lots 31 and 34

Pls. 137, 138, 139

Lot 31 was occupied by a three-story building on the front of the lot from at least 1868. It was connected to the sewer system in 1869. Neither the name in the tax assessments nor that in the tap records is listed at this address in the city directories, and it was therefore not possible to

verify whether the building was occupied prior to being connected to the sewer system. We cannot rule out the possibility that the building existed prior to 1868, especially as the 1858 Dripps map indicates that the block was already developed by that time. Neither the back of the building nor its yard appear to have been impacted by subsequent construction. *This part of site 210 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 34 was occupied by a three-story building, which still stands on the front of the lot, from at least 1868. It was connected to the sewer system in 1870 by the same owner, John Reardon, a clerk. He moved in 1871-72 with his widowed mother: In the previous year, John Rearden, the only person of this name and presumably Ellen's husband, was listed at another address. The owners therefore moved in only once the building was connected to the sewer system. We cannot rule out the possibility, however, that the building existed prior to 1868, in which case it would certainly have been equipped with a cistern and privy. There were not impacts to the rear of the building or to its yard. *This part of site 210 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 212
Block 2331, lot 7
Pls. 140, 141, 142

Lot 7 was occupied by a two-story building on the front of the lot from ca. 1868, but it was not connected to the sewer system until 1887. Consequently, the building must have been initially equipped with a cistern and privy. It did not undergo any changes in its footprint, so that a cistern, located near the rear of the building would not have been negatively impacted. Nor was the rear yard disturbed by any subsequent construction. Site 212 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.

SITE 217

Block 2335, lot 12

Pls. 143 (above), 144, 145

Lot 12 was occupied by a three-story building on the front of the lot from at least 1868, but the property was not connected to the sewer system until 1903. Consequently, it must have been initially equipped with a cistern and privy. It did not undergo any changes in its footprint, so that a cistern, which would have been located near the rear of the building, would not have been negatively impacted. Nor was the rear yard disturbed by any subsequent construction. *Site 217 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 218

Block 2335, lots 13, 15

Pls. 143 (below), 144, 145

Lot 13 was occupied by a three-story building on the front of the lot from at least 1868. It was connected to the sewer system in 1870. Neither the name listed in the tax assessments nor that in the tap records appears in the city directories, and it was therefore not possible to verify whether the building was occupied prior to being connected to the sewer system. The block was only partly developed by 1858, according to the Dripps map of that year. It is however likely that the property was initially equipped with a cistern and privy. A one-story rear wing, added between 1929 and 1951, may have negatively impacted the potential cistern, which would have been located near the rear of the building, but the rear yard was not disturbed by any subsequent construction. *Site 218 is therefore considered potentially archaeologically sensitive for historic remains, for a privy*

Lot 15 comprehends lots on both North 5th and North 6th Streets, but the former are covered by a one-story building and may be eliminated from consideration for archaeological sensitivity. The old lots on North 6th Street are numbers 15, 16, and 17:

Old lot 15 was occupied by a three-story building on the front of the lot from at least 1868. It was connected to the sewer system by the same owner, machinist John Hineson, in 1872,

and he moved in in that year. It was not possible to trace the building's history of occupation earlier, but the building probably did have a cistern and privy in its yard, given the four-year gap between the earliest tax assessment and the tap record. *This part of lot 15 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 16 was occupied by a three-story building on the front of the lot from at least 1868. It was connected to the sewer system in 1873. Neither the name recorded in the tax assessments, nor that in the tap records could be traced in the city directories, but the building must have been initially equipped with a cistern and privy. A three-story wing, added to the back of the building between 1929 and 1951, may have negatively impacted a potential cistern, which would have been located near the rear of the building. Most of the rear yard, however, was not disturbed by any subsequent construction. *This part of lot 15 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

Old lot 17 was occupied by a three-story building on the front of the lot from at least 1868. It was connected to the sewer system by the same owner in 1870. The name is not listed at this address in the city directories and it was therefore not possible to verify if the building was occupied prior to being connected to the sewer system, but it probably was initially equipped with a cistern and privy. Since the tax assessment lists a three-story building and the updated Higginson's map shows a three-story building with a three-story back wing, it is possible that the rear wing was a later addition that could have negatively impacted a potential cistern located immediately behind the original building. The rear yard, however, was not disturbed by any subsequent construction. *This part of lot 15 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and possibly a cistern.*

SITE 222
Block 2340, lot 1
Pls. 146, 147, 148

Lot 1, which comprises the whole of block 2340, was occupied by industrial buildings throughout its history. It is largely composed of landfill: only its eastern end, on Kent Avenue, is not made land. The tax assessments, researched through 1890, provide no description of any of

the buildings on the lot, but the updated 1868 Higginson's map shows a frame storage building, for coopers' materials" and the "maceration of paper stock" at 369-363 Kent Avenue (present address 164 Kent Avenue), and a frame office and stable at 355 Kent Avenue. The earliest sewer connection was made for 369 Kent Avenue, ca. 1873. In 1880, connections were made for 363 Kent Avenue, which at that time belonged to Havemeyer & Elder, the sugar refining company (see section 4, above). This company also owned the property at 355 Kent Avenue, which was connected ca. 1882-85. By the end of the century, the Havemeyers' buildings were demolished and the only structure on the lot was the Pennsylvania Freight Depot building on its southeast corner. The rest was covered by railroad tracks. The one-story industrial building that presently covers most of the site would have disturbed any potential archaeological remains. But it is questionable whether this storage and administrative site was ever equipped with cisterns or privies, and, even if it were, what significant historical information could be derived from their contents, given that they would not have been connected either with a particular family, or shop, or manufacturing site. *Site 222 is therefore not considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 226

Block 2342, lots 26, 23

Pls. 149 (above), 150, 151

Lot 26 was occupied by a three-story building on the front of the lot from at least 1868. It was connected to the sewer system, by the same owner, Albert Freeman, in 1870, and he moved in in the same year. It was not possible to trace earlier possible owners or residents at this address, but the block was developed by 1850 (Dripps map), and it is likely that the property was initially equipped with a cistern and privy. The footprint of the original building is unknown, since the lot was updated on the Higginson's map, and the two-story rear wing shown there may have been a later addition, made after the building was connected to the sewer system. But while the cistern may have been negatively impacted by these buildings, a substantial part of the backyard was not disturbed by subsequent construction. *This part of site 226 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 23 is covered by a one-story industrial building, erected between 1912 and 1929. *This part of site 226 is therefore not considered potentially archaeologically sensitive for historic remains.*

SITE 228

Block 2343, lot 19

Pls. 149 (below), 152, 153

Lot 19 was occupied by a two-story building on the front of the lot and a large shed on the rear of the lot from at least 1868. The property was connected to the sewer system in 1878, and Joseph Anthony, a peddler, moved in in that year. The first owner's name was not listed at this address in the tax assessments. Consequently, it was not possible to trace the building's earlier history of occupation prior Anthony, but the block was developed by 1858, according to the Dripps map. The original building was replaced or enlarged at the turn of the century and the new, three-story dwelling may have negatively impacted the potential cistern, which would have been located near the rear of the old building. The rear yard, however, was not disturbed by any subsequent construction. *Site 228 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

SITE 235

Block 2349, lots 1, 15

Pls. 154, 155, 156

The northern 50 X 280 feet of lot 1 and most of lot 15 was occupied in from at least 1868 by the industrial buildings of a distillery. The distillery buildings were ranged around a yard that continued into the eastern quarter of the lot. After the distillery ceased to exist, in the early 20th century, this area was covered by railroad tracks. The southern part of lot 1, covering an area 100 feet north/south by 200 feet east/west was divided up into house lots. By the early 20th century already several of these had been torn down. After this row of dwellings was demolished, this part of lot 1 remained vacant -- not even railroad tracks traversed it. The former yards of five of the old lots that were developed for housing are therefore considered archaeologically sensitive

for historic remains. The three that can be eliminated are old 3, on Kent Avenue, since it was completely covered by a building, and old lots 35 and 31, since neither was developed for housing. *Site 235 is considered archaeologically sensitive for historic remains on portions of lot 1; it is not sensitive for historic remains on lot 15*

SITE 244

Block 2353, lots 6 and 8

Pls. 157, 158, 159

Lot 6 comprehends old lots 4/6 and 5/7.

Old lot 4/6 was occupied by two one-story buildings on the front of the lot from ca. 1868. There is no description of a building in the tax records, but a sewer connection was made in 1869 by the owner, who moved in in 1870-71. Although the date of the first assessment and sewer connection are close, the Dripps map indicates that the block was already developed for housing by that date, and it is likely that the house on this lot was older than the first tax assessment. The maps however indicate that the earliest recorded buildings were replaced by a three-story building before the end of the 19th century, and this could have negatively impacted a potential cistern located immediately behind one of the old houses. A large part of yard area, however, some thirty feet deep, was not impacted by subsequent construction. *This part of lot 6 is therefore considered potentially archaeologically sensitive for historic remains.*

Old lot 5/7 was occupied by a four-story building on the front of the lot from 1868, but the updated Higginson map shows two brick buildings with a narrow vacant area between. The sewer connection data is confusing for this property as the configuration of the lot was different in the tap records. It seems, however, to have been made later in the 19th century. We have no way of knowing where the earlier building was or whether any part of its yard fell in the space not impacted by the buildings shown on the Higginson and later maps. But probably, the earlier building on this lot had a privy and a cistern, and there is therefore a possibility of finding at least the privy, undisturbed, in that part of the yard not impacted by subsequent construction. *This part of lot 6 is therefore considered potentially archaeologically sensitive for historic remains.*

Lot 8 was occupied by a two-and-a-half story building on the front of the lot from 1868.

The tap record is lost, but should date ca. 1870 or early 1870s. The owner did not live at this address. Consequently, it was not possible to verify if the building was occupied prior to being connected to the sewer system. It may have been initially equipped with a cistern and privy. The building was enlarged or replaced by a new building at the turn of the 20th century, which could have negatively impacted a potential cistern located near the rear of the building. The rear yard, however, was not disturbed by any subsequent construction. *This part of lot 15 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 248

Block 2357, lots 24, 21, 20 and 18
Pls. 160, 161, 162

Lot 24 is occupied by a two-story wing of a warehouse that extends over 85-83 Metropolitan Avenue. *This part of site 248 is therefore not considered potentially archaeologically sensitive for historic remains.*

Lot 21 was occupied by a two-story building on the front of the lot from 1868. It was connected to the sewer system, by the same owner, in 1873. He did not live at this address, and it is therefore not possible to trace the building's history of occupation. It was probably equipped with a cistern and privy. As the building did not undergo any changes in its footprint, the potential cistern located near the rear of the building would not have been negatively impacted. Nor was the rear yard disturbed by any subsequent construction. *This part of site 248 is therefore considered potentially archaeologically sensitive for historic remains, for a cistern and a privy.*

Lot 20 was occupied by a three-story building on the front of the lot from 1868. Although the tap record is lost, it was in book 1 and therefore must date to the early 1860s, certainly before 1868. The name of the owner listed in the first tax assessments (1868) was not found in the city directories (1862-1869). We can not be certain that the lot was not initially equipped with a cistern or privy. This is the oldest part of Williamsburg, and the 1850 Dripps map shows that the block was already developed for housing by that date. The building on the front of the lot was replaced by a larger structure between 1912 and 1929, which would have negatively impacted a potential cistern located immediately behind the building. But otherwise, the back yard was not

disturbed by subsequent construction. *This part of site 248 is therefore considered potentially archaeologically sensitive for historic remains.*

Lot 18 comprehends old lots 24 and 25:

Old lot 24 was occupied by a three-story building on the front of the lot from 1868. It was connected to the sewer system in 1870. The first owner listed in the tax assessments, Bernard Short, had a liquor store here from 1866-68. But the 1868 Higginson's map shows that the lot area was completely covered by the building, including its back wings. It did not therefore did not have a yard or any vacant area in which to install a cistern or privy. At the turn of the century, the old building was replaced by a four-story industrial structure that covered all but a few feet at the rear of the lot. *This part of site 248 is therefore not considered potentially archaeologically sensitive for historic remains.*

Old lot 25 was occupied by a three-story building on the front of the lot from 1868. Although the tap record is lost, it was written in book 3 and therefore should date to the mid-1860s, before 1868. The owners listed in 1868, Lewis and Ralph Cohen, cigarmakers, are first listed at this address only in 1871-72. It is not possible to trace the history of occupation of the building on this lot prior to 1868. Given that this is the oldest part of town, as noted above, the building probably was initially equipped with a cistern or privy, but in any case, by 1929, the old building had been replaced by a four-story building on the front of the lot with an industrial building overlapping most of the former yard in the rear and this would have destroyed any potential backyard installations. *This part of site 248 is therefore not considered potentially archaeologically sensitive for historic remains.*

SITE 250

Block 2358, lot 36

Pls. 163 (above), 165, 166

Lot 36 was occupied by a two-story building on the front of the lot from before the first tax record, 1868, since the building was connected to the sewer system in 1867. Neither the name recorded in the tax assessments, nor that in the tap records could be traced in the city directories (1863-73). Consequently, it was not possible to trace the building's history of occupation. The

block on which this lot is located is in the oldest part of Williamsburg, and the 1858 Dripps map indicates that the block was already developed by this date. It is likely that this property was initially equipped with a cistern and privy. Neither the footprint of the original building nor the backyard was impacted by subsequent construction. *This part of site 248 is therefore considered potentially archaeologically sensitive for historic remains.*

SITE 252
Block 252, lot 15
Pls. 163 (below), 165, 166

Lot 15 was occupied by a two-story building on the front of the lot from ca.1868. It was connected to the sewer system in 1873. Neither the name recorded in the tax assessments, nor that in the tap records could be traced in the city directories (1863-73). Consequently, it was not possible to trace the building's history of occupation. It was probably initially equipped with a cistern and privy. The building did not undergo any changes in its footprint, so that a potential cistern, which would have located near the rear of the building, would not have been negatively impacted. Nor was the rear yard disturbed by any subsequent construction. *Site 252 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 253
Lot 22
Pls. 163 (below), 165, 166

Lot 22 comprehends old lots 16 and 17:

Old lot 16 was occupied by a two-story building on the front of the lot from ca.1868. The sewer connection unfortunately is lost, but it was probably in the later 19th century (book 8). The name of the owner listed in the tax assessments was not found in the city directories, so that the history of the building's occupation could not be traced. The 1858 Dripps map indicates that the block was already developed by that date and the property was therefore probably initially equipped with a cistern and privy. It did not undergo any changes in its footprint, so that a potential cistern, which would have located near the rear of the building, would not have been

negatively impacted. Except for a shed built at the turn of the 20th century the rear yard was not disturbed by subsequent construction. *This part of lot 22 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 17 Lot 15 was occupied by a two-story building on the front of the lot from ca.1868. There is no record of a sewer connection. The name of the owner listed in the tax assessments was not found in the city directories, so that the history of the building's occupation could not be traced. It was torn down presumably during the 1870s, since the updated Higginson's map shows the lot as vacant. The rear part of the lot was impacted by the construction of a shed and parts of buildings on neighboring lots that overlapped its northwest and southwest corners. The original building may have been initially equipped with a cistern and privy which may be preserved, as significant portions of the lot have not been disturbed by subsequent construction. *This part of lot 22 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 254

Block 2358, lots 28, 25, 24
Pls. 164, 165, 166

Lot 28 was occupied by a two-story building on the front of the lot from ca.1869. It was connected to the sewer system in 1871, by the same owner, Robert Bailey, a laborer, who then moved in in the same year. The 1858 Dripps map indicates that the block was already developed by that date and the property was therefore probably initially equipped with a cistern and privy. The building shown on the 19th century maps was apparently replaced by the one-story building shown on the 1951 Sanborn map. The potential cistern associated with the lot's first period of occupation may have been negatively impacted by this event. The back yard, however, was not disturbed by subsequent construction. *This part of site 254 is therefore considered potentially archaeologically sensitive for historic remains.*

Lot 25 comprehends old lots 25 and 26:

Old lot 25 was occupied by a three-story building on the front of the lot from ca.1868. It was connected to the sewer system probably ca. 1870 or in the early 1870s. The owner, Owen

Donnelly, a stevedore, also owned the building at 111 Metropolitan Avenue, and moved in there in 1871-72. Consequently, it was not possible to trace the history of occupation of the building on lot 25, but it may have been initially equipped with a cistern and privy. It did not undergo any changes in its footprint, so that a potential cistern, which would have located near the rear of the building, would not have been negatively impacted. Except for a small shed shown on the 1951 Sanborn map, the rear yard was not impacted by subsequent construction. *This part of lot 25 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 26 was occupied by a two-story building on the front of the lot from perhaps the early 1860s, as that is the probably date of the lost tap record in book 1. The name of the owner listed in the earliest tax assessments (1868) was not found in the city directories (1862-1872) and it was therefore not possible to trace the history of occupation of the building on this lot, or to ascertain more precisely when it was built. It was probably equipped with a cistern and privy but by 1951, the lot was completely covered by a commercial building. *This part of lot 25 is therefore not considered potentially archaeologically sensitive for historic remains.*

Lot 24 was occupied by a three-story building with basement on the front of the lot from ca.1868 but was not connected to the sewer system until 1891. Consequently, the building must have been equipped with a cistern and privy. The maps indicate that some rebuilding or remodeling of the property took place, which could have negatively impacted a potential cistern located near the rear of the original building. The rear yard, however, was not disturbed by subsequent construction. *This part of site 254 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 259

Block 2364, lots 15, 16, 17
Pls. 167, 168, 169

Lot 15 comprehends old lots 15 and 31:

Old lot 15 was occupied by a one-story building on the front of the lot from ca.1868. It was connected to the sewer system in 1892. Consequently, the building may have been initially

equipped with a cistern and privy. By the end of the 20th century, however, a new building was erected that completely covered the lot, thus disturbing or destroying the old backyard installations. *This part of lot 15 is therefore not considered archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 31 was occupied by a three-story building on the front of the lot from ca. 1868. It was not connected to the sewer system until 1880 (probably by a descendant of the original owner). Consequently, the building was probably equipped with a cistern and privy. By 1880, however, a brick building was erected on the lot that completely covered it, thus disturbing or destroying the potential backyard features associated with the earliest phase of the lot's occupation. *This part of lot 15 is therefore not considered archaeologically sensitive for historic remains.*

Lot 16 comprehends old lot 16 and 30:

Old lot 16 was occupied by a three-story factory from ca. 1868. It was connected to the sewer system in 1879. Consequently, the building may have been initially equipped with a cistern and privy. By the time of the updated Higginson's map, however (probably in the 1870s), the lot area was completely covered by the "Empire Wine Works". *This part of lot 16 is therefore not considered archaeologically sensitive for historic remains.*

Old lot 30 was occupied by a two-story building on the front of the lot from ca. 1868. It was connected to the sewer system in 1896. Consequently, the building must have been initially equipped with a cistern and privy. In the early 20th century, however, new construction completely covered the lot area, thus disturbing or destroying the potential backyard installations associated with the earliest phase of the lot's occupation. *This part of lot 16 is therefore not considered archaeologically sensitive for historic remains.*

Lot 17 is completely covered by a one-story industrial building that would have disturbed or destroyed any potential backyard installations. The earliest maps show industrial buildings on the lot, a wheelbarrow factory at 103 North 1st Street, and a chair factory at 105 North 1st Street. *This part of site 259 is therefore not considered archaeologically sensitive for historic remains.*

SITE 267

Block 2368, lot 18

Pls. 170 (above), 172, 173

Lot 18 was occupied by a two-and-a-half story building from ca. 1868, and was connected to the sewer system also ca. 1868. The owner did not reside at this address and therefore, the history of the building's occupation could not be traced. The 1858 Dripps map indicates, however, that the block was already developed by that time and it is therefore likely that the building was initially equipped with a cistern and privy.. The building shown on the 1868 Higginson map did not undergo any significant change in its footprint, nor was the rear yard significantly impacted by subsequent building episodes. *Lot 18 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 268

Block 2368, lots 28, 27 and 26

Pls. 170 (below), 172, 173

Lot 28 was occupied by a two-story building from ca. 1868. It was connected to the sewer system ca 1868 or earlier. The name of the owner was not located in the city directories and it was therefore not possible to trace the building's history of occupation. But the 1858 Dripps map shows that this block was already developed by that date and it is therefore likely that the building was initially equipped with a cistern or privy. Neither the footprint of the building shown on the 1868 Higginson map, nor its yard was significantly impacted by subsequent construction. *This part of site 268 is therefore considered potentially archaeologically sensitive for historic remains.*

Lot 27 was occupied by a one-and-a-half story building from ca. 1868 that was enlarged or replaced by a two-and-a-half story building in 1871. The building was connected to the sewer system ca. 1868. The name of the owner was not located in the city directories and it was therefore not possible to trace the building's history of occupation. But the 1858 Dripps map shows that this block was already developed by that date and it is therefore likely that the building was initially equipped with a cistern or privy. The cistern may have been impacted but

the construction of the building shown on the 1868 Higginson map, but the yard was not significantly impacted by any subsequent construction. *This part of site 168 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

Lot 26 was occupied by a one-and-a-half story building from ca. 1868, which was enlarged or replaced by a two-and-a-half story building in 1871. The building was connected to the sewer system after ca. 1894. Consequently, it must have been equipped with a cistern and privy. (The name of the owner was not located in the city directories and it was therefore not possible to trace the building's history of occupation). The updated Higginson's map evidently shows a third building phase since the structure is three stories. This building covered all but a narrow rear yard area. That yard area was disturbed by the construction, between 1929 and 1951, of a factory building on Metropolitan Avenue whose rear portion overlapped the back of lot 26. At present, a one-story auto repair shop stand on the rear of the lot. *Lot 26 is therefore not considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 269

Block 2368, lots 34, 33, 32 and 31

Pls. 171, 172, 173

Lot 34 was occupied by a two-story building on the front of the lot from ca. 1868, when A. Caldwell was the owner. It was connected to the sewer system in the same year, by James Caldwell, a cigarmaker, who is first listed in the city directories at this address in 1867-68. James was also listed in the 1865-66 directory on North 1st Street near 6th Street, i.e. Roebling Avenue, on the west side of the block, but lot 34 is much closer to Havemeyer Street, the east side of the block. A number of instances may be noted (above), of individuals moving from down the block or down the street into a new house, once it was connected to the sewer system, and it is likely that this was also the case here. The 1858 Dripps map however indicates that the block was developed by then, and we can not rule out the possibility that it was therefore have been initially equipped with a cistern and privy. Neither the footprint of the building nor its rear yard were impacted by subsequent construction. *Lot 34 is therefore considered potentially archaeologically sensitive for historic remains.*

Lot 33 was occupied by a two-story building on the front of the lot from ca.1868. It was connected to the sewer system in 1874. The owner, carpenter James A. Johnson, lived here from ca. 1869. Consequently, the building must have been initially equipped with a cistern and privy. It did not undergo any changes in its footprint, so that a potential cistern, which would have located near the rear of the building, would not have been negatively impacted. Nor was the rear yard disturbed by any subsequent construction. *Lot 33 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 32 was occupied by a two-story building on the front of the lot from ca.1864. It was connected to the sewer system in 1873. William Conquest, a carpenter, is listed at both 128 and 126 ½ North 1st Street -- either this lot or next door on lot 31 -- from ca. 1864. Probably both buildings were equipped with a cistern and privy. This is one of the rare instances where the existence of a building for several years -- four, here -- prior to the first tax assessment can be demonstrated by tracing the history of its occupation through the city directories. It also supports the idea that the block was developed some years before the earliest tax assessments. With the exception of a long, narrow rear wing half the lot width, which may have negatively impacted a potential cistern located near the rear of the original building, the rear yard was not disturbed by any subsequent construction. *Lot 32 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 31 was occupied by a two-story building on the front of the lot from ca.1868. It was connected to the sewer system in 1873. As noted in the previous entry, it is uncertain whether the owner, William Conquest, lived on this lot or next door, on lot 32, but he is listed at both 128 and 126 ½ North 1st Street from 1864 on. It is therefore highly likely that both buildings were equipped with a cistern and privy. With the exception of a long, narrow rear wing half the lot width, which may have negatively impacted a potential cistern located near the rear of the original building, the rear yard was not disturbed by any subsequent construction. *Lot 31 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 270

Block 2369, lots 4, 7, 6

Pls. 174 (above), 175, 176

Lot 4 comprehends old lots 4 and 5:

Old lot 4 (93 Havemeyer Street) was occupied by a two-story building on the front of the lot from ca.1868. It was connected to the sewer system by the same owner, the widow Jane Short, in 1870, who had lived here since 1869. The building therefore must have been initially equipped with a cistern and privy. Although it was enlarged by an additional story, it does not seem to have undergone any changes in its footprint, so that a potential cistern, which would have located near the rear of the building, would not have been negatively impacted. Nor was the rear yard disturbed by any subsequent construction. *Old lot 4 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 5 was occupied by a three-story building on the rear of the lot from ca.1868. It was connected to the sewer system by the same owner, in 1871. The variously spelled William Sherred, listed as both a foreman and a cooper, lived here from 1865-66. Consequently, the building must have been initially equipped with a cistern and privy. But in the late 19th century it was demolished and a new frame building was erected on the front of the lot. A rear wing was added in the early 20th century. These buildings would have disturbed or destroyed any potential subsurface installations that could have been located in the vacant area at the front of the lot and connected with its earliest period of occupation. *This part of lot 4 is therefore not considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 7 was occupied by a two-and-a-half story building on the front of the lot from ca.1868. It was connected to the sewer system in 1871. The first owner's name recorded in the tax assessments was not found in the city directories, while the individual listed in the tap records lived next door at 87 Havemeyer Street. The building on lot 7 must have been was equipped with a cistern and privy. The old building was demolished and a new one erected by the mid-20th century. This may have disturbed or destroyed a potential cistern, which would have located near the rear of the old building. Most of the original rear yard area, however, was not disturbed by any subsequent construction. *Lot 7 is therefore considered potentially archaeologically sensitive*

for historic remains, for a privy.

Lot 6 was occupied by a two-story building on the front of the lot from ca.1868. It was connected to the sewer system in 1871. The cigarmaker David Betts (various middle initials) lived here from 1868. Consequently, the building must have been initially equipped with a cistern and privy. The building was slightly enlarged at the rear in the late 19th century, possibly disturbing a potential cistern, which would have located near the rear of the building. The rear yard, however, was not disturbed by any subsequent construction. *Lot 6 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

SITE 274

Block 2369, lots 37, 38

Pls. 174 (below), 175, 176

Lot 37 was occupied by a two-story building on the front of the lot from at least 1867, when it was connected to the sewer system. The name listed in the tap records is unclear and could not be found in the city directories. The owner, in 1868, lived next door on lot 38 (below). The 1858 Dripps map shows that the lot was already developed by that date. In addition, the city directories demonstrate that at least two buildings on this block -- one next door -- existed and were occupied from as early as 1865-66. Probably the building on this lot was erected considerably earlier than 1867 and was initially equipped with a cistern and privy. The building did not undergo any significant changes in its footprint, so that a cistern, located immediately behind it would not have been negatively impacted. Nor was the yard disturbed by subsequent construction. *Lot 37 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 38 was connected to the sewer system in 1868, but the building existed from at least 1866, since owner George Quinn, a mason, is listed here in that year. For 1870, the records list a three-story building with basement on the lot. This building, probably the one shown on the 1868 Higginson map did not undergo any significant alterations in its footprint, nor were the rear or most of the front portions of the yard impacted by subsequent construction. *Lot 38 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 277

Block 2371, lot 33

Pls. 177, 178, 179

Lot 33 comprehends old lots 3/33, 2/32, 1/31 and 32a/23:

Old lot 3/33 was occupied by shed that belonged to Francis Swift. These may be the large one-story building shown on the 1868 Higginson's map, or they were torn down and replaced by this structure. In any case, Swift lived on 10th Street near Union Avenue from 1864-65, on one of the adjoining lots either old lot 2/32 or 1/31 (see below). The one-story building on this lot was torn down before the end of the 19th century, and a new frame building was erected at the rear of the lot. By the early 20th century the lot was vacant and has remained so. There is an area at the front of the lot that has not been impacted by subsequent building episodes, but the building connected with the lot's earliest period of occupation was evidently used for storage, while its owner lived on one of the adjoining lots whose yard will have contained his privy and cistern. *This part of lot 33 is therefore not considered potentially archaeologically sensitive for historic remains.*

Old lot 2/32 was occupied by a two-story building from at least 1866 -- possibly a shed -- or possibly 1864-65, since the owner, Francis Swift is listed in the directory of that year living on 10th Street near Union Avenue, presumably the three-story brick building next door on lot 1/31 (below). Described merely as a contractor in most of the directory listings, in the 1866-67 volume, his business is listed as: Swift Francis & Co. offal contractor for Brooklyn, Montague Hall, Court and basement of Williamsburgh City Bank, 1st c. S. 7th, h 10th c. Union ave.. By 1868, a large one-story building had been erected on old lot 2/32, set well back from the street. By 1880, this was demolished and a brick building erected at the rear of the lot. Late in the 19th century a frame wing was added at the front. Between 1912 and 1929, this building was demolished and except for a small storage building at the rear of the lot, shown on the 1951 Sanborn, the lot has remained vacant. Although a potential cistern located in the area immediately behind the original building would have been negatively impacted by the subsequent construction episodes, a large part of the front yard was not disturbed by later building. *This part of lot 33 is considered potentially archaeologically sensitive for historic*

remains, for a privy.

Old lot 1/31 was occupied by a three-story brick building from at least 1866 or possibly 1864-65, since the owner, Francis Swift is listed in the directory of that year living on 10th Street near Union Avenue -- presumably either this building or the one on lot 2/32 (above). The 1858 Dripps map shows that the block was already developed by that date. It was probably initially equipped with a cistern and privy. The building did not undergo any significant changes in its footprint, so that a cistern, located near the rear of the building would not have been negatively impacted. And, with the exception of a small, frame building erected at the rear of the lot early in the 20th century, most of the yard was also not disturbed by any subsequent construction. ***This part of lot 33 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.***

Old lot 32a/23 runs at right angles behind the above three lots. With the exception of a small frame shed behind lot 1 shown on the 1868 Higginson's map and a small shed at the southern end of the lot shown on the 1929 Hyde, the lot has remained largely vacant. The potential privies or cisterns associated with the above old lots could be located in this area. ***This part of lot 33 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.***

SITE 281
block 2372, lot 5
Pls. 180 (above), 181, 182

Lot 5 comprehends old lots 2, 3, 4, 15

Old lot 2 was occupied from ca. 1857-58 by a primary "Colored School". The 1868 Higginson map shows this building fronting on the Union Avenue side of the lot., and by a one-and-a-half story building on the Keap Street side at number 126. The house is listed in the tax assessments in 1866, while the sewer connection, although the data is unclear, may date to 1872. It is likely that the school was equipped with privies in the yard, a large part of which was not impacted by subsequent construction. ***This part of lot 5 is therefore considered archaeologically sensitive for historic remains, for a cistern and a privy.***

Old lot 3 was occupied by a two-story building from ca. 1866. It was connected to the sewer system probably in the 1880s (the record is lost). The owner's name was not found in the city directories, but no doubt the property was equipped with a cistern and privy. By the end of the century, a brick building was added at the rear of the lot. The front building did not undergo any significant changes in its footprint, so that a cistern, located immediately behind it would not have been negatively impacted. Nor was the yard disturbed by any subsequent construction. *This part of lot 5 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 4 was occupied by a two-story building from ca. 1866. It was connected to the sewer system probably in the 1880s (the record is lost). The owner's name was not found in the city directories, but no doubt the property was equipped with a cistern and privy. The building did not undergo any significant changes in its footprint, so that a cistern, located immediately behind it would not have been negatively impacted. Except for the addition of a brick building on the rear of the lot in the late 19th century, most of the yard area was not disturbed by any subsequent construction. *This part of lot 5 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 15 was occupied by a one-story building from ca. 1866. The property was connected to the sewer system in 1872. The owner, a polisher called John Biffan, lived here from 1865-66. Consequently, the building must have been equipped with a cistern and privy. It did not undergo any significant changes in its footprint, so that a cistern, located immediately behind it, would not have been negatively impacted. Nor was the yard disturbed by any subsequent construction. *This part of lot 5 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern*

SITE 297
Block 2378, lots 35, 36
Pls. 180, 183, 184

Lot 35 was occupied by a three-story building from ca. 1868. There is no tap record for this lot, unless it was the one on the east side of the adjoining lot 36, which was made in the early

1860s. The block is in the oldest part of Williamsburg and was developed by 1850 (Dripps map). The name of the owner was not found in the directories, but the property was not doubt initially equipped with a cistern and privy. The building was evidently a shop as it is marked “drugs” on the 1868 Higginson’s map. It did not undergo any changes in its footprint, so that a cistern, located immediately behind it would not have been negatively impacted. Nor was the yard disturbed by any subsequent construction. *Lot 35 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 36 was occupied by a three-story building from ca. 1868. It was connected to the sewer system in the mid-1860s, certainly before 1868. It is likely that the lot was developed long before the first tax record, as indicated by the 1850 Dripps map and that it was consequently initially equipped with a cistern and privy. Neither the footprint of the building nor its rear yard were negatively impacted by subsequent construction. *Lot 36 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 298

Block 2379, lots 42, 43, 44

Pls. 185 (above), 186, 187

Lot 42 was occupied by a four-story building from ca. 1868. It was connected to the sewer system in 1876. Neither the name recorded in the tax assessments, nor that in the tap records could be traced in the city directories, so that the history of its occupation could not be traced, but no doubt it was initially equipped with a cistern and privy. The building did not undergo any significant changes in its footprint, so that a cistern, located immediately behind it would not have been negatively impacted. Nor was the yard area disturbed by any subsequent construction. *This part of site 298 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 43 was occupied by a four-story building from ca. 1868. It was connected to the sewer system before ca. 1868. but the owner named in the first tax assessments (1868), driver (or laborer) Clayborn Smith, is first listed in the city directory at this address in 1867-68. The block was developed by at least 1850, as indicated by the Dripps map of that year, so that the property

was no doubt initially equipped with a cistern and privy. Neither its footprint of the building nor its yard were impacted by subsequent construction. *This part of site 298 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 44 was connected to the sewer system in the early- to mid-1860s, while the first tax assessment dates to 1868 (the name of the owner could not be traced in the city directories). The block, however, was already developed by 1850, as indicated by the Dripps map of the date, so the property probably was initially equipped with a cistern and privy. *This part of site 298 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 303

Block 2381, lots 14, 15, 16
Pls. 185 (below), 188, 189

Each of the now vacant lots evaluated here, 14, 15 and 16 -- this last comprising old lots 19, 20 and 21-- had a two-story building on it at least as early as 1868 (five buildings in all) according to the tax assessments, and the sewer connections on these lots were also made around 1868, since the connections were all recorded in the lost book 3, which covers roughly 1867/1868. None of the owners, apparently, lived on their properties, which suggests that they purchased the lots and constructed buildings on them as an investment and in order to rent them out. (The owners' names were not found in the Brooklyn city directories -- they may have lived in Manhattan). The 1858 map and the general development history of the area however indicates that the buildings predated the earliest assessments and their sewer connections. It is probable that they were all initially equipped with cisterns and privies at the rear of the lots, on North 1st Street. Subsequent construction on the lots, however, will have disturbed or destroyed potential archaeological remains on most of these lots. Note that the eastern end of the block (lot 16) was truncated in the late 19th century when Driggs Avenue was widened.

Lot 14: the rear portion of the old yard area on North 1st Street was covered by the end of the 19th century, while the auto repair shop shown on the 2000 Sanborn map will have disturbed or covered the small part of the surviving yard shown on the 1898 Hyde map. *This part of site*

303 is therefore not considered archaeologically sensitive for historic remains.

Lot 15 has the same development history as lot 14. The small section of its yard not already covered by buildings before the of the 19th century will have been disturbed by the auto repair shop buildings shown on the 2000 Sanborn map. ***This part of site 303 is therefore not considered archaeologically sensitive for historic remains.***

Lot 16, old lot 19/16: the entire lot area was covered by the end of the 19th century, as shown on the 1898 Hyde map. ***This part of lot 16 is therefore not considered archaeologically sensitive for historic remains.***

Lot 16, old lot 21/17 (23.3 X 87.10 ft. on the eastern side of lot 16) was completely covered by buildings in successive construction episodes (the yard behind no 185 Grand Street would have been covered by the building shown on the 1898 and 1912 Hyde maps). ***This part of lot 16 is therefore not considered archaeologically sensitive for historic remains.***

Lot 16, old lot 20/17 (14.9 X 89.9 ft., immediately west of old lot 21/17): a comparison of the 1868 Higginson map with the 1898 and 1912 Hyde maps shows that at different times the entire lot area was covered by buildings that would have destroyed any potential archaeological remains. ***This part of lot 16 is therefore not considered archaeologically sensitive for historic remains.***

SITE 304
Block 2382, lot 28
Pls. 190 (above), 191

This is a reactivation only: potential archaeological remains will not be impacted.

SITE 306
Block 2384, lots 25, 24, 23
Pls. 190 (below), 192, 193

Lot 25 was occupied by a three-story building probably from the early 1860s, since the sewer connection was recorded in the lost book 1, which should cover those years. In 1868, at the time of the first tax assessments, Joseph Gackler's grocery store was here. It was not possible to

trace his name back in the directories. This area was developed by 1858, as shown on the Dripps map, and the house was therefore probably initially equipped with a cistern and privy. An addition made in the early 20th century, immediately behind the old house, will probably have impacted the potential cistern, but the rear of the lot has not been disturbed by subsequent construction. *This part of site 306 is therefore considered archaeologically sensitive for historic remains, for a privy.*

Lot 24 was also occupied by a three-story building probably from the early 1860s since the sewer connection was recorded in the lost book 1, which should cover those years. The first listing of the building itself is the 1868 tax assessments. D.H. Brown, who owned the building at that time but did not live in it. Nor did he have his paint shop here. That was at 222 or 238 or 236 Grand Street (these three probably the same building with different numbers), and finally at 285 Grand Street, on the other side of the street, a few houses down from the building on lot 24. It is likely that he purchased lot 24 as an investment, and had the building connected to the sewer system soon after in order to make it more attractive to potential tenants. This area was developed by 1858, as shown on the Dripps map, and the house was therefore probably initially equipped with a cistern and privy. An addition made in the early 20th century, immediately behind the old house, will probably have impacted the potential cistern, but the rear of the lot has not been disturbed by subsequent construction. *This part of site 306 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 23 was occupied by a three-story building from ca. 1868. It was connected to the sewer system in the early- or mid-1860s (the connection was recorded in the lost Book 1). The name of the owner could not be found in the directories, so the building's history of occupation could not be traced. As noted, the Dripps map shows that the block was already developed by this date and the house was therefore probably initially equipped with a cistern and privy. An addition made in the early 20th century, immediately behind the old house, will probably have impacted the potential cistern, but the rear of the lot has not been disturbed by subsequent construction. *This part of site 306 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 309

Block 2387, lot 7

Pls. 194, 195, 196

Lot 7 comprehends old lots 31/7, 32/8, 33/9:

Old lot 31/7 was occupied by a four-story building from ca. 1872. It was connected to the sewer system in 1880. The history of the building's occupation could not be traced (neither the name recorded in the tax assessments nor that in the tap records was found in the city directories), but clearly, it must have been initially equipped with a cistern and privy. It did not undergo any significant changes in its footprint, so that a cistern, located immediately behind it would not have been negatively impacted. Nor was the yard area disturbed by any subsequent construction. *This part of lot 7 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 32/8 was occupied by a four-story building from ca. 1868. It was connected to the sewer system in that year or shortly before 1868. Samuel Willett, named in the tax assessments was not listed in the Brooklyn city directories. It is likely that lot 32/8, located in this newly developing area, was purchased as an investment -- Willett bought this lot and the one next door (below) -- and the building would have been connected to the sewer system shortly after to make it more attractive to potential tenants. Block 2387 was at the eastern end of the area that had been developed by 1858 (Dripps map). The building on lot 32/8 probably predates the earliest tax assessment and consequently was initially equipped with a cistern and privy. Neither the footprint of the building shown on the 1868 Higginson map, nor its yard were impacted by subsequent construction. *This part of lot 7 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 33/9 was occupied by a four-story building from ca. 1868. It was connected to the sewer system before 1868. The arguments for this lot are the same as for the previous. There is no evidence of impacts. *This part of lot 7 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 311

Block 2411, lots 1, 12

Pls. 197, 198, 199

Lot 1, which comprehends old lots 22, 23, 24, 25, 1, 2, 3, 4, 5, 37, 36, 35, 34, is covered by industrial buildings and may be eliminated from consideration for archaeological sensitivity.

Lot 12 was occupied by a two-story building from ca. 1866. It was connected to the sewer system before 1868. The owner, William Kohlmeier, also owned old lots 22, 23, and 24 of lot 1 and evidently bought the properties in this newly developing area as an investment. This block was developed before the end of the 1860s and so the building on lot 12 was probably initially equipped with a cistern and privy. Neither the rear of the building shown on the 1868 Higginson map nor its yard were impacted by subsequent construction episodes. *This part of site 311 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 312

Block 2390, lot 15

Pls. 200 (above), 201, 202

Lot 15 was occupied by a four-story building on the front of the lot from ca. 1866. It was connected to the sewer system by the same owner, Bernard Vath, in 1870. Vath also owned the property next door on lot 16 where he lived from 1867-68 (see next entry). It is likely that he purchased this building as an investment and rented it out. Although we can not trace the history of this building's occupation, it is likely that it was equipped with a cistern and privy like its identical neighbor on lot 16. Neither the back of the building nor its yard were impacted by subsequent construction. *Site 312 is therefore considered potentially archaeologically sensitive for historic remains.*

SITE 313

Block 2390, lot 16

Pls. 200 (below), 201, 202

Lot 16 was occupied by a four-story building on the front of the lot from ca. 1866. The building was connected to the sewer system in 1870. The resident, Bernard Vath, moved in in 1867-1868, a couple of years before the sewer connection was made. Consequently, Mr. Vath would have needed a cistern and privy and the property was probably so equipped. Neither the yard, nor the back of the house, where the cistern would have been located, have been impacted by subsequent construction episodes. *Site 313 is therefore considered potentially archaeologically sensitive for historic remains.*

SITE 314

Block 2393, lot 14

Pls. 203 (above), 204, 205

Lot 14 comprehends old lots 13 and 14:

Old lot 13 was occupied by a three-story building from ca. 1868. It was connected to the sewer system in the early 1860s. The property was probably developed earlier and was equipped with a cistern and privy, but in any case, a one-story rear wing added in the early 20th century that completely covered the former yard would have negatively impacted any such installations. *This part of lot 14 is therefore not considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 14 was occupied by a four-story building from ca. 1868. It was connected to the sewer system in the early 1860s. The property was probably developed earlier and was equipped with a cistern and privy, but in any case, a one-story rear wing added in the early 20th century that completely covered all but a small section of the yard at the rear of the lot would have negatively impacted any such installations. *This part of lot 14 is therefore not considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 315

Block 2393, lots 23, 24

Pls. 203 (below), 204, 205

Lot 23 was occupied by a three-story building in 1868. The sewer connection probably dates from the early- to mid-1860s, since it was recorded in the lost book 1, which should cover those years. This property was also owned by H. Meyers, who no doubt purchased it as an investment (see site 206, block 2326, lot 17). The block was developed before the end of the 1850s so this lot probably was initially equipped with a cistern and privy. A rear wing was added in the early 20th century that could have impacted a potential cistern, but the rear yard was not impacted by subsequent construction. *This part of site 315 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Lot 24 was occupied by a three-story building from ca. 1868. It was probably connected to the sewer system before that date. The possibility that the building was older and had a cistern and privy can not be ruled out (the history of its occupation could not be traced, as the owner was not listed in the city directories). But whether or not a privy and cistern once existed on the lot, a brick building erected before the end of the 19th century would have disturbed or destroyed any potential archaeological remains. *This part of site 315 is therefore not considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 317

Block 2416, lots 8 and 7

Pls. 206 (above), 207, 208

Lot 8 comprehends old lot 3 and 4:

Old lot 3 was occupied by a two-and-a-half story building from the early- to mid-1860s, since its sewer connection was recorded in the lost book 1, which should cover those years. (The history of its occupation could not be traced, as the owner was not listed in the city directories). This block is in the oldest part of Williamsburg and the 1850 Dripps map shows that it was already developed by that date. It was possible to trace occupation on this block, in the city directories, back to 1857-58 (see lot 7, below). This lot was probably initially equipped with a

cistern or privy. Neither the back of the building, where a potential privy could have been located, nor the rear yard were negatively impacted by subsequent construction. *This part of lot 8 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 4 was occupied by a one-story building from ca. 1868. It was connected to the sewer system in 1875. No doubt the property was equipped with a cistern and privy. (The owner, Ezra H. Ferry lived next door -- see next entry -- and it was therefore not possible to trace the history of occupation on this lot). The building was enlarged at least twice in his history, which would probably have negatively impacted a potential privy that could have been located immediately behind it. The back yard, however, was not disturbed by any subsequent construction. *This lot 8 is therefore considered potentially archaeologically sensitive for historic remains, for a privy.*

Lot 7 was occupied by a three-story building from ca. 1868. It was connected to the sewer system by the same owner, Ezra H. Ferry, in 1877. Ferry, who sold produce at the Fulton market in New York, lived at this address from 1857-58 and no doubt had access to privy and probably also a cistern on his lot. The building did not undergo any significant changes in its footprint, so that a cistern, located immediately behind it would not have been negatively impacted. Nor was the yard area disturbed by any subsequent construction. *This part of site 317 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

SITE 321

Block 2441, lot 47

Pls. 206 (below), 209, 210

Lot 47 was occupied by a two-story building from ca. 1868. The property was connected to the sewer system in the early- to mid-1860s. A building was probably already standing on this lot in the 1850s (see above), which would have been equipped with a cistern and privy. But whether it was or not, a brick rear wing added to the original building between 1912 and 1929 completely covered the formerly vacant area of the lot and would have disturbed or destroyed any potential archaeological remains. *Site 321 is therefore not considered potentially*

archaeologically sensitive for historic remains, for a privy and a cistern.

SITE 324

Block 2442, lot 11

Pls. 211 (above), 212, 213

Lot 11 comprehends old lots 9, 10, 11, 12. The front part of these old lots, where the buildings stood in the 19th century, is vacant, but the rear portion, in the area of the yards, is currently covered by an industrial building. *This lot is therefore not considered archaeologically sensitive for historic remains.*

SITE 325

Block 2442, lot 21

Pls. 211 (below), 212, 213

This is a reactivation only: potential archaeological remains will not be impacted.

SITE 327

Block 2443, lot 37

Pls. 214, 215, 216

Lot 37 comprehends old lots 39, 38, 37, and 36:

Old lot 39 was occupied by a two-story building from ca. 1868, and connected to the sewer system in the same year. The owner did not live at this address and it is therefore not possible to trace the building's history of occupation. The 1858 Dripps map indicates that this block was already developed by that date and the building on this lot was therefore equipped with a cistern and privy. Except for the addition of a one-story building immediately behind the house, on part of the lot's width, the rear yard was not impacted by subsequent construction. *This part of lot 37 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 38 was occupied by a two-and-a-half story building from ca. 1868. It was connected (or a predecessor) to the sewer system probably in that year or shortly before. The

owner, David Downing, did not reside here, but an engineer named Daniel Downing lived here from at least 1871-72. Before that year, he was listed at 62 South 5th Street back to 1857-58. This may be the same building, as in the 1860s, since the house numbers on this block, between Berry Street and Bedford Avenue ranged from 55 to 92, and the even numbers may have been on the north side of South 5th Street, if one understands “left” in the street directory to mean on the left, moving east from the river. If it was the same address, then Downing lived in the house on old lot 38 from at least 1857 and would certainly have had a privy and a cistern. Neither the area immediately behind the original building nor the rest of the rear yard was impacted by subsequent construction. *This part of lot 37 is therefore considered potentially archaeologically sensitive for historic remains, for a privy and a cistern.*

Old lot 37 was occupied by a two-story building from ca. 1868. It was connected (or a predecessor) to the sewer system in the early- or mid-1860s. The owner apparently did not live here, as he / she is not listed in the directories and it is therefore not possible to trace the building’s history of occupation. Since the block was developed in the 1850s, the building on this lot was no doubt initially equipped with a cistern and privy like its neighbors. Neither the area immediately behind the original building nor the rest of the rear yard was impacted by subsequent construction. *This part of lot 37 is therefore considered potentially archaeologically sensitive for historic remains.*

Old lot 36 was occupied by a two-story building from at least 1868. It was connected to the sewer system by the same owner in 1869. Herman Dale, who sold “fancygoods” only took up residence here in 1872-73; the building’s history of occupation before that date could not be traced. Whether or not it was equipped with a cistern and privy, the original building was torn down before the end of the 19th century and replaced by a large, three-story building that covered almost the entire lot area, leaving only an approximately two- or three-foot alleyway around it. *This part of lot 37 is therefore not considered potentially archaeologically sensitive for historic remains.*

SITE 328

Block 2443, lot 13

Pls. 214 (below), 215, 216

This is a conversion site only: potential archaeological remains will not be impacted.

SITE 331

Block 2444, lots 2, 3, 4, 5

Pls. 217 (above), 218, 219

Lot 2 was occupied by a three-story residential building from ca. 1868. It was connected (or a predecessor) to the sewer system in the early- to mid-1860s. The owner, Nathaniel Briggs, a merchant, did not reside here, but apparently purchased this lot and lot 5 (below) as an investment. The building's history of occupation therefore could not be reconstructed. But this area was developed before the end of the 1850s and so there was no doubt once a cistern and privy on this lot. Neither the back of the building nor its rear yard were impacted by subsequent construction. *This part of site 331 is therefore considered potentially archaeologically sensitive for historic remains.*

Lot 3 was occupied by a three-story residential building from ca. 1868. It was connected (or a predecessor) to the sewer system in the early- to mid-1860s. The owner's name was not found in the directories and so the building's history of occupation could not be traced. But this area was developed before the end of the 1850s and so there was no doubt once a cistern and privy on this lot. Neither the back of the building nor its rear yard were impacted by subsequent construction. *This part of site 331 is therefore considered potentially archaeologically sensitive for historic remains.*

Lot 4 was occupied by a three-story residential building from ca. 1868. It was connected (or a predecessor) to the sewer system in the early- to mid-1860s. No "William Hall", the owner listed at this address in the tax assessments, resided at this address during the 1860s. It was therefore not possible to trace the building's history of occupation. As in the previous cases, however, there was no doubt once a cistern and privy on this lot. *This part of site 331 is therefore considered potentially archaeologically sensitive for historic remains.*

Lot 5 was occupied by a three-story building from ca. 1868. There is no sewer connection recorded for this lot. Since it was also owned by Nathaniel Briggs (see lot 3), who did not reside here, its history of occupation could not be traced. As in the previous cases, however, we may assume that there was once a cistern and privy on this lot. The rear fifteen-feet of the site has not been impacted by subsequent construction. *This part of site 331 is therefore considered potentially archaeologically sensitive for historic remains.*

SITE 332

Block 2444, lot 11

Pls. 217 (below), 218, 219

This is a conversion site only: potential archaeological remains will not be impacted.

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APPENDIX D

Site Observation Sheets (For Hazardous Materials Assessment)

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	1
Block #	2472
Tax Lot	410
Address	77 Commercial Street
Name	Bulova Clock Division
Land use	Industrial
Lot Area	106,036



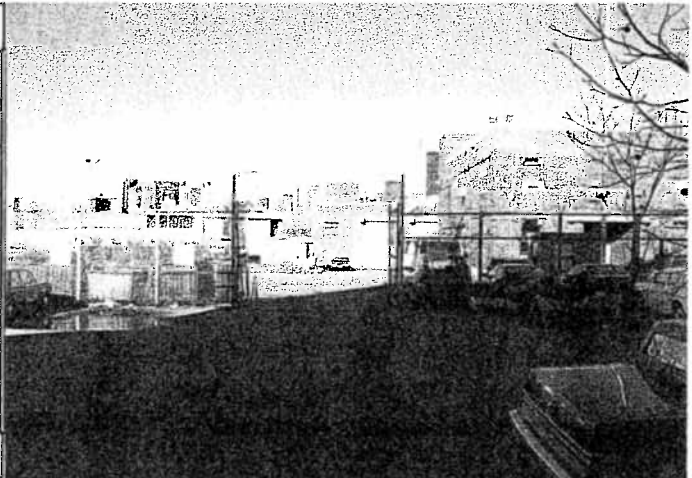
Building Information	
East	Private Parking Lot
West	Newtown Creek
North	Artist in Residence (1)
South	NYCTA Vehicle Storage/field offices
Slope	North
# of Buildings	1
# of Floors	2
Facade	Brick
Notes	
Sanborn addresses are 75-87 Commercial Street.	
Building Department records show 6 violations, 1 complaint, 4 oil burner applications	

Historical Sanborn Map Notes
New York City Transit System Crosstown Depot includes bus parking, bus maintenance, diesel fueling adjacent to the river, office and lockers (~1996 - ~1965)
New York City Transit System Crosstown Trolley Car & Coach Depot, includes car inspection, car washing, control house, office, and lot full of trolley tracks (~1951)
Brooklyn & Queens Transit Corporation Trolley Car Service, car washing shed, lot full of tracks (~1942)
West Street Improvement Co., office, shed, vacant and other unidentified structures (~1916)
American Sugar Refining Co. Greenpoint Refinery storage sheds, filter houses, syrup tanks (~1905)
Havemeyer Sugar Refining Company, syrup storage sheds, filter houses, warehouses and Brooklyn
Cooperage Co. at the north side of lot (~1887)

Comments
A possible fuel oil fill was observed on the north side of the Site. The building has roof drains.
Blow down vents were observed in the driveway on the south side of the building and there is a sewer in the driveway.
(1) Also ebleu draws café. Building appears to be under renovation.
Listed Site - 77 Commercial Street
Unnamed facility, closed Spills - #0004920, 1 pint of unknown petroleum and #9811015, unknown quantity of oil.
Former United Feather and Down Co. - 15,000 gal fuel oil UST in service, closed 550 unleaded gasoline UST, FTTS
Harte and Co. - Small Quantity Generator, FINDS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	2
Block #	2472
Tax Lot	425
Address	65 Rear Commercial Street
Name	NYCTA Vehicle Storage/Field Offices
Land use	Automotive
Lot Area	123,206



Building Information	
East	70 Commercial Building Renov.
West	Newtown Creek
North	Bulova Clock Division
South	River Trucking & Rigging
Slope	North
# of Buildings	2
# of Floors	2 and 2
Façade	Brick
Notes	
The Block for this lot is listed as 2475 in parentheses on the Sanborn maps	
No Building Department files were identified.	
Sanborn addresses are 65-69 Commercial Street.	

Historic Sanborn Map Notes
Manufacturing/warehouse with office and labs (~1996~1992)
Harte & Co. Plastic Products Manufacturing including offices, labs, warehouse, manufacturing (~1991~1965)
Metropolitan Sand & Gravel Corp. includes boiler house in center of lot, cement storage, hoppers (~1951)
Carter Coal & Dock Corporation, full of coal piles, traveling coal stacker, storage (~1942)
West Street Improvement Co., includes coal pockets, vacant buildings (~1916)
American Sugar Refining Greenpoint Refinery - coal burner, storage sheds, filter houses, syrup tanks (~1905)
Havemeyer Sugar Refining Company, syrup storage sheds, filter houses, warehouses (~1887)

Comments
The Site has an asphalt surface and land/sea containers are stored on the site. There is bus parking, a small open excavation, and dumpsters in the front of the lot, as well as office trailers.
Listed Site
Crosstown Bus Depot, 65 Commercial Street - one in-service AST, six closed tanks.
NYCTA, 65 Commercial Street - RCRIS large quantity generator, D001, F003, F005 waste with violations, FINDS
Unnamed facility, 65 Commercial - leaking tanks, diesel, waste oil, and lube oil, reported on 1/18/91.

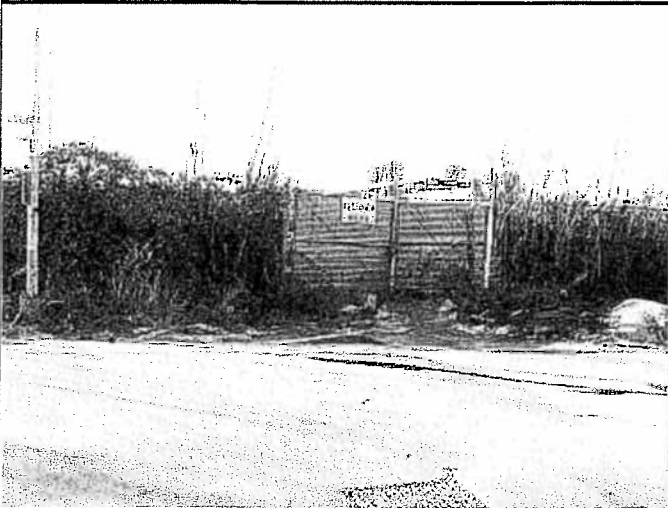
Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Page 1 of 2

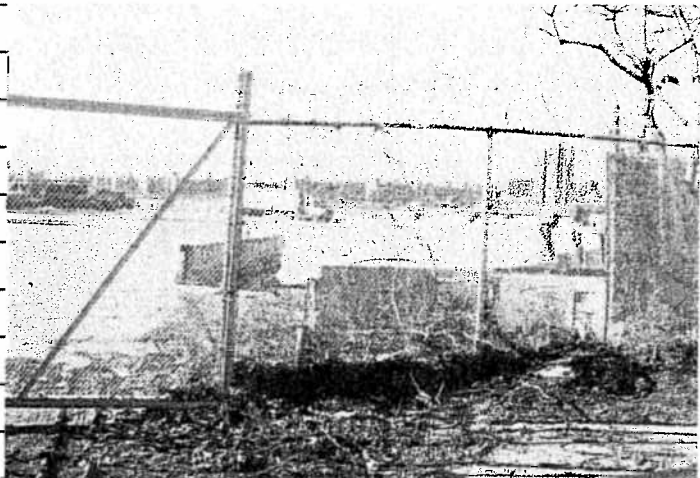
Site Type	Projected Development	
Date Observed	12/12/2003	
E-Designation	On-Site Concern	
Site #	3	
Block #	2472, 2494, 2502, 2510, 2520	
Tax Lot	2, 1, 1, 1, 57	
Address	West Street, Commercial Street, Eagle Street	
Name	Unidentified/Marshall Redemption Center/Hylan Datacom and Electrical/Lumber Exchange Terminal	
Land use	Vehicle & Open Storage/Industrial	
Lot Area	559,363	

<u>Building Information</u>		<u>Historic Sanborn Map Notes</u>
East	Various	Block 2494, Lot 1: lumber storage & trim saw (~1996--~1942), repair garage/dwellings (~1916), International Mahogany Co./ stores (~1887)
West	East River	
North	Vehicle & Open Storage	
South	Deven Lithographs, Inc. Block 2530 Lot 1	Block 2472, Lot 2: Lumber Storage (~1996--~1988), No information (~1987--~1942) International Mahogoney located along west street, no information along water front (~1905) Block area occupied by coast line along the East River, possibly used as part of marina (~1887)
Slope	West	
# of Buildings	Two at Blocks 2494, 2502 (4 total)	
# of Floors	Various	Block 2502, Lot 1: lumber storage (~1996--~1951), small shed at the rear of the lot (~1942), Export Auto Case Co./ unidentified tanks on Freeman Ave. (~1916), P.M. Dingee & Son east side, Nesmith and Constantine Log Storage Yard (~1905) A. K. Messerole & Co., mason material and coal yard/Marina (shore line not filled)/ C. Winant's Spar Yard (~1887)
Facade	Various	
Notes		
Sanborn addresses are 161- 219 West Street, 43-59 Huron Street, 31-47 Eagle Street, 22-46 Dupont Street, and 235-241 Franklin Street.		
Listed Site		
Lumber Exchange Terminal, 171 West Street - Spill		
<u>Comments</u>		

Block 2742 Lot 2 has an asphalt surface, construction vehicles, equipment, and materials such as cranes, containers, jersey barriers, timber/wood, and trailers. C&D materials/solid waste outside fence, site secured by chain link fence/ barbed wire. Maybe office trailer on lot. **Block 2494 Lot 1** Aluminum fencing with razor wire, chain link fence Former manufacturing/warehouse to south. No visibility from south side. **Block 2520 Lot 57** Monitoring well at the corner of green street and West St. Roll off and dumpster in the northern open lot area. Roof vent at the north west corner of brick building. Open lot at the rear of warehouse structure not clearly visible. Heavy truck traffic into and out lot. Lot paved with asphalt on the north side of lot for parking. 2 story building along West Street. At the back of the lot is a steel warehouse. **Block 2510 Lot 1** Large open yard. Trucks, mobile homes, Large spools of wires, roll off dumpster, scrap metal, land/sea trailer. Lot paved with asphalt and enclosed with chain link fence, corrugated steel and is not entirely visible. **Block 2502 Lot 1** Site enclosed with corrugated steel fence and is not visible.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/21/2003
E-Designation	On-Site Concern
Site #	3.1
Block #	2472, 2494
Tax Lot	32, 6
Address	219 West Street
Name	Unknown
Land use	Vehicle & Open Storage/Sludge Tank
Site Area	137,311



Building Information	
East	Park/ Marshall Redemption Center
West	East River
North	River Trucking & Rigging/Park
South	Marshall Redemption Center/Vehicle & Open Storage
Slope	West
# of Buildings	None
# of Floors	NA
Façade	NA
Notes	
Sanborn address is 217-219 West Street and 14-20 Dupont Street	
Building Department records do not show either Block 2472 Lot 32 or Block 2494 Lot 6 as on file.	

Historic Sanborn Map Notes
Lot 32: Lumber storage (~1996~1988)
Lumber Storage and City of New York Dupont Street Pier (~1965~1951)
NY State Barge Canal Terminal (~1942 - ~1916), also part of Lot 2493
Yellow Pine Co., pine lumber (~1905)
Water. Shoreline extends to just past the intersection of the future Dupont Street and West Street. A boat house is present in the location of the future intersection (~1887)
no information provided on 1987 to 1978 maps.
Lot 6: Sludge storage tank (~1996~1978)
Lumber storage (~1965 - ~1951)
Use not indicated, likely lumber storage (~1942~1905)
Block is subdivided into lots with no information provided for Lot 6 (~1887)

Comments
Lot 32 has an asphalt surface and contains construction vehicles/equipment, materials, such as cranes, containers, jersey barriers, timber/wood, trailers. Construction and demolition materials and solid waste was observed outside the fence. The site is secured by a chain link fence and barbed wire.
Lot 6 has an asphalt surface with storm drains. The Site is secured by a chain link fence with barbed wire.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	3.2
Block #	2472
Tax Lot	100
Address	37 Commercial Street
Name	River Trucking & Rigging
Land use	Vehicle & Open Storage
Lot Area	266,579



Building Information	
East	Steven Supply Co/Storage
West	Newtown Creek
North	NYCTA Parking/Offices
South	Harte & Company, Inc.
Slope	West
# of Buildings	At Least 1
# of Floors	1
Facade	Wood (trailer)
Notes	
Lot 100 is split on two separate Sanborn map sheets	
Also Northside Driving School (418-0342)	
Also J&K Transport, Inc. Charter Bus	
(718) 384-1818	
No Building Department records were identified.	
Sanborn address is 37-57 Commercial Street	

Historic Sanborn Map Notes
Two Guys Towing & Auto Repairs (~1996-~1995) west end
Parking (~1996 - ~1995) east end
Lumber Storage (~1993 - ~1965)
Lumber Exchange Terminal Inc. (~1978 - ~1965)
Structure identified as Vacant & Open
Towing Office, Shed near NW side of lot
Lumber Storage all near west end (~1965)
Greenpoint Coal Docks Inc., (~1951-~1942)
Bergen & Co. Lumber Yard, Alberene Stone Co. (~1916)
Commercial St did not exist between West/Franklin in 1916
Dwelling N of Commercial at Franklin St (~1916-~1887)
Trestle perpendicular to Commercial, near Clay St (~1916)
The O'Rourke Engineering Construction Co. (~1905)
Shed, practically vacant at Commercial St area (~1905)
Reeves & Church Lumber Yard, Boat shop (~1887)

Comments
A lot of refuse in front of lot. Timber, tires, steel throughout lot. Gravel surface.
Also NYCTA Technical Central Shops - asphalt surface
Newtown Barge Playground at Lot 75. Playground at Block 2486, Lot 1 (Greenpoint Park)

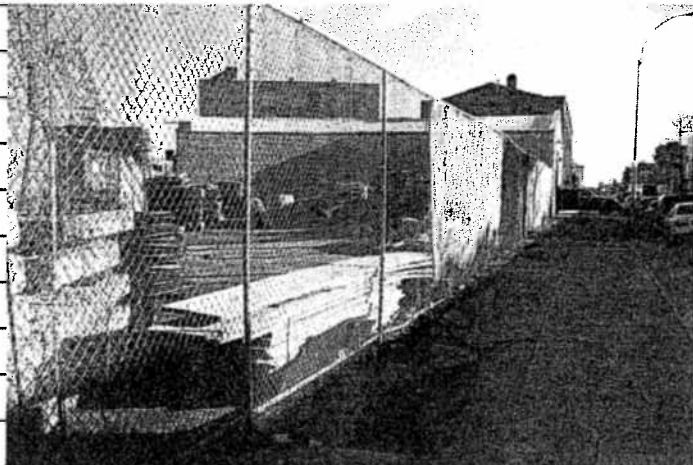
Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	4
Block #	2482
Tax Lots	1, 4, 6
Address	40-50 Commercial Street
Name	None - Storage Yard
Land use	Vacant Lots
Site Area	5,265



Building Information	
East	Steven Supply Co., Inc.
West	River Trucking & Rigging
North	River Trucking & Rigging
South	Harte & Co./Clay Laminating
Slope	west-northwest
# of Buildings	None
# of Floors	None
Façade	None
Notes	
Sanborn address is 1-13 Clay Street and 40-50	
Commercial Street	
Building Department records show 5 violations at Lot	
1, no records were identified for Lot 6, and Lot 4 is	
not on file.	

Historic Sanborn Map Notes	
Lot 1:	no information provided on 1996 to 1991 maps, commercial/vacant & close (~1989~1983), junk storage (~1982~1978), filling station/store (~1965), gasoline tank/store with 4 tanks (~1951~1942), illegible (~1916~1887)
Lot 4:	no information provided on 1996 to 1978 maps, junk storage (~1965), two dwellings (~1951~1887)
Lot 6:	no information provided on 1996 to 1978 maps, two unidentified structures (~1965), two dwellings (~1951~1887)
Listed Sites Nearby	
VS 1106,	2-20 Clay Street - oily water in manhole
Liquimark,	19 Clay Street - FINDS
Vaults 1109 & 852,	20 Clay Street - Oily water in vaults
Unidentified,	15 Clay Street - Gasoline odor, former gasoline station across the street.

Comments
The Site has an asphalt surface, secured by chain link fence. It contains construction related equipment - metal plates, concrete forms, wood, piping, sewer grates, curbing, barricades. Access to lot off Commercial Street.
Lot is about 150 feet long and is likely used by Steven Supply to the east.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	5
Block #	2482
Tax Lots	7, 8
Address	15 Clay Street/56 Commercial Street
Name	Steven Supply Co./Collie Auto Sales
Land use	Industrial
Lot Area	7,008



Building Information	
East	Standard Envelope Co./ Unidentified Warehouse
West	Storage Yard
North	River Trucking & Rigging/Transit Authority Parking and offices
South	Harte & Co./20 Clay Street
Slope	Northwest
# of Buildings	One at Lot 7
# of Floors	1
Facade	Brick
Notes	
Sanborn addresses are 15-17 Clay Street, 2 Box Street, and 50 to 64 Commercial Street	
Building Department records show 2 oil burner applications (1962, 1984).	

Historic Sanborn Map Notes	
Lot 7:	warehouse (~1996-~1980), manufacturing (~1979-~1978), lumber & building materials (~1965-~1942), manufacturing? (~1916), Logan Iron Works punching/cutting (~1905-~1887)
Lot 8:	lumber storage (~1996-~1965, ~1942), tin can storage (~1916), Logan Iron Works (~1905 - ~1887), no information provided on 1951 map
Listed Site	
	Steven Supply Co., 15 Clay Street - Spill, # 9514360 reported 2/15/96, closed 4/29/96

Comments	
Street address for Lot 7 does not seem to correspond to the address provided in the EAS.	
Occupant at 23 Clay is UFO Technologies, 21 Clay is Standard Envelope Co., 15 Clay is Steven Supply Co., Inc. which appears to be the 2-story brick building at Lot 9. Access to building at Lot 7 is from both Commercial and Clay Streets. Phone number of occupant is 389-5945 and the fax number is 389-5985	
Lot 8 contains lumber, wall board, cinder blocks, rock salt?, insulation, and other construction material.	
Lot 8 is secured by aluminum fencing and has an asphalt surface.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	6
Block #	2482
Tax Lot	53
Address	29 Clay Street
Name	Jerome Aluminum Products Corp.
Land use	Industrial
Lot Area	9,270



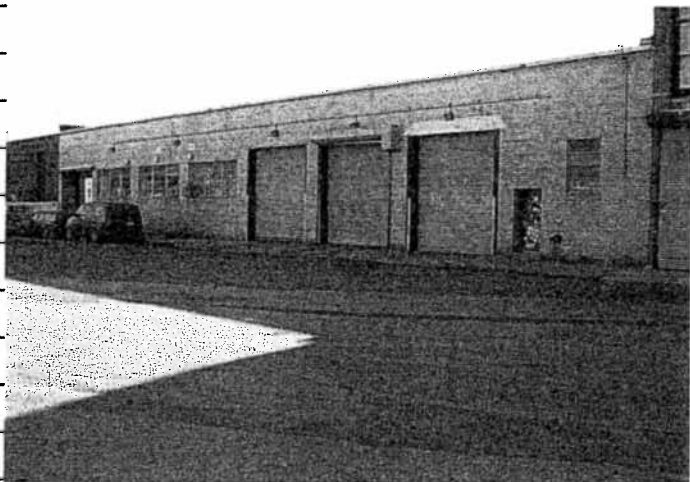
Building Information	
East	Vacant warehouse
West	UFO Technologies, 23 Clay Street
North	Available warehouse(?)
South	2 + 3 Story residences
Slope	East
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Sanborn addresses are 29-37 Clay Street.	
Building Department records show two violations and one complaint.	

Historic Sanborn Map Notes
Manufacturing flat (~1996--1965)
Paper storage, office (~1951--1942)
Unidentified building (~1916)
Unidentified building and one dwelling (~1905)
Logan Iron Works Boiler Shop, one dwelling (~1887)
Nearby Historic Sites of Potential Concern
auto repair to the northwest ~1996--1965

Comments
The site is occupied by glazing and metal contractors and consists of a shop and an office. American Industries Corp. which is a windows contractor appears to occupy the building.
Two large overhead doors exist on the Clay Street side of the building. One small aluminum door also exists on the Clay Street side.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	7
Block #	2482
Tax Lot	21
Address	6 Box Street
Name	R.E. Diamond Inc. (10 Box)
Land use	Industrial
Lot Area	24,200



Building Information	
East	M. Miller & Sons/Possibly Vacant?
West	Under Renovation? A.I.R. 2, 3, 4 Floors
North	Bulova Clock Division/Parking
South	Residence/playground, 48-52 Box
Slope	Southwest
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Sanborn addresses are 6-16 Box Street and 39-49 Clay Street	
No Building Department files were identified.	

Historic Sanborn Map Notes
Manufacturing/loading (~1996~1965)
NYC Transit System Car Barn, repair shop, elevator (~1951)
Brooklyn & Queens Transit Corp, repair shop (~1942)
Brooklyn Rapid Transit RR Car Barn, repair shop (~1916-~1905)
Brooklyn Crosstown Railroad (~1887)
Listed Sites Nearby
Commercial/Box Streets- Spill, oily water in manhole
Harte & Co Inc., 77 Commercial Street - SQG
former United Feather & Down, 79 Commercial - PBS UST
77 Commercial Street - FINDS/FTTS
77 Commercial - Spill, tank removal and remediation
Commercial/Box Streets - Spill, oily soil with sand on top

Comments
Three large overhead doors exist on Box Street and the building has gas service.
The south side of the building appears to be vacant and/or available.
Two and three story residences are to the south of the lot.
R.E. Diamond Inc. are "purveyors of fine food stuff" and their phone number is (718) 389-1700, fax is (718) 389-7005

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	8
Block #	2482
Tax Lots	26, 39
Address	1117-1133 Manhattan Avenue
Name	M. Hiller & Son/Iglesia Pentacostal Soplo de Vida Inc.
Land use	Industrial/Residential/Commercial
Lot Area	38,300



Building Information	
East	Greenpoint Medical Lab, Deli, (3)
West	R.E. Diamond Inc (1)
North	Vehicle Parking, Port of NYC Inc.(2)
South	Residences
Slope	West
# of Buildings	One at each lot (2 total)
# of Floors	One at Lot 26, three at Lot 39
Façade	Brick at 26, brick/concrete at 39
Notes	
Sanborn addresses are 1117 to 1137 Manhattan Avenue, 51-55 Clay Street, and 18-32 Box Street.	
Building Department records show an oil burner application (1953).	

Historic Sanborn Map Notes
Lot 26: hardware warehouse/shipping (~1996~1965), NYC Transit System Car Barn w/office (~1951), Brooklyn & Queens Transit Corp/Office, Bowling Alley (~1942~1905), Brooklyn Crosstown Railroad (~1887)
Lot 39: Mission Church (~1996~1951), store (~1942~1887)
Listed Sites Nearby
1166-68 Manhattan Avenue - New York recyclers SWF/LF (Transfer facility)
1166 Manhattan Avenue - Spill, waste oil in unlined pit
1155-1205 Manhattan - PBS UST
1135 Manhattan Avenue - Greenpoint Manufacturing & DES - Small Quantity Generator
Manhattan/Box St. Manhole 4294 - Oily water in manhole

Comments
Lot 26 has a fuel oil fill and vent on north side of the building, and a vent and drain on the north side.
Clothing, rags were observed in the window at Lot 26. A vent exists on the roof, large overhead door on Manhattan.
Building at Lot 39 contains a church and residences. Pastor of the church is Agapito Rodriquez.
Lot 39 has roof drains and gas service off Manhattan Avenue and vaulted access to the basement.
(1) Purveyors of Fine Food Stuffs, 10 Box Street (718) 389-1700. rediamond.com. Clay Street Side (35)
May be vacant. Available through Greiner M-----? (736-5050)
(2) Also residences (718) 383-5454
(3) Also Residences

Prepared by: LMS ENGINEERS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	9
Block #	2483
Tax Lots	61, 62
Address	77-79 Clay Street
Name	None - Private Drive/Residential
Land use	Parking/Residential
Lot Area	5,000



Building Information	
East	M&N Auto Body Collision & Repair
West	2-Story Residential
North	Pace Plumbing Parking
South	3 & 4-Story Residential
Slope	East
# of Buildings	One at Lot 62, one shed at lot 61
# of Floors	Three at Lot 62, one at Lot 61
Facade	Aluminum at lot 61, concrete over
Notes	brick at lot 62
Building Department records show 1 violation and an oil burner application (1953).	

Historic Sanborn Map Notes
Lot 61: apartments with shed in rear (~1965 - ~1951), dwelling with shed in rear (~1942 - ~1887), no information provided on 1996 to 1978 maps.
Lot 62: residential (~1996 - ~1978), dwelling (~1965), store (~1951 - ~1905), paint shop (~1887)

Comments
Lot 61 has a dirt surface and is used for car storage. Engine and auto body parts and a 55-gal drum of Zep were observed at the lot. Lot 61 is secured by chain link fence.
Lot 62 has a fuel oil fill with a vent in the sidewalk. A vault door also exists in the sidewalk.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/12/2003
E-Designation	Concern on Adjacent Lot
Site #	10
Block #	2483
Tax Lots	11, 12
Address	44-46 Box Street
Name	Pace Plumbing Parking
Land use	Vehicle and Open Storage
Site Area	5,000



Building Information	
East	Pace Plumbing Parking/Private Garage/Storage
West	Greenpoint Medical Lab/ Residences/ Unidentified Garage /Storage
North	Pace Plumbing/Warehouses
South	2-Story Residence/Private Parking
Slope	East
# of Buildings	One at lot 11
# of Floors	1
Façade	Cinder Block
Notes	
Building Department records show 2 violations and an oil burner application (1911).	

Historic Sanborn Map Notes
Lot 11: No information, storage structure in rear
(~1996~1982), Store with dwelling and storage structure in rear (~1981~1905), Store - 3 story building (~1887)
Lot 12: Dwelling (~1981 - ~1887), no information provided on 1996 to 1982 maps.

Comments
Asphalt surface, lot secured by chain link fence with razor wire.
Locked wooden door on Box Street. Building used as a garage or for storage.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	11
Block #	2483
Tax Lots	14, 15
Address	50-54 Box Street
Name	None/Primary
Land use	Residential/Industrial
Lot Area	7,500



Building Information	
East	Primary, 42 Box Street
West	Unidentified Warehouse, 56 Box St
North	JAJ Partners LLC/ Unidentified Warehouse
South	Residential
Slope	East
# of Buildings	One at each lot (2 total)
# of Floors	2+basement at Lot 14, 1 at Lot 15
Facade	Brick at 15, tiles at 14
Notes	
Sanborn addresses are 50-54 Box Street	
No Building Department records were identified.	

Historic Sanborn Map Notes
Lot 14: Dwelling (~1996 - ~1887)
Lot 15: Machine shop (~1996~1965), iron storage (~1951), dwelling (~1942), dwelling/store (~1916), two dwellings/store (~1905~1887), no information provided for part of lot on 1942 map.

Comments
Lot 14 has gas service off Box Street and a roof drain was observed.
At Lot 15 a dumpster exists on the sidewalk. Activities at the lot appear to be a contractor's operation. The building is used as warehouse/off

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	12
Block #	2483
Tax Lots	17, 19, 20
Address	56-62 Box Street
Name	Metal Working Warehouse/T.A.D.C./residential
Land use	Industrial/Residential
Site Area	10,000



Building Information		Historic Sanborn Map Notes
East	3-Story Residential	Lot 17: iron works (~1996~1991), flat (~1989), iron works (~1988), flat (~1987), iron works (~1986~1981), flat (~1980~1979), iron works (~1978), flat (~1965), iron works (~1951~1942), two dwellings/store (~1916~1905), two dwellings (~1887)
West	Primary, 42 Box Street	
North	Door Mart USA	
South	Residential on Clay Street	
Slope	East	
# of Buildings	One at each lot (3 total)	Lot 19: warehouse (~1996~1965), apartments (~1951), dwelling/store (~1942), dwelling (~1916~1887)
# of Floors	One at lots 17, 19, two at lot 20	
Façade	Brick at lots 17, 19, vinyl at lot 20	
Notes		Lot 20: dwelling (~1996 - ~1887)
Sanborn address is also 56-62 Box Street.		
Building Department records show 4 violations at Lot 17, no records were identified for Lot 19, and 2 violations, 1 complaint and 3 Environmental Control Board violations at Lot 20.		
		Nearby Listed Site
		64 Box Street, LTANKS, 10 gal. of No. 2 Fuel Oil, open

Comments
Lot 17 has a large overhead door with acetylene tanks inside building and a dumpster.
There is suspect ACM tiling floor inside the building at Lot 17. A recently patched concrete sidewalk was observed adjacent to lot 17.
Building at Lot 19 has a roof drain, large overhead door and is served by gas off Box Street.
Building at Lot 20 also has gas service off Box Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	13
Block #	2483
Tax Lots	59, 60
Address	81-83 Clay Street
Name	Residential/MW Auto Body Work
Land use	Residential/Automotive
Lot Area	5,000



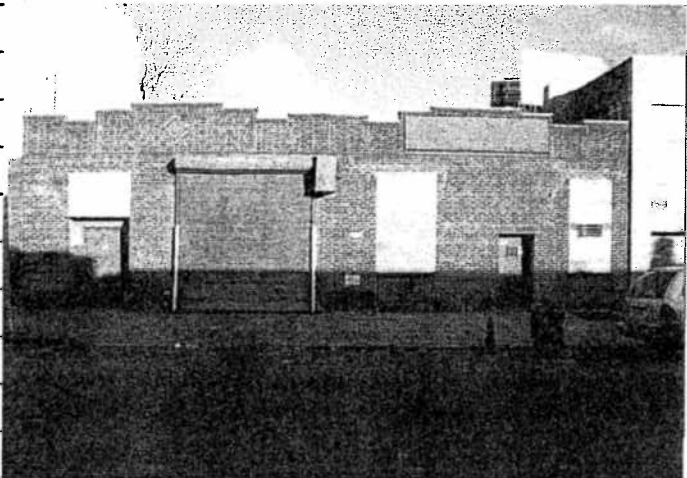
Building Information	
East	4-Story Residential
West	Private Parking
North	Residential/Plumbing Parking
South	Private Parking/Residential
Slope	East
# of Buildings	One on each lot (2 Total)
# of Floors	Three floors lot 59, 1 floor lot 60
Facade	Vinyl, and Brick
Notes	
Building Department records show 1 violation for Lot 59 and 1 complaint for Lot 60.	

Historic Sanborn Map Notes	
Lot 59:	Apartments (~1996~1951), dwelling (~1942~1905) two dwellings (~1887)
Lot 60:	Auto repair (~1996~1989), private garage (~1988~1978), iron works (~1965~1942), dwelling (~1905~1887)
no information provided on 1916 map.	

Comments
At Lot 59, there is vaulted access to the basement.
Lot 60 has a large overhead door and gas service. A 5-gallon container of flammable liquid was observed on the sidewalk in front of the building. Stains were observed on the sidewalk and the curb in front of the building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	Concern on Adjacent Lot
Site #	14
Block #	2483
Tax Lot	48
Address	103 Clay Street
Name	None
Land use	Industrial
Lot Area	5,000



Building Information	
East	AFS/unidentified warehouse, 105 Clay Street
West	3-story residence
North	Residential
South	2 and 3 story residential
Slope	East
# of Buildings	1
# of Floors	1
Façade	Brick/cinder block
Notes	
Sanborn addresses are 101-103 Clay Street.	
No Building Department Records were observed.	

Historic Sanborn Map Notes	
Manufacturing flat (~1996 - ~1965)	
Plastic button manufacturing (~1951)	
Metal storage (~1942)	
Dwelling/wagon house/unidentified structures (~1916-~1905)	
Dwelling (~1887)	
Nearby Historic Sites of Potential Concern	
Shell Oil Company to east of site (~1996 - ~1942)	

Comments
There is no sign for 103 Clay Street, the addresses go from 101 Clay Street to 105 Clay Street.
Roof drains, two large overhead doors, and a sewer vent exist at the lot. Vaulted doors were observed in the sidewalk. Possible sealed fill oil ports were observed in the sidewalk adjacent to the curb.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	15
Block #	2483
Tax Lot	25
Address	72 Box Street
Name	None
Land use	Vehicle and Open Storage
Lot Area	10,000



Building Information	
East	Pulaski Bridge
West	3-Story Residence
North	All American Building & Development Corp.
South	A&C Combustion Services (1)
Slope	East
# of Buildings	None
# of Floors	None
Facade	None
Notes	
Sanborn addresses are also 419 McGuinness Boulevard and 72-78 Box Street.	
No Building Department records were observed.	

Historic Sanborn Map Notes
Parking (~1996 - ~1978)
Truck repair/store/gasoline tank (~1965)
Automotive/office/apartments/and no information in front of automotive (~1951)
Unidentified structure/store/dwellings (~1942)
Dwellings and no information (~1916 - ~1905)
Dwelling (~1887)
Nearby Historic Sites of Potential Concern
Shell Oil Company to east of site (~1996 - ~1942)

Comments
McGuinness Boulevard was expanded from Oakland Street at some time between 1942 and 1951.
The parking lot is used for trailer storage. The Site is protected by aluminum fencing with razor wire.
The Site has a 24-hour active driveway. Two sealed fill ports were observed along the Box Street sidewalk.
One small cinder block shed exists on site. The surface of the Site is asphalt.
(1) 111 Clay Street. Also has an address of 411 McGuinness Blvd., and AFS at 109 Clay Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	16
Block #	2483
Tax Lot	45
Address	109 Clay Street
Name	AFS
Land use	Industrial
Lot Area	7,500



Building Information	
East	A&C Combustion Services
West	Unidentified warehouse, 105 Clay
North	Trailer parking
South	Unidentified warehouse, 120 Clay
Slope	East
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Sanborn address is 105-109 Clay Street.	
Building Department records show 3 violations.	

Historic Sanborn Map Notes
Manufacturing flat (~1996 - ~1965)
Storage and dwelling (~1951 - ~1942)
Two dwellings, auto, storage, beer storage shed (~1916)
Two dwellings, beer storage, shed and unidentified structure (~1905)
Dwelling (~1887)
Nearby Historic Sites of Potential Concern
Shell Oil Company to east of site (~1996 - ~1942)

Comments
Two large overhead doors and a roof drain exist on the building. Street addresses in this area do not appear to match the Sanborn maps completely.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K
 Page 1 of 2

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	17
Block #	2487
Tax Lot	10, 12, 17, 18, 20, 21, 72
Addresses	Clay Street
Name	Harte & Co., Clay Laminating
Land use	Industrial
Site Area	63,500



Building Information	
East	4-Story Residence (Lot 22)
West	Harte & Company Steven Supply Yard, 3-5 Story Residence
North	
South	3 to 5 Story Residences
Slope	West
# of Buildings	1 building on multiple lots
# of Floors	1 with possible loft
Façade	Brick
Notes	
Sanborn addresses are 10-36 Clay Street and 57-81 Dupont Street.	
Listed Sites Nearby	
VS1106, 2-20 Clay, Closed Spills - contained in vault	
NuHart & Co., 49 Dupont, FTTS, SQG w/violations	
Manhole 64829, Franklin/Dupont, open spills in vaults	

Historic Sanborn Map Notes
Lot 10: Harte & Co. Inc. Division, Chemical Fabrics Co., manufacturing plastic film (~1996~1951), H.C. Harney & Co. Piano Plate Manufacturing (~1887), no information provided on 1942 to 1905 maps.
Lot 12: Harte & Co., Chemical Fabrics Co, manufacturing plastic film (~1996 - ~1951), Pyroflin Water Proofing & Skins/illegible (~1942), Post & McCord warehouse (~1916), unidentified structure/Logan Iron Works boiler shop (~1905), H.C. Harney & Co. Piano Plate Manufacturing (~1887)
Lot 17: Harte & Co. plastic film manufacturing/shipping (~1996- ~1965), Harte & Co. plastic film shipping/dwellings (~1951), dwellings (~1942), recooperage/wagonhouse/dwellings (~1916), Gaites Peace & Co. Electric and gas light fixtures/wagon house/ dwellings (~1905), dwellings (~1887)
Lot 18: Harte & Co. boiler house/printing storage (~1996~1951)

Comments
Roof drains, passive vent, two chimneys, 2 overhead doors on Clay. Gas service, sewer.
Portion of building appears vacant. Former Harte & Co. (?) appears in concrete over west door on Clay.
Blow down vent near east end, two fuel oil fills and vents in sidewalk. Staining around one fill.
Appears to be same as Lots 1, 12, 17, 18, 20, 21, 72, 78 - same company?
Warehousing activity, truck in one bay at Lot 17.
Four large overhead doors along Dupont, including Lot 1. Several smaller entry doors.
Grating in sidewalk on north side of Dupont.

Historic Notes continued on Page 2.

Comments

Site No. 17 Block No. 2487 Lot No. 10, 12, 17, 18, 20, 21, 72

Lot 18: continued:

recooperage (~1916), Logan Iron Works/storage (~1905), Glen Cove Machine Co. (~1887), no information provided on 1942 map.

Lot 20: Harte & Co. Printing/storage (~1996~1951), John Stein

Sheet metal works (~1916), Abendroth & Stein Sheet metal works (~1905), Glen Cove Machine Co. machine shop (~1887), no information provided on 1942 to 1905 maps

Lot 21: Harte & Co. Ink Storage (~1996 - ~1951), metal and wood box manufacturing (~1942), storage (~1916), Logan Iron Works (~1905), Iron Storage (~1887)

Lot 72: Harte & Co. Storage (~1996~1951), nail warehouse/Iron Works (~1951), private garage/Iron Works (~1951), illegible/gallery/Post & McCord warehouse (~1916), Logan Iron Works boiler shop (~1905), dwellings (~1887)

Building Department records show 2 violations for Lot 20, and an oil burner application (1945) for Lot 17.

No records were identified for Lots 10, 12, 18, 21, and 72.

Environmental Impact Statement

Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	18
Block #	2503
Tax Lot	1
Address	198 West Street
Name	Spa Steel Products (1)
Land use	Industrial/Residential
Lot Area	57,775



Building Information	
East	4&3 Story Residence Southside
West	Construction vehicles/storage
North	Marshall Redemption
South	Residences, AAA Polymer (2)
Slope	Southwest
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Sanborn addresses are also 198-212 West Street,	
32-56 Eagle Street, and 53-75 Freeman Street.	
(1) Also Corner Packaging Co., Inc. 68 Freeman (349-2390)	
(1) Kinco Shoes - 44 Eagle, Brooklyn Bagel Balint Tool & Stamping, Vulcon Volner Mfg Lennox Tool - 48 Eagle	
(2) MCND Shipping & Recovery - 64 Freeman New Style Restoration - 66 Freeman	

Historic Sanborn Map Notes
Shipping and receiving with lofts, engineering room, boiler room (~1996 - ~1989)
Consolidated Laundries Corp. - laundry and linen supply - ironing, sewing, storage, shipping, receiving room, garage with gasoline tank/dwellings (~1988 - ~1965)
Long Island Coat-Apron and Towel Supply Co. with boiler house/dwellings (~1951-~1942)
Gotham Can Co/AW Barnes Soap Works/Thomason's Carbolic Soap Works/Wm Gaskell & Sons bolt and machine shop/dwellings (~1916)
Wm Gaskel and Sons Blacksmith and Machine shop/ A.W BarnesSoap Works/Woodworking/ 9 Dwellings (~1905)
J. H. Searles Veneer Factory/Gaskell, Greenlie & Co. with machine shop/timber storage/dwellings (~1887)

Comments
Dumpsters, small barrels on south side, 8 large vents, roof drains, and several aluminum overhead doors were observed at the Site. Three fuel oil fill ports with vents are across from 74 Freeman Street. There are grates in the sidewalk with staining on the sidewalk. A portion of the building appears to be available through Kalmon Dolgin.
There is a possible abandoned monitoring well in front of Brooklyn Bagel. Spa Steel is a distributor.
Several residences exist at 222 West Street (6) and 44 Eagle Street (4).
Building Department records show 21 violations, 13 complaints, 18 ECB violations and 9 oil burner applications.
Listed Site - Eagle Street Associates, 198 West St. -PBS UST,
Courier Packaging Co., 198 West Street - FINDS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	19
Block #	2511
Tax Lot	1
Address	194 West Street
Name	See Notes (1)
Land use	Industrial/Residential
Lot Area	23,250



Building Information	
East	MCN Design/ New Style Restoration
West	Hylan Datacom and Electrical
North	Open Storage/Courier Packaging
South	Residence, 62 Green Street
Slope	To south
# of Buildings	1
# of Floors	2
Façade	Brick
Notes	
(1) Lot occupied by Fastenal Industry and Construction Supply/ MCN Design	
Sanborn addresses are 182-194 West Street, 55-63 Green Street, and 62 Freeman Street.	
No Building Department records were identified.	

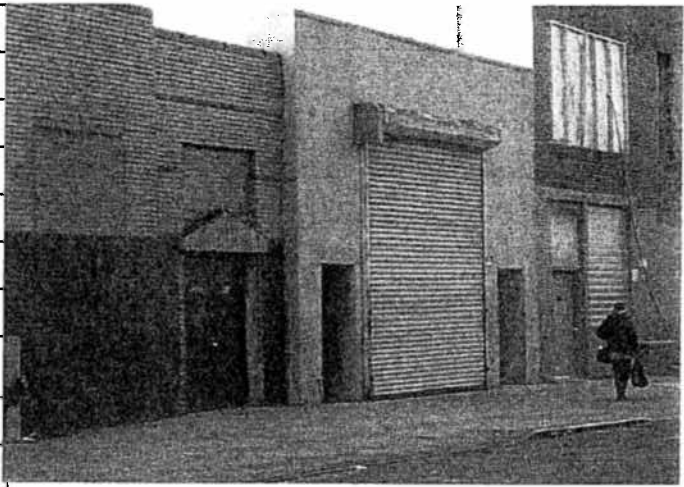
Historic Sanborn Map Notes
Rialto Products (~1996--1965)
Sol Levine/fur dressing/two dwellings (~1951--1916) which includes Display Fixtures Co., plating on east wall, storage and office at southwest corner ~1965, floor milling at the southwest corner ~1951--1942, machine shop at the southwest corner ~1916.
Smith and Nichols/two stores/dwelling (~1905)
No information available (~1887)

Comments
A vent pipe emerges from the southern wall of the building. A second vent pipe emerges from the wall along Green Street. The vent pipe along Green Street is near the sidewalk and the fill port is sealed with concrete.
There is an overhead door along Freeman Street. The south side of the building wall is under renovation.
Two overhead doors are along West Street. A vault door is in the sidewalk along Green Street.
Listed Site
NCD Design, 61-65 Green Street - PBS AST
Rialto Products, 61 Green Street - FINDS, AIRS/AFS and FRS

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	Concern on Adjacent Lot
Site #	20
Block #	2511
Tax Lots	11, 12, 14
Address	66-72 Freeman Street
Name	New Style Restoration/AAA Polymer Design
Land use	Industrial/Residential
Site Area	10,000



Building Information		Historic Sanborn Map Notes
East	New Style Restoration	Lot 11: two dwellings (~1980--1942), one dwelling, one store (~1916), store (~1905), two stores (~1887), no information provided on 1996 to 1981 maps
West	Hylan Datacom and Electrical	
North	Courier Packaging	
South	MCN Design/ residence/ unidentified warehouse	
Slope	East	Lot 12: manufacturing (~1996--1987), flat (~1986--1965), two dwellings (~1951--1987)
# of Buildings	one at each lot (3 total)	
# of Floors	one at each lot	Lot 14: warehouse (~1996--1987), dwelling (~1981--1987), no information provided on 1986 to 1982 maps
Façade	Concrete at lot 11, brick at 12, 14	
Notes		
Sanborn addresses are 66-72 Freeman Street.		
Building Department records show 2 violations and		Nearby Historic Sites of Potential Concern
1 Environmental Control Board violation for Lot 11, no		
records were identified for Lot 12, and one violation		
and an oil burner application (1960) for Lot 14.		
		Sol Levine fixture Corp., Display Fixture Mfg west of lot.
		Plating occurring at Sol Levine ~1965-1916.
Comments		

Comments
Vent in roof at the northeast corner of building at Lot 11.
Each of the three lots have overhead doors on Freeman Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	21
Block #	2511
Tax Lot	31
Address	73 Green Street
Name	AAA Polymer
Land use	Industrial
Lot Area	5,000



Building Information	
East	AAA Polymer
West	74 Freeman Street, Residence
North	Courier Packaging
South	Unidentified Warehouse
Slope	To east
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Sanborn addresses are 71-73 Green Street.	
Building Department records show one violation.	

Historic Sanborn Map Notes	
Flat/dwelling (~1996--1965)	
Vacant/dwelling (~1951)	
Dwelling (~1942-1887)	
Listed Site	
Liquimark, 71 Green Street - SQG with 9 violations	

Comments
A large overhead door exists along Freeman Street which serves as an automobile entrance.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Historic Sanborn Map Notes
Warehouse/parking with an elevator (~1996-~1991)
Manufacturing flat (~1989-~1965)
Manufacturing - wool waste sorting and baling (~1951-~1942)
Greenpoint Metal and Bed Co. with elevator and brass finishing (~1916-~1905)
Reeves & Church Packing Box Factory - sawing and planing mill (~1887)
Nearby Historic Sites of Potential Concern
auto repair east of site (~1992-~1991)
enamel painting north of lot (~1905)

A vault door exists in the sidewalk along Green Street. A loading dock is also along Green Street.
Two monitoring wells are on the opposite side of Green Street, southeast of lot. A circular concrete patch exists in the sidewalk, which is possibly an abandoned boring.
Three large vents are on the west side of the building roof. A chimney is on the west side of the building. A roof vent is along Green Street near the center of the building.
A sign on the building indicates that A.I.R.S is on the 3rd floor. There appears to be residence on the third floor.
Windows on the first and second floor are boarded up.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	23
Block #	2512
Tax Lots	52, 54
Address	151-153 Green Street
Name	Industrial Hardware Plumbing and Building Supply/Residence
Land use	Industrial/Residential
Lot Area	7,500



Building Information	
East	Green Plumbing and Heating
West	Residence, 149 Green Street
North	Residences, 154-158 Freeman St
South	South China Imports
Slope	To west
# of Buildings	One at each lot (2 total)
# of Floors	One at Lot 52, 3 at Lot 54
Façade	Brick/masonry blocks at Lot 52,
Notes	vinyl at Lot 54.
Sanborn addresses are 151-155 Green Street.	
Building Department records show an oil burner	
application (1962) for Lot 54. No files were identified	
for Lot 52.	

Historic Sanborn Map Notes
Lot 52: wholesale plumbing (~1996--1978), plastic covering (~1965), manufacturing (~1951--1942), Moving Picture Show (~1916), 2 dwellings (~1905--1887)
Lot 54: dwelling (~1996--1887)

Comments
A vent pipe was observed inside of the building along Green Street at Lot 52. A vault door was observed in the sidewalk along Green Street also. A possible fill port sealed with concrete was observed in sidewalk at Lot 52.
An overhead door exists along Green Street at Lot 52.
A chimney exists at the south side of the building at Lot 54.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	24
Block #	2520
Tax Lot	1
Address	161 West Street
Name	Deven Lithographs Inc.
Land use	Industrial
Lot Area	57,475



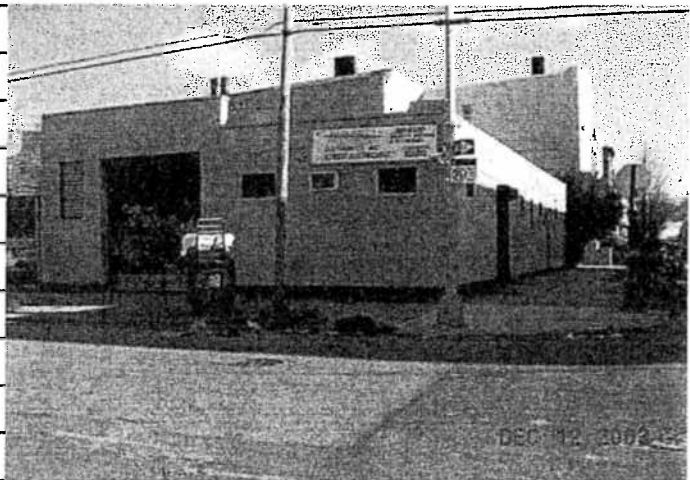
Building Information	
East	Open Parking/NJD Electricians
West	East River
North	Lumber Exchange and Terminal
South	Huxley Envelope/Unidentified Warehouse
Slope	To north
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Sanborn addresses are 161-167 West Street and 43-53 Huron Street.	
Building Department records show 2 violations and 2 Environmental Control Board violations.	

Historic Sanborn Map Notes	
Deven Lithograph Inc./manufacturing/commercial (~1996 - ~1986)	
F & S Metal Products/manufacturing/commercial (~1983)	
Dry cement storage/miscellaneous storage/lumber storage (~1965)	
cement hopper and manufacturing/no information, likely lumber storage (~1951-~1942)	
Lumber storage (~1916)	
Wm. E. Uptegrove & Bro. Mahogany & Veneers lumber and office (~1905)	
John C. Orr & Co. lumber storage (~1887)	
Nearby Historic Sites of Potential Concern	
Junk Auto Storage - Huron St. pier ~1981- ~1978	
Sealand Dock & Terminal Corp - Huron St pier (~1965-~1951)	
Steamship Terminal Operating Corp. Huron St. pier (~1942)	

Comments	
Catch basins and vents exist in the sidewalk. The Site smells like burning fuel oil.	
Three large vent pipes are at the southwest corner of the building roof. A large ventilation system is at the southwest corner of the building roof. Catch basins exist along Huron Street. Two overhead doors are on the west side of the building. An overhead door is along West Street. Automobile parking is on the south side of the building along the wall. Three overhead doors are near the southwest corner of the building	
Listed Site	
Deven Lithographs, 15 Huron Street (161 West Street) - PBS UST fuel oil in service.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	25
Block #	2521
Tax Lot	1
Address	160 West Street
Name	NJD Electronics
Land use	Industrial
Lot Area	6,000



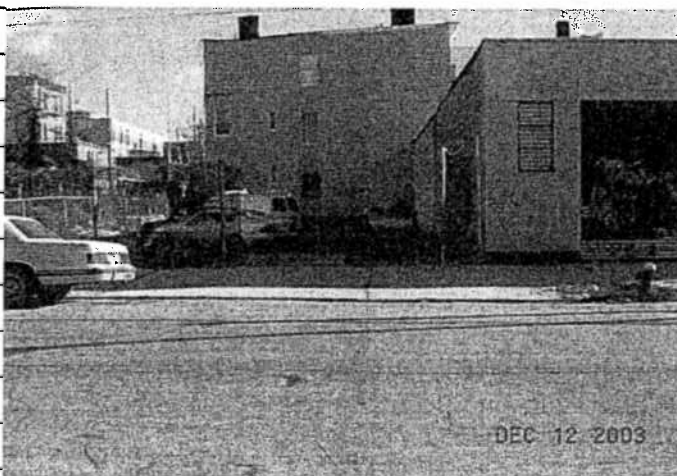
Building Information	
East	Residence, 63 Huron Street
West	Deven Lithographs Inc.
North	Open Parking
South	Residence, 56-60 Huron Street
Slope	To west and north
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Sanborn addresses are 160-164 West Street and 55-61 Huron Street.	
No Building Department records were identified.	

Historic Sanborn Map Notes
Cement block construction (~1996~1978)
Fire Kindler Manufacturing/storage/dwelling (~1965~1942)
Two stores/two dwellings/storage (~1916)
Store/three dwellings (~1905~1887)

Comments
A vault door exists in the sidewalk along Huron Street.
Three vent pipes were observed on the roof.
A dumpster was observed in the front of the lot.
A monitoring well exists about 30 feet from the corner of West Street and Green Street.
An overhead door along West Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/12/2003
E-Designation	Concern on Adjacent Lot
Site #	26
Block #	2521
Tax Lots	5, 6, 7
Address	170-174 West Street
Name	Open Parking
Land use	Vacant Lots
Site Area	5,500



Building Information	
East	Residence, 63-65 Huron Street
West	Deven Lithographs/Lumber Exchange Terminal/Parking
North	Residence, 176 West Street
South	NJD Electronics
Slope	Slightly west-southwest
# of Buildings	none
# of Floors	NA
Façade	NA
Notes	
Building Department records show 3 violations at Lot 5 and no records were identified for Lots 6 and 7.	

Historic Sanborn Map Notes
Lot 5: vacant and open (~1965), dwelling (~1951-~1887), no information provided on 1996 to 1978 maps
Lot 6: dwelling (~1965-~1887), no information provided on 1996 to 1978 maps
Lot 7: dwelling (~1965-~1887), no information provided on 1996 to 1978 maps

Comments
Site consists of a gravel surface that is lightly vegetated. Site is enclosed by a chain link fence and is gated along West Street.
Ten automobiles parked in lot and a little oil staining was observed on surface. A little solid waste was also observed.
A monitoring well was observed about 30 feet from the corner of West Street and Green Street.
Nearby Listed Site
171 West St., Lumber Exchange Terminal - Gasoline Spill with groundwater and soil samples collected.

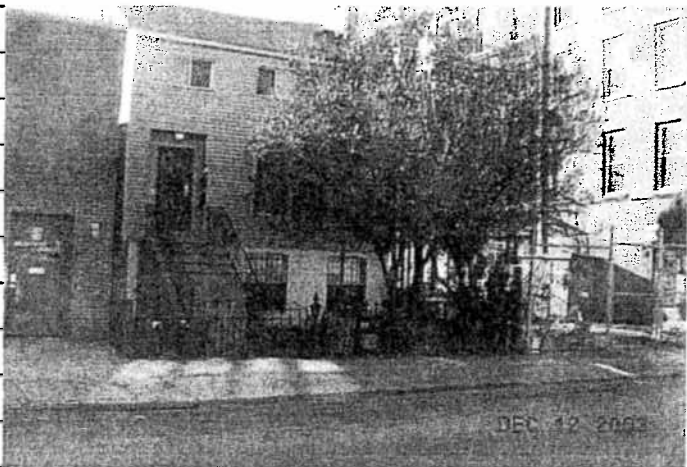
Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	27
Block #	2521
Tax Lots	11, 12, 13
Address	64-68 Green Street
Name	Residence/Industrial Moulds/Garage
Land use	Residential/Industrial/Automotive
Site Area	7,500



Building Information	
East	Residence, 70 Green Street
West	Industrial Moulds
North	MCN Designs/Residence 67 Green
South	Residences, 63-67 Huron Street
Slope	To west
# of Buildings	one at each (3 total)
# of Floors	Three at Lot 11, one at Lots 12, 13
Façade	Vinyl at Lot 11, brick at lots 12, 13
Notes	The residence at Lot 11 appears to be connected to Industrial Moulds at the rear of both buildings.
	No Building Department records were identified for any of the 3 lots.

Historic Sanborn Map Notes
Lot 11: residential/dwelling (~1996--1887)
Lot 12: manufacturing (~1996--1982), warehouse (~1981--1978), dwelling (~1965--1887)
Lot 13: auto repair (~1996--1987), garage (~1986--1942), two story stable at rear of lot (~1887), no information provided on 1916 to 1905 maps.)

Comments
Large vent on west side of building roof at Lot 11, chimney on east side of building.
Lot 12 has an overhead door along Green Street. Building appears to be connected to 64 Green Street (residence) at rear of both buildings.
Fill port (filled with leaves) and vent pipe were observed at center of building at Lot 13, along Green Street.
Chimney on west side of roof and roof drain observed on building at Lot 13.
Monitoring well was observed 30 feet from the corner of West Street and Green Street.
Vault door in sidewalk and overhead door along Green Street at Lot 13.

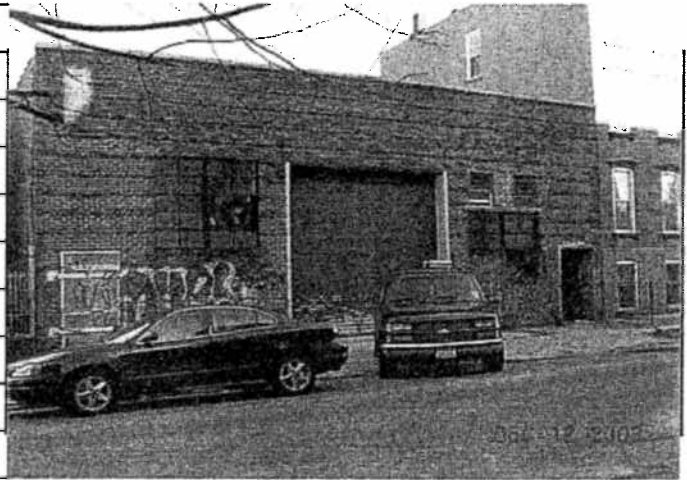
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	Concern within 400 feet of Site
Site #	28
Block #	2521
Tax Lot	32
Address	73 Huron Street
Name	Unidentified Garage/Manufacturing
Land use	Industrial
Lot Area	5,625



<u>Building Information</u>	
East	Residence, 77 Huron Street,
West	Residence, 71 Huron Street
North	Residence, 72 Green Street
South	Residence, 76-72 Huron Street
Slope	To west
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Sanborn addresses are 73-75 Huron Street.	
No Building Department records were identified.	

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Comments	
An exhaust fan was observed in the window.	
A monitoring well exists about 30 feet from the corner of West Street and Green Street.	
An overhead door exists along Huron Street.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	29
Block #	2521
Tax Lot	19
Address	80 Green Street
Name	Residence
Land use	Vacant Building
Lot Area	2,500



Building Information	
East	Residence, 82 Green Street
West	Residence, 78 Green Street
North	Open Yard
South	Residence, 81 Huron Street
Slope	To west
# of Buildings	1
# of Floors	3
Façade	Tar shingles
Notes	A crew was removing sheetrock and lumber from the building and tossing it in a roll off situated on Green Street adjacent to the sidewalk immediately in front of the building.
Building Department records show one Environmental Control Board violation	

Historic Sanborn Map Notes
Dwelling (~1996~1887)
Nearby Historic Sites of Potential Concern
Auto repair is to the east of the lot. ~1996~1951
A filling station was east of the lot ~1989~1978

Comments
A monitoring well exists about 20 feet west of the lot in the sidewalk on Green Street.
A fill port and vent pipe were observed at the center of the building along Green Street.
A monitoring well exists about 30 feet from the corner of West Street and Green Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/12/2003
E-Designation	Concern within 400 feet of Site
Site #	30
Block #	2522
Tax Lot	10
Address	102 Green Street
Name	Parking Lot
Land use	Vehicle and Open Storage
Lot Area	5,000



Building Information	
East	Unidentified garage
West	Unidentified warehouse
North	See Notes (1)
South	Residence, 99-101 Huron Street
Slope	To west
# of Buildings	NA
# of Floors	NA
Façade	NA
Notes:	
(1) American Packaging Corp., and Five Star Die Cutting (residence on 2nd floor)	
Building Department records show one complaint.	
Sanborn addresses are 100-102 Green Street.	

Historic Sanborn Map Notes
No information (~1996~1965)
Valve storage/storage (~1951)
Storage/mineral water bottling/wagon and auto shed (~1942)
Store/mineral water bottling/wagon and auto shed (~1916)
Dwelling/mineral water bottling/wagon and auto shed (~1905)
Cheney & Hewlett, Castings, lumber and flasks (~1887)
Nearby Historic Sites of Potential Concern
Bushwick Iron and Steel Co. east of lot ~1965~1951.

Comments
The site is open and is used for automobile parking.
There is an overhead door near the center of the lot along Green Street.
The lot is enclosed by a masonry block wall and was only visible through a crack under the door.
Nearby Listed Sites
Distinctions in Woods Ltd., 106 Green Street - AIRS and FRS Registry
Vinyl Binded Products Corp., 99 Green Street - Small Quantity Generator

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	31
Block #	2522
Tax Lots	16, 18
Address	110-116 Green Street
Name	Nulux/Unidentified Warehouse
Land use	Industrial
Lot Area	16,575



Building Information	
East	Unidentified Warehouse
West	Unidentified Warehouse
North	See Notes (1)
South	Residences, 109-123 Huron Street
Slope	To west
# of Buildings	One at each lot (2 total)
# of Floors	Two at lot 16, one at Lot 18
Facade	Brick
Notes	(1) American Packaging Company, Key Span Offices, Five Star Die Company (Residence on 2nd floor).
Sanborn addresses are 110-124 Green Street.	
No Building Department records were identified for either lot.	

Historic Sanborn Map Notes	
Lot 16:	office (~1996~1987), F&S Mfg. Corp (1986-1978), Bush Wick Iron & Steel (~1965~1942), Greenpoint Metallic Bed Co. Storage (~1916), Morton Iron Works (~1905), Chenny & Hewlett (~1887)
Lot 18:	manufacturing (~1996~1987), F&S MFG. Corp (~1986~1978), Bushwick Iron and Steel Co., Inc (~1965- ~1942), P. Trainor & Co. Boiler Works/vacant (~1916), Romain Preserving Co./vacant (~1905), Chaney & Hewlett molding and casting (~1887)

Comments
A vent pipe was observed in the sidewalk along Green Street at Lot 16.
Lot 16 has an overhead door along Green Street.
Lot 18 has two overhead doors along Green Street.
A monitoring well was observed in front of the building at Lot 18 along Green Street.
Some oily staining was observed in front of the western overhead door at Lot 18.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	32
Block #	2522
Tax Lot	24
Address	130 Green Street
Name	Royal Lines (Bus Garage)
Land use	Automotive
Lot Area	20,536



Building Information	
East	South China Imports
West	Unidentified warehouse
North	Residence, 141-127 Green Street
South	See Notes (1)
Slope	To west
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	(1) Unidentified warehouse, public bath, and residence at 131 Huron Street
Sanborn addresses are 130-142 Green Street.	
Building Department records show two violations.	

Historic Sanborn Map Notes
Steel warehouse (~1996-1987)
F&S Manufacturing Corp. (~1986--1978)
Bushwick Iron & Steel Co. Inc., (~1965--1942)
Undertaker/coach house/storage (~1916-1905)
No information (~1887)
Nearby Historic Sites of Potential Concern
Gasoline tank west of lot in adjacent lot ~1996--1951.
WM. H King & Co. Paints west of lot.
Listed Site
PBS UST for Fuel Oil.

Comments
The building is a large bus garage. There is a scale in front of one bay.
A roof vent exists on the eastern side of building and a chimney exists on the west side of the building
There appears to be minor bus repairs occurring on site.
Two overhead doors exist along the Green Street side of the building.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

A black and white photograph of a long, single-story brick building. The building has several windows and a large central doorway. The central doorway is covered with graffiti, including the words "Grip" and "Mike". To the right of the doorway, there are two small rectangular signs on the wall. In the foreground, a portion of a car is visible on the right side. The image is grainy and has a high-contrast, almost stencil-like appearance.[illegible]

There is an alley on the west side of the building and a loading dock along Green Street.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	34
Block #	2530
Tax Lots	1, 55, 56
Address	155-159 West Street
Name	Huxley Envelope/PR Stone/Unknown
Land use	Industrial
Lot Area	112,956



Building Information	
East	See Notes(1)
West	East River
North	Devin Lithographs/ PR Stone
South	AMC/Cort Furniture Rental
Slope	None
# of Buildings	one at each lot (3 total)
# of Floors	one at Lot 1, two at Lots 55, 56
Facade	Brick/Masonry Blocks
Notes	(1)- Multiple lots including - open storage, Sterling Sheet Metal Industries, and residence at 140 West Street. Sanborn addresses are 143-159 West Street, 27-India Street, and 2-54 Huron Street. Listed Site - Huxley Envelope, 145 West St - LTANKS, PBS UST & AST, SQG, FINDS

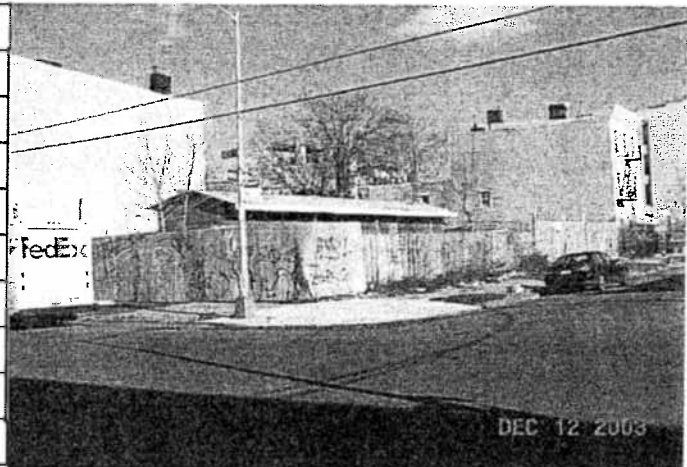
Historic Sanborn Map Notes	
Lot 1:	Huxley Envelope Co., Inc. manufacturing (~1996-~1978), private parking/office/miscellaneous storage/lumber storage/Stevedores storage (~1965), lumber storage, Stevedores storage, and offices (~1951), office/no information (~1942), store/dwellings/lumber (~1916 - ~1905), unidentified structure/store/dwellings/shed/John C. Orr & Co. lumber yard/Theodore S. Bird Shipyard (~1887)
Lot 55:	manufacturing (~1996-~1978), pipe shop (~1965-~1951), vacant dwelling/illegible/shed (~1942), store (~1916), two stores (~1905), store/dwelling (~1887)
Lot 56:	Iron Works/offices (~1996-~1991), unidentified structure/offices (~1989 - ~1965), dwelling (~1951 - ~1905), store (~1887)

Comments	
Two roll off dumpsters at Lot 1 on west side of building.	
New gas line being installed on the north side of building at Lot 1 along Huron Street.	
Catch basins observed at the east side of building at Lot 1 along India Street.	
Four oil stained 5 gallon pails were observed at the western side of Lot 1, with some staining on the surface.	
Small open lot on west side of building at Lot 1 along water front which is paved with asphalt and enclosed by a chain link fence. Three overhead doors on the west side of building at Lot 1. Small area on east side for parking.	
Vault door in sidewalk at Lot 56 along Huron Street.	
Building Department records show 1 complaint and an oil burner application (1940) at Lot 1, 1 violation at Lots 55, 56.	

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	35
Block #	2531
Tax Lots	1, 2, 3
Address	144-148 West Street
Name	Open lot/storage/residential
Land use	Vacant Lots/Residential
Site Area	7,500



Building Information	
East	Residence, 39 India Street
West	Huxley Envelope
North	Sterling Sheet Metal Industries
South	Ready Set Custom Shop
Slope	To north
# of Buildings	One at Lots 1 and 3 (2 total)
# of Floors	One at Lot 1, three at Lot 3
Façade	Wood shingles at lot 1, vinyl at lot 3
Notes	Lot 1 is enclosed by corrugated steel, not visible except through cracks in fencing seams. Building at Lot 1 consists of a large shed. Gated entrance to Lot 1 is along India Street. Lot 2 is enclosed with steel fencing and has a concrete surface

Historic Sanborn Map Notes	
Lot 1:	dwelling (~1979~1965), dwelling and store (~1951~1916), store (~1905), two dwellings (~1887), no information provided on 1996 to 1980 maps.
Lot 2:	office (~1996~1995), store (~1979~1905), dwelling (~1887), no information provided on 1993 to 1980 maps.
Lot 3:	residence (~1996~1980), dwelling (~1979~1887)

Comments
Truck storage and building material stored at Lot 1.
Vent pipe and fill port observed at the southwest corner of building along West Street at Lot 3.
Flat bed trailer and tow behind generator stored at Lot 2. Pipe Rack stored at Lot 2 holding some PVC pipe.
Building Department records show 1 Environmental Control Board violation for Lot 1, no records were identified for Lot 2, and 1 violation, 1 Environmental Control Board violation, and an oil burner application (1956) for Lot 3.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	Concern on Adjacent Lot
Site #	36
Block #	2531
Tax Lots	9, 10, 110
Address	60-64 Huron Street
Name	Residences
Land use	Residential
Site Area	5,625



Building Information	
East	Residence, 62 Huron Street
West	Residence, 58 Huron Street
North	NJD Electrical Contractors/Residence
South	Open Building Materials Storage/Residence
Slope	To west
# of Buildings	One at each lot (3 total)
# of Floors	Three at Lots 9, 10, two at Lot 110
Façade	Brick
Notes	
Vault door in sidewalk along Huron Street.	
No Building Department records were identified for	
Lots 9 and 10. Lot 110 has 7 violations.	

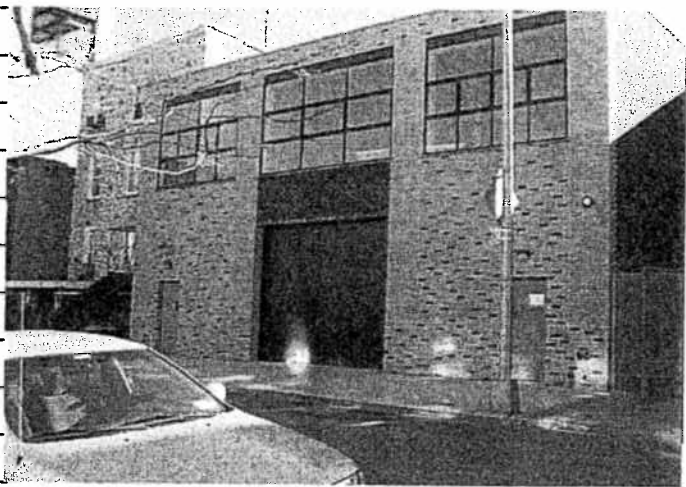
Historic Sanborn Map Notes
Lot 9: residential (~1996~1978), dwelling (~1965~1887)
Lot 10: residential (~1996~1978), dwelling (~1965~1887)
Lot 110: warehouse (~1996~1991), dwelling (~1965~1887), no information provided on 1989 to 1978 maps.

Comments
A fill port was observed in the sidewalk between at 66 Huron and 64 Huron Street. The port filled with leaves/debris.
Two other potential fill ports were observed as being sealed with concrete, both are approximately 3 feet west of the port described above.
Small open lot in front of building used for parking. Lot paved with concrete. Overhead door located at northeast corner of building along Huron Street.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	37
Block #	2531
Tax Lot	12
Address	66 Huron Street
Name	Residence (?)
Land use	Residential
Lot Area	5,000



Building Information	
East	Residence, 70 Huron Street
West	Residence, 64 Huron Street
North	Residence, 67 Huron Street
South	Residence/vacant lot, 41 India St.
Slope	To west
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Sanborn addresses are 66-68 Huron Street.	
Building Department records show one complaint	

Historic Sanborn Map Notes	
Warehouse (~1996~1978)	
Keg warehouse (~1965)	
Steel tube warehouse (~1951)	
Garage (~1942)	
Braun and Howe masons material (~1916~1905)	
Truck house (~1887)	
Nearby Historic Sites of Potential Concern	
garage southwest of lot ~1942	

Comments
A fill port was observed near the boundary of 66 Huron and 64 Huron Street. The port is filled with leaves/debris.
Two other potential fill ports that were sealed with concrete were observed approximately 3 feet west of first port.
A large overhead door exists near the center of the building.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	Concern on Adjacent Lot
Site #	38
Block #	2531
Tax Lots	35, 36
Address	45 India Street
Name	Open Building Supply Storage
Land use	Vacant Lots
Lot Area	5,000



Building Information	
East	Residence, 47 India Street
West	Residence, 41 India Street
North	Residence, 66-70 Huron Street
South	Residence, 44-46 India Street
Slope	West
# of Buildings	NA
# of Floors	NA
Façade	NA
Notes	Both lots are open and are used for storing building supplies and materials. Both lots are enclosed by a chain link fence with a gated entrance along India Street.
Building Department records show 1 violation and an oil burner application (1969) for Lot 36. No files were identified for Lot 35.	

[illegible]

Comments
A bobcat, flatbed trailer, lumber, traffic cones and barrels, wheel barrows, steel post fences, pallets, bricks, and masonry blocks are stored on Lots 35 and 36.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

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Comments

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	40
Block #	2532
Tax Lot	1
Address	200 Franklin Street
Name	Deslauriers Inc (See Notes)
Land use	Industrial
Lot Area	9,500



Building Information	
East	Residence, 75 India Street
West	163-167 Franklin Street
North	202 Franklin Street
South	The Astral, 3 story residence/Apts
Slope	To north
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	A sign on the building indicates auto feeders, machine shop, waste strippers at site. Two overhead doors located along Franklin Street. Sanborn addresses are 194-200 Franklin Street and 65-73 India Avenue. No Building Department records were identified.

Historic Sanborn Map Notes
Auto repair (~1996-1992)
Garage with three gasoline tanks (~1991-~1965)
Motor Freight Station (~1951)
No information (~1942)
Undertaker/three stores (~1916-1905)
Four stores/one stable (~1887)
Nearby Listed Sites
74 India St., - PBS, Diesel AST

Comments
A vent pipe was observed on the roof along Franklin Street near the center of building.
A fill port sealed with concrete was observed across India Street, approximately 35 feet from the lot.
A monitoring well was observed along Franklin Street, in front of the building, approximately 15 feet from the wall.
Soil samples collected at 200 Franklin during DDC's limited subsurface investigation show VOC concentrations exceed NYSDEC STARS and/or TAGM. Benzene and toluene concentrations exceed NYCDEP sewer effluent limits. Boring logs provided in that report document soil discoloration and note a strong gasoline odor.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	41
Block #	2538
Tax Lot	1
Address	131 West Street
Name	AMC/Cort Furniture Rental
Land use	Industrial
Lot Area	108,843



<u>Building Information</u>	
East	Residence/Ready Set, 47 Java St
West	East River
North	Huxley Envelope
South	Billiard Capital
Slope	To west
# of Buildings	2
# of Floors	1
Facade	Brick/mason block
Notes	Cort Furniture is along the west side of the lot, AMC is along the east side of lot.
	There is a gate at Java Street so it is not accessible.
	Sanborn addresses are 127-141 West Street, 45
	Java Street, and 14-28 India Street.
	Building Department records show two violations

<u>Historic Sanborn Map Notes</u>
Warehouse/Office/Vanguard Corp at pier (~1996--1995)
Coca-Cola Bottling Corp./Mfg/Warehouse/ Lumber Storage/
Office Vanguard Corp. at pier (~1993--1988)
Coca-Cola Bottling Corp./Mfg/Warehouse/ Lumber Storage/
Office/ NYCDOS at pier (~1987--1978)
Sealand Dock & Terminal Corp. - Warehouse #2,
cargo storage, lumber storage, also on pier (~1965)
Sealand Dock & Terminal Corp. - Warehouse #2,
lumber storage, American Hawaiian Steamship Corp at pier
(~1951--1942)
John C. Orr. Co. Lumber Yard, Sheds, Planing Mill,
Office (~1916)
John C. Orr. Co. Lumber Yard, Sheds, Planing Mill,
Sash Door & Blind Factory - middle of Java St. (~1905)
Box Factory, two planing mills - middle of Java St. (~1887)

<u>Comments</u>
Three overhead doors exist along India Street. At AMC, 2 other overhead doors are on the west side of the lot.
A loading dock exists inside the overhead door along India Street. The lot is asphalt paved on the west side and enclosed by chain link fence. The portion of the lot on India Street is gated and is used for parking. There is a loading dock at northwest corner of AMC and three overhead doors along India Street at AMC. A dumpster and cardboard were observed in the western lot. Roof drains and some solid waste were observed at AMC along India Street, against the building. Automobiles are parked against the building along India Street. Seven overhead doors exist at Cort Furniture along India Street, with two other doors near the northwest corner. One door opens to the loading dock, whereas the other doors are closed.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	42
Block #	2539
Tax Lots	1, 8
Address	32-46 India Street
Name	Ready Set (Custom Shop)/Residence
Land use	Industrial/Residential
Lot Area	17,300



Building Information	
East	Residence, 48 India Street
West	Cort Furniture Rental
North	Residence/Parking/Open Building Storage
South	Residence/Bel Air Interiors
Slope	To west
# of Buildings	One at each lot (2 total)
# of Floors	One at each lot
Facade	brick at lot 1, cedar shingles at lot 8
Notes	Lot 1 has three overhead doors
along India Street.	
Lot 8 has an alley on the west side of the building	
and steps in front of the building lead to the	
basement.	
Sanborn addresses are 134-142 West Street and	
30-42 India Street.	

Historic Sanborn Map Notes
Lot 1: manufacturing & warehouse with 2 gasoline tanks (~1996--1993), Consolidated Laundries with 2 gasoline tanks (~1992--1986), freight warehouse with 2 gasoline tanks (~1983--1978), garage with 2 gasoline tanks (~1965--1942), 8 dwellings (~1916--1887)
Lot 8: dwelling with wood shed in rear (~1996--1887)
Listed Sites Nearby
145 West St. - leaking tank, 20,000 gallon, No. 2 oil, closed
145 West Street - Huxley Envelope Corp. - PBS UST,
PBS AST, Small Quantity Generator
India Street/West Street - Vault 7059 & 5337, Spills - Oil
on water in vaults

Comments
A vault exists in the sidewalk at the northeast corner of the building at Lot 1.
A forklift and an automobile are in the far eastern overhead bay at Lot 1.
Two possible fill ports exist along India, which are sealed with concrete.
A three foot by four foot patch of tar was observed on the sidewalk along West Street.
A vent and fill port exists about two feet south of lot 1 at 132 West Street.
Fill port sealed with concrete along India Street in front of building at Lot 8.
Building Department records show 1 complaint and an oil burner application (1968) for Lot 1, no files for Lot 8.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

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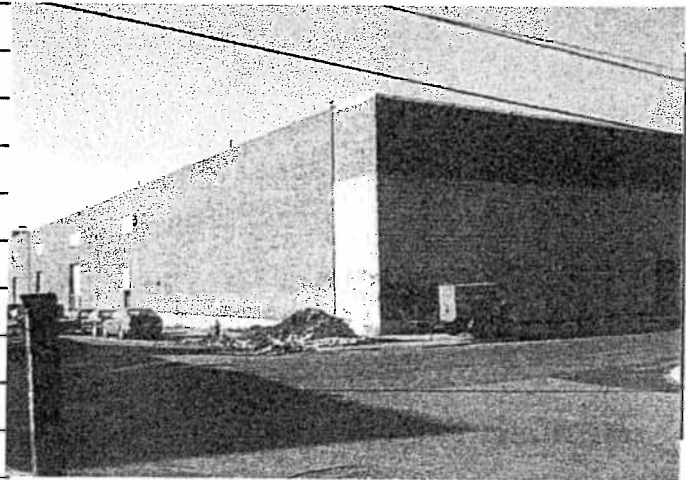
Listed Sites Nearby

65 Java Street - PBS AST fuel oil

A vent pipe and fill port were observed at 61 Java Street, approximately 13 feet from lot 29. Lot 29 is an open vegetated lot which is enclosed by a chain link fence.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	44
Block #	2543
Tax Lot	1
Address	109-125 (209?) West Street
Name	Multiple Occupants (See Notes)
Land use	Industrial
Lot Area	102,390



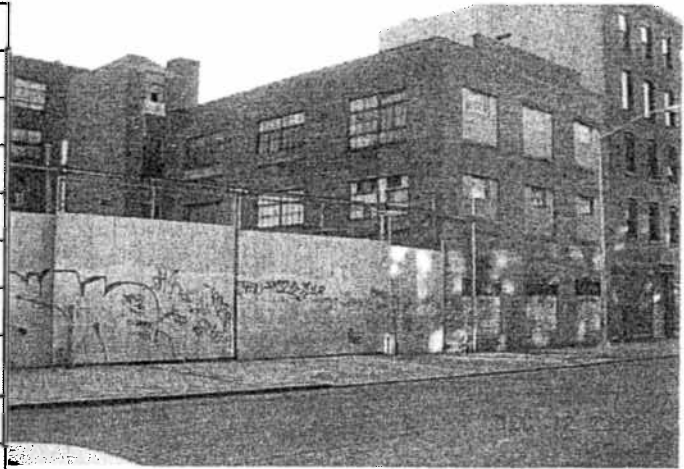
Building Information	
East	Trans America Trading/warehouse
West	East River
North	AMC, Cort Furniture Co.
South	Park Commission System, 3 warehouses
Slope	To south and west
# of Buildings	1
# of Floors	1
Façade	Brick/Masonry Blocks
Notes	Lot is occupied by: Billiard Capital Co., Taxi Garage, ES Express Inc., and City Storage
	Sanborn addresses are also 109-125 West St, 8-48 Java St., 37-47 Kent St. Building Department records show 1 violation, 1 complaint
	Listed Site - Vanguard Diversified Inc., 10 Java St. SQG with violations, FINDS, FRS, RCRAINFO, TRIS

Historic Sanborn Map Notes
Vanguard Business Furne. Corp. - manufacturing, warehouse on Java St. pier (~1996~1978)
Sealand Dock & Terminal Corp. - cargo warehouse, garage, warehouse, (~1965~1951)
Steamship Terminal Operating Corp. (Brooklyn Intercoastal Terminal) - storage of lath & lumber, garage, warehouse on Java St. pier (~1942)
C.W. Wilson & Co. - lumber yard, office, lumber shed, and Weisglass & Co. Brass Beds - soldering, lacquering, finishing (~1916)
W.M.E. Uptegrove & Bro. Saw & Planning Mill - lumber shed, machine shop, store room, log brewing (~1905)
Eagle Steam Saw Mill at riverfront, offices, wagon house, and shed along Kent St. (~1887)

Comments
A forklift is being used in the lot. A taxi garage exists at the southwest corner of the building. Approximately 24 taxis were parked in garage. A vent pipe exists at the southwest corner of the building from the wall and extends to the roof. A passive vent exists on the southern wall. A dumpster exists along Kent Street.
There is an open lot along the bulkhead which is gated off by a chain link fence.
There is no access along Java Street as it is gated.
Three overhead doors exist along the West Street side of the building.
The block number changes from 2543 to 2548 at some time between 1965 and 1978.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	46
Block #	2549
Tax Lot	10
Address	60 Java Street
Name	Unidentified manufacturing/trailer storage
Land use	Industrial
Lot Area	9,120



<u>Building Information</u>	
East	Unidentified warehouse
West	Tans America Trading
North	See Notes (1)
South	Unidentified warehouse/manufacturing
Slope	To west
# of Buildings	1
# of Floors	3/Open Storage, Parking
Façade	Brick
Notes	(1) Belair Interiors, vegetated lots, and a residence at 55-57 Java Street.
Sanborn addresses are also 60-66 Java Street.	
No Building Department records were identified.	

[illegible]

Comments

The eastern portion of the lot consists of an open area that is used for storing semi-trailers. Scrap metal and lumber litter were observed in the lot. A loading dock exists at the west side of the lot. An overhead door leads to the adjacent building and opens to the loading dock. Six trailers and a dumpster were observed in the asphalt paved lot. The western lot consists of a three story warehouse/manufacturing facility. A vault door exists in the sidewalk along Java Street. A possible elevator shaft exists at the southwest corner of building.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

A black and white photograph of a long, single-story industrial building. The building has a flat roof and a facade made of large, rectangular blocks or panels. There are several large, dark openings, likely doors or windows, spaced along the length of the building. The building is situated behind a dark, flat area that appears to be a road or a large paved lot. A utility pole is visible in the foreground on the left side of the image.[illegible]

Prepared by: LMS ENGINEERS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	3/9/2004
E-Designation	Concern on Adjacent Lot
Site #	48
Block #	2549
Tax Lot	25
Address	129 Franklin Street
Name	Unidentified Manufacturing
Land use	Industrial
Lot Area	4,750



Building Information	
East	Diner and old closed shop
West	Plastic Rec Plant
North	Apartments, 133-135 Franklin
South	Interior Design Building
Slope	south
# of Buildings	1
# of Floors	1
Façade	Aluminum
Notes	
Sanborn addresses are also 129-133 Franklin Street	
and 77-83 Kent Avenue.	
Building Department records show one violation.	

Historic Sanborn Map Notes
Manufacturing flat (~1996 - ~1965)
Manufacturing flat/automotive garage (~1951)
E. Faber Pencil storage/automotive garage (~1942)
Van Nostrands Express with office (~1916 - ~1905)
Williamsburg Express and Store (~1887)

Comments
One overhead door and two personal entry doors are oalong Kent Street side of the building
There is a stack near the northeast corner of the roof and three smaller vents or stacks
A gas line with a valve is at the Kent Street corner.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	3/9/2004
E-Designation	Concern on Adjacent Lot
Site #	48
Block #	2549
Tax Lot	25
Address	129 Franklin Street
Name	Unidentified Manufacturing
Land use	Industrial
Lot Area	4,750



Building Information	
East	Diner and old closed shop
West	Plastic Rec Plant
North	Apartments, 133-135 Franklin
South	Interior Design Building
Slope	south
# of Buildings	1
# of Floors	1
Façade	Aluminum
Notes	
Sanborn addresses are also 129-133 Franklin Street and 77-83 Kent Avenue.	
Building Department records show one violation.	

Historic Sanborn Map Notes	
Manufacturing flat (~1996 - ~1965)	
Manufacturing flat/automotive garage (~1951)	
E. Faber Pencil storage/automotive garage (~1942)	
Van Nostrands Express with office (~1916 - ~1905)	
Williamsburg Express and Store (~1887)	

Comments
One overhead door and two personal entry doors are oalong Kent Street side of the building
There is a stack near the northeast corner of the roof and three smaller vents or stacks
A gas line with a valve is at the Kent Street corner.

Environmental Impact Statement

Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	49
Block #	2549
Tax Lot	28
Address	67 Kent Street
Name	Unidentified Warehouse/Manufacturing
Land use	Industrial
Lot Area	9,950



Building Information	
East	Unidentified warehouse
West	Unidentified warehouse
North	Unidentified warehouse
South	DL Labs Inc./Aphrodisia
Slope	To west
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Sanborn addresses are also 67-73 Kent Street.	
Building Department records show five violations.	

Historic Sanborn Map Notes
Manufacturing (~1996~1978)
Flat (~1965~1951)
Boeth-Melcharsky Iron Works - storage & office (~1942)
Blsm & Wheelwright, Beims & Zehlein - printing, storage (~1916)
F. Deicke and Co. - wagon maker and wheel-wright (~1905)
Truck and wagon builder, carriage house (~1887)

Comments
A chimney and a roof vent were observed on the south side of the building roof.
Two overhead doors exist along the Kent Street side of the building.
Listed Site
Eaton Allen, 67 Kent Street, FINDS, FTTS with a violation
Barouh Eaton Corp., 67 Kent Street - CBS-UST (closed 1,080 gallon methylene chloride tank), PBS-AST (in service 2,000 gallon tank containing No. 1, 2, or 4 fuel oil), Spill #9908120 (on 10/4/99, 10 gallons of fuel oil).

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	50
Block #	2549
Tax Lot	36
Address	59 Kent Street
Name	Trans America Trading/Unidentified Warehouse
Land use	Vacant Building
Lot Area	10,100



<u>Building Information</u>	
East	Unidentified garage
West	Former manufacturing, 108 West
North	Unidentified manufacturing/trailer storage
South	Unidentified warehouse/manufacturing
Slope	To west
# of Buildings	2
# of Floors	3 and 1
Facade	Brick
Notes	
Sanborn addresses are 59-65 Kent Street.	
Building Department records show 19 violations and	
2 Environmental Control Board violations.	

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Comments
Three vents, one fill port and a vent pipe were observed along Kent Street.
Two overhead doors/loading docks exist at the southwest corner of the building. Steel plates exist in the sidewalk abutting the building. A vent exists in the roof at the northeast corner of the building.
The majority of the windows are boarded up.
A one story garage exists on the western side of the lot. An overhead door exists along the Kent Street side of the building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	51
Block #	2556
Tax Lots	45, 46
Address	13-15 Greenpoint Avenue
Name	Diversified Transport/Penguin Maintenance & Service
Land use	Industrial
Lot Area	22,262



Building Information	
East	Bellmar Construction Yard/ Residence
West	Department of Parks Recreation Communications Division
North	American Billiard/Taxi Garage
South	Residences, Tri State Lumber
Slope	West
# of Buildings	Three at Lot 45, one at Lot 46
# of Floors	One at each at lot 45, two at lot 46
Facade	Prefabricated at 45, brick at 46
Notes	
Sanborn addresses are 34 to 40 Kent Street, 13-17 Greenpoint Avenue, and 26 West Street.	
Building Department records show 1 violation, 1 complaint, and 1 Environmental Control Board violation for Lot 46, no files were identified for Lot 45.	

Historic Sanborn Map Notes	
Lot 45: steel sash, miscellaneous and unidentified storage (~1996 - 1965), E. Faber Pencil Co., steel sash and miscellaneous storage (~1951-~1942), shelter, store (~1916), C. W. Wilson & Co. lumber yard/shed/store (~1905), lumber storage/store (~1887)	
Lot 46: unidentified commercial (~1996 - ~1978), machine shop (~1965), unidentified stores (~1916-~1887), no information provided on 1951 to 1942 maps.	
Listed Site Nearby 61 Greenpoint Avenue - PBS AST	

Comments	
The Department of Parks Monuments Field Office is at 10 Kent Street.	
Dumpsters were observed in front of the west building at Lot 45.	
The eastern building at Lot 45 contains construction equipment; railroad ties are outside the building on the sidewalk.	
The building at Lot 46 has roof drains, a large overhead door, and a fuel oil fill was observed on the building to the east at the southwest corner.	
There are large overhead doors at each building on Lot 45, each building is separated by an alley. Large vents were observed on Kent Street and West Street.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	52
Block #	2556
Tax Lots	55, 57, 58
Address	35 Greenpoint Ave/101-105 West St
Name	Unknown
Land use	Vacant Lots
Site Area	12,473



Building Information	
East	Greenpoint Manufacturing & Design Center/offices/residences
West	CM Construction, with shop
North	American Billiard
South	Warehouse, multiple occupants
Slope	West
# of Buildings	1 at Lot 58
# of Floors	one
Façade	Prefabricated Metal
Notes	
Sanborn addresses are 33 Greenpoint Avenue, 99-107 West Street, and 40-42 Kent Street.	
Building Department records show 2 violations and 3 oil burner applications (1955, 1957, 1960) for Lot 55, Lot 57 is not on file, and no records were identified for Lot 58.	

Historic Sanborn Map Notes	
Lot 55:	warehouse (~1996--1978), storage/dwelling (~1965--1951), two stores (~1942--1887)
Lot 57:	no information provided on 1996 to 1991 maps, auto repair (~1989 - ~1978), drum cleaning (~1965), paper storage (~1951), automotive garage (~1942), part of lumber yard (~1905), no information provided on 1916 and 1887 maps.
Lot 58:	garage (~1996--1991), garage/oil storage (~1989-~1965), warehouse (~1951), private garage (~1942), shelter (~1916), lumber yard (~1905), lumber storage (~1887)
Listed Site	Laurel Hill Realty Co., 101 West Street - VCP

Comments
Tenant to east of Lot 55 is EBH Martinez, Galler "xyz Corp"
Lot 55 has a concrete surface and is secured by chain link fence and concrete barriers.
Lot 57 contains wood, railroad ties, rock salt, dirt surface with some gravel and is secured by a chain link privacy fence with concrete barriers.
Building at Lot 58 has no roof and contains jersey barriers, mixer, rock salt. Floor is wood over dirt surface.
Lot 55 contains storage for construction materials, wood, metal plates, trailer, piping.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	53
Block #	2557
Tax Lots	1, 3
Address	37 Greenpoint Avenue/102 West St.
Name	DL Labs/Aphrodisia/Unidentified warehouse/GMDL
Land use	Industrial
Lot Area	17,578



Building Information	
East	GIL Mechanical Inc./Warehouse divided for multiple use
West	construction yard/see comments (1)
North	Trans America Trading/Unknown Warehouse/Manufacturing
South	Belmar Construction
Slope	West
# of Buildings	Two at Lot 1, three at Lot 3 (5 total)
# of Floors	1 and 4 at Lot 1, 4 at lot 3
Façade	Brick
Notes	
Building Department records show 29 violations, 2 complaints, 5 Environmental Control Board violations, and an oil burner application (1950) for Lot 1, no files were identified for Lot 3.	
Sanborn addresses are 37-45 Greenpoint Avenue, 90-106 West Street, and 50-56 Kent Street.	

Historic Sanborn Map Notes	
Lot 1:	manufacturing flat (~1996~1965), pencil manufacturing, varnish & assembling (~1951~1942), E. Faber Pencil - mill construction/store (~1916~1905), Frence Pottery Works/stores (~1887)
Lot 3:	manufacturing flat (~1996~1965), pencil manufacturing machinery shop (~1951~1942), A. W. Faber's Pencil Factory (~1887), no information provided on 1916 and 1905 maps, likely part of E. Faber Pencil Co. (~1916~1905)
Listed Site	Madison Greenpoint Realty, 96 West Street - PBS AST GMDC, 37 Greenpoint Avenue - SQG, FINDS

Comments
There is a three story building on west side of lot 1. An overhead door exists at the center of lot 1. There appears to be residences on 2nd through 4th floor of the building at Lot 1. A new concrete patch that is about 4 feet by 5 feet exists in front of building at Lot 1 along Kent Street. Some rust colored staining was observed on the sidewalk.
There is a one story building on eastern side of lot 1. Overhead doors are on the eastern and western sides of the building. A roof vent exists at the northwest corner. A catch basin is in the sidewalk along Kent Street. A vent was observed in the building wall. A square patch of concrete exists on sidewalk (4 feet by 4 feet).
(1) occupied by: GMDC, Great Jones Creation, Mond Design, General Contracting and Custom Wood carpentry.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	54
Block #	2557
Tax Lot	7
Address	58 Kent Street
Name	GMDL
Land use	Industrial
Lot Area	23,300



Building Information	
East	6-Story Building
West	Construction Yards
North	GMDL Offices/Residences
South	Bellmar Construction
Slope	West
# of Buildings	2
# of Floors	4 in one building, 4 to 5 in other
Façade	Brick
Notes	Sanborn addresses are also 58-74 Kent Street.
Mond Design, Center Woodwork Manufacturing,	
Jarrow Kinsale Corp., Millenia JK Fashion	
EBH Martinez Gallery, Lighting Works, Bronze, Inc.	
Two Seven Inc., Bayfield Importing, Arthur Home Design, American Sander, Azuma Gallery	
Janik Furniture Specialists, Sarc Klor Ltd.,	
Rockwell Artisan Studios, Alexia Foods	

Historic Sanborn Map Notes
Manufacturing (~1996 - ~1991)
Paper Storage (~1989 - ~1965)
E. Faber Pencil Co. Mill (~1951--~1916)
E. Faber Pencil Co./storage shed/mattress manufacturing/hay and feed (~1905)
A. W. Faber Pencil Factory - sawdust, shed, with metal life boat factory and hay and feed store at eastern portion of lot (~1887)

Comments
A large overhead door exists on West Street, and three vaults exist in the sidewalk off West. A fuel oil fill/vent was observed on Greenpoint Avenue near the intersection with West.
No Building Department records were identified.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	55
Block #	2557
Tax Lot	24
Address	61 Greenpoint Avenue
Name	Warehouse Divided as Indicated Under Notes Below ¹
Land use	Industrial
Lot Area	30,825



Building Information	
East	3-Story Residences
West	Various tenants at GMDL
North	Unidentified warehouse
South	Deli/4 Story Residence
Slope	West
# of Buildings	2
# of Floors	6, 1 with loft
Façade	Brick
Notes	
Sanborn address is also 113-127 Franklin Street, 78-84 Kent Street, and 47-69 Greenpoint Avenue.	
¹ Dana Design. Also 113 Franklin, Cynthia Brown Inc., David Mastry Studios Inc., Charry Bomb Tattoo, Small Time Screen Printing, GTC Restoration, Tania Kovalenko Ltd. Interior design work room, custom drapery shades, bedspreads, headboards, reupholstery, slipcovers	

Historic Sanborn Map Notes
Manufacturing/shipping/storage/office (~1996-~1965)
E. Faber Pencil Co. - storage and manufacturing (~1951- ~1942)
E. Faber Pencil Co./stores/storage and tar roofing materials (~1916)
Storage/sheet metal works/Germania Hall (~1905)
Roofing materials/painter and tinsmith/stores (~1887)
Listed Site
Brooklyn Woodworkers Co-Op - RCRIS-SQG, FINDS
Guard General Merchandise - PBS AST, SQG (D005 waste)

Comments
The building has a sewer vent and a fuel oil fill/vent, and staining was observed around both on Greenpoint. Fans in the windows and roof drains were observed. An overhead door exists on the Kent Street side of the building. Craig Sprinkler Co. and Gil Mechanical occupy 76 Kent Street.
Building Department records show 31 violations, 5 complaints, and 13 Environmental Control Board violations.
Listed Site
Brooklyn Woodworkers Co-Op, 61 Greenpoint Avenue - RCRIS-SQG (D005 waste), FINDS
Guard General Merchandise, 61 Greenpoint Avenue - PBS AST

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Page 1 of 2

Site Type	Projected Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	56
Block #	2556, 2564, 2567, 2570
Tax Lots	1, 1, 1, 36
Address	43-97 West Street, 2 Oak Street
Name	Tri State Lumber/multiple occupants/vacant/unknown
Land use	Vacant Buildings/Industrial
Site Area	478,896



Building Information	
East	Bellmar Construction Yard/former parking lot/vacant building/storage
West	East River
North	Residences, construction office
South	Consolidated Freight/VIP Parking
Slope	Essentially flat
# of Buildings	1 at each lot except Block 2567 (two)
# of Floors	1, 5, 1, 5, 3, respectively
Façade	Brick + Aluminum
Notes	Sanborn addresses are also 43-91 West Street, 1-53 Oak Street, and 8-44 Greenpoint Avenue.
	An AST was observed inside the overhead door at Lot 2564. A local resident indicated that the building at Block 2567 is used as a movie location on several occasions.

Historic Sanborn Map Notes
Block 2556: Greenpoint Terminal Corp-storage/wholesale wine (~1996-~1965), Greenpoint Terminal Corp-storage (~1951-~1942), C. M. Englis Sawing and Planing Mill/lumber yard/wagon shed (~1916), C. M. Englis store yard/lumber shop/joiners shop/Geo. J. Brown Forge & Machine Works/W. Breen's & Sons lumber/Thos. Foster Coal Yard/Brooklyn Ferry Co. of New York Repair Yard (~1905), John Enclis' Sons ship yard/Merkens & Weinholz coal yard (~1887)
Block 2564: Greenpoint Terminal Corp. warehouse (~1996-~1965), Greenpoint Terminal Corp/American Manufacturing Co. jute mill/shipping/storage (~1951-~1942), American Manufacturing Co. jute mills (~1916-~1905), Z. Bergen's shoos, hoops, & lumberyard/barrel staves storage/dwelling (~1887)
Block 2567: Greenpoint Terminal Corp.-warehouse/coal storage/coal pockets/forgo shop/machine shop/hospital/boiler

Comments
Also north of the site is Penguin Maintenance & Service, Parks Department Monument Division.
At Block 2556, seven large overhead doors on Greenpoint. Possible old fill port. Blow down and vent along West Street.
Block 2564 occupants: Liform Imports, Greenpoint Terminal Warehouse, Instate Lumber, Lowell Int'l, Imported Polish Foods. At Block 2567, 2 large vents on south side of building along wall and rising to roof. Passive vents on western wall.
Listed Sites Nearby
45 West Street - Spill, Vault 2772, dielectric fluid
61 Greenpoint Avenue - PBS AST

Historic Notes continued on Page 2

Comments

Site No. 56 Block Nos. 2556, 2564, 2567, and 2570 Lot Nos. 1, 1, 1, and 36

Block 2567 continued

rooms/engine room/oil tanks buried in Oak St. (~1996~1965), American Manufacturing Co. Jute Mill (~1951~1905), Abendroth & Root Manufacturing Co./Lawrence & Foulkes Ship Yard/J.H. Cannon's Lumber Yard (~1887)

Block 2570: Greenport Terminal Corp., public warehouse/storage/loading/mill construction/jute storage (~1996~1942), unidentified storage/office/two vacant buildings (~1916), American Ice Co. office/unidentified structures (~1905), Knickerbocker Ice Co. stables/office (~1887)

No Building Department records were identified for Block 2556 Lot 1. Building Department records show 11 violations and 1 Environmental Control Board violation for Block 2564 Lot 1, 3 complaints for Block 2567 Lot 1, and 12 violations for Block 2570 Lot 36.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	57
Block #	2562
Tax Lots	1, 10
Address	50-56 Greenpoint Avenue
Name	BMC (Construction Co.)
Land use	Vacant Building/Industrial
Lot Area	19,544



Building Information	
East	Residence/Unidentified Warehouse
West	Tri State Lumber, Inc.
North	DL Labs/Aphrodisia/Unidentified warehouse
South	Cumberland Electric/Open storage yard/unidentified warehouse
Slope	To west
# of Buildings	One at each lot (2 total)
# of Floors	One at each lot
Facade	Brick
Notes	Building materials are stored at the east side of the south end of Lot 1 where a chain link fence secures the lot. The lot is paved with asphalt with a gated entrance along Greenpoint Ave.
Sanborn addresses are 74-88 West Street, 46-56 Greenpoint Avenue, and 47-55 Milton Street.	

Historic Sanborn Map Notes	
Lot 1:	residential (~1996~1978), auto repair/filling station with gas tank (~1965~1951), filling station with gas tanks/ auto parking (~1942), Reliance Fireproof Door Co./office/ store (~1916), The Sterling Smelting Co./store/vacant structure/coppersmith (~1905), French Cream Tartar-unoccupied (~1887)
Lot 10:	wool & cotton waste (~1996~1951), cooperage (~1942), Geo. M. Ball & Son Machine Shop (~1916~1905), part of the French Cream Tartar Works (~1887)

Comments
There is a circular patch of concrete in sidewalk of Greenpoint (possible boring location) at Lot 1.
There are two vents at the southeast corner of building roof at Lot 1.
Two forklifts, street barricades, cinder blocks, roll off dumpster, lumber, pipes, and automobile are stored at lot 1.
A vent pipe and fill port was observed across the street from Lot 1 at 37 Greenpoint Ave.
Passive vents were observed on east and west sides of the building at Lot 10. A roof vent is at the southeast corner.
Auto repair is occurring inside garage at Lot 10, two trucks parked inside (garage area).
Building Department records show 7 violations and an oil burner application (1935) for Lot 10.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	58
Block #	2562
Tax Lots	37, 39
Address	39-55 Milton Street
Name	Unidentified Warehouse
Land use	Industrial
Lot Area	6,578



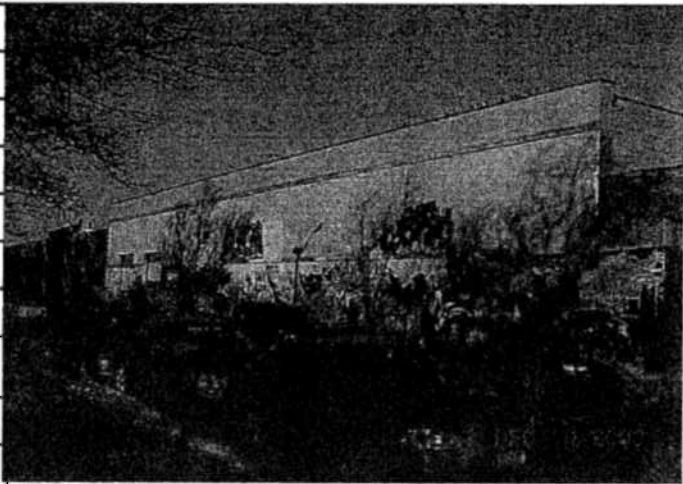
Building Information	
East	Unidentified Warehouse/ Manufacturing (Montreuil?)
West	BMC Construction
North	BMC Construction
South	Cumberland Electric/Open storage yard/unidentified warehouse
Slope	Slightly west
# of Buildings	One at each lot (2 total)
# of Floors	One at each lot
Façade	Brick
Notes	Both lots have two large overhead doors along Milton Street.
Sanborn addresses are 55-59 Milton Street.	
Building Department records show 1 violation and and an oil burner application (1946) for Lot 37, no files were identified for Lot 39.	

Historic Sanborn Map Notes	
Lot 37:	warehouse (~1996~1991), wool & cotton waste storage (~1989~1951), feather processing & storage (~1942), Geo. M. Ball & Son machine shop (~1916~1905), part of French Cream Tartar Works -unoccupied (~1887)
Lot 39:	commercial & warehouse (~1996~1991), wool storage (~1989~1965), auto parking (~1951~1942), Reliance Fireproof Door Co. (~1916), coppersmith (~1905), part of French Cream Tartar Works-unoccupied (~1887)

Comments	
Lot 37 (and 39?) has two fill ports and vent pipes in wall at center of building.	
Lot 37 (and 39?) also has two vents on the roof at the southwest corner of building.	

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	59
Block #	2562
Tax Lot	29
Address	61 Milton Street
Name	Unidentified Warehouse/Mfg. (Montreuil?)
Land use	Industrial
Lot Area	15,000



Building Information	
East	Unidentified Warehouse
West	Unidentified Garage
North	See Notes (1)
South	Open Building Supply Storage/park
Slope	Slightly west
# of Buildings	1
# of Floors	1
Façade	Concrete
Notes	
(1) Tag and Envelope and 64-66 Greenpoint Street.	
Sanborn address is also 67-73 Milton Street.	
Building Department records show two violations.	

Historic Sanborn Map Notes	
Warehouse (~1996~1986)	
No information (~1983~1982)	
Steel drum cleaning & storage/paint sprayers, office (~1980~1942)	
No information (~1916)	
The Alder Veneer Seat Co. - chairs and tables, shed, storage, varnishing and gilding (~1905)	
J.J. Solomon's Rattan Factory (~1887)	

Comments
Two fill ports and vent pipes were observed approximately 30 feet from the property at the adjacent lot.
Two overhead doors exist along the Milton Street side of the building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	60
Block #	2565
Tax Lot	1
Address	62 West Street
Name	Cumberland Electric/Open Storage/Vacant Building
Land use	Vacant Building
Lot Area	40,000



Building Information	
East	Lilform Imports/Greenpoint Terminal/Vacant
West	Basketball Courts/Playground
North	Vacant Building
South	Unidentified Garage and Warehouse
Slope	To west
# of Buildings	2
# of Floors	7 and 1
Facade	Concrete and brick
Notes	Building storage exists on the north side of the lot which is enclosed by a chain link fence and plywood. There are gated entrances along Milton and West Streets. The asphalt paved lot is used by Tristate Lumber for metal and lumber storage. Sanborn addresses are also 58-72 West Street, 49-65 Noble Street, and 40-60 Milton Street.

Historic Sanborn Map Notes	
Greenpoint Terminal Corp. - storage, warehouse, offices, elevators (~1996~1965)	
American Manufacturing Co./Greenpoint Terminal Corp. - warehouse, printing, storage (~1951~1942)	
American Manufacturing Co. - jute storage, sheds, offices (~1916)	
American Manufacturing Co. - machinery storage, wagon houses, machine shop, Brass Foundry, portion of W. R. Arnold Stone yard (~1905)	
Brass foundry/store/stable/unidentified structures/boiler shop/storage (~1887)	
Listed Sites Nearby	
45 West Street - Dielectric Fluid Spill	

Comments
A large water tank exists in the open lot. Forklifts are active in the open lot.
The concrete building (7 stories) exists in the middle of the lot. A vent exists in the northern wall on the 2nd floor. An elevator shaft is on north center side of building. A second vent was observed on the northern wall and extends to the 7th floor. A possible fill port that is sealed with concrete was observed on West Street in front of the open storage lot.
The brick building (1 story) has two sliding doors on the west side. An overhead door exists on the south side of the building. A vent was observed in the south wall.
Building Department records show 18 violations, 4 complaints, 17 Environmental Control Board violations.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Page 1 of 2

Site Type	Potential Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	61
Block #	2568
Tax Lot	1
Address	42-56 (71?) West Street
Name	See Notes (1)
Land use	Industrial
Lot Area	79,000



Building Information	
East	Residence, 94-110 Franklin Street
West	Vacant Warehouse/Manufacturing
North	Cumberland Electrical/Park
South	See Notes (2)
Slope	Slightly west
# of Buildings	3
# of Floors	5, 1 and 1
Façade	Concrete and brick
Notes	There is an open lot between the eastern and western buildings.
	(1) Vacant Warehouse (former American Mfg., - Rope and Twine Mfg.), open lot (Roll-off Storage), Sturdy Store Displays, and City-wide Furniture
	(2) 2 unidentified garages, 66-80 Oak St, residence, private parking, and 65 Franklin St., residences.

Historic Sanborn Map Notes	
American Mfg. Co./plastic mould/paper storage with elevators at American Mfg., possible transformers along West (~1996--1981)	
American Mfg. Co., rope and twine manufacturing (~1979-~1965)	
American Mfg. Co./garage for 33 cars (~1951--1942)	
American Mfg. Co., machinery storage, garage and sheds (~1916)	
No Information (~1905)	
Abendroth & Root Mfg. - machine & flange shops, galvanizing, and foundry, stores along Franklin St. (~1887)	
Listed Sites Nearby	
79 Franklin St - Spill, machinery oil entering storm drains	
Oak Street/Franklin Avenue - Spill, leaking fuel oil pipe	

Comments	
1 Story Brick - northern Side (Sturdy Store Displays) 3 vents western wall. Two overhead doors along Noble Street. Approx. 24 5-gallon buckets on roof (Tar?). Two vents on northern wall. Catch basins in sidewalk along Noble St.	
1 Story Brick - southern Side (Citywide Furniture) Three overhead doors along Oak Street. One vent pipe at the southwest corner of building.	
5 story concrete - western Side (vacant), large vent from 2nd floor to roof at northeast corner. Three passive vents on northern wall. Vault in sidewalk (open & broken) had fill port inside. Vent on 4th floor eastern wall. Elevator shaft on west wall at the center of the building. Sliding door on the west wall. Continued on page 2	

Comments

Site No. 61 Block No. 2568 Lot No. 1

Open lot more then 12 roll offs stored in lot, most filled with construction debris. Solid waste scattered throughout lot. Dump truck, paint cans, 55 gallon drums, old derelict mobile home and piles of solid waste observed in lot.

Sanborn addresses are also 42-56 West Street, 55-89 Oak Street, 65-79 Franklin Street, and 52-86 Noble Street.

No Building Department records were identified.

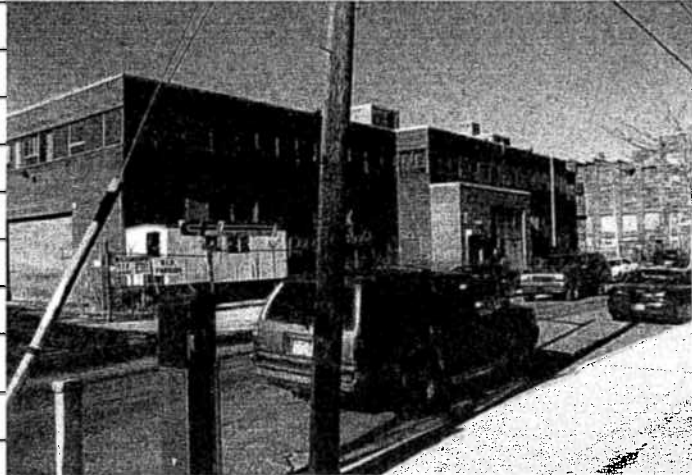
Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	62
Block #	2570
Tax Lot	1
Address	27 West Street
Name	Consolidated Freightways VIP Parking
Land use	Vacant Lot
Lot Area	323,781



Building Information	
East	Penguin Air Conditioning Corp. 26 West Street
West	East River
North	Vacant manufacturing
South	Division of MTA Station Operations
Slope	Flat to southwest
# of Buildings	2
# of Floors	1 and 2/1
Façade	Brick
Notes	
Sanborn addresses are 54 Oak Street, 11-31 West Street, and 59-67 Quay Street	
Listed Site	
Consolidated Freight, 11 West St - PBS UST	
P. Chimento Trucking, 11 West - PBS ASTs, USTs	
Shimento Trucking, 11 West St - Leaking tanks	

Historic Sanborn Map Notes	
Private truck parking, freight handling, auto repair, auto service, filling station (~1996 - ~1993)	
Consolidated Freightways Inc., private parking, truck parking, filling station, auto service, auto repair, freight handling (~1991--1978)	
Associated Transport, same operations (~1965)	
Machinery warehouse/machine shop/J.K. Welding Co. with storage, launching ways, gasoline tanks (~1951)	
Lumber/iron and coal storage (~1942)	
Continental Iron Works (~1916)	
Continental Iron Works with machine shop, boiler shop, gas holder, storage (~1905)	
Continental Iron Works with blacksmith, boiler shop, gas holder, machine shop, foundry, storage (~1887)	

Comments
Several truck loading bays exist on the north and south sides of the building. Recent truck traffic is evident on the south side by marks in ice/slush. Refuse was observed near the truck bays. A vent was observed on the east side.
Consolidated Freight's address is 11 West Street. The building lobby is dilapidated.
A drum labeled Mobil and a bulged drum was observed on the south side of the building. The site is secured by fencing.
Building Department records show two violations and one complaint.

Prepared by: LMS ENGINEERS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	63
Block #	2571
Tax Lots	1, 9
Address	26 West Street/64 Oak Street
Name	Penguin Air Conditioning/unidentified garage
Land use	Industrial/Residential
Lot Area	19,750



<u>Building Information</u>	
East	Residences
West	Empty Parking Lot
North	Truck Parking/Storage Lot
South	Warehouse/Noveau Elevator
Slope	Flat to southwest
# of Buildings	One at each lot (2 total)
# of Floors	One at each lot
Façade	Concrete at lot 1, brick at lot 9
Notes	
Sanborn addresses are also 26-40 West Street, 61-69 Calyer Street, and 56-64 Oak Street.	
Building Department records show 5 violations and 1 complaint for Lot 1, no files were identified for Lot 9.	

<u>Historic Sanborn Map Notes</u>
Lot 1: warehouse/no information (~1996~1978), George Douglas Lumber Yard (~1965~1942), Continental Iron Works with unidentified structures (~1916~1905), pattern storage/store/dwelling (~1887)
Lot 9: manufacturing flat (~1996 - ~1951), dwelling (~1916 - ~1887), no information provided on 1942 map.

<u>Comments</u>
There is a dumpster in the parking lot of Lot 1 and an old loading dock on the north side.
At lot 1, there is a small vault in west central parking lot and a roof vent on the building.
Building at Lot 9 has a roof vent and roof drains. There are also two blow down vents, gas service, and a rollup door on Calyer.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/16/2003
E-Designation	Concern on Adjacent Lot
Site #	64
Block #	2571
Tax Lot	18
Address	82 Oak Street
Name	Unidentified Garage?
Land use	Industrial
Lot Area	5,000



Building Information	
East	Possible Residence - 84 Oak St.
West	3-Story Residence - 80 Oak St.
North	Citywide Furniture & Bedding Warehouse (1)
South	3-Story Residence
Slope	Flat to west
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	

Sanborn address is 82 and 84 Oak Street.

Building Department records show one violation.

Historic Sanborn Map Notes	
Two manufacturing buildings/storage (~1996 - ~1978)	
Sheet metal worker (~1965 - ~1916)	
Dwelling in rear of 82 Oak (~1916 - ~1887)	
metal worker with unidentified structure (~1905)	
Several small sheds or stables at 84 Oak (~1887)	
Nearby Listed (Orphan) Site	
North American Recycling, Kent Ave/Clymer St. - SWF/LF	
Nearby Historic Sites of Potential Concern	
Welding contractor garage & storage west of lot (1996-1965)	
Garage west of lot (~1951--1916)	

Comments
The building has gas service and two sewer vents. A dumpster was observed just to the east of the lot. A rollup door protects an interior wooden door. A personal entry also exists to provide access. The building to the east has two vents on the east side. The lots to the east have alleys behind the residences. The building to the east also has roof drains and gas service with a possible apartment on the 2nd floor. A junk yard exists along Franklin Street, either at Lot 22 or 24.
(1) Sign indicates space for rent.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	65
Block #	2589
Tax Lot	5
Address	64 Calyer Street
Name	unidentified
Land use	Industrial
Lot Area	17,550



Building Information	
East	Vacant(?) Warehouse
West	Consolidated Freight
North	Penguin AC
South	Paramount Paper & Plastic Warehouse
Slope	Flat to southwest
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	

Building Department records show two complaints.

Sanborn addresses are 18-24 West Street and 64-80 Calyer Street.

Historic Sanborn Map Notes
Manufacturing/woodworking/paint spraying (~1996 - ~1965)
Offices/paint spraying/woodworking (~1951)
Boarded up/dwellings/no information (~1942)
Continental Iron Works/dwellings (~1916 - ~1887)
Nearby Historic Sites of Potential Concern
Williamsburg Steel Products to south (1996~1951)

Comments

Noveau Elevator is at 74 Calyer Street. A truck was observed inside the building. There is a possible old fuel oil fill
on West Street. A sewer vent and two blow down vents were observed. An old fuel oil vent (no fill port) was observed
on the Calyer Street side of the building. The Site also has addresses of 18 West Street and 74 Calyer Street.
A large rollup door and a personal entry door exist on West Street. A roof drain was also observed.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	66
Block #	2589
Tax Lot	13
Address	93 Quay Street
Name	Unidentified Warehouse
Land use	Industrial
Lot Area	18,537



Building Information	
East	3-story residence (88 Calyer)
West	3-story residence (Lot 23, 85 Quay)
North	3-story Residence (77-83 Calyer)
South	NYC MTA - Mobile Wash Facility
Slope	Slightly west
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
The site appears to be unoccupied - there is a locked gate on the Franklin Street side of the building.	
Building Department records show 4 violations.	
Sanborn addresses are 89-95 Quay Street, 82-88 Calyer Street, and 33-41 Franklin Street.	

Historic Sanborn Map Notes	
Manufacturing flat/two stores/dwelling (~1996--1965)	
Burr & Houston Co. Foundry/dwelling/office/storage and moulding (~1951)	
Dwellings/office/storage and moulding/Burr & Houston Foundry (~1942 - ~1905)	
Dwellings/Franklin Iron Foundry (~1887)	
Nearby Listed (Orphan) Site	
Kent Ave/Clymer St. - North American Recycling SWF/LF	

Comments
A sign on the building reads "Cut Rate Plastic Moders Div." Another sign reads "National Custom Molders".
A vent exists on the north side of the roof. Roof drains, a large overhead door and personal entry are on the north side of the building. Residences are at Lots 14, 15, 16, which is east of the Site on Franklin Street. Access to the site is from Franklin Street. Paramount Paper & Plastic occupies the east side of Lot 1 at 81 Quay Street. A vent exists on the south side of the roof.
Scheel Corporation, importer, exporter, manufacturer of wax resins, blends, waxes, natural gums, is at 38 Franklin St. Also east of the Site is Micro Powders, Inc. (MPi)

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	67
Block #	2590
Tax Lot	1
Address	40 Quay Street
Name	NYCMTA - Mobile Wash Facility
Land use	Industrial
Lot Area	79,843



Building Information	
East	Parking for W.H. Christians & Son
West	East River
North	3-Story Residence, Paramount Paper
South	Vacant Lot
Slope	Flat to slightly west
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Sanborn addresses are also 76-44 Quay Street	
No Building Department records were identified.	
Listed Site - 40 Quay Street	
NYCTA - PBS-UST, Two 7,500 gallon fuel tanks	
Williamsburg Steel Products - FINDS, FRS, AIRS	

Historic Sanborn Map Notes
Mersco Wholesale Warehouse (~1996--1986)
Williamsburg Steel Products Co., Inc. (manufacturing)
(~1983--1978)
Williamsburg Fireproof Products Corp - east side of lot -
paint spraying, hollow metal door manufacturing (~1951)
Liberty Dry Dock Inc. - west side of lot - wood sawing,
lumber, machine shop, shop & store rooms. (~1951--1942)
Hollow metal door manufacturing - east side of lot - machine
shop, paint spraying, auto and wagon house (~1942)
Columbia Standard Foundry Co./Chevalier Bros. Piano Plate
Works/dwelling/iron works/vacant/shed (~1916)
Spar Yard, likely Continental Iron Works/Chevalier Bros. Piano
Plate Works/wagon house/hay & feed/Franklin Foundry
(~1905).
1887 Sanborn Maps were not available

Comments
Blow down vents and roof drains were observed near the east side of the building.
Five rollup doors for vehicle access exist along Quay Street.
Sidewalk gratings exist along Quay Street.
Nearby Historic Sites of Potential Concern
Filling station with gas tanks east of lot (~1983--1978)

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	68
Block #	2590
Tax Lots	210, 215, 222
Address	11-27 Franklin Street/Quay Street
Name	W.H.Christian/Odwalla/Pops Popular Clothing
Land use	Parking/Commercial
Lot Area	37,937



Building Information	
East	W.H. Christian & Sons Uniforms/AIC Inc./Poly Craft Co.
West	NYCMTA - Mobile Wash Facility
North	Vacant manufacturing/warehouse
South	Vacant lot
Slope	Flat to slightly west
# of Buildings	1 at each lot (3 total)
# of Floors	1 at each
Facade	Brick at each
Notes	No Building Department records.
Sanborn addresses are 96-102 Quay, 7-31 Franklin	
Address of Lot 215 is actually 25 Franklin Street.	
Poly Craft Co. manufactures printed/plain polyethylene bags	
Former occupant of Lot 215 was Pat & Doms	
Collision Specialists who relocated to 246 Franklin.	

Historic Sanborn Map Notes	
Lot 210:	commercial (~1996~1988), vacant/open, multiple gas tanks at Franklin/Quay corner (~1987), commercial (~1986-~1979), vacant/open, multiple gas tanks at Franklin/Quay corner (~1978), filling station with gasoline tanks (~1965~1942), dwelling/store/office/unidentified structures (~1916), Klew Co Courg Sore? - office and shipping (~1905)
Lot 215:	Auto repair (~1996~1991), Warehouse (~1989-~1978), warehouse/paper box warehouse at north end (~1965), paper box warehouse with store at north end (~1951~1942), Franklin Machine and Steam Boiler Works (~1916~1905).
Lot 222:	Auto repair (~1996~1995), warehouse (~1993-~1965), paper box warehouse (~1951~1942), no information may be part of Block 2591 (~1916~1905).
Listed Site	
WH Christian & Sons, 31 Franklin - PBS UST, leaking tank	
Spills, SQG, FINDS	

Comments
Laboratory results of soil samples collected near Lot 210 show VOC concentrations and boring log indicates gasoline odor.
Former gas station at Lot 210 with two large rollup doors, asphalt surface over concrete, and monitoring well in sidewalk near gate. Lot 210 is secured by a chain link fence with barbed wire. Appears to have been a boring near north end of lot.
Building at Lot 210 has roof drains and gas service. A cut in asphalt was observed where tanks may have been. Also a cut in asphalt near NW corner of lot 210. Access to Lot 210 is along both Franklin and Quay.
Sewer vent, roof drains, vault in sidewalk near north end and five vents were observed on roof of building at Lot 215. Vent on south side of roof, vaulted door in sidewalk at south side of Lot 222, concrete patches in sidewalk in front of building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003k

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	69
Block #	2644
Tax Lot	43
Address	57 Nassau Avenue
Name	Discount Store
Land use	Industrial
Lot Area	5,000



Building Information	
East	Father Jerzy Popieluszko Square
West	Unidentified Warehouse/Vacant Res.
North	Monsignors Restaurant
South	Tip Top Tees/Former Telephone Bldg.
Slope	To north
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Building Department records show five violations.	
Sanborn addresses are 57-59 Nassau Avenue	

Historic Sanborn Map Notes	
Warehouse (~1996 ~1995)	
Wholesale plumbing (~1993~1965)	
Auto repair (~1951~~1942)	
Store at 57 Nassau, illegible at 59 Nassau (~1916)	
No information at 57 Nassau/Hay & Feed at 59 Nassau (~1905~1887)	
Nearby Historic Sites of Potential Concern	
Auto repair/garage with gasoline tank at 74-78 Guernsey (north) ~1996~1979	
Furniture Mfg. at 74-78 Guernsey (north) ~1978	
NY Telephone at 51-55 Nassau Ave (west) ~1916~~1905	

Comments
A fill port and vent pipe were observed at the northwest corner along Nassau Avenue.
A vent door exists at the northwest corner.
An overhead door exists along Nassau Avenue.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	Concern on Adjacent Lot
Site #	70
Block #	2679
Tax Lot	46
Address	848 Lorimer Street
Name	L&Z Restoration Inc.
Land use	Industrial/Residential
Lot Area	15,000



Building Information	
East	O.S. Carburetors Corp parking, 577 Manhattan Avenue
West	McCarren Park
North	Appears to be residential
South	3-story vacant manufacturing
Slope	Slightly south
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Sanborn addresses are 848-864 Lorimer Street.	
Building Department records do not show the Site as on file.	

Historic Sanborn Map Notes	
Parking/warehouse/manufacturing/tire repair/flat with loft	
(~1996 - ~1965)	
The Preservative Manufacturing Co (glazed paper) with storage/packing/office/dwelling (~1951 - ~1887)	
Nearby Historic Sites of Potential Concern	
American Railway Traffic Ash Receiving Station west of lot ~1905.	

Comments
The telephone number for the site occupant is (718) 383-4131. Adamba is etched in the building wall near top of the building. A loading dock exists on the south end of the building and parking is in the rear with a sign indicating a 25 car maximum. The site operator is Mira M Holy with an operating license #891228. There is an apparent loading dock in the rear of the building. A monitoring well exists on Manhattan Avenue, south of the lot. Gas service enters the south end of the building in the loading dock area. To the north of the Site is the former Preservalline Manufacturing Co. and New Warsaw Bakery Co. Inc.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	71
Block #	2697
Tax Lot	16
Address	279 Driggs Avenue
Name	ZZM Auto Repair
Land use	Automotive
Lot Area	5,689



Building Information	
East	Unidentified warehouse
West	Park/playground
North	Residence/store, 288 Driggs
South	Saab/Volvo Repair and Auto Center
Slope	Slightly east and west
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	

Historic Sanborn Map Notes	
Garage/repair, no information for Driggs/Leonard corner	
(~1996 - ~1986)	
Garage/repair, filling station with four gasoline tanks on	
Driggs/Leonard corner (~1983 - ~1942)	
Moving Pictures (~1916)	
No information (~1905~1887)	

Sanborn addresses are 285-295 Driggs Avenue	
and 503-509 Leonard Street	
Building Department records show one violation.	

Nearby Historic Sites of Potential Concern	
Furniture assembly and finishing at 493-501 Leonard St	
~1996~1951.	
Service station with gasoline tanks at 493-501 Leonard St	
~1942.	

Comments

A vent pipe exists on the roof along Driggs Avenue.
Eight (8) vent pipes were observed at the front of the building on the roof.
A little solid waste was observed in the front of the building.
Three (3) fill ports observed along Leonard Street are sealed with concrete.
Overhead doors exists along Driggs Avenue and Leonard Street.
A vault door exists in the sidewalk near the northwest corner.
The front portion of the lot is used for parking with 8 cars in the lot.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	72
Block #	2697
Tax Lot	7
Address	544 Manhattan Avenue
Name	Saab and Volvo Auto Repair
Land use	Automotive
Lot Area	8,000



Building Information	
East	Unidentified warehouse
West	Park/playground
North	Empty vacant lot
South	Unidentified warehouse
Slope	Slightly east
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	An overhead door exists along Leonard Street.
Sanborn addresses are 493-501 Leonard Street and 544 Manhattan Avenue.	
Building Department records show 6 violations.	

Historic Sanborn Map Notes	
Furniture assembling & finishing (~1996 - ~1951)	
Service station with two gasoline tanks (~1942)	
Moving pictures with storage area (~1916)	
No information (~1905~1887)	
Nearby Historic Sites of Potential Concern	
Garage and Repair at 503-509 Leonard St (north)	
~1983~1942	
Service Station with 4 gasoline tanks at 503-509 Leonard St (north) ~1983~1942	
Carpet Dying and Cleaning at 498-502 Leonard St (Block 2698) ~1965~1942.	

Comments
Vent pipes were observed on the east and west sides of the building roof.
A rectangular concrete patch in the sidewalk about 3 feet by 5 feet was observed along Leonard Street.
A vent pipe was observed at the northwest corner of the building.
A 55 gallon drum on its side is situated on the roof.
The adjacent lot to the west has 3 fill ports that are sealed with concrete.

<u>Building Information</u>	
East	Warehouse & Parking Lot
West	Park/Playground
North	Saab & Volvo Auto Repair
South	Englert/Manhattan/Leonard Cross
Slope	Slightly east
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	Two overhead doors exist on Leonard Street near the northwest corner.
Sanborn addresses are 477-491 Leonard Street and 524-542 Manhattan Avenue.	
Building Department records show two complaints and three Environmental Control Board violations	

Historic Sanborn Map Notes
Manufacturing with filling station on Leonard/Manhattan corner, (~1996 - ~1978)
Garage/repair with filling station on Leonard/Manhattan corner. (~1965 - ~1942)
No information, likely Moving Pictures (~1916)
No information (~1905-~1887)
Nearby Historic Sites of Potential Concern
Service station with gasoline tanks at 493-501 Leonard St ~1942.
Furniture assembly and finishing at 493-501 Leonard St ~1996-~1951.
Carpet Dying and Cleaning at 498-502 Leonard St (Block 2698) ~1965-~1942.

A chimney was observed on the north side of the building.

Nine (9) vent pipes were observed on the roof.

HT Jewelry Manufacturing Co., 477 Leonard Street - SQG with no violations, FINDS

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	74
Block #	2698
Tax Lot	1
Address	474 Leonard Street
Name	Leonardo's Detailing
Land use	Automotive
Lot Area	13,789



Building Information	
East	Mammano Construction
West	Park/playground
North	Empty parking lot
South	Unidentified warehouse
Slope	Slightly east and north
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	Lot 1 is enclosed by a chain link fence. Two corrugated steel overhead doors are in front of the building. An overhead door and a gated entrance exist along Engert Avenue. Sanborn addresses are 474-480 Leonard Street and 49 Engert Avenue. No Building Department records were identified.

Historic Sanborn Map Notes
Auto repair and parking (~1996 - ~1993)
Auto renting with four gasoline tanks (~1991 - ~1965)
Auto repair and parking (~1951-~1942)
Junk shed (~1916)
Meisel Danowitz & Co./lumber shed (~1905)
Plastering Hair Manufacturing Co. (~1887)
Nearby Historic Sites of Potential Concern
Lacquer Spraying at 53-59 Eckford St ~1991-~1951
Metal Finishing at 65-75 Eckford St ~1991-~1951
Electric Plating at 61-63 Eckford St ~1991-~1951
Carpet Dying and Cleaning with a gas tank at 498-502 Leonard Street ~1965-~1942
Garage at 482 Leonard St ~1916

Comments
Scrap metal and tires were observed in the lot along Leonard Street.
Three (3) sealed fill ports were observed in the lot.
A second lot along Engert Avenue is filled with scrap metal, tires, a dumpster and five cars.

Environmental Impact Statement
Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	75
Block #	2698
Tax Lot	5
Address	482 Leonard Street
Name	Parking/Vacant Lot
Land use	Industrial
Lot Area	5,000



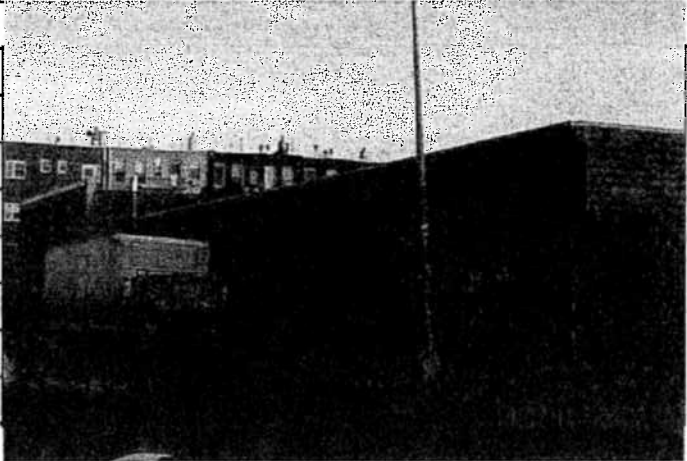
Building Information	
East	BG Finishing
West	Unidentified warehouse
North	Unidentified warehouse
South	Leonardo's Detailing
Slope	Slightly east
# of Buildings	NA
# of Floors	NA
Facade	NA
Notes	Lot enclosed by corrugated steel fence on Leonard Street.
	Gravel lot with cars, trucks and semi parked inside
	Sanborn addresses are 482-484 Leonard Street
	No Building Department records were identified.

Historic Sanborn Map Notes
No Information (~1996 - ~1988)
Auto Repair at 474-480 Leonard St ~1996~1993
Auto Renting with 4 gasoline tanks at 474-480 Leonard St ~1991~1942.
Lacquer Spraying at 53-59 Eckford St ~1991~1951
Metal Finishing at 65-75 Eckford St ~1991~1951
Electric Plating at 61-63 Eckford St ~1991~1951
Carpet Dying and Cleaning at 498-502 Leonard St with gas tank ~1965~1942
Fire Ruins (~1987)
No Information (~1986 - ~1979)
Fire Ruins (~1978 - ~)
Waste Paper (~1965)
Waste Paper and Paper bags (~1951)

Comments
Little solid waste in lot. No clear line of site to fully observe lot.
Historical Notes Continued
Dwelling and garage with possible gasoline tank (~1942~1916)
Wagon manufacturer and shed, with dwelling and unidentified structures (~1905)
No Information (~1887)

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	76
Block #	2698
Tax Lot	7
Address	488 Leonard Street
Name	Unidentified warehouse
Land use	Industrial
Lot Area	10,200



Building Information	
East	Carter/BG Finishing
West	Unidentified warehouse
North	Unidentified warehouse
South	Parking lot
Slope	Slightly east
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	Two overhead doors exist along Leonard Street, one on the east side and one on the west sides of the building.
	Sanborn addresses are 488-494 Leonard Street
	No Building Department records were identified.

Historic Sanborn Map Notes	
Warehouse (~1996 - ~1978)	
Auto parking (~1965)	
Auto parking/auto repair/2 private garages (~1951)	
No Information (~1942)	
National Showcase Co and lumber shed (~1916)	
Compound woodworking mill construction and lumber shed (~1905)	
No information (~1887)	
Nearby Historic Sites of Potential Concern	
Lacquer Spraying at 53-59 Eckford St ~1991~~1951	
Metal Finishing at 65-75 Eckford St ~1991~~1951	
Electric Plating at 61-63 Eckford St ~1991~~1951	
Carpet Dying and Cleaning at 498-502 Leonard St with gas tank ~1965~~1942	

Comments
A concrete patch exists in the sidewalk along the building and measures 10 feet by 4 feet.
A drain pipe was observed in the building wall.
A fill port that has been sealed with concrete was observed along Leonard Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	77
Block #	2698
Tax Lots	11, 15
Address	498-504 Leonard Street
Name	Warehouse/Unidentified Garage, 498 Leonard Street
Land use	Industrial
Lot Area	7,900



<u>Building Information</u>	
East	Carter
West	Auto Center, Saab/Volvo Repair
North	Warehouse/Residences
South	Unidentified Warehouse
Slope	Slightly east
# of Buildings	One at each lot (2 total)
# of Floors	One at each lot, see note below
Facade	Brick
Notes	Lot 11 has only one story on the

eastern portion of building.

Building Department records show 3 violations for Lot 11, no files were identified for Lot 15.

Sanborn addresses are 498-502 Leonard Street.

<u>Historic Sanborn Map Notes</u>	
Lot 11:	warehouse (~1996~1978), Carpet Dyeing and Cleaning with gasoline tank (~1965~1942), Powell Iron Works (~1916), F. Duvinage Engineers and contractors (~1905)
Lot 15:	private garage (~1996~1993, ~1942), unidentified structure (~1916), no information provided on 1992 to 1951 and 1905 to 1887 maps.

Nearby Historic Sites of Potential Concern

Filling station with 4 gas tanks at 285 Driggs Ave (Block 2697, west) ~1983~1965

Service Station with 3 gas tanks at 493-501 Leonard St (Block 2697, west) ~1942

Comments

Lot 11 has a vent pipe and fill port in wall along Leonard with staining observed at the vent pipe. There is also a vent in the wall, a large roof vent on east side of building, and a chimney on eastern side of building..

Both lots 11 and 15 have two overhead doors on Leonard Street

Lot 15 has a deck on the roof for the adjacent residence's access.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	78
Block #	2698
Tax Lots	25, 26
Address	65-75 Eckford Street
Name	Roy's Auto Center/Carter Spray Finishing Corp.
Land use	Industrial
Lot Area	12,143



Building Information	
East	Unidentified Warehouse
West	Unidentified Warehouse
North	Polish National Home
South	BG Finishing
Slope	Slightly east
# of Buildings	One at each lot (two total)
# of Floors	Two at each lot
Façade	Brick
Notes	Lot 25 has one overhead door and
	Lot 26 has two overhead doors along Eckford
	Building Department records show 1 violation and 2
	oil burner applications (1904, 1965) for Lot 26, no
	files were identified for Lot 25.
	Sanborn addresses are 65-75 Eckford Street

Historic Sanborn Map Notes	
Lot 25:	auto repair (~1996--1992), welding (~1991--1991),
	Eckford Garage with gasoline tank (~1942), unidentified
	structure (~1916), sash storage (~1905), no information
	was provided on the 1887 map.
Lot 26:	manufacturing (~1996--1992), metal finishing
	(~1991--1965), wood box manufacturing (~1951), Eckford
	Garage with gasoline tank (~1942--1916), Meisel Danowitz
	& Co. lumber shed/unidentified structures (~1905), no
	information was provided on the 1887 map.
Nearby Historic Sites of Potential Concern	
	Lacquer Spraying at 53-59 Eckford Street ~1991--1951
	Electric Plating at 61-63 Eckford Street ~1991--1951
	Carpet Dying and Cleaning at 498-502 Leonard Street
	with gas tank ~1965--1942

Comments	
A vent pipe was observed on the side of the building at Lot 25.	
A fill hole was observed near the northwest corner of the building at Lot 26. A second fill hole and vent pipe was	
observed in the building wall near the northwest corner of lot 26.	
Listed Site	
Carter Spray Finishing, 65 Eckford Street - CBS AST, SQG, FTTS, FINDS	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	79
Block #	2699
Tax Lot	9
Address	70 Eckford Street
Name	Unidentified Warehouse/Mfg. (Carter?)
Land use	Industrial
Lot Area	6,401



<u>Building Information</u>	
East	Restaurant, Parking, 253 Driggs
West	Carter/Roy's Automotive/Polish House
North	Restaurant, Laundromat, 258 Driggs
South	Residence, 68 Eckford Street
Slope	Slightly east
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	An overhead door exists at the southeast corner of the building. A vault door exists at the south-central portion of building. Building Department records show 3 violations and an oil burner application (1974). Sanborn addresses are 70-84 Eckford Street and 257-259 Driggs Avenue

<u>Historic Sanborn Map Notes</u>
Manufacturing (~1996~1978)
Furniture storage (~1965)
Subdivided - furniture storage, pipe shed (~1951)
Subdivided - printing, pipe shed (~1942)
Movie Theater (~1916)
Subdivided - blacksmith/stable (~1905)
Blacksmith (~1887)
<u>Nearby Historic Sites of Potential Concern</u>
Dry Cleaners at 25 Driggs (Block 2682, north) ~1996~1965
<u>Listed Site</u>
Carter Spray Finishing, 257 Driggs Avenue - SQG, FINDS

<u>Comments</u>
Two roof vents were observed at the south-center side of the building. A chimney exists on the east side of the building.
<u>Nearby Listed Sites</u>
Carter Spray Finishing, 65 Eckford - CBS-AST (2 closed 275 gallon TCE tanks), SQG, FTTS, FINDS, TRIS Inventory
T+N French Cleaners, 258 Driggs Avenue - SQG
Carter Spray Finishing, 65 Eckford Street - SQG, CBS AST
Berkman Bros Inc, 55 Eckford Street - CBS AST (Sodium Hypochlorite)
Leaking tank - #6 Oil overflow, small quantity generator (D003), PBS AST Fuel Oil

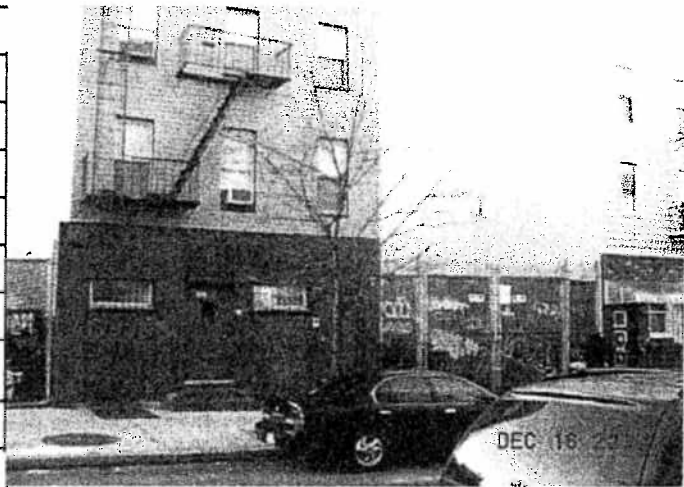
Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	80
Block #	2699
Tax Lots	15, 17
Address	245-247 Driggs Avenue
Name	CKR Construction/Residence/Open Storage
Land use	Industrial/Residential
Lot Area	8,212



Building Information	
East	Residence, 35 Driggs Avenue
West	Residence, 253 Driggs Avenue
North	Residence/Store, 246-252 Driggs
South	Residence, 56 Graham Avenue
Slope	Slightly southeast
# of Buildings	One at Lot 15
# of Floors	3
Facade	Brick/vinyl
Notes	
Building Department records show 8 violations and 2 Environmental Control Board violations for Lot 15, no files were identified for Lot 17.	
Sanborn addresses are 241-247 Driggs Avenue and 567-573 Graham Avenue.	

Historic Sanborn Map Notes	
Lot 15:	residential (~1996~1986), commercial (~1983-~1978), store (~1965~1951), printing (~1942), store/dwelling (~1916~1887), no information was provided for a portion of the lot on each map.
Lot 17:	parking (~1996~1986), four stores (~1965~1942), three stores/dwelling (~1916), two stores/club house (~1905), two stores/dwelling (~1887), no information was provided on the 1983 to 1978 maps.

Comments
Vault door in sidewalk in front of Lot 15 along Driggs Avenue.
Lumber, concrete forms, cement mixer, 2 trucks and pipes stored in yard at Lot 17.
Several 55 gallon drums stored on lot 17, some of which are used as garbage cans, others usage is unknown.
Pole barn at rear of lot 15 is used for storage of building supplies. Lot is paved with asphalt, with one car parked in lot.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	81
Block #	2701
Tax Lots	1, 2, 50
Address	540-542 Graham/50 McGuiness
Name	Empty/Parking/Car Wash
Land use	Automotive
Site Area	9,359



Building Information	
East	Residence/McGuiness Blvd
West	Residence/Store, 573 Graham Ave
North	Residence, 538 Engert Avenue
South	Residence, 536-538 Engert Ave
Slope	Slightly east and north
# of Buildings	none
# of Floors	NA
Facade	NA
Notes	Lots 1 and 2 have a gravel surface with some vegetation and are enclosed by a chain link fence. Entrance to the lots is on Engert. Lot 50 is an asphalt paved lot on McGuiness with 4 autos parked in lot. An overhead door exists on Engert where the exit for car wash exists.

Historic Sanborn Map Notes	
Lot 1:	School/synagogue (~1965~1942), store (~1887), no information provided on maps from 1996 to 1978, lot obscured on 1916 and 1905 maps.
Lot 2:	Dwelling (~1965~1942), store (~1887), no information provided on maps from 1996 to 1978, lot obscured on 1916 and 1905 maps.
Lot 50:	Car wash on portion of lot/no information for remaining portion (~1996~1977), lumber storage (~1965~1942), two dwellings/shed (~1916~1887)
Listed Site	534 Graham Avenue - PBS AST Sanborn address: 89-101 Engert, 540-542 Graham. 52 McGuiness Blvd.

Comments
Ten autos parked in lots 1 and 2. Land/sea trailer observed near the northwest corner of the lots.
Two dumpsters on north side of lots 1 and 2.
Concrete pad with floor drain on north side of lots 1 and 2, sign states engine cleaning on site..
Radiator fluid pooled on pavement at entrance and exit of car wash at Lot 50.
Vent pipe on roof on north side of building at Lot 50.
Lot 50 area appears to be larger then the area provided in the EAS.
No Building Department records were identified for Lots 1 and 50, and Lot 2 is not on file.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	82
Block #	2713
Tax Lot	9, 13
Address	506-510 Manhattan Avenue
Name	All American Flooring Installation
Land use	Industrial
Lot Area	14,745



Building Information	
East	Cracovia Foods
West	McCarren Park/Playground
North	Leonardo's Detailing
South	Unidentified Warehouse
Slope	Slightly east-northeast
# of Buildings	One at each lot (2 total)
# of Floors	One at each lot
Facade	Brick
Notes	

Historic Sanborn Map Notes	
Lot 9:	warehouse (~1996--1995), garage (~1993--1942), lumber piles and stone crusher (~1905), no information provided on 1916 and 1887 maps.
Lot 13:	warehouse/filling station (~1996--1995), garage/filling station (~1993--1965), warehouse/filling station (~1951), garage/filling station (~1942), lumber piles/store (1905), no information provided on 1916 and 1887 maps.

Sanborn addresses are 502-510 Manhattan Avenue and 35-37 Eckford Avenue.
Building Department records show 1 complaint for Lot 9, no files were identified for Lot 13.

Nearby Historic Sites of Potential Concern
Auto Repair/filling station at 17 Eckford Street ~1996--1942
Garage/filling station at 516 Manhattan Avenue ~1996--1942
PS126 & NYC Board of Education, 424 Leonard Street - SQG
HT Jewelry Manufacturing, 477 Leonard Street - SQG
LVSTIG Bros. Inc., 501 Leonard Street - SQG

Comments

Lot 9 has a vent pipe on central-north side of building and a vent on roof at south side of building.
Loading/unloading with forklift occurs at Lot 9 where 55 gallon drums are stored in the warehouse.
Three vent pipes on southern corner of roof building at Lot 13. A concrete patch in the sidewalk along Eckford measures approximately 5 feet by 6 feet.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	83
Block #	2713
Tax Lot	1
Address	494 Manhattan Avenue
Name	Unidentified Warehouse
Land use	Industrial
Lot Area	7,183



Building Information	
East	Cracovia/unidentified warehouse
West	Park/Playground
North	All American Flooring & Installation
South	Park/Playground
Slope	To west
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Sanborn addresses are 482-498 Manhattan Avenue and 17-31 Eckford Avenue.	
Building Department records show 4 violations.	

Historic Sanborn Map Notes	
Warehouse/auto repair/filling station (~1996-1995)	
Auto repair/filling station (~1993~1980)	
Auto repair/filling station/manufacturing (~1979-~1978)	
Warehouse/auto repair/filling station/manufacturing (~1965~1951)	
Garage with a gasoline tank at north end (~1942).	
Coughlins (~1916)	
No information/lumber piles (~1905)	
No information (~1887)	
Nearby Historic Sites of Potential Concern	
Garage at 502-508 Manhattan Ave. ~1993~1965, 1942.	
Gasoline tank at garage ~1942	

Comments	
A roof vent exists on the south-central side of the building.	
A vault door exists in the sidewalk along Manhattan Avenue near the southeast corner of the building.	
A chimney exists on the south side of the building. A passive vent exists on the south side of the building wall.	
Two overhead doors exist along Eckford Street. An overhead door exists on the corner of Eckford and Manhattan Avenue. Two overhead doors exist along Manhattan Avenue.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	Concern on Adjacent Lot
Site #	84
Block #	2714
Tax Lot	33
Address	470 Manhattan Avenue
Name	Perfect Retention Corporation
Land use	Industrial
Lot Area	10,020



Building Information	
East	Unidentified Warehouse
West	Ericson Playground
North	First Wood and Laminates
South	Penn State Fabricators
Slope	To east
# of Buildings	1
# of Floors	2
Facade	Brick
Notes	
Sanborn addresses are 6-14 Eckford Street, 466-470 Manhattan Avenue and 105-117 Newton Street	
No Building Department records identified.	

Historic Sanborn Map Notes	
Manufacturing (~1996~1965)	
Private garage/cooperage/office (~1951~1942)	
Barrel shed/cooperage (~1916)	
No information (~1905~1887)	
Nearby Historic Sites of Potential Concern	
Motor freight station with gas tank at 119 Newton Avenue ~1996~1965.	
Private garage at adjacent eastern lot ~1951~1942.	
Gasoline tank in adjacent eastern lot ~1951~1942	

Comments
Shelves in the warehouse were observed to be loaded with boxes.
A dumpster was observed inside the building.
Passive vents exist on the building wall.
An overhead door exists along the Manhattan Avenue side of the building.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	85
Block #	2714
Tax Lot	13
Address	100 Engert
Name	Greenpoint Trucking Company
Land use	Industrial
Lot Area	12,500



Building Information	
East	Residence, 106 Englert Avenue
West	Cracovia Brands Warehouse
North	Residence, 75 Englert Avenue
South	Residence, 122-129 Newton Street
Slope	Slightly north
# of Buildings	1
# of Floors	1 and 2
Facade	Brick
Notes	
Building Department records show 11 violations and one complaint.	
Sanborn addresses are 98-102 Engert Avenue.	

Historic Sanborn Map Notes	
Fuel Oil Co. which occupies eastern portion of larger facility (~1996-1993)	
Parking/Manufacturing (~1991~1986)	
No Information (~1983~1980)	
Office and storage with woodworking in rear of lot (~1979-~1951)	
Feldman and Sons Inc., sash and door manufacturing with offices and storage, cabinet shop in rear (~1942~1916)	
Jos. Goetz Manhattan Cabinet Works (~1905)	
No Information (~1887)	
Nearby Historic Sites of Potential Concern	
Cabinet Finishing at 28 Eckford St ~1965	
Textile Printing at 28-42 Eckford Ave ~1951	

Comments
An overhead door is on the 1st floor of the north building. A garage bay is on the south side of the building.
An office is on the 2nd floor on the north side of the building.
Truck repairs occur on site.
An overhead door is on the north building.
A vent pipe and fill port were observed about 3 feet south of the lot at Cracovia.
The large area in front of the building is used for truck parking. The lot is paved with asphalt and four trucks and five cars are parked in the lot.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	86
Block #	2714
Tax Lots	30, 32
Address	119-125 Newton Street
Name	Unidentified Warehouse
Land use	Industrial
Lot Area	6,656



<u>Building Information</u>	
East	Residence, 127 Newton Street
West	Perfect Retention Corp./ Unidentified Warehouse
North	First wood and laminating
South	Residence/Textile Solutions/Cosco Specialty Products
Slope	None
# of Buildings	One at each lot (2 total)
# of Floors	one at each
Façade	Brick
Notes	
Sanborn addresses are 119-125 Newton Street.	
No Building Department records were identified for either lot.	

Historic Sanborn Map Notes
<p>Lot 30: manufacturing (~1996~1978), garage (~1965-~1951), illegible (~1942), no information provided on 1916 to 1887 maps)</p>
<p>Lot 32: motor freight station (~1996~1965), private garage (~1951~1942), no information provided on 1916 to 1887 maps)</p>
<p>Listed Site</p>
<p>Elli Woodworking Industries, 123-125 Newton St - FINDS</p>

Comments

A fill port sealed with concrete was observed on the opposite side of Newton Street from Lots 30 and 32.

Two vent pipes were observed on the roof of Lot 32 - one on north side and one on south side.

A drain was also observed in the building wall at Lot 32.

Lot 30 has an overhead door on Newton Street and Lot 32 has an overhead door on Bayard Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	87
Block #	2719
Tax Lots	1, 4, 8, 11
Address	112-122 Newton St/Manhattan Ave
Name	open storage/chemical warehouse
Land use	Industrial/Vacant Lot
Site Area	11,668



<u>Building Information</u>	
East	Penn State Fabrication/ Warehouse & Chemical Storage
West	Public School/Ericson Playground
North	Perfect Retention, Warehouse
South	Residences/Amex Rigging Corp
Slope	To south
# of Buildings	One at Lot 4
# of Floors	1
Facade	Steel
Notes	Overhead steel door provides access to lot 11. Lot 11 is asphalt paved. Lots 8 and 11 are enclosed by a corrugated steel fence. No Building Department records were identified for Lots 1, 4, and 11. Lot 8 was not on file.

<u>Historic Sanborn Map Notes</u>
Lot 1: trucking/storage (~1996~1951), parking (~1942) and rope walk (~1887). No information was provided on the 1916 and 1905 maps.
Lots 4 and 8: rope walk (~1887). No information was provided on the 1996 to 1905 Sanborn maps.
Lot 11: private parking (~1996~1965), fire wreck/junk (~1942), iron works (~1916), blacksmith/sheds (~1905), rope walk (~1887). No information provided on 1951 map.
Sanborn addresses are 460-446 Manhattan Ave., and 112-118 Newton Street

<u>Comments</u>
Lot 1 has 55 gallon drums, 250 gallon plastic caged tanks, 6 large stainless steel tanks, forklift, scrap metal, pallets, large plastic tanks, and a dumpster stored on site.
Lot 4 has chemical storage in a warehouse (dense soda ash, sodium sulfate, powdered citric acid and more not viewable)
Lots 8 and 11 contain 55 gallon drums, 250 gallon plastic caged-tanks (some filled with unidentified liquids)

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	88
Block #	2719
Tax Lots	13, 14, 16
Address	124-130 Newton Street
Name	Penn State Fabricators/Cosco Specialty Products/Textile Solutions/Residence
Land use	Industrial/Residential
Lot Area	10,000



Building Information	
East	Residence, 132 Newton Street
West	Drum/tank/open storage, 122 Newton Street
North	Perfect Retention, unidentified warehouses
South	Poleteam Renovations/TWE Marble Co./residence
Slope	None
# of Buildings	One at each building (3 total)
# of Floors	One at lots 13, 14, two at lot 16
Facade	Brick at each
Notes	
Overhead doors exist at Lots 13 and 14 on Newton Street.	
Sanborn addresses are 122-128 Newton Street.	
No Building Department records were identified for each of the three lots.	

Historic Sanborn Map Notes	
Lot 13:	manufacturing (~1996~1978), motor freight station (~1965~1951), trucking (~1942), machine shop (~1916~1905), no information was provided on the 1887 map.
Lot 14:	lumber storage (~1996~1965), beverage bottling (~1951), I. Feldman and Sons window storage (~1942), Geo. N. Gardener and Sons marine paint manufacturing/dwelling (~1916~1905), no information was provided on the 1887 map.
Lot 16:	dwelling (~1996~1905), no information was provided on the 1887 map.
Listed Site	Chlorine Factory, 126 Newton St. - Hypochlorite Spill.

Comments
Old fill port sealed with concrete northwest of lot 13.
Two vent pipes on roof of building at Lot 14 along Newton Street.
Forklift used on Lot 14. Cardboard storage on Lot 14 site.
Three large vents on south side of building at Lot 14. Old fill port in front of building at Lot 14 sealed with concrete.
55 gallon cardboard drums on Lot 14.
Chimney on south side of building on Lot 16.
Vault door in sidewalk along Newton at southwest corner of Lot 16.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	Concern on Adjacent Lot
Site #	89
Block #	2719
Tax Lots	31, 32
Address	137-143 Bayard Street
Name	Residence/Poleteam and TWE Marble
Land use	Residential/Industrial
Lot Area	8,625



Building Information	
East	Residence, 145 Bayard Street
West	Residence, 135 Bayard Street
North	Cosco, Penn Steel Fabricators/Residence
South	Residences, 140-142 Bayard Street
Slope	Flat
# of Buildings	One at each lot (2 total)
# of Floors	Three at lot 31, one at Lot 32
Façade	Brick
Notes	

Building Department records show 2 complaints and 2 Environmental Control Board violations at Lot 31 and 1 violation, 1 complaint, and 1 Environmental Control Board violation at Lot 32.
 Sanborn addresses range from 137-143 Bayard St

Historic Sanborn Map Notes
Lot 31: dwelling/residential (~1996--1887)
Lot 32: warehouse (~1996--1986), warehouse and garage (~1983--1965), steel plate storage (~1951), metal covered door manufacturing (~1942), National Sash and Door Co. Inc. (~1916), dwelling (~1905--1887)

Nearby Historic Sites of Potential Concern

garage north of lot ~1983--1965.
 Metal works north of lot ~1916
 Geo. N. Gardner and & Sons Marine Paint Mfg. at 128 Newton Ave. ~1916--1905

Comments

Three dumpsters along Bayard in front of building at Lot 32.
 Poleteam stores lumber and metal at Lot 32.
 A floor drain was observed inside the overhead door at Poleteam.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/18/2003
E-Designation	Concern within 400 feet of Site
Site #	90
Block #	2720
Tax Lots	9, 10, 12
Address	514-516 Graham Avenue/Newton St
Name	Parking
Land use	Vehicle and Open Storage
Lot Area	6,405



Building Information	
East	Residence, 524 Graham Avenue
West	Residence, 518 Graham Street
North	Residence, 505-507 Graham St.
South	Residence, 136 Newton Street
Slope	Slightly east
# of Buildings	none
# of Floors	NA
Façade	NA
Notes	
No Building Department records were identified for Lot 10. Lots 9 and 12 were not on file.	

Historic Sanborn Map Notes	
Lots 9 and 10: parking (~1996~1980), parking/private garage (~1979~1951), open air moving picture show (~1916). No information provided on the 1942, 1905 and 1887 maps.	
Lot 12: Parking (~1996~1951), Open Air Moving Picture Show (~1916). No information provided on the 1942, 1905 and 1887 maps.	
Listed Site Nearby	
495 Graham Ave., Sonat Trans Inc. - Gasoline AST.	
Chlorine Factory, 126 Newton St. - Hypochlorite Spill.	

Comments
More than a dozen automobiles are parked on the Site. A chain link fence secures the Site and there is a gated entrance on Newton Street.
The lot has a gravel surface with a little vegetation, and old brick pavers are under the gravel.

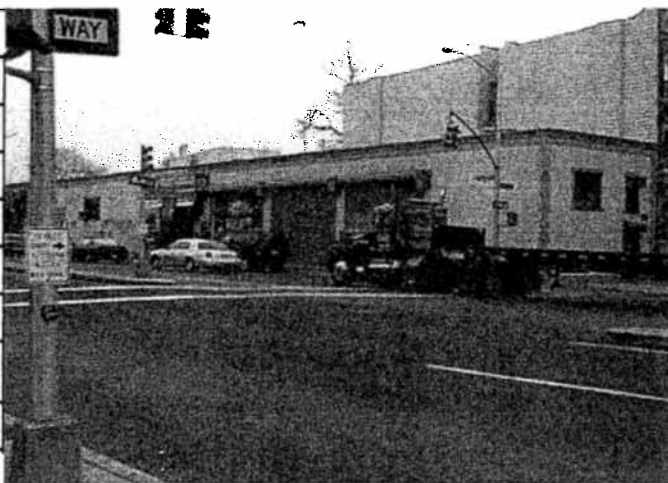
Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	Concern within 400 feet of Site
Site #	91
Block #	2720
Tax Lots	19, 41
Address	177-179 Bayard Street
Name	Shearing Coats/All-Boro Sound and Security/Unidentified Warehouse
Land use	Automotive/Industrial
Lot Area	8,350



Building Information	
East	Neon Sign and Awning/On the Spot Printing
West	Residences/unidentified warehouse
North	Residences, Newton Street
South	Lentol Garden
Slope	Slightly west-southwest
# of Buildings	One at each lot (2 total)
# of Floors	One at each lot
Facade	Plaster at Lot 19, brick at Lot 41
Notes	
No Building Department records were identified for either lot.	
Sanborn addresses range from 177-179 Bayard St., 148 Newton St., and 61 McGuiness Blvd.	

Historic Sanborn Map Notes	
Lot 19:	manufacturing/office (~1996~1965), National Neon Sign Co./dwelling (~1951~1942), dwelling/no information (~1916~1905), Screenpoint Steam Laundry (~1887)
Lot 41:	manufacturing (~1996~1965), garage (~1951~1942), no information provided on the 1916 to 1887 maps
Listed Site Nearby	
BQE, Meeker and McGuiness - Gasoline Spill	

Comments
Lot 19 has one roof vent at west side of building above warehouse and a vault in sidewalk along Bayard..
Building at Lot 19 is occupied by Shearing Coats, All-Boro Auto Sound and Security, and an unidentified warehouse.
Electronics are stored at All-Boro at Lot 19 where there is also an overhead door. There is an overhead door on Bayard Street also.
At Lot 41, bulk cleaning supplies/chemicals on pallets and some soap in 15 gallon bucket/containers are stored in the warehouse. A vent pipe and small vault door were observed on the south side of the building at Lot 41.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	92
Block #	2720
Tax Lots	43, 44, 45, 46
Address	167-173 Bayard Street
Name	Warehouse/VLA Shave Electrical Contracting/residence
Land use	Industrial/Parking/Residential
Site Area	8,900



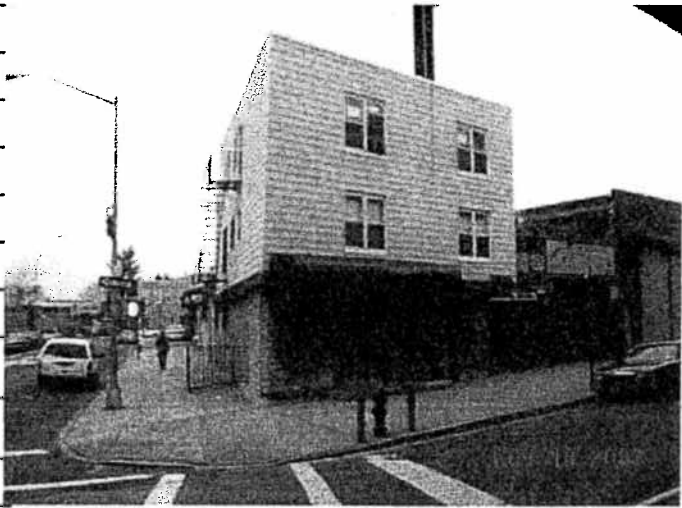
Building Information	
East	Residence, 175 Bayard Street
West	Residence, 165 Bayard Street
North	Residence, 136-142 Newton Street
South	Residence, 168-172 Bayard Street
Slope	To south
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Building Department records show 3 violations for Lot 43, 2 violations for Lot 44, and oil burner applications for Lots 45 (1906) and 46 (1903).	
Sanborn addresses are 167-173 Bayard St	

Historic Sanborn Map Notes	
Lot 43:	private parking (~1996~1965), private garage and storage (~1951~1942). No information was provided on 1916 to 1887 maps for Lot 43.
Lot 44:	manufacturing (~1996~1965), private garage (~1951~1942). No information was provided on 1916 to 1887 maps for Lot 44.
Lot 45:	dwelling (~1996~1916), store (~1905), dwelling (~1887)
Lot 46:	private garage/manufacturing (~1996~1965), shed (~1951~1942), storage (~1916). No Information was provided on the 1905 and 1887 maps.

Comments
The building at lots 43 and 44 occupies both lots. Two vents are at the center of the building roof at Lots 43 and 44.
Two overhead doors are at Lot 44 along Bayard. At Lot 45, a vault door exists in the sidewalk at the northeast corner of the building. A small catch basin exists in the sidewalk at Lot 45. Roof drains were observed on the building at Lot 45. A new concrete sidewalk exists in front of the building at Lot 45. At Lot 46, a vent pipe exists at the southeast corner where the residence joins the garage. A garage adjoins the residence at 165 Bayard Street which is Lot 47.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	93
Block #	2724
Tax Lots	1, 30, 31, 33, 34, 37
Address	411-435 Meeker Avenue
Name	Residential, Best Kitchen & Bath, Golden Marble, German's Auto
Land use	Automotive/Commercial/Residential/ Vacant Building
Site Area	19,920



Building Information	
East	3-story residential/ BQE/Underpass parking
West	OLK Warehouse/Polzka Gazetta & Offices/Country Dry goods/ Haywin Textile products/ Residences
North	Residential/Largent Design/Midtown Auto
South	BQE/Underpass parking
Slope	To south
# of Buildings	One at each lot (6 total)
# of Floors	One at 31, 33, 34, 37, two at 30, 3 at 1
Façade	various
Notes	
Building Department records show 2 violations and an oil burner application (1906) for Lot 1, 3 violations for Lot 31, no records were identified for Lots 30, 34, and 37 and Lot 33 was not on file.	
Sanborn addresses range from 411-435 Meeker Ave. and 418-428 Manhattan Ave.	

Historic Sanborn Map Notes	
Lot 1:	commercial/auto repair (~1996~1992), store/auto painting (~1991~1978), store/machine shop (~1965), store/brick storage (~1951), store/auto repair (~1942), store and stable (~1916~1905), store (~1887)
Lot 30:	dwelling (~1996 - ~1887)
Lot 31:	Club (~1996~1978), two stores (~1965) two stores with sheds (~1951~1905), two dwellings (~1887)
Lots 33 and 34:	auto repair/storage with multiple structures (~1996~1951), storage shed (~1942), barrel storage (~1916), several small structures (~1887), no information provided on 1905 map .
Lot 37:	vacant (~1996~1992), storage of second hand barrels (~1991~1942), unidentified structure and stable (~1916), vacant (~1905), and ropewalk (~1887).

Comments	
Lot 1 appears residential, maybe commercial on first floor. Apparent borehole drilled on Manhattan Avenue. Access door to basement on Manhattan. Fill port/vent to west of access door. Roll-up door and window on Meeker. Lot 30 includes a garage. Lot 31 has basement access from vault on Meeker. Lot 33 is secured with chain link fence with razor wire. Asphalt surface. Lot filled with cars, storage containers, part of car service operation. Lot 34 has one large roll-up door. Lot 34 also has an address of 421 Meeker, same as adjoining building to north. Lot 37 has two large overhead doors on Meeker, two personal entry doors and no signage.	
Listed Site - City Barrel & Drum, 421 Meeker - CERC-NFRAP, FINDS, and RCRIS-SQG Prepared by: LMS ENGINEERS	

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	94
Block #	2724
Tax Lots	7, 10, 12
Address	430 Manhattan/130-134 Bayard
Name	Midtown Automotive/Largent Design/"Safe T Mail" and "Decked"?
Land use	Automotive/Industrial
Site Area	9,800



Building Information	
East	2 Story Residence
West	Residential/parking/E. Fried
North	Poleteam Renovation Corp/TWE Marble Company/Residences
South	Golden Marble/German's Auto Repair/Best Kitchen & Bath Design
Slope	North-northwest
# of Buildings	one at each lot (3 total)
# of Floors	one at each lot (3 total)
Facade	Brick
Notes	
Building Department records show 1 complaint at	
Lot 7 and no records were identified for Lots 10 and	
12.	
Sanborn addresses range from Manhattan Ave.	
and 130-134 Bayard Street	

Historic Sanborn Map Notes	
Lot 7:	auto repair (~1996--1965), pretzel warehouse (~1951), storage (~1942), vacant (~1916--1905), rope walk (~1887)
Lot 10:	Warehouse (~1996--1987), Steel drum storage (~1986--1965), Garage - several small structures (~1951--1942), Recooperage - Uvinni & Michaels (~1916), Rags/Junkyard (~1905), no information was provided on the 1887 map.
Lot 12:	storage (~1996--1965), steel drum storage (~1951--1942), barrel/shed (~1916), paper (~1905), vacant (~1887)
Nearby Historic Sites of Potential Concern	
Auto painting to the south of lot ~1991--1978.	
Machine shop to the west of lot ~1965.	
Auto repair to the south of lot ~1996--1993.	

Comments	
Billboard on lot 7. Lot 7 is secured by chain link fence with barbed and razor wire.	
Lot 10 has two large bay doors with gas vents long Bayard and roof drains.	
Lot 12 has one large bay door	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	Concern within 400 feet of Site
Site #	95
Block #	2724
Tax Lot	18
Address	146 Bayard Street
Name	Masterpiece
Land use	Industrial
Lot Area	8,800



Building Information	
East	3-story Residence w/basement
West	3-story Residence/commercial
North	3 & 4 story Residences, garage
South	3-story Residences
Slope	To west
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Sanborn addresses are 146-154 Bayard Street and 479-487 Graham Avenue	
Building Department records show one complaint, one Environmental Control Board violation, and one oil burner application (1956).	

Historic Sanborn Map Notes
Manufacturing (~1996-~1978)
No information (~1965)
Stores and dwellings (~1951-~1887)
Nearby Listed Site
495 Graham Avenue - Sonat Trans Inc.
PBS AST (Gasoline)

Comments
Two bay doors exist on the Bayard Street side of the building. Small vents were observed about 1-1/2 feet off of the sidewalk. The address for the lot is also 481 Graham Avenue. A gas line exists off Graham, and there is an asphalt patch in this area. A roof drain was observed off the Graham Street side of the building. Some staining was observed on the wall off Graham Street which is possibly indicative of a vent or drainage from roof.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	96
Block #	2727
Tax Lots	1, 47
Address	497-511 Meeker Avenue
Name	Mobil Gas Station/Residential
Land use	Automotive/Residential
Lot Area	23,181



Building Information	
East	Residence, 513 Meeker Ave.
West	BQE on ramp
North	Residence, 332 Humboldt Street
South	BQE and Meeker Ave./Parking
Slope	Slightly south
# of Buildings	One at each lot (2 total)
# of Floors	One at Lot 1, three at Lot 47
Facade	Brick at Lot 1, vinyl at Lot 47
Notes	
Sanborn addresses are 532-550 Humboldt Street and 497 to 511 Meeker Avenue.	
Building Department records show 8 violations and 2 oil burner applications (1953, 1968) for Lot 1 and 1 oil burner application (1947) for Lot 47.	

Historic Sanborn Map Notes	
Lot 1:	filling station (~1996~1978), loft - unidentified uses (~1965), furniture storage (~1951), Public School #51 (1942~1887)
Lot 47:	residence (~1996~1986), dwelling (~1983~1887)
Listed Site	
Mobil Service Station, 550 Humboldt Street - PBS UST, leaking tanks, Spill #9007766, SQG, FINDS	
Listed Sites Nearby	
BQE/McGuinness Blvd - Tanker Truck Accident	
Meeker Ave/Humboldt Street - tanker truck dropped saddle tank	

Comments
Lot 1 has three garage door bays on west side for automotive repair with hydraulic lifts in bays.
There is a pump island at center-east side of lot 1 with three pumps on island and 3 grades of fuel sold at station.
Several monitoring wells were observed around the building and sidewalk along McGuinness at Lot 1.
Parking lot on west side of building at Lot 1 with approximately 10 cars, 55 gallon drums stored in parking lot.
A monitoring well and a land/sea trailer with vent pipe sticking out in parking lot of Lot 1.
At Lot 47, a vent pipe and fill port is at the southeast building corner and a drain and catch basin are at the entrance.
An alley exists on south side of building at Lot 47 with little solid waste in the alley.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	97
Block #	2289
Tax Lot	14
Address	34 Berry Street
Name	Brooklyn Brewery/Parking Lot
Land use	Industrial/Residential
Lot Area	36,000



Building Information	
East	Vacant Lot
West	Brooklyn Brewery
North	Mirtex - Office on N 13, Hong Kong Furniture W.
South	4 & 6 Story Residence*
Slope	North
# of Buildings	2
# of Floors	4 and 1
Facade	Brick
Notes	Block 2296 contains additional information for south properties.
Building Department records show 4 violations, 3 complaints, 1 Environmental Control Board violation.	
Sanborn address are 34-42 Berry Street and 142-124 North 11th Street	

Historic Sanborn Map Notes
Truck loading/private parking/warehouse/manufacturing with loading and truck repair on the north side, manufacturing on the west side, warehouses on the 2nd floor of the northern portion, elevators on northwest side of manufacturing, parking on the southeast side (~1996~1965)
NY Quinine and Chem Co. with labs at south corner, manufacturing throughout, engine and boiler room near center, bismuth plant on north side (~1951~1887)
In 1887, the plant is not as developed, many mixing rooms, ether storage on north side of lot
Nearby Historic Sites of Potential Concern
Motor Freight Station at 122-104 North 12th St (west) ~1951

Comments
The loading dock is used for moving beer in kegs and cases.
Gas cans were observed next to the loading dock.
The lot is also used for employee parking.
Nearby Historic Sites of Potential Concern Continued
Dimuth Glass Works at 122-104 North 12th St (west) ~1942. Tuttle and Bailey Mfg. at 80-98 North 11th St. (Block 2296 south) ~1916~1887, Helca Iron Works at 122-104 North 12th St (west) ~1916~ 1904 and 100 - 118 North 11th St (Block 2296 south) ~1916-1887

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	98
Block #	2290
Tax Lot	5
Address	33 Berry Street
Name	Vacant Lot
Land use	Vacant
Lot Area	12,860



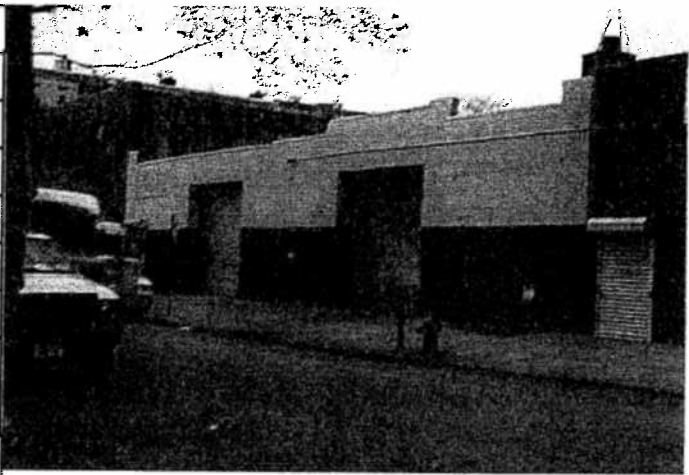
Building Information	
East	Gotham Corrugated Container
West	Brooklyn Brewery Parking Lot
North	Park/Playground
South	Residence, 119 North 11th Street
Slope	East
# of Buildings	NA
# of Floors	NA
Facade	NA
Notes	The building was demolished to the subfloor and removed. The lot is enclosed by a chain link fence and corrugated steel plates.
Building Department records show three violations.	
Sanborn addresses are 33-39 Berry Street and 144-154 North 12th Street.	

Historic Sanborn Map Notes
Prime Feather and Down (~1996~1942), with processing on the northern side of the lot. An elevator is identified in the north central portion of the lot.
In 1951, Prime occupied the entire north side of the block.
Lot 5 was used for storage.
New York Stamping Co. (~1916~1904) occupied the entire north side of the block. The adjacent Lot 1 operations included plating. Storage and an elevator is identified in Lot 5.
No Information (~1887)
Nearby Historic Sites of Potential Concern
NY Quinine and Chemical works at 34-43 Berry St (Block 2289, west) ~1916~1887.

Comments
Some C&D piles, mainly consisting of concrete, were observed on the lot.
A little solid waste was observed as scattered in the lot with some piles of vegetation waste.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	99
Block #	2290
Tax Lot	10
Address	156 North 12th Street
Name	Gotham Corrugated Container
Land use	Industrial
Lot Area	25,000



<u>Building Information</u>	
East	Unidentified warehouse
West	Gotham Corrugated Container
North	Park/Playground
South	Open, Empty Parking Lot
Slope	East
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Building Department records show six violations and one complaint.	
Sanborn address are 156-164 North 12th Street and 131-139 North 11th Street	

<u>Historic Sanborn Map Notes</u>
Gotham Shipping (~1996~1991)
Quilting (~1989~1965)
Crating for export/no information (~1951)
Storage/no information (~1942)
Subdivided/two dwellings at northwest corner (~1916~1905) The rest of the lots contain no Information.
No information (~1887)
<u>Nearby Historic Sites of Potential Concern</u>
Auto repair at 129 North 11th St (west)~1996~1978

<u>Comments</u>
A vent pipe and fill hole sealed with concrete was observed at the northwest corner along North 12th Street.
Two vault doors exist at the northwest corner along North 12th Street.
Two roof vents exist at the center of the building along North 11th Street.
Two overhead doors exist along North 12th Street and one overhead door is on North 11th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	100
Block #	2291
Tax Lot	1
Address	95 Bedford Avenue
Name	Empty Lot
Land use	Vacant
Lot Area	60,000



Building Information	
East	North Point/Office Space/Parking
West	Residential/Industrial
North	McCarren Park
South	See Notes ¹
Slope	To east
# of Buildings	None
# of Floors	NA
Façade	NA
Notes	

Sanborn addresses are 95-109 Bedford Avenue, 155-179 North 11th, and 180-204 North 12th Streets.

No Building Department records were identified.

¹South - unknown warehouse at 170 North 11th, used furniture/clothing, Aurora Lamp Work, Perfect Circle Metal Works, 4 story residence at 111 Bedford

Historic Sanborn Map Notes	
Reicholds Chemical Inc. - Color Division with a boiler, manufacturing and storage, three elevators, acid and chemical storage tanks, grinding (~1996--1942)	
Lavenburg Atlantic Color Works - manufacturing (~1916-~1905)	
Pfeiffer & Lavanburg Atlantic Color Works (~1887)	
Nearby Historic Sites of Potential Concern	
paint manufacturing, acid/varnish storage south of lot from 1916 through 1996.	

Comments

C&D fill material (brick, concrete and asphalt) was used to grade the site. Piles of solid waste were observed on the lot. Some concrete patches were observed in the sidewalk. Some existing concrete slabs were observed in the lot.

Listed Site

NJZ Colors Inc. 105 Bedford Avenue - Large Quantity Generator, PBS AST

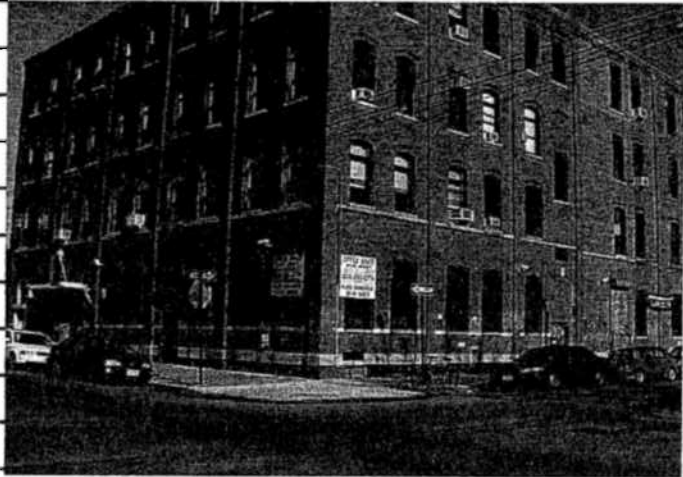
Reicholds Chemicals Inc. 105 Bedford Avenue Small Quantity Generator with 1 violation, FINDS

Unnamed, 105 Bedford Avenue - closed paint spill #9711671

Weather Fuel, 105 Bedford Avenue - closed No. 2 fuel oil spill

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	101
Block #	2291
Tax Lot	17
Address	454 Driggs Avenue
Name	North Point
Land use	Commercial
Lot Area	20,000



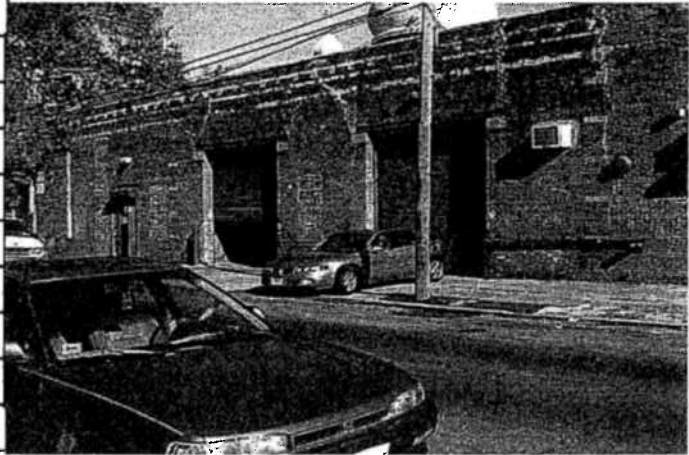
Building Information	
East	Russian Orthodox Church
West	Empty Lot
North	McCarren Park
South	Commercial-Used Furniture and Clothing
Slope	To east
# of Buildings	1
# of Floors	2 to 4
Facade	Brick
Notes	
Sanborn addresses are 434-456 Driggs Avenue, 206-214 North 12th Street, and 181-189 North 11th Street.	
Building Department records show one violation.	

Historic Sanborn Map Notes
Paint manufacturing/storage/warehouse/parking/flat/dwelling/ with varnish and acid storage from ~1979--1951 (~1996-~1951)
Copper Prime Co. - machine shop, tank room, automotive (~1942)
Louis Leavity Paint Factory - machine shop, tank room, automotive (~1916).
Fusch and Lang Manufacturing Co - bronze powder (~1905)
Geo. W. Satde Chemical Works north 1/4 of lot (~1887)
Nearby Historic Sites of Potential Concern
Reicholds Chemical Inc. - Color Division to the north (~1996--1942)
Lavenburg Atlantic Color Works to the north (~1916--1905)

Comments
Roof vents and drainage were observed.
Parking is on the north side of the lot. A concrete pad was observed.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected/Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	102
Block #	2292
Tax Lots	29, 33
Address	201-209 North 11th Street
Name	Warehouse/Mireks Auto Body Repair
Land use	Industrial/Automotive
Lot Area	12,500



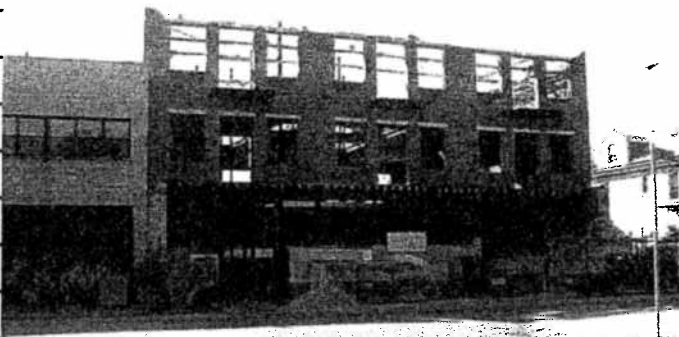
Building Information	
East	Unidentified Warehouse
West	Automotive/Church
North	Building under renovation/residence
South	TMB Plumbing Supply
Slope	To east
# of Buildings	One on each lot (2 total)
# of Floors	One for each
Facade	Brick
Notes	Two overhead doors are along North 11th Street at Lot 29. An overhead door exists at Lot 33 along North 11th St. which is used as an entrance to an automobile bay where cars are actively being repaired. Sanborn addresses are 201-209 North 11th Street. No Building Department records were identified.

Historic Sanborn Map Notes	
Lot 29:	Warehouse (~1996~1978), manufacturing flat/warehouse (~1965), Exo-Malt Co. Inc. (~1951~1942), Dennis Regan's Sons Cooperage (~1916), Dennis Regans Cooperage (~1905), No Information provided on 1887 map.
Lot 33:	Manufacturing flat (~1996~1978), truck body building/manufacturing flat (~1965~1951), auto body building (~1942), unidentified structure (~1916~1905), No Information provided on 1887 map.
Nearby Historic Sites of Potential Concern	
	Filling station and auto repair south of lot (~1996~1991, ~1983~1951,) metal reducing southeast of lot (~1916~1905), Simplex Adjustable Brass Form Co. southwest of lot (~1916), Whitnum Galvanizing Works with foundry southwest of lot (~1887).

Comments
Roof vents and drains were observed at Lot 33.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	103
Block #	2292
Tax Lots	11, 12
Address	230-236 North 12 Street
Name	none/building under construction
Land use	Parking/Industrial
Lot Area	10,000



OCT 28 2003

<u>Building Information</u>	
East	Unidentified warehouse
West	Residence
North	Park
South	Unidentified warehouse
Slope	To east
# of Buildings	One at Lot 12
# of Floors	3
Façade	Brick
Notes	

Sanborn addresses are 230-236 North 12th Street.
 Building Department records show 1 violation, 3 complaints, and 2 Environmental Control Board violations for Lot 12, and Lot 11 was not on file.

<u>Historic Sanborn Map Notes</u>
Lot 11: Dwelling/storage (~1951~1887), no information provided on 1996 to 1965 maps.
Lot 12: Warehouse (~1996~1988), waste paper storage (~1987~1951), PM Laughlin and Sons Metal Reducing (~1916~1905), dwelling (~1887), no information provided on 1942 map.
Nearby Historic Sites of Potential Concern
Filling station/auto repair south of lot (~1996~1991, ~1983~1951), truck body manufacturing/used auto parts southwest of lot (~1951), metal reducing southeast of lot (~1916~1905), Simplex Adjustable Brass Form Co. southwest of lot (~1916)
Nearby Listed Site
432 Driggs Avenue Corp., 432 Driggs Avenue - PBS
J. Tuomey Truck Repair, 5 Roebling Street - AST

<u>Comments</u>
The asphalt and gravel lot is used for residential parking at Lot 11.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	104
Block #	2721
Tax Lot	8
Address	612 Union Avenue
Name	None
Land use	Industrial
Lot Area	5,000



Building Information	
East	3-story residential w/garage
West	Park & residential (1)
North	McCarren Park
South	4-story residential
Slope	Flat
# of Buildings	None
# of Floors	None
Facade	None
Notes	
Sanborn addresses are 610-612 Union Avenue	
and 2-12 Bayard Street.	
Building Department records show two complaints.	

Historic Sanborn Map Notes	
Manufacturing (~1996~1965)	
Scrap metal (~1951)	
No information (~1942)	
Four stores (~1916)	
Three stores, shed at the back of lot (~1905)	
Store and dwelling (~1887)	

Comments
(1) Park is Private Sonsire Triangle.
The lot is derelict and protected by aluminum sheeting. Warning signs on the fence indicate that it is a poison baited area. The Site includes a container at the Union Avenue/Bayard Street intersection.
The lot has a concrete surface with aluminum siding exterior walls.
There is limited visibility of the Site from outside. Access to the Site is from Bayard Street by an overhead door and a personal entry.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	105
Block #	2721
Tax Lot	11
Address	721 Bayard Street (See Notes ¹)
Name	ICD Interior, Contract Design (a)
Land use	Industrial/Residential
Lot Area	69,000



Building Information	
East	Residential
West	3-story commercial/residential
North	McCarren Park
South	Residences/commercial/parking
Slope	Flat to southwest
# of Buildings	2
# of Floors	4 & 2
Façade	Brick
Notes	
¹ - Address in EAS does not correspond to lot.	
Sanborn addresses are 16-50 Bayard Street, 721-737	
Lorimer Street and 11-17, 25-35 St Cono Strada	
Building Department records show 11 violations, six	
complaints, 4 Environmental Control Board violations.	

Historic Sanborn Map Notes
Automatic Bedding Corp. - metal bed manufacturing/auto parking/Andrew Geller Shoe Manufacturing in loft/storage/manufacturing (~1996~1942)
Salmon Braid Factory/J.J Forcier Lumber Yard (~1916)
Salmon Silk Mill/storage/vacant lot/no information for the remainder of the Site (~1905)
No information (~1887)
Listed Site
Ainstar Realty, 735 Lorimer Street - PBS UST
Unnamed facility, 735 Lorimer Street - Spill #9801444

Comments
(1) Mattress Factory Warehouse aka Hartec International Warehouse (718) 218-7500.
The occupant provides futons, frames & mattresses, bedrooms, living rooms, and accessories. The Site was previously occupied by Automatic Bedding Corp., Levy Bros Manufacturing & Supply Co., and Bed Frame Corp of America. There is a loading dock in the alley off Bayard Street. Roof drains and dumpsters were observed. There are 55-gallon drums to the west of the building in the open areas. Loading dock doors exist off Bayard Street. A fill pipe with an adjacent vent was observed with staining. A large stack exists on the south side of the building. A lot of refuse exists on the vacant portion of the lot. Roof vents exist on the shack off St. Cono Strada. A possible old monitoring well or fill port in sidewalk off St. Cono Strada.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	106
Block #	2722
Tax Lots	34, 36
Address	59-61 Richardson Street
Name	Able Engine Rebuilders/None
Land use	Industrial/Residential
Lot Area	7,500



Building Information	
East	Commercial 1st fl/residential above
West	3-story residential
North	Unknown shop, vehicle storage
South	Residential/light manufacturing
Slope	1
# of Buildings	One at each lot (2 total)
# of Floors	One at Lot 34, two at Lot 36
Facade	Brick
Notes	

Sanborn addresses are 59-63 Richardson Street.
 No Building Department records were identified for either lot.

Historic Sanborn Map Notes	
Lot 34:	Garage & repair with 34 cars and welding on site (~1996-~1942), dwelling (~1916), dwelling/storage (~1905), no information provided on 1887 map.
Lot 36:	Dwelling, carpentry shop at the back of lot (~1996-~1905), no information provided on 1887 map.
Nearby Historic Sites of Potential Concern	
	machinery warehouse at 60-62 Bayard Street-west (~1993-~1965)
	Electric Motor Repair at 60-62 Bayard Street-west of Site (~1951-~1942)
	filling station and gasoline tank at 415-417 Leonard Street ~1942.

Comments	
Lot 34	Sewer vent, access to basement, gas vent to eastern side of building. Large overhead door.
	Closed fill port between overhead door and office. DeStefano Bros is written near top of building.
Lot 36	Building has gas service.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	107
Block #	2722
Tax Lot	8
Address	60 Bayard Street
Name	Unknown
Land use	Commercial
Lot Area	5,000



Building Information	
East	Storage yard
West	3-story commercial/residence
North	McCarren Park
South	Able Engine Builders/residence
Slope	Slight to north
# of Buildings	1
# of Floors	3
Facade	Brick
Notes	
Sanborn addresses are 60-62 Bayard Street.	
Building Department records show 2 violations, 3 complaints, 1 Environmental Control Board violation.	

Historic Sanborn Map Notes	
Warehouse (~1996~1995)	
Machinery warehouse (~1993~1965)	
Electric motor repair (~1951~1942)	
No information (~1916~1887)	
Nearby Historic Sites of Potential Concern	
Garage at 61-63 Richardson Street (south) ~1996~1942.	
Iron yard at 64-70 Bayard Street (east) ~1951~1942.	
Filling station and gasoline tank at 415-417 Leonard Street ~1942.	

Comments
The Site consists of a wood and metal working shop and includes storage with paints and raw materials observed.
A large roll-off was observed outside the building. One large overhead door is near the middle of the building.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	108
Block #	2722
Tax Lot	10
Address	64 Bayard Street
Name	None
Land use	Vehicle & Open Storage
Lot Area	7,500



<u>Building Information</u>	
East	Star Metal Studio dell 'arte
West	Unknown wood/metal shop
North	McCarren park
South	Able Engine Builders/residence
Slope	Flat to north
# of Buildings	none
# of Floors	none
Façade	none
Notes	
Sanborn addresses are 64-70 Bayard Street.	
Building Department records show one violation.	

<u>Historic Sanborn Map Notes</u>
Parking (~1996--1978)
Scrap iron yard (~1965--1942)
No information (~1916)
Vacant (~1905)
No information (~1887)
<u>Nearby Historic Sites of Potential Concern</u>
Garage at 61-63 Richardson Street (south) ~1996--1942.
Machine shop at 72-74 Bayard Street (east) ~1996--1965
Machinery warehouse at 60-62 Bayard Street ~1993--1965
Electric motor repair at 60-62 Bayard Street (west) ~1951-~1942
Filling station and gasoline tank at 415-417 Leonard Street ~1942.

<u>Comments</u>
The Site is protected by aluminum sheeting and a chain link fence with razor wire.
Pallets, tires, 5-gallon pails, vehicles, storage racks, scrap, bricks, storage containers, two small loaders, and an unimproved surface were observed at the lot.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	109
Block #	2722
Tax Lots	13, 15, 16
Address	72-74 Bayard Street
Name	None/Unknown/Star Metal Studio dell'arte
Land use	Industrial
Site Area	12,500



Building Information	
East	Unknown warehouse (76-78)
West	Open vehicle & storage
North	McCarren Park
South	Residential/Fire Department
Slope	Slight to north
# of Buildings	One at Lot 16
# of Floors	1
Facade	Brick
Notes	
Building Department records show 1 complaint for Lot 13, Lot 15 is not on file, and no records were identified for Lot 16.	
Sanborn addresses range from 69-71 Richardson St and 72-78 Bayard Street	

Historic Sanborn Map Notes	
Lot 13:	steel storage/machine shop (~1996~1965), lumber (~1951~1942), no information provided on 1916 to 1887 maps
Lot 15:	manufacturing (~1996~1981), lumber storage (~1951~1942), junk (~1916), 2nd hand lumber (~1905),
Lot 16:	manufacturing (~1996~1981), brass foundry (~1980~1942), junk (~1916), 2nd hand lumber (~1905), no information was provided on 1887 map.

Comments
Unsure of location - seems to be part of Lot 10.
Pallets, tires, 5-gal pails, vehicles, storage racks, scrap, bricks, storage containers,
2 small loaders, unimproved surface
Monitoring well to north of area. Wooden fence with razor wire.
Lot 15 is a 2 square foot lot, unsure of exact location.
Large overhead door in middle of building. Double entry to west, single entry to east.
Dumpster outside building, sewer vent. Monitoring well to northeast, in front of 76 Bayard

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	110
Block #	2722
Tax Lot	19
Address	417 Leonard Street
Name	None
Land use	Vehicle & Open Storage
Lot Area	5,000



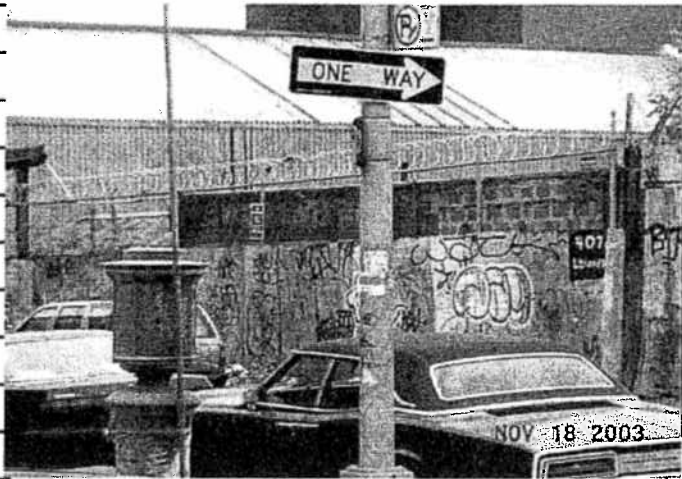
<u>Building Information</u>	
East	Vacant Storage/warehouse
West	Unknown Warehouse
North	4-story multiuse building
South	Parking possibly for Fire Dept.
Slope	Flat/east
# of Buildings	None
# of Floors	None
Façade	None
Notes	
Sanborn addresses are 415-417 Leonard Street.	
No Building Department records were identified.	

<u>Historic Sanborn Map Notes</u>
Container storage (~1996~1980)
Junk, vacant structure at the rear of the lot (~1979~1965)
No information (~1951)
Filling station/lumber/private garage with gasoline tank at the eastern side of the lot. (~1942)
Junk (~1916~1905)
Dwelling/stables (~1887)
<u>Nearby Historic Sites of Potential Concern</u>
Oil drum reclaiming at 407-413 Leonard Street (south) ~1996~1978
Brass Foundry at 76-78 Bayard Street ~1980~1942

<u>Comments</u>
The Site is secured by a chain link fence with razor wire above and aluminum sheeting. The Site is used for vehicle parking. The occupant is possibly J.V. Trading Ltd. which was written on the side of a truck that pulled up to the lot during the site reconnaissance. The Site is not viewable from Bayard Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	111
Block #	2722
Tax Lot	21
Address	407 Leonard Street
Name	None
Land use	Vehicle & Open Storage
Lot Area	10,000



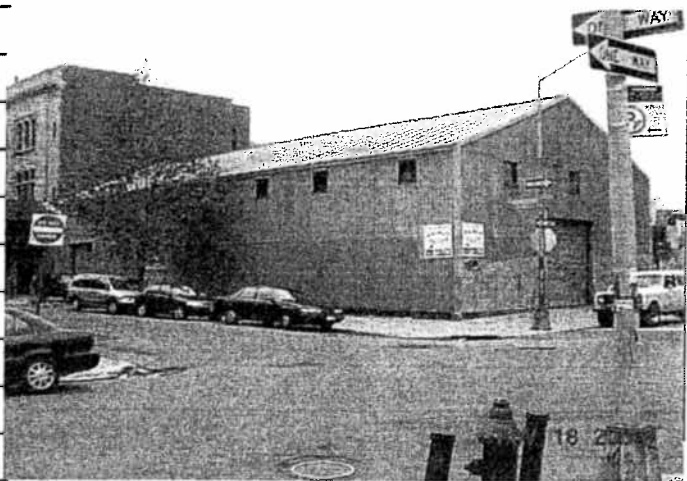
<u>Building Information</u>	
East	Core Apparel Inc.
West	Unknown warehouse - food - J.V. Trading ?
North	Vehicle and open storage
South	Unknown warehouse
Slope	Slightly east
# of Buildings	None
# of Floors	None
Façade	None
Notes	
Sanborn addresses are 407-413 Leonard Street.	
No Building Department records were identified.	

<u>Historic Sanborn Map Notes</u>
Oil drum reclaiming (~1996--1978)
Steel yard, shed (~1965)
No information (~1951)
Lumber & fire door storage yard (~1942)
Andrew Watson & Sons Inc. Iron Yard (~1916)
No information (~1905--1887)
<u>Nearby Historic Sites of Potential Concern</u>
Private garage and gas tank at 77 Richardson Street ~1996 ~1942
Brass Foundry at 76-78 Bayard Street ~1980--1942
Junk at 415-417 Leonard Street ~1979--1978.
Filling station and gasoline tank at 415-417 Leonard Street ~1942.

<u>Comments</u>
Listed Site
Graf Air Property, 407 Leonard Street - SQG with no violations
DL Brenner & Sons Inc., 407 Leonard Street - PBS USTs, closed and removed
Nearby Listed Site
Spill (Contaminated Soils During Tank Removal)
278 Fuel Stop- PBS UST (Unleaded, Diesel Fuel)

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	112
Block #	2722
Tax Lot	25
Address	79 Richardson Street
Name	None
Land use	Industrial
Lot Area	5,000



<u>Building Information</u>	
East	4-story multi use building
West	Fire Department
North	Parking possibly for Fire Dept.
South	2-story
Slope	Flat to east
# of Buildings	1
# of Floors	1
Façade	Aluminum
Notes	
Sanborn addresses are 85-79 Richardson Street	
No Building Department records were identified.	

<u>Historic Sanborn Map Notes</u>
Rag storage/private garage with a gasoline tank at the western end of lot (~1996-1965)
Lumber storage/private garage (~1951-~1942)
Blacksmith (~1916-~1905)
Dwelling/Soda Water Factory (~1887)
<u>Nearby Historic Sites of Potential Concern</u>
Oil drum reclaiming at 407-413 Leonard Street (north)
~1996-~1978
Filling station and gasoline tank at 415-417 Leonard Street
~1942.

<u>Comments</u>
Two monitoring wells are in the sidewalk in front of the Fire Department along Richardson Street.
There is a sewer vent along Richardson Street. Two large overhead doors were observed. The Site is available through Kalmon Dolgin. The Site appears to be abandoned or it is a storage shed. A monitoring well was observed to the east on Leonard Street.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	113
Block #	2723
Tax Lot	1
Address	87 Richardson Street
Name	Hold Down Dog Furniture Design/Fabrication
Land use	Industrial
Lot Area	10,000



Building Information	
East	NY Hospital Disposables, Inc.
West	Vacant warehouse(?) and parking
North	Care Apparel, Inc.
South	278 Fuel Stop Gas & Diesel
Slope	Northeast
# of Buildings	1
# of Floors	4
Facade	Brick
Notes	
Sanborn addresses are 87-99 Richardson Street and 396-402 Leonard Street.	
Building Department records show 21 violations, 1 complaint, 11 Environmental Control Board violations	

Historic Sanborn Map Notes
Manufacturing flat (~1996~1942)
Mostly unidentified/lumber storage building/shed (~1916)
Seldner & Enequist with an acid storage room (~1905)
Tin Foundry - Lewis & Egginton (~1887)
Nearby Historic Sites of Potential Concern
Filling station with 6 gas tanks at 90-100 Richardson Street (Block 2733, south) ~1996~1942
Nearby Listed Sites
Graf Air Property, 407 Leonard Street - SQG
Manhole, 87 Richardson Street - Spill
Gasoline station, 392 Leonard Street - PBS UST, Spill

Comments
Several companies are in the building including Anpol (3rd floor), Hold Down Dog (1st floor), Machetti (2nd floor), Monolith Productions (1st floor), MSR Color (1st floor), New York Orthopedic (4th floor), Sisters Lovin Oven (1st floor)
An overhead door and a double door is along Leonard Street. Several new vents were installed out of the building windows. A monitoring well was observed on the opposite side of Leonard Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	114
Block #	2723
Tax Lots	5, 7
Address	404 Leonard St/90-112 Bayard St
Name	None/Care Apparel, Inc.
Land use	Vacant Lot/Industrial
Lot Area	15,000



Building Information	
East	4-story multi-use. NY Hospital Disposables, Inc.
West	Junk/misc., Storage/Parking
North	John Ericsson Intermediate School
South	See Notes (1)
Slope	East
# of Buildings	None
# of Floors	NA
Facade	NA
Notes	

Sanborn addresses are 90-112 Bayard Street.
 (1) Kalmon Dolgin AFF Inc./ Hold Down Dog
 Furniture Design/Fabrication south of site.
 Building Department records show 1 violation for Lot 7, and Lot 5 was not on file.

Historic Sanborn Map Notes	
Lot 5:	Parking (~1965), stable (~1916), no information was provided on 1996 to 1978, 1951, 1942, 1905 and 1887 maps.
Lot 7:	Flat/manufacturing (~1996~1978), parking (~1965), manufacturing flats for woodworking, partially vacant (~1951), manufacturing flats for woodworking/two stores/wagon shed (~1942), garage/wagon shed/stable (~1916) mostly vacant/dwelling/stable (~1905), Manhattan Branch Rail line crosses lot (~1887)
Nearby Historic Sites of Potential Concern	
Sedner & Enquist Mfg. Chemist at 87-95 Richardson ~1905.	
Nearby Listed Site	
Bayard St./Leonard St.- Spill (Sheen in Con-Edison sump)	

Comments
Lot 5 is a vacant lot and is not sewered. A vent from Lot 1 is directed to this lot. Refuse was observed in the lot.
At Lot 7, a vent was observed out the window on Leonard Street. A possible boring exists on sidewalk off Leonard Street. Pipes exist off the Bayard Street side of the building near the Leonard Street intersection. Roof drains were observed. Two large bay overhead doors exist off Bayard Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	Concern within 400 feet of Site
Site #	115
Block #	2723
Tax Lots	29, 30
Address	415-417 Manhattan Avenue
Name	None/2-story residential - None
Land use	Vacant Building/Residential
Lot Area	5,000



Building Information	
East	2 and 3 story residential/parking
West	Eli Fried, Inc.
North	Polska Gazetta/ 2 Story Office
South	2-story residential
Slope	Slight to east
# of Buildings	One on each lot
# of Floors	One at Lot 29, two at 30
Facade	Stone and brick
Notes	
Building Department records show 1 complaint for Lot 30, no files were identified for Lot 29.	

Historic Sanborn Map Notes
Lot 29: Manufacturing flat (~1996~1978), garage (~1942), Manufacturing flat (~1965)
barrel storage (~1916), shed (~1905), no information provided on 1951 and 1887 maps.
Lot 30: Residence (~1996~1986), dwelling (~1983~1887)

Comments
The building at Lot 29 is served by gas. A large overhead door, two personal entry doors, and a roof drain were observed. The building may not be vacant.
At Lot 30, a sewer vent and a gas line to the adjacent (east) building was observed.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	Concern on Adjacent Lot
Site #	116
Block #	2723
Tax Lots	33, 36
Address	391 Meeker/113 Richardson
Name	Tonka Towing Service/Al-Noor Live Halal Poultry
Land use	Automotive/Industrial
Lot Area	5,458



Building Information	
East	2-3 story residential/commercial
West	3-story residential
North	3-story residential
South	BQE - underpass parking
Slope	slight to north
# of Buildings	One on each lot
# of Floors	One at each
Façade	Brick and concrete
Notes	

Sanborn addresses are 391-401 Meeker Avenue and 113 Richardson Street.

Building Department records show 3 violations and 3 complaints for Lot 33, 4 complaints and 4 Environmental Control Board violations for Lot 36.

[illegible]

Comments

At Lot 33, two large overhead doors exist on the Meeker Avenue side of the building. Drums of waste oil were observed inside the overhead door. A dumpster was also observed inside the overhead door. Sewer vents were observed along the Meeker Avenue side of the building. The site occupant is also LT Automotive Custom Collision Repair & Towing.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	117
Block #	2723
Tax Lots	37, 38
Address	101-111 Richardson Street
Name	Kalmon Dolgin AFF Inc.
Land use	Residential/Industrial
Lot Area	17,500



Building Information	
East	Al Noor Live Halal Poultry
West	4-story multi-use building
North	El Fried, Inc.
South	BQE underpass/A-1 Truck & Auto Repair
Slope	Northeast
# of Buildings	One on Lot 37, 3 on lot 38 (4 total)
# of Floors	3 at lot 37, 1 & 2 at lot 38
Facade	Brick
Notes	
Sanborn addresses are 97-111 Richardson Street.	
Building Department records show 1 violation and 1 complaint, and an oil burner application (1960) for Lot 37, and 4 violations for Lot 38.	

Historic Sanborn Map Notes	
Lot 37: Store (~1996--1951), store/dwelling (~1942--1916), dwelling (~1905), no information provided on 1887 map.	
Lot 38: Manufacturing flat and commercial-portion contains a spray booth (~1996--1965), manufacturing flat and storage (~1951--1942), Sash and Door Company/lumber shed/unidentified buildings (~1916), stables at rear of lots (~1905), Manhattan Branch Rail Line crosses lot (~1887)	
Nearby Historic Sites of Potential Concern	
Filling station with 6 gas tanks at 90-100 Richardson St (Block 2733, south) ~1997--1942. Sedner & Enquist Mfg. Chemist at 87-96 Richardson St ~1905.	

Comments
Lot 37 consists of a closed store on first floor and residences on the second and third floors.
At Lot 38, two buildings exist in the front of the lot and are occupied by Brooklyn Fire Proof Sash & Door Company.
One building appears to be derelict and/or vacant and the other contains NY Hospital Disposal, Inc. The rear one-story building is occupied by Kalmon Dolgin. A roll-up door exists on the NY Hospital Disposables building. An asphalt parking lot exists in front of Kalmon Dolgin which is secured by a chain link fence with barbed wire. A dumpster exists in the parking area.
Listed Site - Israel M Dolgin Associates, 101 Richardson Street - PBS AST in service 5,000 gallon fuel oil tank.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/12/2003
E-Designation	On-Site Concern
Site #	118
Block #	2296
Tax Lot	14
Address	100 North 11th Street
Name	Brooklyn Brewing and others
Land use	Industrial/Residential
Lot Area	45,000



Building Information	
East	6-story former manufacturing
West	KCDC Skate Shop, Creations ⁽²⁾
North	6-story Residential
South	Allan Zipper Mfg Corp. 70 Berry ⁽¹⁾
Slope	North
# of Buildings	6
# of Floors	Multiple floors
Facade	Brick, cinder block/concrete
Notes	
Sanborn addresses are 50-64 Berry Street, 100-118 North 11th Street and 103-117 North 10th Street	
Building Department records show 44 violations, 13 complaints, 9 Environmental Control Board violations	
Nearby Listed Sites	
Campbell Residence - 120 Bedford Avenue, Spill	

Historic Sanborn Map Notes	
Docks/warehouse and bottling with two gasoline tanks (~1996--1965)	
American Beverage Corp. with two gasoline tanks in a garage (~1951~1942)	
Hecla Iron Works - machine shop, plating (~1916--1887)	
Nearby Historic Sites of Potential Concern	
J.S. & W.P. Eakins - dry pulp and color manufacturing at 49-63 Berry Street (Block 2297, east) ~1965--1942.	
NY Quinine & Chemical Works Inc. at 99-117 North 11th Street (Block 2289, north) ~1951--1887	
Register and Grill Manufacturing at 110-124 North 10th Street (Block 2303, south) ~1942	
Tuttle & Bailey Manufacturing at 80-98 North 11th St (west) and 98-124 North 10th St (Block 2303, south) ~1916--1887	

Comments
Stacks and vents exist on the roof of the 3-story building. The Site is used as a beer warehouse for Brooklyn Beer.
Roof drains and vent were observed on the sidewalk along Berry Street. A large overhead door exists on the Berry Street side of the 3-story building. A fuel oil fill and vent exists on the North 10th Street side. Roof drains and two medium size overhead doors were observed. Inner Gaze (2nd floor) Furniture and Immaculate Construction are at North 10th Street. At 118 North 11th Street is a warehousing and bottling center including a rectifier and bottler, with residences above.
(1) Allan Zipper - Mar K Slide Fastener, Excel zipper, Archer Products (718) 486-7602-3-4
(2) Beacon's Closet - Buy, sell, trade clothing. 88 N. 11th - 90 N. 11th - Available

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	119
Block #	2297
Tax Lot	5
Address	55 Berry Street
Name	Former Manufacturing - Derelict/Renovation
Land use	Industrial/Residential
Lot Area	15,550



<u>Building Information</u>	
East	Parking (empty)
West	Brooklyn Brewery Warehouse
North	5-story residences
South	Garage/parking
Slope	North
# of Buildings	2
# of Floors	6 and 1
Façade	Concrete, brick, metal
Notes	
Building Department records show 23 violations, 6 complaints, 11 Environmental Control Board violations.	
Sanborn address are 49-59 Berry Street	
Listed Site - A&M Teitelbaum, 55 Berry Street -	
PBS AST (in service 4,000 gallons of No. 5 or 6 oil),	
Spills #9514403, #9514404, ERNS	

<u>Historic Sanborn Map Notes</u>
Loft with two elevators, boiler room, engine room (~1996-~1978)
JS & WP Eakins Dry and Pulp Color Manufacturing - two elevators, boiler room, engine room (~1965--1942)
No information (~1916)
S.E. & M Vernon Blank Book Factory, machine shop (~1905)
No information (~1887)
Nearby Historic Sites of Potential Concern
Acid tanks and wood vat at 128 North 11th St (east) ~1965
Gasoline tank at 51 Berry Street (south) ~1951--1942.
NY Quinine & Chemical Works at 34-48 Berry Street (north) ~1951--1942
Helca Iron Works at 50-67 Berry Street (Block 2296, west) ~1916--1887

<u>Comments</u>
Windows are being blown out of the second floor. The third and fourth floors have open (broken) windows. A large overhead door and a loading dock are on North 11th Street. Two private entry doors were observed. A large stack and chutes or vents are on the south side of the building. Vaults exist in the floor of the 1-story building. A possible abandoned boring was observed in the sidewalk off Berry Street.
Nearby Listed Sites
Con Edison - FINDS, Marshall Wittson - FINDS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	120
Block #	2297
Tax Lot	1
Address	61 Berry Street
Name	None - Parking (N 11th)
Land use	Automotive
Lot Area	29,450



Building Information	
East	5-story residential/manufacturing
West	Brooklyn Brewery Warehouse
North	Former manufacturing (vacant)
South	3 residences (1 derelict) 2 garages ⁽¹⁾
Slope	North
# of Buildings	1
# of Floors	1
Facade	Cinder block
Notes	

Lot should include parking at 125 North 10th Street.

Listed Site

Takahashi, 125 North 10th St - PBS UST, LQG

Unnamed facility, 61 Berry Street - Spill #9902614

Sanborn addresses are 61-63 Berry Street and

119-137 North 10th St., and 128-138 North 11th St.

Historic Sanborn Map Notes
Bus parking/warehouse (~1996~1992)
No Information (~1991~1978)
Acid tanks and 2 wood vats, contents unknown (~1965)
Storage/gasoline tank and private garage (~1951~1942).
No information (~1916)
Store/dwelling/storage/compound/silk mill (~1905)
No information (~1887)

Nearby Historic Sites of Potential Concern

Helca Iron Works at 50-67 Berry Street (Block 2296, west)
 ~1916~1887.

Comments

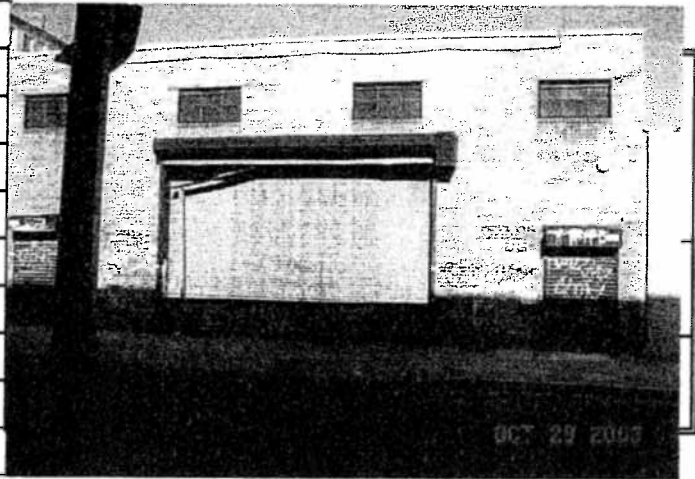
There is a catch basin in the parking lot, which has an asphalt surface. A trailer exists on the North 10th Street side of the lot, which appears to be derelict. A pump island, loading dock, and plastic drums were observed toward the southwest side of the lot. Two large bay doors are behind the building and piles of tires and small concrete boxes are in the sidewalk to the south. A roll-up door is along Berry Street.

Building Department records show nine violations and one Environmental Control Board violation.

(1) Or warehouses

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	Concern within 400 feet of Site
Site #	121
Block #	2298
Tax Lot	31
Address	165 North 10th Street
Name	None/Unidentified
Land use	Industrial
Lot Area	5,000



<u>Building Information</u>	
East	Unidentified warehouse
West	Residence/store
North	Unidentified warehouse
South	Unidentified warehouse
Slope	To east
# of Buildings	1
# of Floors	2
Façade	Brick
Notes	
Sanborn addresses for Lot 13 are 165-167 North 10th	
Building Department records show one violation.	

<u>Historic Sanborn Map Notes</u>
Warehouse (~1996~1978)
Parking (~1965~1942)
Vacant/unidentified structure (~1916)
Vacant and no information (~1905)
No information (~1887)
Nearby Historic Sites of Potential Concern
garage west of lot (~1996-1965)
gas tank and pump installations west of site (Block 2305, ~1951)
auto repair west of site (Block 2305, ~1942)
Manhattan Kreole Products Co. - shoe polish manufacturer west of lot (Block 2305, ~1951-1942)
American Star Cork Co. Inc - metal stamping west of site (Block 2305, ~1996-1916)
Rare Earth Chemical Co. west of site (Block 2305, ~1916)

<u>Comments</u>
An overhead door is along North 10th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	Concern on Adjacent Lot
Site #	122
Block #	2298
Tax Lot	29
Address	175 North 10th Street
Name	Unidentified Warehouse
Land use	Residential
Lot Area	5,000



Building Information	
East	Unidentified warehouse
West	See Comments
North	Unidentified warehouse
South	Unidentified warehouse/junk yard
Slope	To east
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Sanborn addresses of Lot 29 are 169-171 North 10th Street. This is consistent with NYC Building Dept. Land use, given address, and the address on the side of the building are not consistent with NYC Building Dept. and Sanborn maps. No Building Department records were identified.	

Historic Sanborn Map Notes	
Flat with loft (~1996~1965)	
Storage of cans and bottles in cartons (~1951)	
Bottle storage (~1942)	
Sawing, maybe part of Phenix Tube Co. (~ 1916)	
Morris Little and Son - sheep dip manufacturing (~1905)	
Vacant 1 & 2 story building (~1887)	
Nearby Historic Sites of Potential Concern	
gas tank and pump installations west of site (Block 2305, ~1951)	
auto repair west of site (Block 2305, ~1942)	
Manhattan Kreole Products Co. - shoe polish manufacturer west of lot (Block 2305, ~1951-1942)	
American Star Cork Co. Inc - metal stamping west of site (Block 2305, ~1996-1916)	
Rare Earth Chemical Co. west of site (Block 2305, ~1916)	

Comments	
Roof vents were observed on the east and west sides of the building.	
An overhead door exists along North 10th Street.	
-	
West of lot occupied by NCK Distributors, Normandy Furniture, and Fred Flare Inc.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/28/2003
E-Designation	On-Site Concern
Site #	123
Block #	2298
Tax Lot	13
Address	174 North 11th Street
Name	Perfect Circle Metal Works
Land use	Industrial
Lot Area	10,000



Building Information	
East	Store
West	Unidentified warehouse
North	Vacant
South	New construction/store
Slope	To east
# of Buildings	1
# of Floors	1 and 2
Façade	Plaster
Notes	
Sanborn addresses are also 174-180 North 11th Street.	
Building Department records show one violation.	

Historic Sanborn Map Notes
Warehouse/manufacturing flat (~1996-~1965)
Fish smoking and storage (~1951-1942)
Phenix Tube Co. - gas producer (~1916-~1905)
No information (~1887)
Nearby Historic Sites of Potential Concern
Reichhold Chemicals Inc. Color Division northeast of lot (~1996-1942)
F.L. Lavanburg Atlantic Color Works northeast of lot (~1905)
Royal Switchboard Co. south of lot (~1951)

Comments
Roof vents exist on the building.
A vent pipe was observed along North 11th Street.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	124
Block #	2298
Tax Lot	21
Address	470 Driggs Avenue
Name	Liberty Valance and Blinds
Land use	Industrial
Lot Area	10,000



Building Information	
East	Unidentified warehouse
West	Unidentified warehouse
North	Store
South	New office building
Slope	To east
# of Buildings	1
# of Floors	1
Façade	Brick/masonry blocks
Notes	
Sanborn addresses are 472-480 Driggs Avenue.	
No Building Department records were identified.	
Address on Environmental Assessment Statement	
(470 Driggs Avenue) is for Lot 17	

Historic Sanborn Map Notes
Manufacturing (~1996--1991)
Auto repair (~1989--1987)
Royal Switchboard Co. - warehouse and manufacturing
(~1986--1951)
Garage with gasoline tank (~1942)
Phenix Tube Co., tube carving (~1916)
DJ Moussette machine shop/John Colligan Cooperage/
Igoe Bros. - nail and wire storage (~1905)
No information (~1887)
Nearby Historic Sites of Potential Concern
Auto body shop - south of site (~1996-1978)
Machine shop - south of lot (~1942-1916)

Comments
Roof vents exist on the building.
A gas vent pipe was observed along Driggs Avenue and second gas vent pipe is at the corner of Driggs Avenue and North 10th Street. Two other pipes are along Driggs Avenue. These other pipes are possibly vent pipes.
An oil fill port that was sealed with concrete was observed in the sidewalk.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/28/2003
E-Designation	Concern on Adjacent Lot
Site #	125
Block #	2299
Tax Lot	1
Address	475 Driggs Avenue
Name	TMB Plumbing
Land use	Industrial
Lot Area	20,000



Building Information	
East	Unidentified warehouse
West	Unidentified warehouse/store
North	Unidentified warehouse
South	Church
Slope	To east
# of Buildings	2
# of Floors	1
Facade	Brick
Notes	

Sanborn map addresses are 457-479 Driggs Avenue, 191-199 North 10th Street, and 192-200 North 11th Street.

Building Department records show 3 violations and 2 Environmental Control Board violations.

Historic Sanborn Map Notes	
Office/warehouse/storage (~1996~1965)	
Linde Air Products - oxygen production, oxygen holder, automotive (~1951~1916)	
Wagon shed/barrel storage and cooperage (~1905)	
Whitnum Galvanizing Works/lumber storage and tinsmith (~1887)	
Nearby Historic Sites of Potential Concern	
Auto repair northwest of lot (Block 2298, ~1989~1987)	
Auto repair southwest of lot (Block 2306, ~1978)	
Private garage southwest of lot (Block 2306, ~1965~1951)	
Machine shop southwest of lot (Block 2306, ~1942~1916)	
Gas tank south of lot (Block 2306, ~1942)	

Comments
Roof vents were observed on the building.
A loading dock exists along North 10th Street.
The lot is fenced.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	126
Block #	2299
Tax Lot	9
Address	204 North 11th Street
Name	Unidentified Warehouse
Land use	Industrial
Lot Area	38,000



Building Information	
East	Unidentified warehouse
West	Unidentified warehouse
North	Unidentified warehouse
South	Unidentified warehouse
Slope	To east
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	

Sanborn addresses are 202-226 North 11th Street,
201-207 North 10th Street, and 10-18 Roebling
Street.
No Building Department records were identified.

Historic Sanborn Map Notes
Import warehouse/office (~1996~1965)
Pfizer & Co. - manufacturing, chemists warehouse (~1951)
Not identified, shed, and storage (~1942 - ~1916)
Two gas tanks on lot (~1942), maybe part of Linde Air
Carriage House and unidentified Structures (~1905)
Whitnum Galvanizing/lumber storage/office/dwelling/foundry (~1887)
Nearby Historic Sites of Potential Concern
Auto repair southeast of lot (Block 2300, ~1996~1978)
Auto repair southwest of lot (Block 2306, ~1978)
Private garage southwest of lot (Block 2306, ~1965~1951)
Truck/auto body building northeast of lot along N11th (Block 2292, ~1951~1942)
Simplex Adjustable Brass Form Co. northeast of lot (Block 2292, ~1916)

Comments
Roof vents were observed on the building.
An overhead door exists on North 10th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	127
Block #	2299
Tax Lot	21
Address	215 North 10th Street
Name	See Notes
Land use	Industrial
Lot Area	18,000



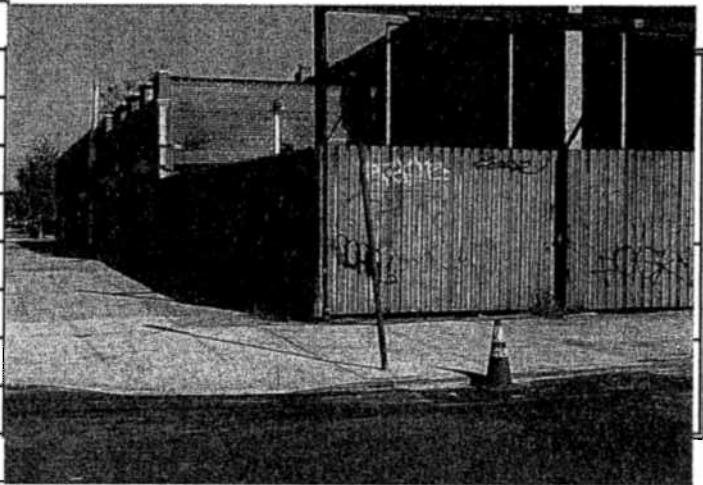
Building Information	
East	Junk yard
West	Unidentified warehouse
North	Unidentified warehouse
South	Unidentified warehouse
Slope	East
# of Buildings	2
# of Floors	1
Facade	Masonry blocks/plaster
Notes	Multiple occupants include: Zamron Industries, Kanto Towing, and A.W. Woodworking.
No Building Department records were identified.	
Sanborn addresses are 209-225 North 10th Street and 20-26 Roebling Street.	

Historic Sanborn Map Notes
Manufacturing/parking/warehouse/office - includes chemical warehouse, varnish research, paint storage, gas tank (~1996- ~1905)
Whitnum Galvanizing/dwellings and storage (~1887)
Nearby Historic Sites of Potential Concern
Longman and Martinez Paint south of lot (~1965~1905)
gas tank south of lot (~1951~1942)

Comments
The southeast corner of the lot is enclosed by a corrugated steel fence. The lot appears to be used for storing building supplies and equipment.
Listed Site
Robinson Brothers Industries, 215 North 10th Street - CBS AST, hydrochloric acid, ammonium hydroxide, nitric acid

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	128
Block #	2300
Tax Lots	1, 5
Address	5-23 Roebling Street
Name	J Tuomey Truck Parts/Manufacturing
Land use	Industrial
Lot Area	7,500



<u>Building Information</u>	
East	Warehouse and Residence
West	See Notes (1)
North	Small Park
South	Prime Food Processing
Slope	Slightly east
# of Buildings	One on each lot (2 total)
# of Floors	One floor for both buildings
Façade	Brick
Notes	

Sanborn address is 5-23 Roebling Street, 227 North 10th Street, and 228-230 North 11th Street.
 (1) Zamron Industries, Kantoz Towing, and A.W. Woodworking, and unidentified warehouse west of site.

<u>Historic Sanborn Map Notes</u>
Lot 1: Commercial (~1996~1981), two stores (~1980-~1942) dwelling/stable (~1916~1905), no information was provided on the 1887 and a portion of the 1996 to 1981 maps.
Lot 5: Auto repair (~1996~1978), furniture warehouse (~1965), motor freight station/trucking with 2 gas tanks (~1951), A. Robinson Wagon Mfg. (~1942~1916), Scranton and Lehigh Coal/Wagon House (~1905), unidentified structure (~1887)

Nearby Historic Sites of Potential Concern

Dry color and paint northwest of lot (Block 2299, ~1916-~1905)
 Paint factory west of lot (Block 2306, ~1965~1887)

Listed Site

J. Tuomey Truck Repair, 5 Roebling Street - waste oil AST

Comments

At Lot 1, a roof vent was observed on the building. A small building exists in the rear of the lot. The majority of the lot is open and fenced in by corrugated steel sheeting. Junked vehicles and a forklift were observed inside the fencing.
 At Lot 5, roof and wall vents were observed. Staining was observed on the wall at the wall vent. Active manufacturing was observed inside the building. Overhead doors exist on the Roebling Street and North 10th Street sides of the building.
 Building Department records show 2 violations for Lot 1, and 2 violations, 3 complaints, and 1 Environmental Control Board violation for Lot 5.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	129
Block #	2300
Tax Lots	20, 26
Address	235-249 North 10th Street
Name	T. Quick Auto Body/Rappaport Bottle
Land use	Automotive/Industrial
Lot Area	23,775



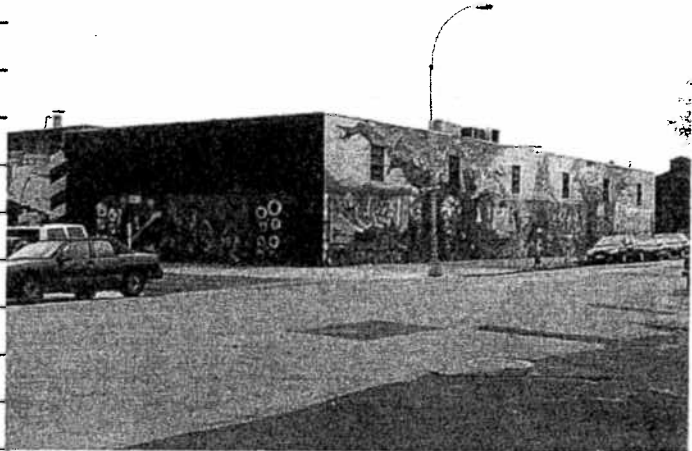
Building Information	
East	Manhattan Chocolate
West	J Tuomey Truck Parts
North	Industry
South	Prime Food Processing
Slope	Slightly east
# of Buildings	One on each lot (2 total)
# of Floors	One for each building
Facade	Brick & plaster
Notes	Overhead doors exist on the North 10th Street side for both buildings (2 total)
Sanborn addresses are also 229-249 North 10th and 567-575 Union Avenue.	
Building Department records show 2 violations and an oil burner application (1946) for Lot 20, and 1 complaint for Lot 26.	

Historic Sanborn Map Notes
Lot 20: Auto repair, trimming and painting (~1996--1916), No information provided on the 1905 and 1887 maps.
Lot 26: Bottle warehouse/storage (~1996--1942), garage for 10 cars/vacant (~1916), Scranton and Lehigh Coal Co. (~1905), unidentified structure (~1887)
Nearby Historic Sites of Potential Concern
Fur dressing to the south (Block 2307, ~1978--1942)
Chemical Co Works southwest (Block 2307, ~1916--1905)
Auto repair to the north (~1996-1978)
Motor freight station to the north (~1951-1942)
Two gas tanks to the north (~1951-1942)
Nearby Listed Sites
J. Tuomey Truck Repair 5 Roebling St, PBS AST- Used Oil

Comments
At Lot 20, roof vents and drains were observed.
Two vent pipes and fill ports were observed in the sidewalk along North 10th Street. Visible signs of staining exist around the fill ports.
A vault door exists along North 10th Street.
A catch basin exists in the sidewalk along the north side of building.
Forklifts were observed in use at Lot 26.
Roof vents and drains were observed at Lot 26.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	130
Block #	2731
Tax Lot	1
Address	580 Union Avenue
Name	Manhattan Chocolate
Land use	Industrial
Lot Area	27,500



Building Information	
East	PHB File Woodworking
West	T Quick Autobody
North	Residence & Café/vacant, 1-9 St Cono Strada
South	Abbe Engineering Inc.
Slope	South
# of Buildings	1
# of Floors	1 & 2
Facade	Brick/ masonry blocks
Notes	
Sanborn addresses are 568-590 Union Avenue, 2-16 Richardson Street, and 1-7 Frost Street	
Building Department records show 3 violations and an oil burner application (1956).	

Historic Sanborn Map Notes
Warehouse (~1996~1978)
Parking/office/storage/wholesale groceries/sheds/ manufacturing/dwelling/cabinet manufacturing (~1965)
Two stores/storage/three dwellings/winery & rectification/ cabinet manufacturing (~1951)
Store/dwellings/Murcott & Campbell File Works including file cutting, file hardening and forge room (~1942~1887)

Comments
Several 55 gal drums were at the southeast corner of the lot. There is a chocolate odor at the lot.
Several roof vents are at the southwest corner of the building.
There is a dumpster in the lot. An exhaust fan is at the southwest corner of the building.
A roof vent is at the center of the building. A steel vault or plate is in the lot.
A vent pipe and fill port that is sealed with concrete was observed along Frost Street.
A parking lot is on the side of the lot, and an overhead door is near the southeast corner.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	131
Block #	2731
Tax Lots	44, 45, 47
Address	11-17 Frost Street
Name	Manhattan Chocolate parking and storage/unidentified warehouse
Land use	Industrial
Site Area	10,000



Building Information	
East	Storage, 19 Frost Street
West	Manhattan Chocolate
North	Unidentified manufacturing/ Manhattan Chocolate
South	Abbe Engineering Inc
Slope	West-southwest
# of Buildings	One at each lot (3 total)
# of Floors	One at each lot
Facade	Brick
Notes	Lot 45 is an addition on Manhattan Chocolate and consists of an asphalt and concrete surfaced open lot in front of the building. Sanborn addresses are 11-17 Frost Street. Building Department records show 1 violation and an oil burner application (1949) for Lot 44 and 2 violations for Lot 45, no records identified for Lot 47.

Historic Sanborn Map Notes	
Lot 44:	manufacturing (~1996~1986), club (~1983~1965), machine shop (~1951), private garage (~1942), dwelling (~1916~1887)
Lot 45:	manufacturing (~1996~1965), auto repair shop (~1951), storage (~1942), dwelling/blacksmith (~1916~1905), dwelling (~1887)
Lot 47:	cabinet manufacturing (~1965~1951), dwelling (~1905~1887), no information provided on 1996 to 1978, 1942 and 1916 maps
Listed Site	P & G Photo Engraving, 17 Frost St - SQG, FINDS

Comments
An oil fill hole and vent pipe were observed near the southwest corner of Lot 44. A roof vent was observed at the west central side of roof.
Pallets, a truck and some scrap metal are stored on lot 45.
A roof vent was observed at northeast corner of structure at Lot 45.
An oil fill port and vent pipe were observed about 5 feet from the southwest corner of lot 45.
A passive vent along east wall of Lot 47.
A vent pipe and fill port filled with concrete were observed about 15 feet west of lot

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	132
Block #	2731
Tax Lots	38, 41
Address	21-23 Frost Street
Name	Parking and Storage/Residence
Land use	Parking/Residential
Lot Area	6,225



Building Information	
East	Residence, 29 Frost Street
West	Residence, 19 Frost Street
North	Residence/Parking 20 St Cono Strada
South	Unidentified Warehouse, 22-28 Frost Street
Slope	To west
# of Buildings	One at lot 41
# of Floors	2
Facade	Vinyl siding
Notes	Weathered asphalt lot with some vegetated growth at lot 38.
Building Department records show oil burner applications for lots 38 and 41 (both 1957).	

Historic Sanborn Map Notes	
Lot 38:	Parking/commercial with the lot occupies a portion of larger parking area (~1996~1978), parking (~1965), private garage (~1951), dwelling (~1887), no information was provided on 1942 to 1905 maps.
Lot 41:	Residential/parking with parking at the northern end of the lot. Lot occupies portion of larger parking area (~1996~1978), dwelling/parking (~1965), dwelling (~1951-~1887), Blacksmith at rear of lot ~1905~1887.

Comments
A trailer, 2 cars, delivery van, and small excavator are stored on Lot 38. Some scrap metal is also stored on the lot.
A dumpster was observed on Lot 38. A fill port and vent pipe exist approximately 5 feet east of the lot at 21 Frost Street (Lot 41).
At Lot 41, a chimney and roof vent exist at the northeast corner. Stairs along the sidewalk lead to a basement apartment.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	Concern on Adjacent Lot
Site #	134
Block #	2732
Tax Lot	33
Address	53 Frost Street
Name	Unknown
Land use	Industrial/Residential
Lot Area	5,000



Building Information	
East	Unknown former manufacturing
West	2-story manufacturing loft
North	Residential
South	2 & 3 story residential
Slope	Flat
# of Buildings	2
# of Floors	1 and 2
Façade	both are brick
Notes	
Building Department records show one complaint and one Environmental Control Board violation.	
Sanborn addresses range from 51-52 Frost St	

Historic Sanborn Map Notes	
Residential/commercial with an unidentified structure in the back of the lot (~1996~1986)	
Dwelling (~1983~1905) with rags and junk stored at the back of lot ~1983~1916 and bottle washing at the rear of the lot ~1905.	
Dwelling, no other information (~1887)	
Nearby Historic Sites of Potential Concern	
Auto Repair at 49-51 Frost St ~1996~1942.	
550 gal. gasoline tank west of lot ~1983~1942.	
Newman Dry Cleaning Co. at 59-69 Frost St (south) ~1951~1942.	
Inos Gregory Galvanizing Works at 65-69 Frost St (east) ~1905.	
M. Reynolds Brass Foundry at 61-59 Frost St (west) ~1905	

Comments
The building has a large overhead door and a personal entry door.
The site includes a 2-story residential building at 55 Frost Street.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	135
Block #	2732
Tax Lot	5
Address	68 Richardson Street
Name	none
Land use	Industrial/Residential
Lot Area	6,900



Building Information	
East	5-story Residential
West	3-bay Private Garage/Residential
North	Engine Rebuilders, 2-story residential
South	Unidentified Garages/Warehouses
Slope	Flat to west
# of Buildings	3
# of Floors	One is 4, Two are 3
Facade	Brick
Notes	
Sanborn addresses are 62-68 Richardson Street.	
Building Department records show 3 violations, 4 complaints and 3 ECB violations.	
Listed Site	
Unnamed facility, 68-70 Richardson Street - PBS	
UST, leaking tank	

Historic Sanborn Map Notes	
Loft (~1996-~1951)	
Einstern Manufacturing Co. with private garage in the rear of the lot, closed in 1916 (~1942-~1916)	
M. Reynolds Brass Foundry with machine shop and stamping press (~1905)	
No information (~1887)	
Nearby Historic Sites of Potential Concern	
Newman Dry Cleaning Co. at 59-69 Frost St (south) ~1951-~1942.	
Inos Gregory Galvanizing Works at 65-69 Frost St (east) ~1905.	

Comments
The middle building was constructed later and may have been an alley between two other buildings.
Access to the basement of the building is from 70 Richardson Street. Roof drains were observed. The basement also has access from 68 Richardson Street. Dumpsters, storage, and a sink were observed at the ground floor of the middle building - deliveries are received in this area. The building has gas service.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	136
Block #	2732
Tax Lots	27, 30
Address	59-65 Frost Street
Name	MJK Inc./none
Land use	Industrial
Lot Area	15,000



Building Information	
East	One Stop Bus Shop
West	2-story residential
North	Residential
South	BQE/underpass-car storage/ 64 Frost St and wood shop
Slope	Flat to west
# of Buildings	One building occupies both lots
# of Floors	1
Façade	Concrete over brick
Notes	
Sanborn addresses are 59-69 Frost Street.	
Building Department records show 1 complaint and 1	
Environmental Control Board violation for Lot 27 and	
2 Environmental Control Board violations for Lot 30.	

Historic Sanborn Map Notes	
Lot 27:	Ratelli Riccatto Inc. Co. lot occupies a portion of a larger facility lot used for storage (~1996~1965), Newman Dry Cleaning Co. Inc. lot occupies a portion of a larger facility (~1951~1942), Manhattan Shoddy Mills (~1916), Inos Gregory Galvanizing Works garage and acid works at site (~1905), no information provided on 1887 map.
Lot 30:	Ratelli Ricatto Inc. Co., lot occupies portion of a larger facility used for cloth sorting and bailing (~1996~1965), Newman Dry Cleaning Co. Inc., with shipping, lot occupies a portion of a larger facility (~1951~1942), rag storage (~1916), M. Reynolds Brass Foundry with machine shop, brass refinery (~1905~1887)

Comments
Lot 27 consists of a food warehouse - vegetables, fruit. A gas vent exists in the sidewalk. Two truck bays exist at the lot. A dumpster was observed inside the building. Roof drains were also observed.
At Lot 30, there are large overhead doors and three personal entry doors.
Operations at Lot 30 may be part of MJK, Inc., but the building is probably vacant. A PVC roof drain was observed.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	137
Block #	2733
Tax Lots	6, 7, 10
Address	390-392 Leonard/100 Richardson
Name	None/A-1 Truck Repair
Land use	Residential/Automotive
Site Area	10,323



Building Information	
East	BQE and underpass parking
West	Factory Outlet - Ricatto.com
North	Hold Down Dog Furniture/Kalmon Dolgin, residential, poultry
South	Residence
Slope	Flat
# of Buildings	One at each lot (3 total)
# of Floors	2 plus basement at Lot 6, one at lots 7 and 10
Facade	Vinyl at Lot 6, metal at lot 7, concrete at Lot 10
Notes	
Building Department records show 1 complaint at Lot 6, 14 violations, 1 complaint, and 1 ECB violation at Lot 7, and Lot 10 is not on file.	

Historic Sanborn Map Notes	
Lot 6:	residence (~1996~1942), lumber yard (~1916), soap factory (~1905), vacant (~1887)
Lot 7:	gasoline station (~1996~1942), lumber yard (~1916), soap factory (~1905), vacant (~1887)
Lot 10:	gasoline station (~1996~1942), lumber yard (~1916), soap factory (~1905), vacant (~1887)
Listed Site	
Unnamed facility, 392 Leonard Street - Closed Spill	
278 Fuel Stop, 392 Leonard Street, PBS USTs in Service	
Nearby Listed Sites	
101 Richardson- PBS AST	

Comments
Lot 6 has a sewer vent in front of the lot and access to basement.
Lot 7 is also known as 278 Fuel Stop Gas & Diesel and has stained areas along Leonard Street, where absorbant material was recently applied.
Lot 10 is an inspection center for light and heavy duty vehicles. There are gas tanks between pump islands and building and gasoline fill lines along Richardson. There is a 3-bay repair at the rear of the building with stained surfaces and a sheen on a puddle next to the curb.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	138
Block #	2734
Tax Lots	3, 4, 5, 7, 11
Address	Manhattan & Meeker Ave/Richardson
Name	Residence/Supreme Quilting/Beverage World/Tony's Auto
Land use	Residential/Industrial/Automotive
Site Area	17,855



Building Information	
East	Residential
West	BQE and underpass/parking
North	BQE and underpass/parking
South	Residential Parking/Supreme Quilting
Slope	Slight to south
# of Buildings	1 at each lot, 5 total
# of Floors	2 floors at Lot 3, one at other lots
Facade	Vinyl siding at Lot 3, brick at others
Notes	
No Building Department records were identified for	
Lots 3, 4, and 5, 10 violations and 1 Environmental	
Control Board violation at Lot 7, and 3 violations for	
Lot 11.	
Sanborn addresses range from 406-410 Manhattan	
Ave. 412-402 Meeker Ave. and 134-138 Richardson St	

Historic Sanborn Map Notes	
Lot 1:	dwelling (~1996--1887)
Lot 4:	manufacturing flat (~1996--1951), illegible works (~1942), sheds/skin dressing (~1916), sheds with use not legible (~1905), stable/fur finishing (~1887)
Lot 5:	manufacturing flat (~1996--1951), dwelling/store (~1942), dwelling (~1916--1905), vacant (~1887)
Lot 7:	commercial (~1996--1978), used auto sales (~1965--1942), vacant except for a small stable (~1916--1905), Manhattan Branch Railroad (~1887)
Lot 11:	commercial (~1996--1978), re-cooperage Br. Piers (~1965--1942), stable/storage shed (~1916), vacant (~1905--1887)
Listed Site	398 Manhattan Avenue - #2 oil spill

Comments
At Lot 3, roof vents for heat were observed. Lot 3 also has a basement.
Lots 4 and 5 have two large overhead garage doors and two doors for personal entry.
Lot 7 is adjacent to BQE. Occupant is wholesale and retail, beers, soda, cigarettes, ice. Billboard on Roof.
Occupant at Lot 11 is also known as BQE Inc. Auto Sales and Wholesale

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	Concern on Adjacent Lot
Site #	139
Block #	2734
Tax Lot	13
Address	140 Richardson Street
Name	None - vacant residential
Land use	Vacant Building
Lot Area	1,821



Building Information	
East	Residence, 132 Richardson Street
West	BQE underpass/parking
North	Parking/residential
South	Tony's Auto Body, Inc.
Slope	Slight to northeast
# of Buildings	1
# of Floors	3
Facade	Shingles
Notes	

Building Department records show 3 violations and an oil burner application (1960).

<u>Historic Sanborn Map Notes</u>
Dwelling (~1996~1887)
Nearby Listed Site
398 Manhattan Avenue, #2 Oil Spill

Observations	Comments
There appears to be access to the basement on Richardson Street. A possible UST vent was observed.	

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

A black and white photograph of a two-story brick building. The ground floor features two large, closed roll-up metal doors. A small sign above the right door reads "ACORN". Above the roll-up doors are rows of small, rectangular windows. A dark car is parked in the foreground on the right, and another car is partially visible behind it. The building is situated on a street corner.

<u>Historic Sanborn Map Notes</u>
Lot 35: School bus parking (~1996~1986), vacant (~1983~1978), bottle storage (~1965~1942), junk storage/skin dressing (~1916), fur finishing/no other information (~1905~1887)
Lot 38: Shown as part of Lot 7 - used car sales (~1965~1951), no information - no street access (~1996~1887)
Nearby Listed Site
398 Manhattan Avenue, #2 Oil Spill

Comments

Two large overhead doors, one medium size door in the alley behind ACEN Corp. and residences along Richardson

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	Concern on Adjacent Lot
Site #	141
Block #	2304
Tax Lots	36, 37
Address	133-135 North 9th Street
Name	Parking Lot/Residential
Land use	Parking/Residential
Lot Area	5,000



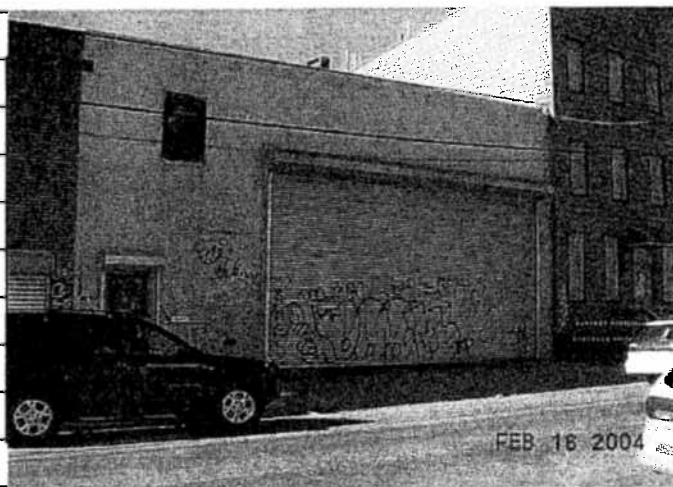
<u>Building Information</u>	
East	Residence, 140-142 North 9th St
West	Garage
North	Unidentified warehouse
South	Residence, 140-142 North 9th St.
Slope	To east
# of Buildings	One on lot 37
# of Floors	2
Façade	vinyl siding
Notes	Lot 36 is a earthen lot, enclosed by a chain link fence with a gated entrance along North 9th Street.
No Building Department records were identified for Lot 37. Lot 36 was not on file.	

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Comments
At Lot 36, four automobiles were parked in the lot. Building material and cement mixer were stored at the rear.
Lot 37 has a vault door in the sidewalk along North 9th Street.
A chimney and roof vent exist on the east side of the building.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	142
Block #	2304
Tax Lots	10, 12, 13, 14
Address	136-142 North 10th Street
Name	Unidentified Warehouse
Land use	Industrial
Site Area	10,000



<u>Building Information</u>	
East	Way Fong LLC
West	134 North 10th St, Vacant Residence
North	Empty, Open Parking Lot
South	Garage/Residence/Parking
Slope	To east
# of Buildings	4, one at each lot
# of Floors	2 at Lot 10, one at other lots
Façade	Brick
Notes	Large overhead doors exist at each building on North 10th Street.
	Sanborn addresses are 136-142 North 10th Street
	Lot 12 also has an address of 138A on Sanborn maps.

<u>Historic Sanborn Map Notes</u>
Lot 10: waste paper and rags storage (~1996~1951), rag storage/dwelling (~1942), charcoal storage and dwelling (~1916~1905), dwelling (~1887)
Lots 12, 13, and 14: rag storage (~1996~1988), truck parking (~1987~1983), dwelling (~1980~1905). No information provided on 1982, 1981, and 1887 maps.
Listed Site
136 North 10th Street, National Paper Stock, Regulated Transfer Station

<u>Comments</u>
At Lot 10, 2 pipes were observed on the north wall building face with unknown usage.
One building occupies Lots 12, 13, and 14.
Building Department records show 2 complaints, 1 Environmental Control Board violation for Lot 10, 1 violation for Lot 13, no records were identified for Lot 14, and Lot 12 was not on file.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/18/2003
E-Designation	Concern on Adjacent Lot
Site #	143
Block #	2304
Tax Lot	15
Address	144 North 10th Street
Name	Way Fong LLC
Land use	Industrial
Lot Area	7,500



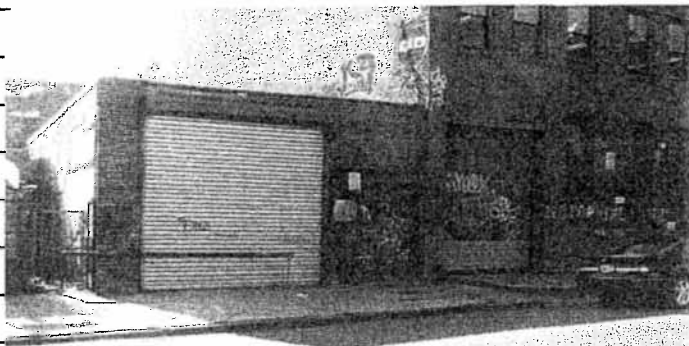
Building Information	
East	Residence, 150 North 10th Street
West	Unidentified warehouse
North	Residence, 139 North 10th Street
South	Residence, 137-139 North 9th St
Slope	To west
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Building Department records show one violation.	
Sanborn addresses are 144-148 North 10th Street	

Historic Sanborn Map Notes	
Warehouse (~1996--1993)	
Metal warehouse (~1992--1951)	
Three dwellings (~1942--1905)	
No information (~1887)	

Comments
There is active loading and unloading on the site. A forklift is operating on the site.
A walk in freezer/refrigerator and dry storage is in the warehouse.
A large overhead door exists along North 10th Street. The warehouse is used for food storage.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	144
Block #	2305
Tax Lots	15, 16, 17
Address	178-182 North 10th Street
Name	Unidentified
Land use	Industrial/Vacant Lots
Site Area	7,500



OCT 28 2003

Building Information	
East	old manufacturing under renovation
West	Warehouse
North	Unidentified warehouses
South	former manufacturing extension
Slope	East
# of Buildings	One at each lot (3 total)
# of Floors	One at each lot
Façade	Brick
Notes	
No Building Department records were identified for Lots 15 and 16, and Lot 17 is not on file.	
Sanborn map address for Lot 17 is 182 North 10th Street.	

Historic Sanborn Map Notes	
Lot 15:	American Star Cork Co., metal stamps (~1996-~1951), Metal Screw Cap Stamping (~1942), Rare Earth Chemical Co. (~1916), dwelling (~1905-~1887)
Lot 16:	not identified (~1996-~1965), storage/not identified (~1951), dwelling/not identified (~1942-~1916), dwelling/storage (~1905), varnish factory (~1887)
Lot 17:	not identified (~1996-~1916), stable (~1905), dwelling (~1887)

Comments	
Roof vents were observed at Lot 15.	
Lot 16 is a vacant lot with a concrete and asphalt surface. The pavement is old and deteriorated. Lot 16 is used for scrap metal storage and automobile parking. Some small piles of solid waste piles were observed at Lot 16.	
Lot 17 is used for staging for construction at adjacent lot. It is an asphalt lot with about 20 feet of driveway and an overhead door on North 10th Street.	

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	145
Block #	2305
Tax Lot	18
Address	500 Driggs Avenue
Name	None
Land use	Industrial
Lot Area	35,000



<u>Building Information</u>	
East	Fuel Oil Delivery/ Gallery/Warehouse
West	Building extension
North	Liberty Valance and Blinds
South	Garages/vacant lot
Slope	To east
# of Buildings	1
# of Floors	6
Façade	Brick
Notes	
Building Department records show 19 violations, 4 complaints, 9 Environmental Control Board violations	
Sanborn map addresses are 179-197 North 9th Street, 482-504 Driggs Avenue, and 184-196 North 10th Street.	

Historic Sanborn Map Notes
Manufacturing flat with an elevator, boiler house, storage, 6,000 gallon pressure tank (~1996~1916) Note that the 1989 map indicates lot leased to Leary Uniform, 1964.
Compound with dwellings and elevators (~1905)
Mayers Glass Works with furnaces/dwellings (~1887)
Nearby Historic Sites of Potential Concern
metal stamping northwest of the lot (~1996~1942)
Rare Earth Chemical Co. northwest of the lot (~1916)

Comments

A stack exists on the west side of the building/lot.

A roll-off for construction/demolition is in the staging area on the west side of the building.

Roof drains were observed.

The building is currently under renovations. Signs indicate that commercial suites are available. The west side of the building is an open lot that is currently being used for material storage associated with the renovation.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	146
Block #	2306
Tax Lots	1, 11, 15, 27, 28, 30
Address	N9th St/N10th St/Driggs Avenue
Name	Warehouses/Garage
Land use	Industrial/Automotive
Site Area	50,002



Building Information	
East	Warehouse/Factory (Feathers)/ Garage/ Happy now flat Belly (pilates Studio) Jack the Pelican
West	Large Ind. Bldg./Under Renovation
North	Auto Refurb/Nantoz Towing/ Zamkon-Marble, Granite, Gallery
South	Montrose Equip. Sales/ Magna USA Inc., Artistic doors and Windows
Slope	To east
# of Buildings	6
# of Floors	each building is 1 floor except building at Lot 1 (2 floors)
Facade	Brick
Notes	Overhead doors at each building
Roof vents were observed at Lot 1.	
Vault were observed at Lots 1 (corner of North 9th and Driggs) and Lot 30 (along North 9th).	
Could not see into Lot 15, doors were closed.	
Listed Site	
Adelphia Container Corp., 206 North 10th - SQG	

Historic Sanborn Map Notes	
Lot 1: private garage (~1996~1978), warehouse (~1965), lumber warehouse/storage (~1951~1942), dwellings/store/lumber storage/boiler repair shop/junk&vacant	
(~1916~1905), 5 dwellings/3 stores (~1887)	
Lot 11: warehouse (~1996~1980), manufacturing flat (~1978~1951), machinery storage with gas tank (~1942), lime kilns and platform (~1905), sheds and stables (~1887), no information was provided on 1916 map.	
Lot 15: manufacturing flat (~1996~1951), iron/steel storage	
with possible gasoline tank (~1942), dwellings/rags and	
shed/Atlas Steel Column Co. (~1916), dwellings/rag shed/ stables (~1905), dwellings/sheds and stables (~1887)	Lot
27: auto repair (~1996~1992), manufacturing flat (~1991- ~1965), paint/varnish research (~1951~1916), skin dressing	
(~1905), leather factory (~1887)	
Lot 28: warehouse (~1996~1992), Milk Dept. with gas tank (~1991~1942), poultry market with stable (~1916), horse shoer (~1905), dwelling (~1887)	
Lot 30: garage/truck renting (~1996~1965), motor freight station (~1951), private garage (~1942), dwelling/ruins (~1916- ~1905), dwellings/unidentified structures (~1887)	

Comments

An automobile is stored behind the vault door at Lot 28.
Building Department records show 3 violations, 1 complaint, and an oil burner application (1957) for Lot 1, 1 complaint and 2 ECB violations for Lot 15, and 1 complaint for Lot 27, no records for Lots 11, 28, and 30.
Address in EAS for Block 2306 Lot 1 is 489 Driggs which would be between lots 5 and 6 on Sanborn maps.
Address listed in EAS (206 North 10th) would be for Lot 8 and (208 North 10th) would be for Lot 9.
Sanborn addresses are 493-503 Driggs Avenue, 199-221 North 9th Street, and 212-226 North 10th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	147
Block #	2306
Tax Lot	9
Address	202 North 10th Street
Name	Montrose Equipment Sales
Land use	Industrial
Lot Area	5,000



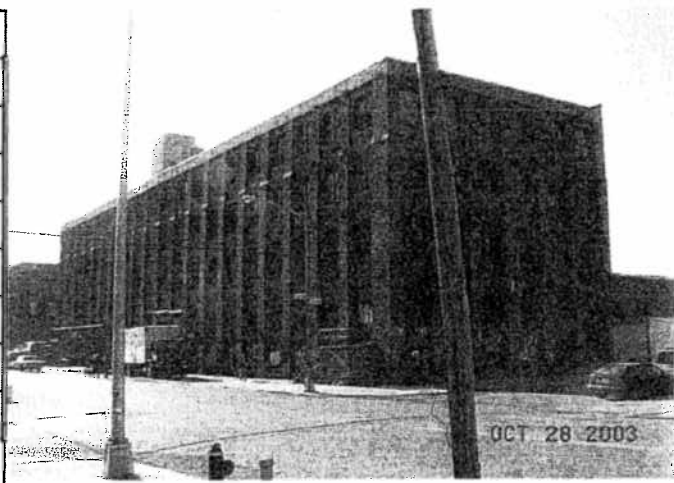
Building Information	
East	Magna USA
West	Brooklyn Trans Boro Fuel Oil
North	Auto Refurb/ Nantoz Towing
South	Warehouse(?)/Manufacturing(?)
Slope	To east
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
The address listed in the EAS (202 North 10th Street) would be for Lot 8.	
Sanborn address for Lot 9 is 208-210 N10th Street.	
Building Department records show 1 complaint, 1 Environmental Control Board violation.	

Historic Sanborn Map Notes
Warehouse (~1996--1979)
Auto repair (~1978)
Private garage (~1965~1951)
Truckmen automotive (~1942)
Office/stable (~1916)
Office/stable/shed (~1905)
No information (~1887)
Nearby Historic Sites of Potential Concern
Garage/truck rental is southwest of lot (~1996~1965, ~1942)
Motor freight station is southwest of the lot (~1951)
A gas tank was at 213 North 9th Street (~1996~1942)
Sheet metal works was northwest of the lot (~1942)
Printing on 2nd floor to the north of the lot (~1916~1905)
Garage west of the lot (~1996~1978)

Comments
During the Site reconnaissance, the site was not viewable from the street. The doors to the site were closed and locked.
An overhead door exists along North 10th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	148
Block #	2306
Tax Lot	18
Address	38 Roebling Street
Name	Warehouse/Factory (Feathers)
Land use	Industrial
Lot Area	10,950



Building Information	
East	Prime Food Processing
West	Eurama Foods
North	Zamkon Granite - Marble
South	Zablocki Industries/ Artist Craftsman Supply
Slope	To east
# of Buildings	1
# of Floors	5
Façade	Brick
Notes	

Building Department records show 15 violations.
 Sanborn addresses are 28-48 Roebling, 228-230 North 10th, and 229-231 North 9th Streets.
 Pre 1916, the Sanborn addresses were 230-232 North 10th Street and 231-233 North 9th Street.

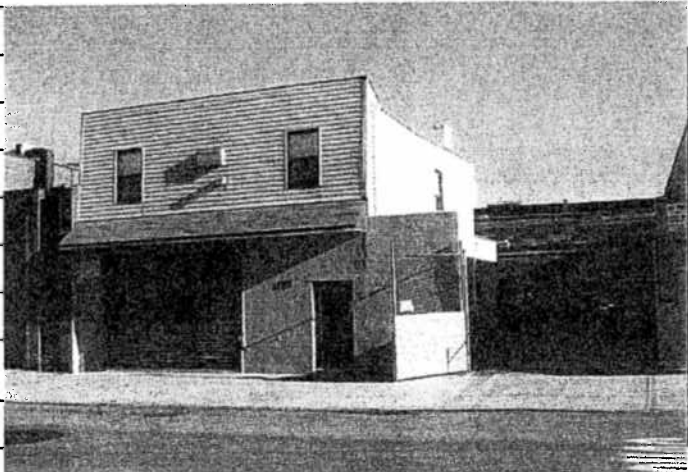
Historic Sanborn Map Notes	
Marbelite Co. - manufacturing with elevator (~1996~1978)	
Longman and Martinez Paint Factory with an elevator and various storage areas (~1965~1887)	
Nearby Historic Sites of Potential Concern	
Iron and steel storage, gas tank northwest of the lot (~1942)	

Comments

An old fuel oil fill port was observed along Roebling Street.
 A loading dock exists along Roebling Street. Activities observed at the Site include loading products with feathers onto trucks. The forklift operator was wearing a dust mask.
 A catch basin exists near corner of North 9th Street and Roebling Street in the sidewalk.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	149
Block #	2307
Tax Lots	31, 33, 36, 38
Address	237-249 North 9th Street
Name	Garage/Residence/Unknown/ Warehouse
Land use	Automotive/Industrial
Site Area	22,450



Building Information	
East	Athletic Gear/Mfg.
West	Warehouse
North	Prime Food Packaging
South	Auster Rubber Co.
Slope	To East
# of Buildings	One at each lot (4 total)
# of Floors	2 at Lots 31, 36, 1 at Lots 33, 38
Façade	Brick/vinyl at Lot 31, brick at others
Notes	Parking on east side and rear of building at Lot 31, parking lot consists of new asphalt Building Department records show 1 violation for Lot 38 and no records were identified for Lots 31, 33, and 36. Sanborn addresses are 235-251 North 9th Street and 35-43 Roebling Street.

Historic Sanborn Map Notes	
Lot 31:	manufacturing flat (~1996~1965), automotive/offices (~1951), stable, dwelling, and shed (~1942), stable, dwelling, wood yard (~1916), wagon and storage shed (~1905), stable and storage shed (~1887)
Lot 33:	warehouse, storage (~1996~1965), machine shop, storage, tank room and manufacturing (~1951~1942), PS Booden Varnish mfg. (~1916~1887)
Lot 36:	Unidentified structure (~1996~1942), dwelling/stable/ storage (~1916), store/stable/storage (~1905), dwelling (~1887)
Lot 38:	warehouse (~1996~1986), garage with gas tanks (~1983~1942), stores/dwellings (~1916~1887)
Nearby Historic Sites of Potential Concern	
Geo W. Speright Chem. Co.'s Works NE of lot (~1916~1905)	
Iron Works NE of lot (~1916~1905)	
Longman Martinez Paint Mfg. west of lot (~1965~1905)	

Comments
Roof vents and drains were observed at each lot.
A "For Rent" sign exists on the building at Lot 33, which is assumed to be vacant
The warehouse at Lot 36 appears to be connected with the warehouse at Lot 38.
Refrigeration units were observed on the roof of the buildings at Lots 36 and 38.
Fork lifts were observed working inside the warehouse at Lot 38.
Walk-in refrigerators/freezers were observed inside the warehouse at Lot 38.
A vault door exists in the sidewalk near the southeast corner of North 9th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP03K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	150
Block #	2307
Tax Lot	1
Address	236 North 10th Street
Name	Prime Food Processing Inc.
Land use	Industrial/Residential
Lot Area	30,000



Building Information	
East	Paper Corner
West	Feather Factory/warehouse
North	Rapport Sons Bottle Co.
South	Fedders A/C/warehouse
Slope	Slightly east
# of Buildings	1
# of Floors	1
Façade	Concrete
Notes	
Sanborn addresses are 234-256 North 10th Street and 25-33 Roebling Street.	
Building Department records show 3 violations and 2 complaints.	

Historic Sanborn Map Notes
Warehouses, subdivided as indicated below (~1996~1916)
Woodworking at 242-244 N10th (~1993~1965)
Fur Dressing at 254-256 N10th (~1978~1942)
Press Clothes Manufacturing at 234-236 N10th (~1951~1942)
Brautigam's Filter Bag Factory at 234-236 N10th (~1942~1905)
Guckstien Turner Inc. Bottles at 242-244 N10th (~1942)
Geo W. Speright Chem. Shop at 248-252 N10th (~1916)
Hebberd and Wenz Iron Works at 242-244 N10th (~1916)
Behread & Rothschild Rubber Toy at 254-256 N10th (~1916~1905)
John Pirkel Iron Works at 242-244 N10th (~1905)
Paint storage at 246 N10th (~1905)
No information (~1887)
Nearby Historic Sites of Potential Concern
Metal storage/scrap metal southwest of the lot (~1996~1942)
Garage and gas tank northwest of the lot (~1983~1942)

Comments
A possible boring or old oil fill port was observed on Roebling Street.
A fuel oil fill port was observed on North 10th Street.
Listed Site
Alpha Empiron Building Corp., 240 North 10th Street - FINDS

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	151
Block #	2307
Tax Lots	14, 16, 19
Address	258-264 N10th St/555 Union Ave.
Name	Paper Corner/Ideal Cards
Land use	Industrial
Site Area	15,125



Building Information	
East	Abbe Eng. Co./Beach-Russ Co.
West	240 North 10th Street Corp.
North	T. Quick Auto Body Service
South	Athletic Gear Manufacturing/ Northside Catholic Academy
Slope	Slightly east
# of Buildings	One at each lot (3 total)
# of Floors	One at each lot
Facade	Brick
Notes	
Building Department records show 3 violations and an oil burner application (1952) for Lot 19, no records were identified for Lots 14 and 16.	
Sanborn addresses are 258-266 North 10th Street, 543-557 Union Avenue, and 11-15 Withers Street.	
Address in EAS for Block 2307 Lot 19 is 555 Union	

Historic Sanborn Map Notes	
Lot 14:	not identified (~1996~1980), manufacturing flat (~1978~1951), metal scrap (~1942), lumber storage/wagon shop (~1916~1905), no information provided on the 1979 and 1887 maps.
Lot 16:	not identified (~1996~1978), manufacturing flat (~1965), auto and wagon painting/dwellings (~1916~1887), no information provided on the 1951 and 1942 maps.
Lot 19:	manufacturing and warehouse (~1996~1978), dwelling/club (~1965~1951), dwelling/store (~1942), store/dwelling/bottle dealer (~1916), dwelling/store (~1905~1887)
Nearby Historic Sites of Potential Concern	
Metal Smelting southwest of site (~1996~1942)	
Printing southeast of site (~1916~1905)	
Fur Dressing northwest of site (~1978~1942)	
Behread & Rothschild Rubber Toy northwest of site (~1916)	

Comments	
Paper Corner at Lot 14 provides specialty paper for printers/home office/small office.	
Sewer Vent on Union Ave same as Lot 16.	
Could not see onto properties at Lots 16 and 19, no doors or windows.	
240 North 10th Street Corp. is a group of corporations consisting of Alpha Empiron Building Corp., Alpha Export Boxing, Hollywood Custom Interiors, Velco Equipment Corp.	

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	152
Block #	2307
Tax Lots	25, 27
Address	261-267 North 9th Street
Name	Unknown/Athletic Gear/Mfg.
Land use	Residential/Industrial
Lot Area	14,750



Building Information	
East	Kid Kelly Sports
West	Fedders A/C
North	Paper Corner
South	Residential/Private Garage
Slope	To east
# of Buildings	One on each lot (2 total)
# of Floors	One at Lot 27, two at Lot 25
Façade	Brick
Notes	
Sanborn addresses are 253-267 North 9th Street.	
No Building Department records were identified for	
Lot 27. Lot 25 was not on file.	

Historic Sanborn Map Notes	
Lot 25:	Dwelling/garage/warehouse (~1996~1951), store/ storage (~1942~1905), stable (~1887)
Lot 27:	Metal smelting/metal storage/scrap metal (~1996~1965), dwelling/metal smelting (~1951~1942) dwelling/stores/rags (~1916~1905), dwellings/stable (~1887).
Nearby Historic Sites of Potential Concern	
Metal shop to the northeast (~1942), Printing to the east (~1916~1905), fur dressing to the east (~1978~1905)	
Behread and Rothchild Rubber Toy to the northeast (~1916), Geo W. Speright Co. Works to the north (~1916-1905).	

Comments

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	153
Block #	2736
Tax Lots	1, 9, 48
Address	544 Union/18 Frost/29 Withers
Name	Beach Russ Co/Abbe Eng.
Land use	Industrial
Site Area	35,073



Building Information	
East	residential/garage/office/warehouse
West	Ideal Cards Inc/Paper Corner
North	Manhattan Chocolate/Storage area
South	Parking
Slope	Flat to west-southwest
# of Buildings	Three at Lot 1, one at Lots 9, 48
# of Floors	One at each building
Facade	Brick at lots 1, 48, wood at Lot 9
Notes	
Sanborn addresses are 544-566 Union Street and 12-18 Frost Street.	
No Building Department records were identified for each of the three lots.	

Historic Sanborn Map Notes	
Lot 1:	Abbe Engineering Co/Beach Russ Co., (~1996-~1942), Esiey Bros. Co. Iron, Bronze, & Wire Works (~1916), John Pirk Iron Works (~1905), no information was provided on the 1887 map.
Lot 9:	machinery warehouse, (~1996-~1965), commercial auto body manufacturing/machinery warehouse (~1951-~1942), The Eriksen Wagon Works/N. Lockner Iron Works (~1916), sawdust (~1905), J.G. Morrison's Iron Foundry (~1887)
Lot 48:	storage (~1996-~1965), store/two dwellings (~1916-~1905), two dwellings (~1887), no information provided on the 1951 and 1942 maps.
Listed Site	
Beach-Russ Co., 544 Union Avenue - SQG, FINDS	

Comments
Lot 1 has a sewer vent along Withers, gas vent on Union, receiving/shipping by large overhead door on Union
Possible old fill in street next to curb on Union and roof drain/sewer vent on North 10th. One building at Lot 1 may have a loft or vaulted ceiling. A crane was observed inside building at Lot 9. Operations at Lot 9 may be part of Beach Russ/Abbe Eng. "AIR" is written at 26 Frost Street. Building at lot 9 has roof drains and gas service.
Two large wooden doors on Frost Street for building at Lot 9. At lot 48, a hoist was observed outside doorway.
Building also has two personal entries and a larger entry on Withers. Former occupant at Lot 48 was a Pump Company. Building has a gas vent, roof drains.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	153
Block #	2736
Tax Lots	1, 9, 48
Address	544 Union/18 Frost/29 Withers
Name	Beach Russ Co/Abbe Eng.
Land use	Industrial
Site Area	35,073



Building Information	
East	residential/garage/office/warehouse
West	Ideal Cards Inc/Paper Corner
North	Manhattan Chocolate/Storage area
South	Parking
Slope	Flat to west-southwest
# of Buildings	Three at Lot 1, one at Lots 9, 48
# of Floors	One at each building
Facade	Brick at lots 1, 48, wood at Lot 9
Notes	

Sanborn addresses are 544-566 Union Street and 12-18 Frost Street.
No Building Department records were identified for each of the three lots.

Historic Sanborn Map Notes	
Lot 1:	Abbe Engineering Co/Beach Russ Co., (~1996-~1942), Esiey Bros. Co. Iron, Bronze, & Wire Works (~1916), John Pirkl Iron Works (~1905), no information was provided on the 1887 map.
Lot 9:	machinery warehouse, (~1996~1965), commercial auto body manufacturing/machinery warehouse (~1951-~1942), The Eriksen Wagon Works/N. Lockner Iron Works (~1916), sawdust (~1905), J.G. Morrison's Iron Foundry (~1887)
Lot 48:	storage (~1996~1965), store/two dwellings (~1916~1905), two dwellings (~1887), no information provided on the 1951 and 1942 maps.
Listed Site	Beach-Russ Co., 544 Union Avenue - SQG, FINDS

Comments

Lot 1 has a sewer vent along Withers, gas vent on Union, receiving/shipping by large overhead door on Union
Possible old fill in street next to curb on Union and roof drain/sewer vent on North 10th. One building at Lot 1 may have a loft or vaulted ceiling.
A crane was observed inside building at Lot 9. Operations at Lot 9 may be part of Beach Russ/Abbe Eng.
"AIR" is written at 26 Frost Street. Building at lot 9 has roof drains and gas service. Two large wooden doors on Frost Street for building at Lot 9. At lot 48, a hoist was observed outside doorway. Building also has two personal entries and a larger entry on Withers. Former occupant at Lot 48 was a Pump Company. Building has a gas vent, roof

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/18/2003
E-Designation	On-Site Concern
Site #	154
Block #	2736
Tax Lots	20, 23
Address	36-40 Frost Street
Name	Caccamo Wood Working/Alpha Compressor Service
Land use	Industrial
Lot Area	9,997



Building Information	
East	Alpha Compressor Service
West	3-story residential, 32 Frost Street
North	2 & 3 story residential & parking
South	Residential & parking
Slope	Slight to east
# of Buildings	One at each lot (2 total)
# of Floors	Two at Lot 20, one at Lot 23
Facade	Brick
Notes	
Sanborn addresses are 34-38 Frost Street.	
Building Department records show 2 violations for	
Lot 20. No Building Department records were	
identified for Lot 23.	

Historic Sanborn Map Notes	
Lot 20:	Manufacturing (~1996~1978), parking (~1965), dwelling/private garage with rags at southern end (~1951), dwelling/storage with storage on the southern and eastern end (~1942~1905), vacant structure/dwelling/roofing material storage (~1887)
Lot 23:	Warehouse (~1996~1978), motor freight station (~1965), auto repair shop (~1951~1942), store/dwelling (~1916~1905), dwelling/vacant structure (~1887)

Comments
A large overhead door exists toward the east side of the building at Lot 20. Two personal entries are at Lot 20.
Gas and other vents with roof drain were observed along the Frost Street side of the building. A machine shop type noise was heard coming from inside the building. A gas station exists one block to the south of Lot 20.
A sewer vent exists outside the building at Lot 23. A large overhead door and personal entry also exist at Lot 23.
The building has gas service.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	155
Block #	2737
Tax Lots	10, 11
Address	56-60 Frost Street
Name	Arcon Construction of NY, Inc./Unknown
Land use	Vacant Building/Industrial
Lot Area	5,800



Building Information	
East	BQE and underpass
West	2-story residential
North	Residential & vacant manufacturing
South	Residential/Arcon Construction of NY Inc.
Slope	Slight to east
# of Buildings	One on each lot (2 total)
# of Floors	One at each building
Facade	Brick
Notes	
Sanborn address is also 297 Meeker Avenue and	
56-66 Frost Street.	
Building Department records show 1 violation for Lot	
10. No Building Department records were identified	
for Lot 11.	

Historic Sanborn Map Notes	
Lot 10:	Auto repair (~1996~1979), flat (~1978~1965), welding/private garage (~1951), storage/garage (~1942), mineral waters/stables (~1916~1905), no information provided on 1887 map.
Lot 11:	Filling station (~1996~1942), storage/stables/rags (~1916), storage bottles/storage/stable (~1905), no information was provided on the 1887 map.
	Four gas tanks identified at the filling station ~1978~1942.
Nearby Listed Site	
704 Lorimer Street - odor complaint.	

Comments
The Lot 10 occupant is also at 297 Meeker Avenue and there is activity inside the building. A large overhead door exists on the Meeker Avenue side of the building.
Lot 11 access is off Meeker, Frost and the short triangle between the two streets. MJLK Inc., is at 65 Frost, which is an apparent food warehouse. Lot 11 is also 62 and 64 Frost Street. The site is secured by aluminum sheeting and a roll up door covers the window on Frost Street. The Site appears to be inactive. A sign on Meeker has been removed but stand remains. A concrete surface exists inside the fencing. The lot contains a pickup truck, and appears to be a yard for a construction related activity.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	156
Block #	2738
Tax Lots	3, 5
Address	368-370 Leonard St/336 Meeker Ave
Name	Residential/Frost Collision Service
Land use	Residential-Commercial/Automotive
Lot Area	8,600



Building Information	
East	Residential
West	BQE and underpass
North	BQE and underpass
South	Madame Sessa Triangle (Park)
Slope	To west
# of Buildings	One on each lot (2 total)
# of Floors	Two plus basement at 3, one at 5
Façade	Vinyl siding/brick
Notes	
Sanborn addresses are 336-348 Meeker Avenue and	
370 Leonard Street	
No Building Department records were identified for	
either lot.	

Historic Sanborn Map Notes	
Lot 3: Dwelling (~1996~1887)	
Lot 5: Automotive painting (~1996~1965), dwelling on	
portion of lot (~1951), two dwellings/gasoline station with	
five gas tanks (~1942), four dwellings (~1915~1905), three	
dwellings (~1887).	
Nearby Listed Sites	
P & G Photo Engraving, 17 Frost Street - SQG.	

Comments
Occupant at Lot 5 has a phone number of (718) 389-5130. Two vents were observed on the roof. Two garage doors exist on the Meeker Avenue side of the building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	Concern on Adjacent Lot
Site #	157
Block #	2738
Tax Lot	10
Address	352 Meeker Avenue
Name	Meeker Munchies
Land use	Industrial
Lot Area	5,462



Building Information	
East	D'Amato Sales and Service
West	BQE Underpass
North	Residential
South	Frost Collision Service
Slope	Slight to north
# of Buildings	One
# of Floors	Two
Façade	Brick
Notes	
Sanborn addresses are 352 Meeker Avenue and 100 Frost Street.	
Building Department records show one complaint.	

Historic Sanborn Map Notes	
Rag Picking and Storage (~1996~1942)	
Rag picking and storage/dwellings (~1915~1905)	
One dwelling, no information for the remainder of the lot (~1887)	
The lot appears to have changed in size and shape with the construction of the BQE	
Nearby Historic Sites of Potential Concern	
Auto painting at 338-348 Meeker Avenue ~1996~1965	
Filling station with five gas tanks at 338-348 Meeker ~1942.	
Garage at 104-106 Frost Street ~1996~1942.	

Comments
Hurricane doors provide access to the basement. A vent is near the access door. A large overhead door and a personnel entry door exists along Meeker Avenue. There appears to be offices on the 2nd floor of the building. An alley exists to the north between the lot and the residence.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	158
Block #	2738
Tax Lots	13, 15
Address	104-108 Frost Street
Name	D'Amato Sales & Service/none
Land use	Automotive
Lot Area	7,500



Building Information	
East	Alley, shed?, Residential
West	Residence/Meeker Munchies
North	BQE underpass. Meeker Ave Transmission
South	Residential
Slope	Slight to north
# of Buildings	One on each lot (2 total)
# of Floors	One at lot 13, two at lot 15
Facade	Brick
Notes	
Sanborn addresses are 104 to 108 Frost Street.	
Building Department records show 1 violation and and an oil burner application (1949) for Lot 13 and one violation for Lot 15.	

Historic Sanborn Map Notes	
Lot 13:	Garage (~1996~1942), dwelling (~1916~1887).
Lot 15:	Garage with a gas tank (~1996~1965), auto repair (~1951), manufacturing (~1942), vacant (~1916~1905), dwelling (~1887)

Comments
At Lot 13, D. Damato & Sons is etched in the side of the building near the roof. There are possible offices on the second floor. Access to basement of Lot 13 is along Frost Street. One large overhead door exists at Lot 13. A UST vent is adjacent to the door. Two personal entry doors exist at Lot 13.
At Lot 15, there is a large overhead door. The lot is available through Kalman Dolgin at (718) 388-7700. A sewer vent and gas vents exist in the front of the building. A roof vent - likely for heat, was also observed.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Historic Sanborn Map Notes
<p>Lot 21: Woodworking (~1996~1965), garage and repair with gas tank at the north east corner (~1951-1942), junkyard (~1916~1905), store/dwelling (~1887)</p>
<p>Lot 24: Dwelling (~1996~1965), dwelling/sheds (~1951-1942), two dwellings/sheds (~1916~1887)</p>
<p>Nearby Listed Sites</p> <p>398 Manhattan Avenue, No. 2 fuel oil spill</p>

Comments
Lot 21 appears to also be 385 Manhattan Avenue. One large overhead door exists near the center of the building.
Separate entries exist for 387 and 385 Manhattan Avenue. A dumpster exists on the sidewalk along Manhattan Avenue. A UST fill and vent were observed in front of 387 Manhattan Avenue.
At Lot 24, there is an alley to east.

CEQR # 04DCP003K

A black and white photograph of a parking lot. In the foreground, the rear of a dark-colored sedan is visible. Behind it, a white van is parked. To the right, a white box truck is parked next to a light-colored sedan. A date stamp 'DEC 16 2003' is visible in the bottom right corner.[illegible]

At Lot 5, a fill port and vent were observed in the wall along Kent Avenue. Two passive vents exist on the west wall.
A passive vent exists on the north wall. A forklift is used at the site. An exhaust fan exists on the north wall.
Three roof vents were observed on the north wall. An exhaust fan exists on the roof. A monitoring well exists on
the opposite corner of Kent Avenue and North 9th Street.
Lot 13 has building supplies and polished stone on site. An overhead door exists along North 9th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	2/16/2004
E-Designation	On-Site Concern
Site #	160.1
Block #	2309
Tax Lot	1
Address	91 Kent Avenue
Name	Unidentified manufacturing (vacant?)
Land use	Industrial
Lot Area	18,000



Building Information	
East	Unidentified garage
West	Vacant lot
North	Unidentified warehouse
South	Residences, 101 Kent/62 North 8th
Slope	To west and south
# of Buildings	1
# of Floors	2
Façade	Brick
Notes	
Sanborn addresses are 91-99 Kent Avenue and	
47-63 North 8th Street	
Building Department records show two complaints	
and one Environmental Control Board violation.	
A Neighbors Against Garbage poster was posted on	
the southern building door.	

Historic Sanborn Map Notes
Manufacturing & Warehouse & Office (~1996~1978)
NY Standard Mfg. - ash can manufacturing, storage, offices
and shipping, with a gas tank (~1965~1942)
American Kalamein Works - Fire Proof Door Mfg. (~1916)
E.E Wirths & Co. Chalk Mills (~1905)
Burying Grounds (~1887)
Nearby Historic Sites of Potential Concern
Private garage at 62 North 9th Street ~1996~1942.
Brooklyn Coal Co. at 83-89 Kent Avenue ~1951~1942.

Comments
The property is available through Kalmon Dolgin at 718-388-7700. There is a roll up door on Kent Avenue and the windows are boarded. Broken windows were observed on the 2nd floor. A sewer vent exists on the Kent Avenue side of the building. There is a narrow roll-up door at the north end of the building along Kent Avenue. A vent pipe and a fill port that is sealed with concrete was observed on North 8th Street. A second fill port that was also filled with concrete was also observed. A vent exists in the building wall along North 8th Street.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	161
Block #	2309
Tax Lot	17
Address	70 North 9th Street
Name	All Kind Quilting/Unidentified Warehouse
Land use	Industrial/Vacant Building
Lot Area	25,000



Building Information	
East	Residence, 73 North 8th Street
West	Residence/KYC, 65 8th Street
North	Unidentified warehouse
South	Drum storage/residence
Slope	To west
# of Buildings	2
# of Floors	1 and 5
Façade	Brick
Notes	
Building Department records show 14 violations, 5 complaints, and 2 Environmental Control Board violations.	
Sanborn addresses are 64-80 North 9th Street, 67-71 North 8th Street, and 128-132 Wythe Avenue.	

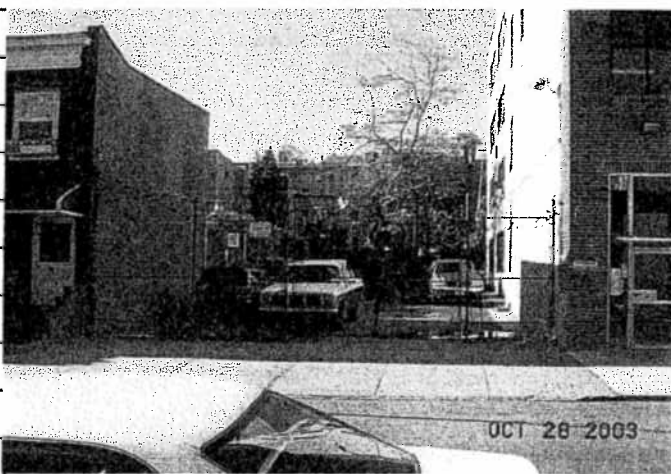
Historic Sanborn Map Notes
Manufacturing flat/warehouse (~1996 - ~1986)
Manufacturing flat (~1983 - ~1978)
Dwelling/parking/rag storage/manufacturing flat (~1965)
NY Quinine and Chemical Works warehouse/dwelling/coal pile/storage (~1951)
NY Quinine and Chemical Works warehouse/dwelling/store/cooperage and barrel storage (~1942)
Manufacturing flat, storage and machine shop/dwelling/store/cooperage and barrel storage (~1916)
Compound/storage/printing/shed/dwellings (~1905)
Multiple dwellings (~1887)

Comments
An overhead door exists along North 9th Street. The majority of the 5 story building appears to be vacant.
"All Kind" is occupying a portion of the building. The majority of the windows are boarded. A one story unidentified garage exists on the eastern side of the lot. An overhead door is also in this building.
There is an elevator shaft at the northwest corner of the 5 story building .
A possible fill port that is sealed with concrete was observed on the opposite side of North 8th Street.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	Concern within 400 feet of Site
Site #	162
Block #	2310
Tax Lots	9, 10, 11
Address	96 North 9th Street
Name	None
Land use	Parking/Residential
Site Area	5,001



Building Information	
East	Residence
West	4 story apartment
North	Vacant warehouse/manufacturing
South	Residences, North 8th Street
Slope	east
# of Buildings	1 at Lot 11
# of Floors	2
Facade	Brick
Notes	
Sanborn addresses for Lots 9 and 10 are 92 and 94 North 9th Street, respectively.	
No Building Department records were identified for Lot 11. Lots 9 and 10 were not on file.	

Historic Sanborn Map Notes	
Lot 9:	lumber storage yard (~1996--1986), parking (~1983--1965), not legible/possible dwelling (~1951--1942), dwelling/vacant (~1916), dwelling/storage (~1905), obscured on 1887 map.
Lot 10:	lumber storage yard (~1996--1986), parking (~1983--1965), dwelling (~1951--1905), obscured on 1887 map.
Lot 11:	residence/lumber storage (~1996--1986), parking/office (~1983--1965), dwelling (~1951--1905), obscured on 1887 map.
Listed Sites Nearby	
Leaking tank across street at 93 North 9th Street.	

Comments
Lots 9 and 10 adjoin and are used for parking. Both lots are enclosed by a chain link fence with razor wire. Both lots have an asphalt surface. Wooden planks are stored in southeast corner of lot. There appears to be rebar or some metal rods also stored in this area. Area is protected by off-site security.
Lot 11 is a two story residence with back yard, roof vent and roof drains. Roof is flat. Electric is marked on sidewalk in front of the building at Lot 11. No garage or apparent parking spot for lot 11. Building at Lot 11 is very similar to adjacent eastern residence.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR #04DCP003K

Site Type	Projected Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	163
Block #	2312
Tax Lots	22, 23
Address	506-528 Driggs Avenue
Name	Empty & Vacant Lot/Wonder Foods
Land use	Vehicle and Open Storage/Industrial
Lot Area	20,000



Building Information	
East	Atelier Violet/Store & Residence
West	Vacant Warehouses
North	Building Under Renovation
South	Fada Café
Slope	East
# of Buildings	One at Lot 23
# of Floors	One
Facade	Brick
Notes	
Sanborn addresses are 187-195 North 8th Street and 510-528 Driggs Avenue.	
Building Department records show 2 complaints and 1 Environmental Board violation for Lot 22, 14 violations and 3 oil burner applications (1947, 1952, 1963) for Lot 23	

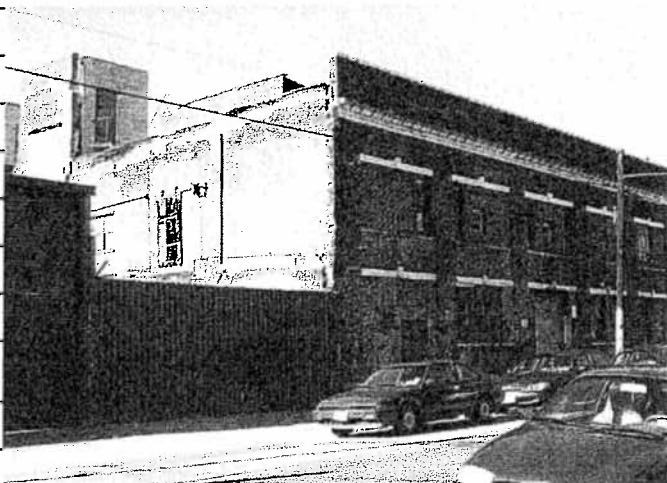
Historic Sanborn Map Notes	
Lot 22:	Private garage (~1996~1980), store/private garage (~1979~1951), vacant and open (~1942), store and dwelling (~1916~1905), Mayers Glass Works - not in operation, furnaces at the southern corner of building (~1887)
Lot 23:	Wonder Foods Warehouse, Sterling Transformer Corp. (~1989~1965), Ideal Chair Co./garage with a gas tank along North 8th St (~1942), Mayers Glass Works (~1887), no information provided on 1916 and 1905 maps.
Nearby Historic Sites of Potential Concern	
J.A McCafferty & Sons Mfg. Co. National White Lead & Color Works at 505-527 Driggs Ave (Block 2313, east) ~1916~1905.	

Comments
Lot 22 is a fenced lot, with piles of C&D dumped on grounds. The piles consist of concrete, asphalt, and dirt. Some vegetation and solid waste was also observed. A garbage odor emanated from the lot.
Lot 23 has a vent pipe and fill port near the southeast corner, about 30 feet from Driggs and North 8th Street. The vent pipe is adjacent to a new 3 foot by 5 foot concrete patch in the sidewalk. A steel plate with holes was observed immediately west of vent pipe. A vault door exists on North 8th Street. A second fill port is at the corner of Driggs and North 8th Street. The fill hole is situated on concrete that is raised and about 12 feet from road corner.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	164
Block #	2313
Tax Lot	1
Address	505 Driggs Avenue
Name	Atelier Violet (furniture manufacturing)
Land use	Industrial/Residential
Lot Area	7,800



Building Information	
East	Parking Lot
West	Wonder Foods
North	Unidentified warehouse
South	Stores and residences
Slope	To east
# of Buildings	1
# of Floors	2
Façade	Brick
Notes	
Sanborn addresses are 505-517 Driggs Avenue and 206-210 North 9th Street.	
Building Department records show 11 violations.	

Historic Sanborn Map Notes	
Office with an elevator at 210 N9th (~1996~1991)	
Manufacturing flat (~1989~1951)	
J.R. McCafferty and Son Mfg. White Lead and Color (~1942~1916)	
Oil tanks/store (~1905)	
Store/stable (~1887)	
Listed Site	
Atelier Violet, 505 Driggs Avenue - FINDS, EPA Index	

Comments
A vent was observed in the window at the corner of Driggs Avenue and North 9th Street.
A new concrete square patch of concrete approximately 3 feet by 2 feet was observed around the vent pipe.
A roof drain exists on the west side of the building.
An overhead door exists at North 9th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/3/2003
E-Designation	On-Site Concern
Site #	165
Block #	2313
Tax Lots	5, 7
Address	212-218 North 9th Street
Name	Parking Lot/Prime Food Processing Corp.
Land use	Industrial
Lot Area	14,838



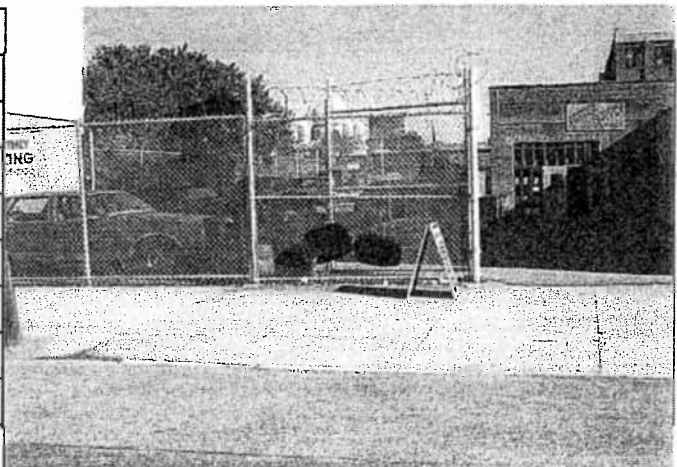
Building Information	
East	Parking Lot
West	Atelier Violet
North	Unidentified Warehouses
South	Residence, 1st floor being renovated/Used Car Superstore
Slope	To east
# of Buildings	One on lot 7
# of Floors	One on lot 7
Facade	Brick
Notes	
Sanborn addresses are 212-222 North 9th Street.	
No Building Department records were identified for either lot.	

Historic Sanborn Map Notes
Lot 5: Parking (~1996~1965), open and vacant (~1951), J.R McCafferty and Son White Lead and Color - mixing identified on lot (~1942~1905), Excelsior Whiting Mills (~1887).
Lot 7: Garage (~1996~1951), slaughter house and cattle shed/loading dock (~1916~1887), no information provided on 1942 map.
Nearby Historic Sites of Potential Concern
Private garage at 209 North 8th St (south) ~1996~1965
Gas tank at 213 North 8th Street (south) ~1942.

Comments
Lot 5 has scrap metal on the west side of the lot. It is a gravel lot that is fenced by corrugated sheeting.
Pallets were observed at the southwest corner of the lot.
Small piles of waste/scrap metal were also observed on Lot 5.
Lot 7 has a vent pipe on North 9th Street near the center of the building. An overhead door exists along North 9th Street. A vent exists in the wall on east side of the building.
An active fork lift is being used inside/outside of the building at Lot 7.
Pallets of boxes and dry storage exist in the warehouse at Lot 7.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	166
Block #	2313
Tax Lots	11, 13, 22
Address	230 North 9th Street
Name	Parking Lot
Land use	Residential/Industrial/Parking
Site Area	22,500



Building Information	
East	Zablocki/Aunt Heddy Bakery
West	Prime Food Processing/warehouse
North	Vacant and feather warehouses
South	Residence/Berkly Ind./Vacant Lot/Maty's Car Mart (Former?)
Slope	East
# of Buildings	One at Lots 13 and 22 (2 total)
# of Floors	One on 13, Three on 22
Façade	Brick/ Brick & Vinyl
Notes	
Building Department records show 1 complaint for Lot 13, no records were identified for Lot 22, and Lot 11 is not on file.	
Sanborn address are 224-232 North 9th Street and 217-223 North 8th Street	
1905 Sanborn map is not consistent with later maps	

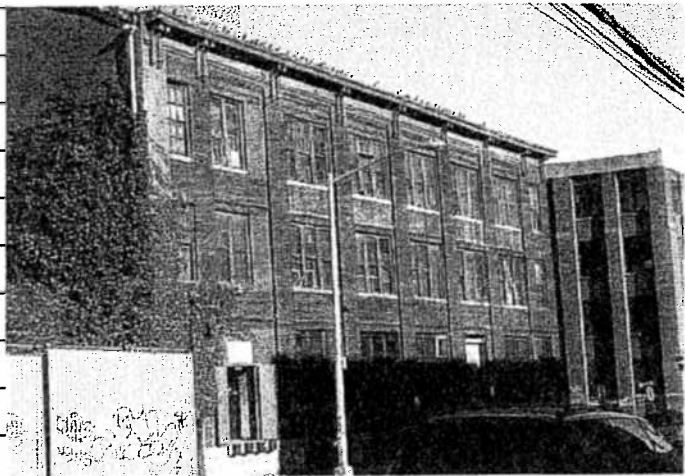
Historic Sanborn Map Notes	
Lot 11:	auto junk yard (~1991~1986), auto junk yard/parking (~1983~1965), ice house/cold storage/poultry market/wagon house (~1916), Salvation Army/Wire Nail Manufacturing/ice house (~1905), M.D Chases Varnish (~1887), no information provided on 1996 to 1992, 1951 and 1942 maps.
Lot 13:	machine storage/manufacturing flat (~1996~1965), shellac warehouse/shellac bleaching/dwelling and storage (~1951), dwelling/storage (~1942~1916), dwelling/storage (~1905~1887)
Lot 22:	dwelling (~1996~1965), two stores (~1951~1942), store (~1916~1887)

Comments	
Lot 11 is an old asphalt lot but clean, well maintained little staining or deterioration.	
Lot 11 is enclosed with a chain link fence with entrances on 8th and 9th Street.	
Lot 13 has an overhead door and vent pipe on North 9th Street. A square patch of new concrete was observed around the pipe. A roof drain was observed on the west side of the building at Lot 13.	
Lot 22 Oil vent pipe at the southeast corner	
Supreme Trading NY Inc at 213 moved	

Environmental Impact Statement

Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	167
Block #	2313
Tax Lot	15
Address	234 North 9th Street
Name	Zablocki Ind./Aunt Heddy Bakery
Land use	Industrial
Lot Area	3,000



Building Information	
East	Auster Rubber Corp. Inc.
West	Artist and Craftsman Supply
North	Feather warehouse
South	Fenced lot
Slope	To east
# of Buildings	1
# of Floors	3
Facade	Brick
Notes	
Sanborn addresses are 234-236 North 9th Street and 48-56 Roebling Street.	
Building Department records show 12 violations, and two Environmental Control Board violations.	

Historic Sanborn Map Notes
Manufacturing (~1996-~1978), elevator at 56 Roebling
Wool clipping storage and sorting (~1965)
Manufacturing flat, with elevator (~1951)
Fur Dressing with elevator (~1942)
Vacant (~1916)
Stable in rear of lot, otherwise no information (~1905-~1887)
Nearby Historic Sites of Potential Concern
Shellac warehouse/shellac bleaching/dwelling at 231 North 9th Street and 223 North 8th Street (~1951)

Comments
Roof drains were observed on the building.
A vent pipe and fill port were observed adjacent to the loading dock.
Black oily staining was observed on the east side of the first floor windows. An oily pipe could be seen through the window.
The loading dock is at the southeast corner of the building. An overhead door exists along Roebling Street on east-central portion of building.
The owner indicated that the building was erected about 1926.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	168
Block #	2313
Tax Lots	23, 24, 26
Address	209-215 North 8th Street
Name	INV Iron Works
Land use	Industrial/Automotive
Site Area	10,000



Building Information	
East	Residence, 217 North 8th Street
West	Residence, 207 North 8th Street
North	Prime Food Processing/parking
South	Seymour Electric Services
Slope	East
# of Buildings	One at each lot (3 total)
# of Floors	One at lots 23, 26, two at Lot 24
Façade	Brick
Notes	
Building Department records show 1 violation, 2 complaints, and 1 Environmental Control Board violation for Lot 24 and no records were identified for Lots 23 and 26.	
Sanborn addresses range from 209-215 North 8th Street	

Historic Sanborn Map Notes	
Lot 23:	parking (~1991--1965), storage/stable (~1951--1942), store/stable (~1916--1905), M.D Chases Varnish (~1887), no information was provided on the 1996 to 1992 maps.
Lot 24:	waste paper (~1996--1965), manufacturing flat (~1951--1942), gas tank at 213 North 8th (~1942), dwelling/coach house/stable (~1916--1905), dwelling (~1887)
Lot 26:	auto/storage (~1996--1965), store/storage (~1951--1942), store/dwelling (~1916), store/stable (~1905), dwelling (~1887)

Comments
Lot 26 has metal storage, roof vent on east side on building, active welding on site, and small gas (air) tanks on site.
At lot 24 there is a vault door in sidewalk along North 8th Street and an overhead door located at center of building.
Mason engraved plaque on building at Lot 24 that reads "Eastern Milk and Cream". Sign on building at Lot 24 indicates that Supreme Trading moved to Queens Blvd.
A large overhead door occupies the majority of building front at Lot 23.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	169
Block #	2313
Tax Lots	27, 28, 29
Address	203-207 North 8th Street
Name	Residence/vacant vegetated lot
Land use	Residential/Parking
Site Area	7,531



<u>Building Information</u>	
East	INV Iron Works
West	Residence, 1st fl being renovated
North	Parking, 212 North 9th Street
South	residence/parking 206-210 N8th St
Slope	East
# of Buildings	One at Lot 27
# of Floors	2
Facade	Vinyl
Notes	
No Building Department records were identified for each of the three lots.	

<u>Historic Sanborn Map Notes</u>
Lot 27: private garage/residential (~1996~1942), wet sorting, dwelling on 2nd floor, dwelling in rear (~1916), wagon hall, dwelling in rear (~1905), dwelling (~1887)
Lot 28: three dwellings (~1965), dwelling/store (~1951-~1905), two dwellings (~1887), no information was provided on the 1996 to 1978 maps.
Lot 29: warehouse in rear of lot, no information in front of lot (~1996~1978), open and vacant (~1965~1951), J.R. McCafferty and Sons Mfg. National White Lead and Color Works (~1942~1905), engine house (~1887)
Nearby Historic Sites of Potential Concern
Private garage at 209 North 8th Street ~1996~1965
Private garage at 218 North 9th St (north) ~1996~1951

<u>Comments</u>
Automobile/Junker observed in lot 28; vegetation growing all around vehicle.
Large brick exhaust stack at the north west corner of lot 29.
Lot 27 has a 2 door garage on North 8th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	170
Block #	2314
Tax Lot	1
Address	55 Roebling Street
Name	Tribeca Oven
Land use	Industrial
Lot Area	17,500



Building Information	
East	Residential/Private Garage
West	Krystna's and Margrets
North	Auster Rubber
South	Apartments, 65 Roebling Street
Slope	To east
# of Buildings	3
# of Floors	2 and 1
Facade	Brick
Notes	
Sanborn addresses are 55-63 North 8th Street and	
229-243 North 8th Street.	
Building Department records show 7 violations, 2	
complaints, 1 Environmental Control Board violation.	

Historic Sanborn Map Notes
Manufacturing (~1996~1978)
Filling station/manufacturing (~1965)
Filling station/garage & repairing (~1951)
Gas tanks/garage/store/office (~1942)
NY Quinine Chemical Storage/vacant (~1916)
E. Enquist Chemical Works and Acid Manufacturing (~1905)
1887 Sanborn was not available

Comments
There is a vault in the sidewalk off North 8th Street. A large stack exists on the south side of the building.
Employees in hair nets were observed.
There are two vents on the roof at east side of the building.
An overhead door exists on the Roebling Street side of the building.
There is a garage on North 8th Street.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	171
Block #	2314
Tax Lot	5
Address	45 Roebling Street
Name	Auster Rubber Co.
Land use	Industrial
Lot Area	20,000



Building Information	
East	254 North 9th Street
West	Zablocki Ind./Aunt Heddy Bakery
North	Refrigerated Warehouse
South	Tribeca Oven
Slope	Slightly east
# of Buildings	2
# of Floors	2 and 4
Façade	Brick
Notes	

Sanborn addresses are 45-53 Roebling Street and 238-252 North 9th Street.

Building Department records show 8 violations and 3 oil burner applications (1948, 1952, 1961).

Historic Sanborn Map Notes
Manufacturing flat with dividers for 3 units (~1996-~1965)
Manufacturing flats/storage/no information (~1951)
Manufacturing flat/dwelling/vacant/dwellings/storage (~1942)
Lumber and storage/dwellings/office/wheel wright (~1916-~1905)
1887 Sanborn was not available
Listed Site
238 North 9th St Realty Corp., 238 North 9th Street - PBS
UST closed in place on 11/4/00.
Nearby Historic Sites of Potential Concern
Filling station/manufacturing southwest of the lot (~1965)
Filling station/garage & repairing southwest of the lot (~1965)
Garage/store southwest of the lot (~1944)
Chemical storage/vacant southwest of the lot (~1916)
Enquist Chemical Works southwest of the lot (~1905)

Comments
The west building is 4 floors and the east building is 2 floors. A loading dock and truck parking are on the east side of the Site. A sign indicates pickup/receiving is on the southeast side of the building by the loading dock. A vent pipe exists at the boundary between the buildings, next to the small staircase. A vault door exists in the sidewalk, about 10 feet west of the vent pipe. Some vents exists on the south side of the building. A possible abandoned well was observed in the sidewalk. A fuel oil fill port and vent pipe are about 15 feet from the northwest corner of the building. Another loading/unloading area is at the southwest corner of the building.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	172
Block #	2315
Tax Lot	14
Address	525 Union Avenue
Name	SJ Supply Showroom-Stockroom
Land use	Industrial
Lot Area	15,550



Building Information	
East	Pest Control Systems
West	Vacant manufacturing
North	Mt Carmel Triangle Park
South	Carmel Residence 277 N 8th
Slope	Slight to west
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	Sanborn addresses are 517-525 Union Avenue.
	Building Department records show 2 violations, 1 complaint, 2 Environmental Control Board violations

Historic Sanborn Map Notes	
Manufacturing flat with metal storage (~1996 - ~1951)	
Garage on lot ~1983.	
Metal Store Front Manufacturing (~1942)	
Vogeley & Lackman Mirror Manufacturing - activities include grinding, polishing and silvering (~1916~1905)	
1887 Sanborn Maps were not available	
Nearby Historic Sites of Potential Concern	
Junk yard to the northeast of lot ~1996~1916.	
Junk yards to the west and southeast of lot ~1905.	
Listed Sites Nearby	
SQG to east with violation, spill in manhole to east	

Comments	
The occupant of the Site provides sheet metal, water proofing, and roofing, sheet metal fabrication, commercial and residential roofing, vinyl siding, gutters, and leaders. A large overhead door is near the east end of the building. A dumpster is near the west end of the building.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/3/2003
E-Designation	On-Site Concern
Site #	173
Block #	2315
Tax Lot	21
Address	503 Union Avenue
Name	Vacant Manufacturing
Land use	Industrial
Lot Area	9,375



Building Information	
East	SJ Supply
West	North Side Catholic Academy
North	Paisano Estates & parking lot
South	Tremco
Slope	Slight to west
# of Buildings	1
# of Floors	2
Facade	Brick
Notes	
Sanborn addresses are 503-515 Union Avenue.	
Building Department records show 5 violations, 2 complaints, 1 Environmental Control Board violation.	

Historic Sanborn Map Notes
Commercial/warehouse (~1996~1978)
Lumber/offices (~1965)
Lumber/store (~1951)
Stores/unidentified (~1942)
Laurence Hughes Junk Yard/paper and rags/stores (~1916 - ~1905)
1887 Sanborn Maps were not available
Nearby Historic Sites of Potential Concern
Garage to the north of lot ~1983.
Junk yard north of lot ~1996~1916.
Listed Sites
SQG to east with violation, spill in manhole to east

Comments
The property is available through Kalman & Dolgin. An overhead door is to the west entrance and the middle entrance is to the offices on the east side along Union. At one time, the occupant was Ideal Cards. There are vaults in the sidewalk adjacent to Union Avenue. There is a sewer vent near the west end. The building has roof drains. An alley is at end possibly leading to loading dock.

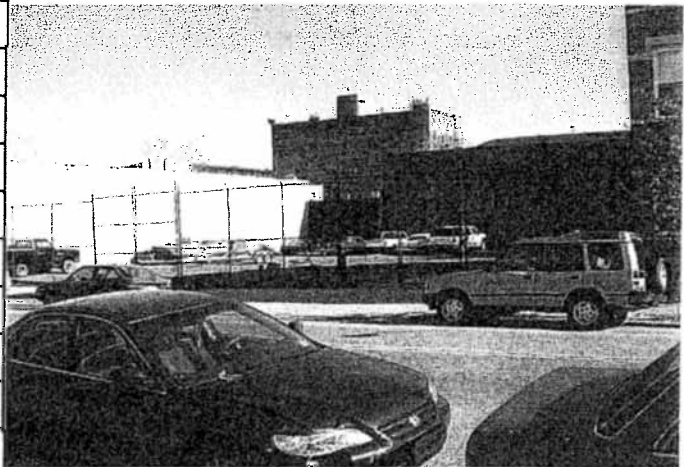
Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	174
Block #	2741
Tax Lots	3, 7, 8
Address	526-538 Union Avenue
Name	None/Scientific Fire Prevention Shop
Land use	Parking/Industrial
Site Area	15,000



Building Information	
East	Wei Je Industries Inc.
West	Vacant Manufacturing/Northside Catholic Academy
North	Beach Russ Co.
South	Paisano Estates - Residential
Slope	Slightly west
# of Buildings	One at Lot 7
# of Floors	One with possible loft
Façade	Brick
Notes	
Sanborn addresses are 526-538 Union Avenue.	
Sanborn maps show lot 8 as having an address of 540 Union Avenue	
Building Department records show 1 violation, 5 complaints, and 1 Environmental Control Board violation for Lot 7, no records identified for Lots 3, 8.	

Historic Sanborn Map Notes	
Lot 3:	junk yard (~1996~1916), barrel storage yard (~1905), no information was provided on the 1887 map.
Lot 7:	auto repair (~1996~1995), manufacturing (~1993~1989), auto repair (~1988~1986), junk yard (~1983-1965), dwelling on Union/junk yard in rear (~1980~1965), dwelling (~1951~1942), two stores (~1916), one store (~1887)
Lot 8:	parking (~1996~1978), store (~1965~1887)
Nearby Historic Sites of Potential Concern	
Auto repair to the south of lot ~1996~1993.	
Welding to the south of lot ~1992~1965.	
Auto repair to the south of lot ~1951	
Listed Site	
Unnamed Facility, 526 Union - Spill #9811933, waste oil	
Sanborn addresses range form 526-538 Union Ave	

Comments
Lot 3 is a gravel base lot enclosed by a chain link fence with two gated entries and contains cars, boats, trailer, Vinny's steak shed, engine for truck. A weigh station with some vaults in concrete exists at the southeast corner and a possible fill port exists in front center of lot 3. A vault exists in the sidewalk adjacent to Lot 3 off Union.
Lot 7 is used as a materials storage/shop. Firm at this lot also has address at 627 Union Avenue. There is a large overhead door and personal entry off Union. Vaults were observed in the sidewalk off Union.
Lot 8 is secured by chain link fence with barbed wire, two gates both of which were open. Surface is grass, asphalt, and some gravel.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	Concern on Adjacent Lot
Site #	175
Block #	2741
Tax Lot	47
Address	11 Jackson Street
Name	Wei Je Industries Inc.
Land use	Industrial
Lot Area	9,360



Building Information	
East	BQE and Underpass
West	Henry's Body Shop
North	Backyard of Bamonte's Restaurant
South	Mt Carmel Triangle Park
Slope	Slightly west
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	Sanborn addresses are 11-15 Jackson Street.
No Building Department records were identified.	

Historic Sanborn Map Notes
Lumber storage (~1996 - ~1965)
Dwelling (~1951)
Multiple dwellings (~1942)
Store and six dwellings (~1916 - ~1887)
Nearby Historic Sites of Potential Concern
Auto repair at 9 Jackson Street (west) ~1996-~1993.
Welding at 9 Jackson Street (west) ~1992-~1965.
Auto repair at 9 Jackson Street (west) ~1951
Junk yard at 536-526 Union Avenue (west) ~1996-~1916.

Comments
The occupants of the building provide stainless steel railings and iron doors as indicated on the sign near the top of the building.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	176
Block #	2741
Tax Lot	13
Address	32 Withers Street
Name	Bamonte's Restaurant
Land use	Residential/Commercial
Lot Area	6,543



Building Information	
East	BQE and underpass/Greene's
West	Residential, 3 Story
North	Residential, 3 Story
South	Residential, 4 Story
Slope	Slightly southwest
# of Buildings	1
# of Floors	2
Facade	Stone
Notes	
Building Department records show 11 violations, and 1 complaint.	

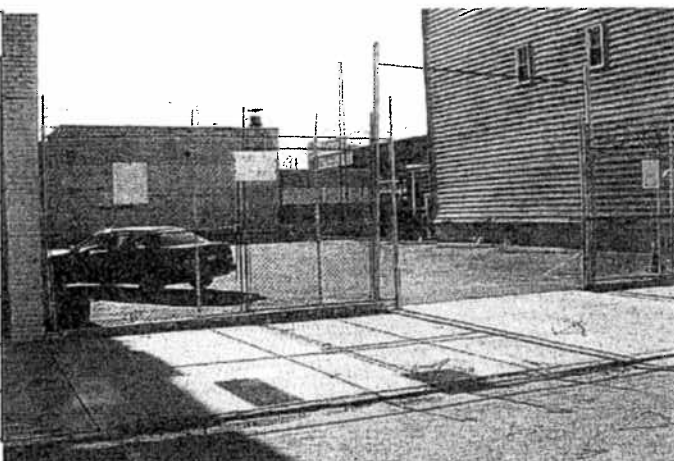
Historic Sanborn Map Notes	
Unidentified/Hall/Store (~1996-~1942)	
Two stores on Jackson, one store on Withers, two halls in between (~1916-~1905)	
Store on Withers, no information on Jackson (~1887)	
Nearby Historic Sites of Potential Concern	
Nickel plating at 28 Withers St (east) ~1965-~1951.	

Comments
The Site is a restaurant with a residence above it.
Two-55 gallon drums were observed in the rear of the lot along Meeker Avenue, adjacent to Lot 47.
The back of the lot along Meeker Avenue is a garden, typical landscaped backyard.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	Concern on Adjacent Lot
Site #	177
Block #	2741
Tax Lot	15
Address	36 Withers Street
Name	Parking for Bamonte's Restaurant
Land use	Parking
Lot Area	5,000



Building Information	
East	3 Story Residential
West	3 Story Residential
North	Greene's Lighting & Fixtures
South	3 Story Residential
Slope	Slightly west
# of Buildings	NA
# of Floors	NA
Facade	NA
Notes	Sanborn addresses are 36-38
Withers Street.	
Building Department records do not show the Site as	
on file.	

Historic Sanborn Map Notes	
Parking with filling station to east (~1996 - ~1965)	
Cooperage (~1951 - ~1905)	
No information (~1887)	
Listed Sites Nearby	
Green Lighting and Fixtures, 40 Withers Street - SQG	
Nearby Historic Sites of Potential Concern	
Filling station with four gasoline tanks at 44-50 Withers	
Street ~1996~1942	

Comments	
The Site is secured by a chain link fence with razor wire.	
The surface of the lot is asphalt.	
A roof drain off the building to the north was observed to drain into the lot.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	178
Block #	2741
Tax Lot	19
Address	44 Withers Street
Name	Citgo Service Station and Food Mart
Land use	Automotive
Lot Area	6,050



<u>Building Information</u>	
East	BQE and Underpass
West	Residence
North	Residence
South	Greene 's Lighting Fixtures
Slope	Slightly southwest
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	Sanborn addresses are 44-50
Withers Street and 243-255 Meeker Avenue.	
No Building Department records were identified.	

<u>Historic Sanborn Map Notes</u>	
Filling station with four tanks (~1996 - ~1942)	
Junk yard (~1916 - ~1905)	
No information (~1887)	
<u>Nearby Listed Sites</u>	
SQG west of lot, PBS, Spills, FINDS (AIRS, FRS)	
<u>Listed Site</u>	
Meeco Corp., 243 Meeker Avenue - PBS UST, AST	
Amaco, 243 Meeker Avenue - Spills	
Dickie & Ann Auto Service, 243 Meeker Avenue - FINDS	

<u>Comments</u>
The Site is a gasoline station with two service bays and pumps along Meeker Avenue.
A dumpster exists on the Withers Street side of the lot.
There is a possible monitoring well near the service bay door toward the Withers Street side of the lot.
The Site address is also 243 Meeker Avenue.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	179
Block #	2742
Tax Lots	2, 4, 5, 9
Address	646 Lorimer/Meeker Avenue
Name	FF Auto Sales Inc./Francis Albert Market
Land use	Automotive/Parking
Site Area	15,576



Building Information	
East	Unknown Industrial/5-story building, 1st floor warehouse
West	Father Giorgio Triangle Park/BQE and underpass parking
North	BQE and underpass parking
South	unknown industrial/residential/commercial
Slope	Slight to south-southwest
# of Buildings	One at Lot 2, one at Lot 4 (2 total)
# of Floors	One at each
Façade	Brick at Lot 2, Wood at Lot 4
Notes	Sanborn map addresses are 646-650 Lorimer Street and 270-292 Meeker Avenue
	Building Department records show 3 complaints at Lot 2, 3 complaints at Lot 9, no records identified for Lot 4, and Lot 5 is not on file.

Historic Sanborn Map Notes	
Lot 2:	Motor freight station with gas tank (~1996~1965), garage & repair (~1951~1942), lot divided before BQE construction, storage (~1916~1905), two dwellings (~1887)
Lots 4 and 5:	tractor parking (~1996 - ~1983), store (~1942~1887), no information provided on 1982 to 1951 maps.
Lot 9:	tractor and other parking (~1996 - ~1983), two stores/two dwellings (~1942), store/three residences (~1916), four residences (~1905), dwelling (~1887), no information provided on 1982 to 1951 maps.

Comments	
Vent pipes exist on the roof of the building at Lot 2	
A trailer is in lot 9 for the Market Place. A sign identifies the lot as Brooklyn Sweater Factory. At the rear of the lot a large overhead door exists, which may be access to FF Auto Sales. The lot has asphalt parking and is secured by a chain link fence with barbed wire. The lot contains a crane, two dump trucks, a front end loader, an excavator, a rack truck, a hoist, and several cars. The north end of the lot may be used by Used Construction Equipment and Heavy Trucks which has the following phone number (718) 389-7999. Lot 5 appears to be part of Lot 9.	

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	180
Block #	2742
Tax Lot	15
Address	86 Withers Street
Name	Warehouse/Residential
Land use	Industrial/Residential
Lot Area	5,000



Building Information	
East	Strocchia & Sons Iron works
West	Francis Albert Marketplace
North	BQE & underpass
South	Residential
Slope	slight to north
# of Buildings	1
# of Floors	5
Facade	Brick
Notes	
Sanborn addresses are 84-86 Withers Street.	
Building Department records show 24 violations and 2 Environmental Control Board violations.	

Historic Sanborn Map Notes	
Manufacturing (~1996~1942)	
Diener & Co., furniture manufacturing (~1916)	
Two lots - vacant and two story light skin dressing operation (~1905)	
Tannery and no information (~1887)	
Nearby Historic Sites of Potential Concern	
Iron Works at 88-92 Withers St ~1996~1965.	
Fur Cleaning and Dying at 88-90 Withers ~1905.	
Nearby Listed Sites	
Meeker and Withers-Spill, manhole w/ 20gal of water	

Comments
The property at 86 Withers Street is an apparent garage or bay for Strocchia Iron Works. The building is appears to be a warehouse or light manufacturing on the 1st floor and residential on the upper floors. The building has a basement.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	181
Block #	2742
Tax Lots	17, 20
Address	88-96 Withers Street
Name	Patsy Strocchia & Sons Iron Works
Land use	Industrial
Lot Area	12,500



Building Information	
East	Residential
West	Warehouse/Residential
North	BQE and underpass ¹
South	Residences
Slope	Slight to northeast
# of Buildings	One on each lot (2 total)
# of Floors	One at each building
Facade	Brick
Notes	
Sanborn addresses are 88-96 Withers Street.	
Building Department records show an oil burner application (1961) for Lot 20, no files were identified for Lot 17.	

Historic Sanborn Map Notes	
Lot 17:	Iron Works (~1996~1965), lumber storage (~1951)
	Sckiff Bros. fur dressing and dyeing (~1916~1905), two dwellings (~1887), no information provided on 1942 map.
Lot 20:	Commercial & warehouse (~1996~1978), three stores/two dwellings (~1965~1942), two dwellings/store (~1916~1887).

Comments
North of Lot 17 is residential. The occupant is fabricators, erectors, and suppliers of iron works.
Lot 20 has access to the basement along Leonard Street near the intersection with Withers.
1 - Also Badome Sessa Memorial Sq.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	Concern on Adjacent Lot
Site #	182
Block #	2742
Tax Lot	35
Address	59 Jackson Street
Name	None
Land use	Industrial
Lot Area	5,000



<u>Building Information</u>	
East	Residential
West	FF Auto Sales, Francis Albert MP
North	Francis Albert Market Place
South	Residential
Slope	Slight to southwest
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	

Sanborn addresses are 59-61 Jackson Street.

No Building Department records were identified.

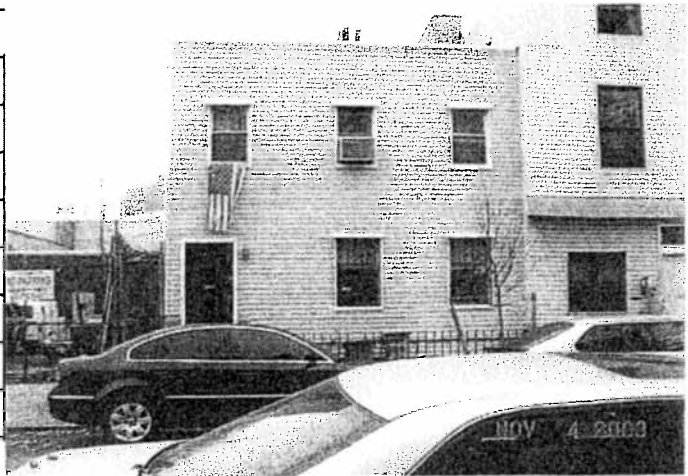
<u>Historic Sanborn Map Notes</u>
Warehouse (~1996 - ~1995)
Sugar warehouse (~1993 - ~1965)
Commercial flat (~1951)
Scrap metal (~1942)
Office and cooper shop (~1916 - ~1905)
Cooperage (~1887)
Nearby Historic Sites of Potential Concern
Motor freight station with gas at 646-650 Lorimer Street
(west) ~1996~1965.

Comments

There is a large bay door, two personnel entries, and a sewer vent in the front of the building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	183
Block #	2746
Tax Lots	40, 41, 42
Address	31-35 Skillman Avenue
Name	Residence/Mod-Veterans Fuel Oil
Land use	Residential/Industrial
Site Area	7,500



Building Information	
East	Residence, 37 Skillman Avenue
West	Residence, 29 Skillman Avenue
North	Express Supply Inc.
South	Residences, 30-34 Skillman Ave.
Slope	South
# of Buildings	One at each lot (3 total)
# of Floors	Two at Lot 40, one at lots 41, 42
Facade	Vinyl at Lots 40, 41, brick at Lot 42
Notes	
Building Department records show 3 violations for Lot 40, 1 violation for Lot 41, and no records were identified for Lot 42.	

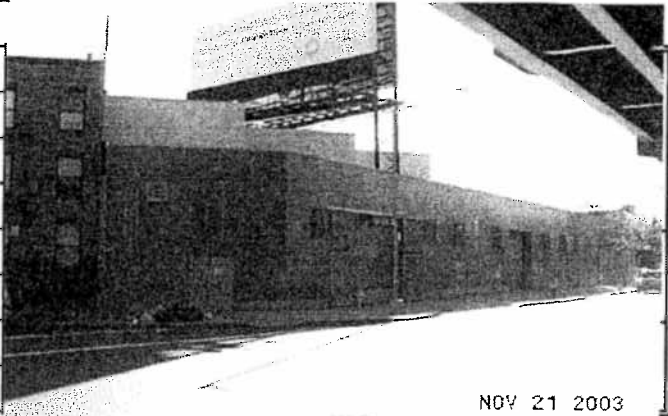
Historic Sanborn Map Notes	
Lot 40:	residence (~1996--1905), store (~1887)
Lot 41:	unidentified structure (~1996--1978), dwelling in front, iron working in rear (~1965), dwelling in front, auto repair in rear (~1951), dwelling in front, unidentified structure in rear (~1942 --1905), dwelling (~1887)
Lot 42:	fuel truck garage (~1996--1965), unidentified structure (~1942), dwelling in front, storage in rear (~1916--1905), dwelling (~1887), no information provided on 1951 map.
Nearby Listed Sites	
25 Skillman Avenue-NY Spills (gasoline odor complaints)	

Comments
A chimney was observed on the roof at Lot 40 and a yard is in back of the building. Some solid waste was observed.
At lot 41, there are two dumpsters on north side of lot. Lot 41 has an asphalt surface in front of the building with a chain link fence around property. A gate is on the south side of lot.
Lot 42 has a vent pipe and fill port near the southwest corner of building and a vent pipe on the roof.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2002
E-Designation	Concern on Adjacent Lot
Site #	184
Block #	2746
Tax Lot	39
Address	37 Skillman Avenue
Name	Express Supplies Inc./Residence
Land use	Residential/Commercial
Lot Area	11,500



Building Information	
East	3 Story Residence
West	BQE/ Under Pass Parking
North	Father Giorgio Triangle
South	Residences
Slope	South
# of Buildings	1
# of Floors	1
Façade	Cinder Block/Brock
Notes	The site has an irregular shape.
Sanborn address is also 240 Meeker Avenue and 40	
Jackson Building Department records show 2 violations	
11 complaints, 7 Environmental Control Board violation.	
Listed Site	
NY Spills, numerous complaints of gasoline odors	
at 25 Skillman Avenue	

Historic Sanborn Map Notes	
Residence/contractor storage (~1996~1983)	
Dwelling/unidentified use (~1982~1942)	
BQE not constructed - residence on Skillman/three stores/	
office/dwelling on Jackson (~1916)	
Dwelling on Skillman/four dwellings/store on Jackson (~1905)	
Dwelling on Skillman/six dwellings on Jackson (~1887)	
Nearby Historic Sites of Potential Concern	
Fuel truck garage at 31 Skillman Ave. (west) ~1996~1965.	
Garage at 41 Skillman Ave. (east) ~1996~1995.	
Iron works at 33 Skillman Ave. (west) ~1989~1965.	
Filling station at 17-23 Skillman Ave (west) ~1996~1965.	
Garage at 41 Skillman Ave. (west) ~1988~1942	
Auto repair at 33 Skillman Ave (south) ~1951.	

Comments

There are two large overhead doors, a double door, and a single door along Meeker Avenue.

The building has a roof drain and a gas vent. There is a parking lot and Empire Seafood south of 240 Meeker Avenue.

A double door exists on the Jackson Street side of the building. Three story residence at 37 Skillman Avenue. There are residences to the east, west and south of 37 Skillman Avenue. There is a one story brick structure behind 240 Meeker Avenue. The deck at 37 Skillman Avenue is above a one story structure.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	185
Block #	2317
Tax Lots	1, 3, 5, 6, 7, 8, 36
Addresses	North 7th Street/Kent Avenue
Name	Unidentified
Land use	Vacant Lots
Site Area	20,722



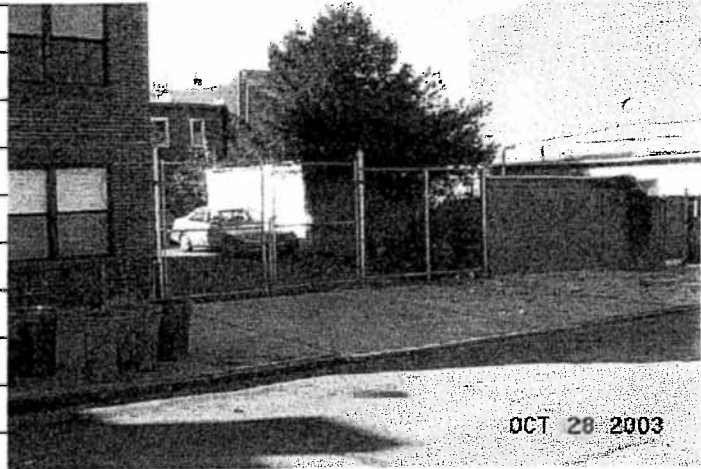
Building Information	
East	Falcon Laundry 1930/residence/alley
West	Vacant lot/residences/alley
North	Offices and/or apartments
South	Stan Getz Music Hall
Slope	To west (East River)
# of Buildings	1 at Lot 1, none at other lots
# of Floors	1
Facade	Brick
Notes	Building at Lot 1 appears abandoned - to be renovated
No Building Department records were identified for Lots 1, 3, 5, 6, 7, 8, and 36.	
Sanborn addresses are 51-63 North 7th Street and 105-117 Kent Avenue.	

Historic Sanborn Map Notes	
Lot 1:	auto repair (~1996~1995), truck storage (~1993~1965), office/storage (~1951), two stores (~1942), two stores (~1916) 2 stores/dwelling (~1905~1887)
Lot 3:	parking (~1996~1978), coal piles/gas tank (~1965~1951), Blaisdeli & Co. woodworking/painting (~1916~1905), no information provided on 1942 and 1887 maps
Lot 5:	parking (~1996~1978), coal yard (~1965~1951), store (~1916~1887), no information provided on 1942 map.
Lot 6:	parking (~1996~1978), coal yard (~1965), dwelling (~1951~1942), store (~1916~1887)
Lot 7:	commercial (~1996~1978), vacant (~1965), dwelling (~1951~1916), store (~1905~1887)
Lot 8:	vacant (~1965), dwelling (~1951~1916), store (~1905~1887), no information on 1996 to 1978 maps.
Lot 36:	parking (~1996~1951), dwelling (~1942-1887)

Comments	
Construction barrier along exterior of building at Lot 1 on sidewalk along North 7th Street and Kent Avenue. Building appears to be vacant and undergoing renovation. DEP workers were in area. One worker informed another that apartments are planned for this site. There is no roof to the structure and inside is gutted as observed from Kent Avenue.	
Lots 3, 5, 6, 7, 8 are used for parking for 10 restaurants and Stan Getz Music Hall. There are also cars for sale in northern lots. Storage containers and roll offs are present and appear to be maintained. Area is secured by chain link fence and barbed wire. There is some storage of construction materials - granite blocks, bricks, sheeting, slate. Some cars in disrepair are also present. Lot 36 is not viewable, appears to be open.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/28/2003
E-Designation	Concern on Adjacent Lot
Site #	186
Block #	2317
Tax Lots	12, 13
Address	64 North 8th Street
Name	None
Land use	Vacant Lots
Lot Area	5,000



Building Information	
East	Residence/apartment
West	Unknown/residence
North	Mill Paper Box Co. warehouse
South	Alley/residence
Slope	West
# of Buildings	One at Lot 12
# of Floors	One
Façade	Wood/siding
Notes	
No Building Department records were identified for	
Lot 12. Lot 13 was not on file.	

Historic Sanborn Map Notes
Lot 12: Dwelling and unknown storage (~1996 - ~1887)
Lot 13: Dwelling (~1916~1887), no information provided on 1996 to 1942 maps.
Nearby Historic Sites of Potential Concern
Iron works to the south of lot ~1996~1978.

Comments
Lot 12 contains storage. It has a small shed and something covered with a tarp (vehicle). The shed does not appear to be habitable (no windows). A two story residence exists in the back of the lot. There are two mature pine trees and other vegetation between the shed and the residence.
Lot 13 contains parking for 8 or 9 cars with a center aisle. The surface of the lot is asphalt.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	187
Block #	2317
Tax Lots	16, 17
Address	72-74 North 8th Street
Name	None
Land use	Residential/Vacant Lot
Lot Area	5,000



Building Information	
East	Possible garage
West	Possible Garage
North	One story unidentified warehouse
South	Residences
Slope	West
# of Buildings	One at Lot 16
# of Floors	3
Facade	Brick
Notes	
No Building Department records were identified for either lot.	

Historic Sanborn Map Notes	
Lot 16:	Residence (~1996-~1887), identified as a dwelling ~1980-~1887.
Lot 17:	Painters equipment storage (~1980-~1965), dwelling (~1951-~1887), no information provided on 1996 to 1981 maps.
Nearby Listed Sites	
Across North 8th Street - Two- No. 2 fuel spills.	

Comments
Lot 17 lot was open during the site reconnaissance. It contains a roll off with apparent metal recycling or construction/manufacturing related materials. A hoist exists near the front of the lot. Several drums were observed toward the rear of the lot. It is a gravel based lot with piles of waste observed.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	Concern on Adjacent Lot
Site #	188
Block #	2317
Tax Lot	18
Address	76 North 8th Street
Name	None
Land use	Industrial/Residential
Lot Area	10,000



Building Information	
East	Apartments
West	Metal waste storage
North	Apartments
South	Residence
Slope	West
# of Buildings	1
# of Floors	One
Façade	Brick
Notes	

Sanborn addresses are also 71-75 North 7th Street.

Building Department records show 12 complaints and 3 Environmental Control Board violations.

Historic Sanborn Map Notes	
Manufacturing flat (~1996 - ~1965)	
No information (~1951)	
Store and no information (~1942)	
Masons storage/dwellings/store (~1916--1905)	
1887 Sanborn obscured by EDR Label	
Nearby Listed Sites	
Across North 8th Street - Two No. 2 fuel spills.	
Nearby Historic Sites of Potential Concern	
Painters equipment storage north of lot ~1980--1965.	

Comments
The Site appears to be a garage or warehouse. A sign indicates an air compressor exists in the building. A UST exists in the building to the east. Roof vents were observed on the building.

Environmental Impact Statement

Site Observation Sheets
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/28/2003
E-Designation	On-Site Concern
Site #	189
Block #	2319
Tax Lot	31
Address	141 North 7th Street
Name	The Pod NY - None?
Land use	Commercial
Lot Area	19,740



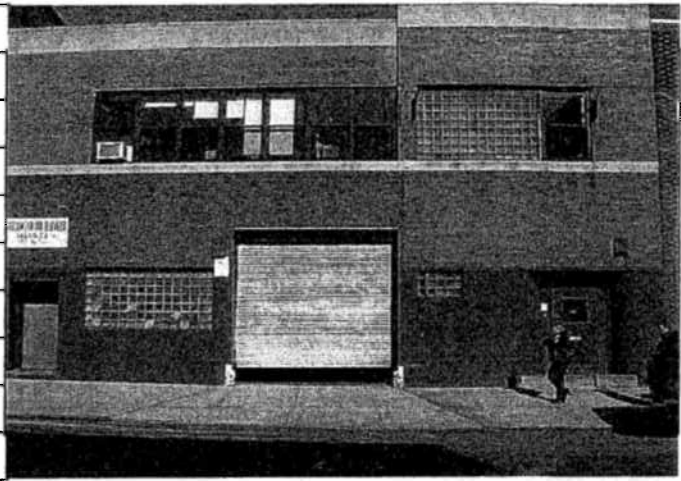
Building Information	
East	Apartments
West	Apartments
North	Residence, 96-98 North 8th Street
South	Repair service/residences/former gas station
Slope	East
# of Buildings	One
# of Floors	One
Facade	Brick
Notes	Grounds - building
Sanborn addresses are 133-141 North 7th Street	
Building Department records show 3 violations, 1 Environmental Control Board violation.	

Historic Sanborn Map Notes	
Metal spinning and stamping (~1996 - ~1992)	
Colonial Metal Spinning and Stamping (~1991 - ~1951)	
Robert Emmet School PS 38/Dwelling (~1942~1887)	
Nearby Historic Sites of Potential Concern	
Gasoline tank on adjacent east lot (~1951 - ~1942)	
Listed Site	
Regency Metal Stamping, 133 North 7th St - FINDS, FFTP	
Unnamed facility, 133 North 7th - Spills (Closed 9/28/01)	

Comments	
The Site appears to consist of two or more stores. A sign on the building exterior shows that at least a portion of the structure is for rent. The POD NY appears to be a restaurant or night club. Toward the western portion of the lot there is an overhead type door and inside is a bar/restaurant. No name was observed on this portion of the building. Ciao Bella Restaurant was on North 7th Street portion of this lot. This lot may also have access to Berry Street, about mid block.	

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	190
Block #	2320
Tax Lot	15
Address	177 North 7th Street
Name	Brooklyn Fan and Blower
Land use	Industrial
Lot Area	7,500



Building Information	
East	Residence, 179-181 North 7th St
West	Residence, 173 North 7th St
North	Warehouse, 180 North 8th St
South	North Catholic Academy
Slope	To east
# of Buildings	1
# of Floors	2
Façade	Brick
Notes	
Sanborn addresses are 175-179 North 7th Street	
Building Department records show 3 violations.	

<u>Historic Sanborn Map Notes</u>
Manufacturing with a gasoline tank (~1996~1965)
Garage with a gasoline tank (~1951~1942)
Dwelling (~1916~1887)
Listed Site
Harry Vanderdale School, 179 North 7th Street - Spill

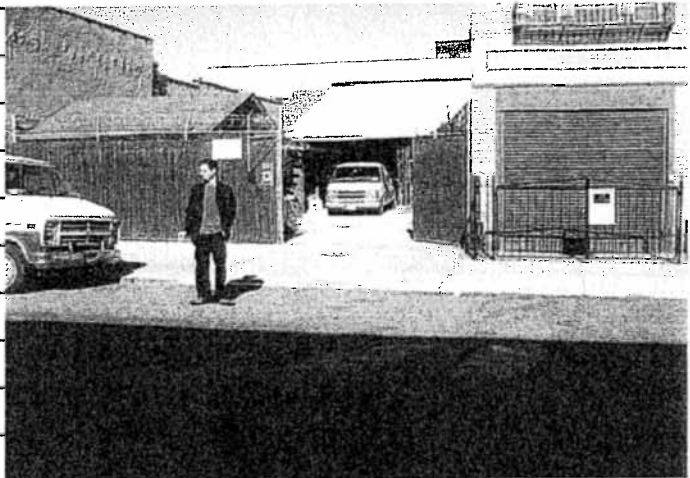
Comments

An open pipe was observed at the base of the building.

An overhead door exists along North 7th Street near the center of the building.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/30/2003
E-Designation	Concern within 400 feet of Site
Site #	191
Block #	2321
Tax Lots	36, 37, 38
Address	205-209 North 7th Street
Name	MBZ Co./unidentified warehouse
Land use	Vehicle/Open Storage/Industrial
Site Area	7,294



Building Information	
East	Residence, 219 North 7th Street
West	Residence, 201 North 7th Street
North	Residences, 210-212 North 8th St
South	Residence, 218-224 North 7th St
Slope	East
# of Buildings	One at lot 38
# of Floors	1
Facade	Brick
Notes	
Building Department records show 1 violations, 1 complaint, and 4 Environmental Control Board violations for Lot 37, 1 violation for Lot 38, and no records were identified for Lot 36.	

Historic Sanborn Map Notes
Lot 36: unidentified structure (~1996~1978), illegible/rags/vacant (~1965), illegible/private garage (~1951~1942), unidentified structure or stable (~1916), dwelling (~1905~1887)
Lot 37: store (~1965~1916), vacant (~1905), dwelling (~1887) no information provided on 1996 to 1978 maps.
Lot 38: warehouse (~1996~1965), three dwellings (~1916~1887), no information provided on 1951 to 1942 maps.
Listed Sites Nearby
236 Driggs Avenue - Fuel Oil Spill
546 Driggs Avenue - Spill

Comments
Lots 36 and 37 are open overhead and have an shed structure with a vent on the roof of the structure. A van is stored on site. Both lots are paved with asphalt and neatly landscaped.
Lot 38 has an overhead door on west side of building with two roof vents on east side of building.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/30/2003
E-Designation	Concern within 400 feet of Site
Site #	192
Block #	2321
Tax Lots	13, 14
Address	218-220 North 8th Street
Name	Residence/Marty's Car Mart Inc
Land use	Residential/Industrial
Lot Area	5,000



Building Information	
East	Residence, 222 North 8th Street
West	Residence, 216-218 North 8th St.
North	Residence, 215-217 North 8th St
South	Vacant empty lot/residence
Slope	To east
# of Buildings	One on each lot (2 total)
# of Floors	Two floors at each building
Facade	Vinyl & brick
Notes	
Building Department records show 1 complaint at Lot 13 and 2 complaints at Lot 14.	

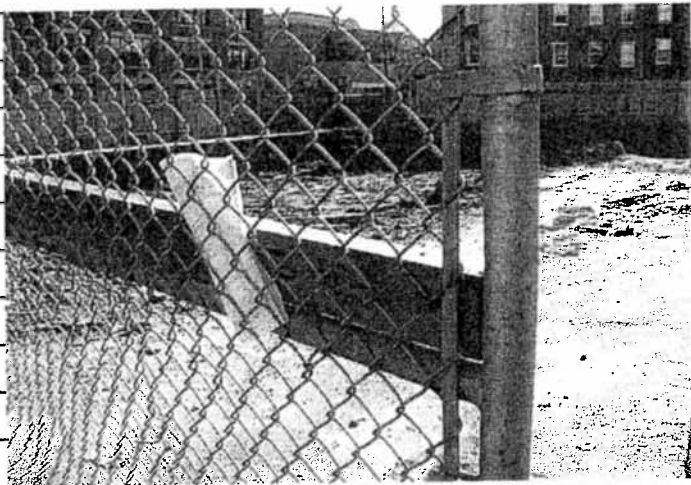
Historic Sanborn Map Notes	
Lot 13:	Dwelling (~1996-~1887), rag storage in rear of lot from ~1942-~1905)
Lot 14:	Manufacturing (~1965-~1965), open and vacant (~1951), dwelling (~1942-~1916), store (~1905), dwelling (~1887).

Comments
Lot 13 has a vault door in the sidewalk and an alley on the east side of the building.
Lot 14 has an overhead door along North 8th Street.
The building was demolished when LMS returned to the lot on 2/16/04

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	193
Block #	2321
Tax Lot	18
Address	224 North 8th Street
Name	Vacant Empty Lot
Land use	Vacant
Lot Area	13,100



Building Information	
East	Apartments, 65 Roebling Street
West	Residence, 222 North 8th Street
North	Residence/Commercial, 225 North 8th Street
South	Vacant residence/office, 237 N7th
Slope	To east
# of Buildings	NA
# of Floors	NA
Façade	NA
Notes	
Building Department records show 28 violations, 7 complaints, 1 Environmental Control Board violation and an oil burner application (1949).	
Sanborn addresses are 224-232 North 8th Street and 60-80 Roebling Street.	

Historic Sanborn Map Notes
Manufacturing/storage/parking/offices (~1996--1965)
Manufacturing/open and vacant/dwelling/vacant and no information (~1951)
Machine shop/dwellings/store/no information (~1942)
Dwellings/store/manufacturing/illegible (~1916)
Dwellings/store/no information/rags (~1905)
1887 Sanborn was not available

Comments
A large excavation was observed at the lot. The former building was removed with the exception of the exposed building footing about 5 feet below ground surface. A dumpster is at the northwest corner of the lot.
The lot is enclosed by a chain link fence with a gated entrance on North 8th Street.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	10/30/2003
E-Designation	Concern on Adjacent Lot
Site #	194
Block #	2321
Tax Lot	25
Address	231 North 7th Street
Name	Vacant Residence/Office
Land use	Vacant Building
Lot Area	1,200



<u>Building Information</u>	
East	Apartments, 75 Roebling Street
West	Residence, 229 North 7th Street
North	Vacant Empty Lot
South	Greenhouse Holistics
Slope	To east
# of Buildings	1
# of Floors	3
Façade	Brick
Notes	
Building Department records show 1 complaint.	
Sanborn addresses are 231 North 7th Street and	
82-86 Roebling Street.	

[illegible]

Comments
A vault exists in the sidewalk along North 7th Street.
The 1st floor windows on the building are boarded up.
There is a garage at the northeast corner of the building.
The garage is a single story structure.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	195
Block #	2322
Tax Lot	1
Address	75-83 Roebling Street
Name	Residence, A.I.R - 3rd Floor
Land use	Industrial/Residential
Lot Area	12,500



<u>Building Information</u>	
East	Kaplan Bello Warehouse
West	Vacant Residence, 231 North 7 St
North	Apartments, 65 Roebling Street
South	Harry Von Arsdale High School
Slope	To east
# of Buildings	1
# of Floors	3
Façade	Brick
Notes	
Sanborn addresses are 75-83 Roebling Street and 235-245 North 7th Street.	
Building Department records show 4 violations, 1 complaint, 3 Environmental Control Board violations.	

Historic Sanborn Map Notes
Manufacturing with an elevator (~1996~1951)
Manufacturing with spraying on the 3rd floor (~1942)
No information (~1916)
Dwellings/store (~1905)
1887 Sanborn map not available
Nearby Historic Sites of Potential Concern
paint spraying east of lot (~1996~1965)

Comments
A vent pipe is along North 7th Street, approximately 50 feet from the corner of Roebling and North 7th Streets.
There was no sign of fill port.
Approximately 15 feet south west of the vent is a circular patch of concrete (Possible boring or former sign post)
A monitoring well exists on the opposite side of North 7th Street, southeast of the lot and the vent pipe.
A loading dock exists at the southeast corner. House vents are on the south wall.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/30/2003
E-Designation	Concern on Adjacent Lot
Site #	196
Block #	2322
Tax Lot	6
Address	65 Roebling Street
Name	Apartments/ A.I.R Floors 1-3
Land use	Industrial/Residential
Lot Area	12,500



Building Information	
East	Storage/garbage
West	Vacant/empty lot
North	Tribeca Oven
South	Apartments, 75 Roebling Street
Slope	To east
# of Buildings	1
# of Floors	2
Facade	Plaster
Notes	
Sanborn addresses are 65-73 Roebling Street and 234-244 North 7th Street.	
Building Department records show 28 violations, 11 complaints, 9 Environmental Control Board violations and 3 oil burner applications (1947, 1964, 1975).	

Historic Sanborn Map Notes	
Manufacturing with an elevator and coal vault (~1996~1942)	
No information (~1916--~1905)	
1887 Sanborn map not available	
Nearby Historic Sites of Potential Concern	
paint spraying southeast of the lot (~1996~1965)	

Comments
Some house vents are on the western and northern walls.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	10/30/2003
E-Designation	On-Site Concern
Site #	197
Block #	2322
Tax Lots	10, 11, 28, 30
Address	246-248 N8th/251-255 N7th
Name	Storage
Land use	Industrial/Residential
Site Area	32,567



Building Information	
East	Chapel/Garage/Residence at 257 North 7th Street, Puritan Lighting
West	vacant lot/85 Roebling, apartments
North	Tribeca Oven, 245-255 N 7th, Res.
South	Harry Van Arsdale H.S.
Slope	To East
# of Buildings	One at each lot (4 total)
# of Floors	One at Lots 10, 11, 30, two at Lot 28
Facade	Corrugated steel at lot 10, brick
Notes	Lot 11 consists of a continuous warehouse with 3 tenants; Acorn Food, Adelphia Sales Co., and Charlie Pineapple Theater Co. Staircase on west side of building at Lot 10 leads to basement. Sanborn address are 246-262 North 8th Street and 247-255 North 7th Street.

Historic Sanborn Map Notes
Lot 10: paint spraying (~1996~1965), lumber storage (~1951), store (~1942), horse shed (~1905), dwelling (~1887)
Lot 11: manufacturing/storage (~1996~1965), manufacturing (~1951), garage for 99 cars (~1942), wagon and push cart yard/store/stable (~1916 - ~1905), stable/sheds (~1887)
Lot 28: Manufacturing/Storage/Office (~1996~1965), dwelling/storage/stable (~1951~1887)
Lot 30: manufacturing (~1996~1993), warehouse/shipping (~1992~1965), auto house/beverage depot/storage (~1951~1942), carriage house/stables/office (~1916~1905), stables/dwelling (~1887)
Building Department records show 2 complaints for Lots 10 and 28, no records identified for Lot 10 and Lot 30 is not on file.
Listed Site
Puritan Lighting Fixture, 255 North 7th - SQG, FINDS

Comments
A possible abandoned well exists on the north side of North 8th and the south side of North 7th Streets.
Loading dock in rear of building at Lot 10, some scrap metal and wood. Roll off and 4 dumpsters, old furniture/mattresses also observed. Two oil fill holes observed at the northwest corner of structure at Lot 10.
Vent pipe observed on roof at Lot 11. Square patch in sidewalk with circular interior. (possible abandoned well)
Drain pipe observed at the bottom of road side wall at Lot 28. A roof vent was also observed.
Some 1 gallon paint cans observed inside building at Lot 30. Unidentified 5 gallon pails were also observed inside the warehouse. Two drain pipes were observed at the base of the building wall at Lot 30.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	198
Block #	2323
Tax Lots	9, 10
Address	286-292 North 8th Street
Name	Parking/garage/A1 Stamping & Spinning
Land use	Parking/Industrial
Lot Area	15,983



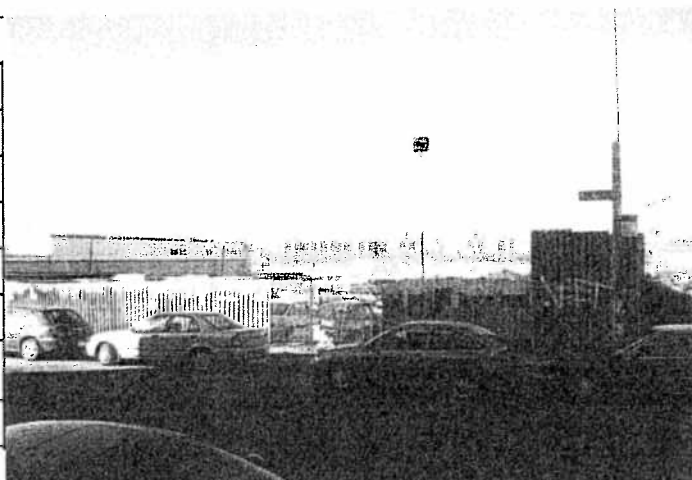
Building Information	
East	Residence, 294 North 8th Street,
West	Residence, 284 North 8th Street
North	St Jude Church and Carmel Residence
South	Residence, 279 North 7th Street
Slope	To east
# of Buildings	One on each lot (2 Total)
# of Floors	One at each building
Façade	Brick
Notes	
Sanborn addresses are 286-292 North 8th Street and 27-31 Havemeyer Street.	
Building Department records show 2 violations at Lot 10. No Building Department records were identified for Lot 9.	

Historic Sanborn Map Notes	
Lot 9:	Storage/4 dwellings (1996--1965), 2 dwellings/store (~1951), private garage/partially vacant and open/dwelling/store (~1942), dwelling/stores (~1916), dwelling/unidentified structure (~1905), dwellings (~1887).
Lot 10:	Manufacturing flat (~1996--1965), auto repair with 2 gas tanks (~1951--1942), dwelling (~1887), no information provided on 1916 and 1905 maps.
Nearby Historic Sites of Potential Concern	
Ansbacher -Seigal-chemical storage to the southeast ~1942-~1905.	
Garage with 2 gas tanks to the south ~1965--1951	
Listed Sites Nearby	
304 North 7th Street, School - Fuel oil spill.	

Comments	
Lot 9 has a 3 bay door garage in rear of the lot. Two dumpsters and pallets are stored on the lot.	
Eight land/sea trailers exist behind the residence. The lot is asphalt paved with some paths. Floor drains were observed in front of the building. Two automobiles are parked in the lot.	
Lot 10 has a fill port and a vent pipe at the northeast corner of the building. Two overhead doors exist along North 8th Street. A vault door exists in the sidewalk at the northeast corner of the building.	
A vent pipe was observed on the roof of the building.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	199
Blocks #	2324, 2332
Tax Lot	1 and 1
Address	128-144 Kent Avenue
Name	NYC Tow Redemption/4 Gs Truck Renting
Land use	Vacant Lots
Lot Area	294,100



Building Information	
East	Residential/IO restaurant (F) /Seymour Mann Inc.
West	East River
North	NYS Office of Parks Restoration and Historic Preservation
South	Recycle America
Slope	West
# of Buildings	One on Block 2324, two on Block 2332 (3 total)
# of Floors	One on Block 2324, one and two on Block 2332
Façade	Office Trailer at Block 2324, brick
Notes	at Block 2332
Phone number for NYC redemption is (718) 302-1007	
East - Also Marble & Stone Creations, Inc., dba	
Gregory Miller Associates	
Sanborn addresses for Block 2324 are 2-52 North	
7th St, 128-142 Kent Ave, and 1-39 North 6th St	

Historic Sanborn Map Notes
Block 2324: Site filled with railroad tracks (~1996~1942), Brooklyn Cooperage (~1916~1906), Weidmann Cooperage/ stores and dwellings (~1887), no information was provided on the 1951 to 1942 maps.
Block 2332: West Shore Railroad Yards (~1996~1916), NYC & HRRR Yards (~1905), no information was provided on the 1887 map.
Listed Sites
Waste Management of NY, 144-162 Kent Ave. - SQG, FINDS
Nearby Listed Sites
157 Kent Ave., Joral Carting Inc. - Transfer Station
151 Kent Ave., FNW Realty - 2 ASTs
151 Kent Ave., Nynex Manhole BRS, FRS.

Comments
Corrugated steel fencing encloses Block 2324 which is a gravel base and the west end of lot is used for trailer and truck storage. There is a lot of refuse on the sidewalk around the block with some staining on North 6th Street.
NYC Transit System North 7th Street Fan Plant is at the end of North 7th Street.
Three vent pipes and four oil fill ports are along the northern wall of the main building at Block 2332. Two roof vents and one passive vent are along the northern wall of the buildings at Block 2332.
Two ASTs were in the southern portion of Block 2332, two pump islands are used for refueling trucks in this area.
Building Department records show 8 violations and 1 ECB violation at Block 2324 Lot 1, 1 violation at Block 2332 Lot 1.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	Concern on Adjacent Lot
Site #	200
Block #	2325
Tax Lots	4, 5, 103
Address	125-127 Kent Avenue
Name	Gregory Mulluer Assoc.
Land use	Industrial/Vacant lot
Site Area	8,500



Building Information	
East	Residences
West	NYC Redemption Yard/National Display Materials
North	Unidentified Industry
South	Residence, 131-133 Kent Avenue
Slope	South and west
# of Buildings	One at each (3 total)
# of Floors	One at Lot 4, two at Lots 5, 103
Façade	Brick
Notes	
Building Department records show 1 violation for Lot 4, Lot 5 has an oil burner application (1952), and Lot 103 has 4 violations, 1 complaint, and an oil burner application (1939).	
Sanborn addresses range from 125-129 Kent Ave.	

Historic Sanborn Map Notes	
Lot 4:	manufacturing flat (~1996~1965), store in lot front, dwelling in rear (~1916~1905), fish smoking/dwelling (~1887), no information provided on 1951 and 1942 maps.
Lot 5:	manufacturing flat (~1996~1986), dwelling (~1980~1965), store with basement (~1951~1887), no information provided on 1983 to 1981 maps.
Lot 103:	auto garage and no information (~1996~1978), dwelling, auto garage and no information (~1965~1942), store in lot front, two dwellings in rear (~1916~1905), store (~1887)

Comments
Lot 4 has a passive vent on west side of building and a dumpster inside the building. Active stone work occurs inside building. An overhead crane is also inside the building. Lot 4 is also possibly part of Gregory Mulluer Assoc.
Each of the three lots have overhead doors on Kent Avenue.
Two fuel fill holes were observed in the eastern lot adjacent to Lot 103.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	201
Block #	2325
Tax Lots	11, 12
Address	66-68 North 7th Street
Name	Residence/Leeds
Land use	Residential/Industrial
Lot Area	7,500



Building Information	
East	ARF Cooling
West	Residence, 62 North 7th Street
North	Open Lot
South	Residence, 51-53 North 6th Street
Slope	To west
# of Buildings	One at each lot (2 total)
# of Floors	Four at Lot 11, one at Lot 12
Facade	Vinyl at Lot 11, brick at Lot 12
Notes	Vault door in sidewalk along North 7th Street.
Building Department records show 1 complaint for Lot 12. No Building Department records were identified for Lot 11.	
Sanborn addresses range from 66-70 North 7th Street	

Historic Sanborn Map Notes	
Lot 11:	commercial (~1996 - ~1986), oil truck storage (~1983~1965), private garage (~1951), store/dwelling (~1942~1905), dwelling (~1887)
Lot 12:	commercial (~1996~1986), motor freight station with gas tank (~1983~1965), private garage (~1951~1942), two dwellings/two stores (~1916~1887)
Nearby Historic Sites of Potential Concern	
Chemical warehouse south of lot ~1965~1951.	

Comments
Two gasoline fill ports were observed across the street from Lots 11 and 12.
Two chimneys were observed on the east side of the building at Lot 11. A vault exists in the sidewalk in front of Lot 11 along North 7th Street.
Lot 12 has an overhead door along North 7th Street.

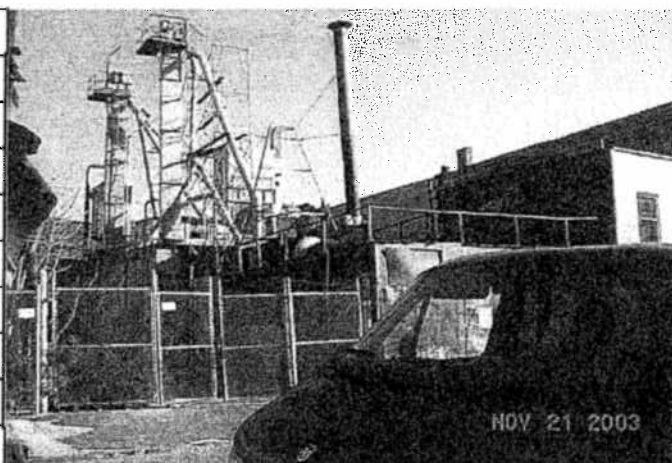
Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	202
Block #	2325
Tax Lots	24, 25, 26
Address	65-69 North 6th Street
Name	National Display Materials/Storage
Land use	Vacant Lot/Industrial
Site Area	7,500



Building Information	
East	Unidentified Warehouse
West	Storage/parking lot
North	warehouse/residences North 7th St
South	Unidentified Club
Slope	To west
# of Buildings	One at Lots 24 and 26 (two total)
# of Floors	Two at Lot 24, one at Lot 26
Facade	Brick/vinyl at lot 24, corrugated steel at lot 26
Notes	
Building Department records show 1 complaint and 1 Environmental Control Board violation for Lot 24, no records were identified for Lots 25 and 26.	
Listed Site	
National Display Co., 67 North 6th - FINDS, AIRS	

Historic Sanborn Map Notes	
Lot 24:	manufacturing (~1996~1978), office and sawdust in bags (~1965 - ~1951), office and bag storage (~1942), store and dwelling (~1916~1887)
Lot 25:	unidentified structure (~1996~1951), unidentified structures and bag storage (~1942), dwelling (~1916~1887)
Lot 26:	gas tank in lot (~1965 - ~1951), two dwellings (~1916~1887), little information provided on 1996 to 1978 and 1942 maps.
Nearby Historic Sites of Potential Concern	
Motor freight station with gas tank north of lots ~1983~1965	
Oil truck storage north of lots ~1983~1965.	
Chemical warehouse north of lots ~1965~1951.	
Garage with gas tank north of lots ~1951~1942.	

Comments
Large vent stack at the center of building at Lot 26 with a hopper and vent at the northeast corner on building and a vent on the east side of the building. Two conveyer/chute like structures are on the west side of building.
Lot 25 is littered with 55 gallon drums and pallets, some of which are rust colored, staining on concrete slab.
At Lot 24, vault door in sidewalk along North 6th Street.
Operation at Lot 26 appears vacant/unused.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/21/2003
E-Designation	Concern on Adjacent Lot
Site #	203
Block #	2325
Tax Lots	27, 28, 29
Address	59-61 North 6th Street
Name	Parking Lot
Land use	Vacant Lots/Industrial
Site Area	7,500



<u>Building Information</u>	
East	Open Drum Storage
West	Residence/Warehouse
North	ARF Cooling/Residence
South	Mimi Lampshades/unidentified warehouse
Slope	To west
# of Buildings	none
# of Floors	NA
Façade	NA
Notes	
Sanborn addresses for lot 27 is 63 North 6th Street.	
Building Department records show 5 violations, 4 complaints, and 5 Environmental Control Board violations. Lot 27 is not on file, and no records were identified for Lot 28.	

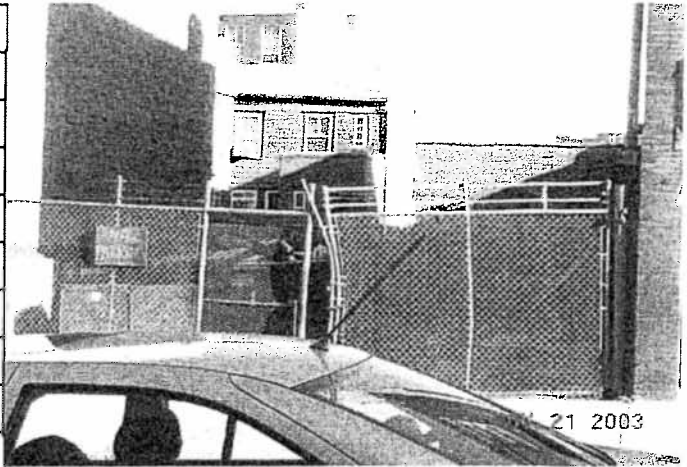
<u>Historic Sanborn Map Notes</u>
Lot 27: parking (~1996~~1965), two dwellings (~1951-~1905), one dwelling (~1887)
Lot 28: parking (~1996~~1965), dwelling (~1951~~1887)
Lot 29: parking (~1996~~1965), dwelling (~1951~~1887)
<u>Nearby Historic Sites of Potential Concern</u>
Motor freight station with gas tank north of lot ~1983~~1965.
Oil truck storage north of lot ~1983~~1965.
Gas tank south of lot ~1965 - ~1951
Chemical warehouse west of lot ~1965~~1951.
Garage with gas tank north of lot ~1951~~1942.

<u>Comments</u>
The Site consists of an open gravel lot enclosed by a chain link fence. Two land/sea trailers were observed on the east side of the lots and 12 automobiles are stored in the lots. Firewood is piled at southwest corner of the lots.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	Concern on Adjacent Lot
Site #	204
Block #	2325
Tax Lots	31, 32
Address	53-55 North 6th Street
Name	none/Residence
Land use	Vacant Lot/Residential
Lot Area	5,000



Building Information	
East	Residence/Warehouse, 57 N6th St
West	Residence, 51 North 6th Street
North	Leeds/Residence
South	Atem Inc (Art Gallery)/Residence
Slope	West
# of Buildings	One at Lot 32
# of Floors	Three
Façade	Cedar Shingles
Notes	
Building Department records show 1 complaint for	
Lot 32. Lot 31 was not on file.	

Historic Sanborn Map Notes	
Lot 31: dwelling (~1965~1887), no information provided on	
1996 to 1978 maps.	
Lot 32: dwelling (~1996~1905), two dwellings (~1887)	
Nearby Historic Sites of Potential Concern	
Motor Freight Station with gas tank north of lot ~1983-	
~1965.	
Oil truck storage northeast of lot ~1983~1965.	
Gas tank east of lot ~1965 - ~1951	
Chemical warehouse east of lot ~1965~1951.	
Garage with gas tank northeast of lot ~1951~1942.	

Comments
Lot 31 has a gravel surface and is enclosed by a chain link fence with a gated entrance along North 6th Street.
Two vent pipes were observed on the east side of the building at Lot 32. A chimney was observed on the west side of the building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	Concern on Adjacent Lot
Site #	205
Block #	2326
Tax Lots	32, 33, 34, 35
Address	95-105 North 6th Street
Name	The Sweet Water Tavern/Residence/Rojo Quality Meat/Private Parking/Storage/Fish Stix Restaurant
Land use	Residential-Commercial/ Vacant Lot/Industrial
Site Area	9,700



Building Information	
East	Residence/Warehouse, 107 North 6th Street
West	Anytime Restaurant, Residence
North	Residences/Parking, 108-114 N7th
South	Residences/building under renovation/warehouse
Slope	West
# of Buildings	one at each Lots 32, 33, and 35
# of Floors	3 at lots 32 and 35, one at lot 33
Façade	Brick at 32, 34, tile/plaster at 35
Notes	
Vault door in sidewalk along North 6th at lots 32, 35.	
Overhead door along North 6th St at Lot 34, Lot has concrete surface.	
Building Department records show 1 Environmental Control Board violation for Lot 35, no records were identified for Lots 32, 33, and 34.	

Historic Sanborn Map Notes
Lot 32: commercial (~1996~1991), store (~1989~1887)
Lot 33: warehouse (~1996 - ~1995), commercial (~1993-1991), store (~1989~1887)
Lot 34: Store (~1989~1887), no information provided on 1996 to 1991 maps.
Lot 35: commercial (~1996-1991), store (~1989~1887)
Open and vacant behind 99, 97, & 95 North 6th (~1942)
Dwellings behind 99, 97, & 95 North 6th (~1916~1887)
Nearby Historic Sites of Potential Concern
Auto repair to the north of the lots ~1951~1942

Comments
Two chimneys were observed on the west side of the roof at Lot 32.
A small loading dock exists on North 6th Street and active use of a forklift was observed at Lot 33.
Lot 34 is used for auto storage. Three delivery trucks and two vans are stored in the lot. A garage/shed exists in the rear of the lot and some scrap metal is stored in the lot. Two 55-gallon drums are stored in the lot and appear to be used as garbage bins. Two vents on the east wall, one vent on the south wall, and one vent on the roof were observed on the building at Lot 35.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected/Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	206
Block #	2326
Tax Lots	17, 18, 19
Address	114-120 North 7th Street
Name	Residence/warehouse/Berry Packing
Land use	Residential/Industrial
Site Area	18,333



Building Information	
East	Unidentified warehouse
West	Residence, 118 North 7th Street
North	Sweet Water Tavern/Residence
South	Residence, 109 North 7th Street
Slope	To west
# of Buildings	1
# of Floors	2
Facade	Tar shingles
Notes	

Lot 19 is an asphalt lot along Berry Street enclosed by a chain link fence. Lot 19 also has a loading dock. One truck trailer was stored on lot 19, and an overhead bay door exists in the lot.

Sanborn addresses are 114-126 North 7th Street and 118-126 Berry Street.

Historic Sanborn Map Notes	
Lot 17:	two dwellings (~1996--1887)
Lot 18:	rag bailing (~1996--1965), auto repair (~1951-~1942), dwelling (~1916--1887)
Lot 19:	warehouse (~1996--1978), parking with store on Berry Street (~1965), four dwellings/two stores (~1951-~1887)
Building Department records show 4 complaints for Lot 17, and no records were identified for Lots 18 and 19.	

Comments

Lot 17 has a basement entrance and an alley leading to an empty lot at the rear of building.

Lot 18 has an overhead door along North 7th Street and activities may operate under Berry Packing Corp.

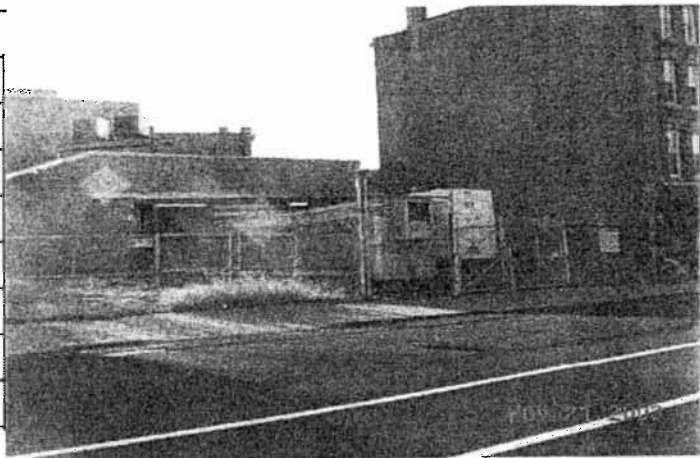
A vault door was observed in the sidewalk along North 7th Street at lot 18. A chimney was also observed at the east side of building roof and a vent pipe near the southwest corner of building.

Multiple roof vents were observed near the north side of the building at Lot 19 including two vents at the west side of the building, a large vent system at the center of building and three passive vents on west side of building.

Solid waste, pallets and stainless steel kitchen equipment were observed in open area of Lot 19.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	207
Block #	2327
Tax Lot	2
Address	141 Berry Street
Name	M & V Provisions (Former Occupant)
Land use	Industrial
Lot Area	10,495



Building Information	
East	Residence/1st floor M&V
West	See Notes*
North	Vacant Garage and Gas Station
South	Residence/Sushi Bar
Slope	To south
# of Buildings	1
# of Floors	1
Façade	Masonry Blocks
Notes	* Several lots including: parking lot at 130 Berry Street, The Future Perfect (Store), 143 Berry Street, residence and Sushi Bar.
Sanborn addresses are 141-143 Berry Street and 121-129 North 6th Street.	

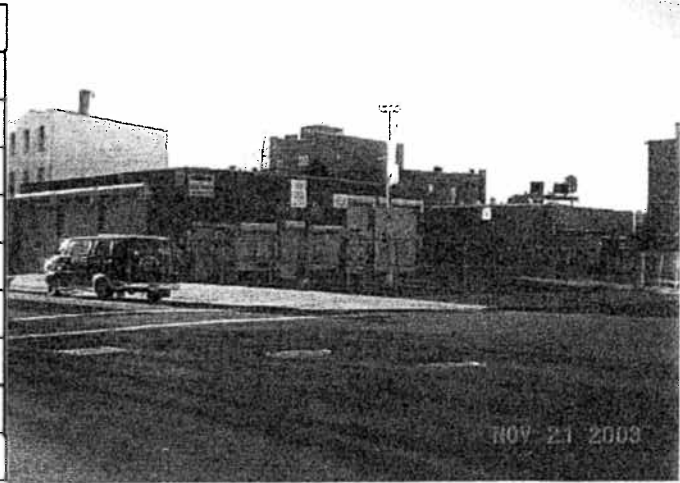
Historic Sanborn Map Notes
Food wholesale/residence (~1996~1986)
Storage/food wholesale/residence (~1983~1981)
Store/food wholesale/residence/dwelling (~1980)
Two stores/food wholesale/residence (~1979~1978)
Food wholesale/three dwellings/three stores (~1965)
Provisions/dwelling/3 stores/trucking garage (~1951~1942)
Garage/auto repair/dwelling/three stores (~1916)
Four dwellings/two stores (~1905)
Four dwellings/three stores (~1887)
Nearby Historic Sites of Potential Concern
Auto repair to the north of lot ~1996~1992.
Auto repair/filling station to the north of lot ~1991~1965.

Comments
A loading dock is along Berry Street with three bay doors in the loading dock area. Two truck trailers are also in the loading dock area. Two overhead doors are in the loading dock area which is enclosed by a chain link fence. A large vent system is at the northwest corner of the building. Two large vent systems are at the south side of the building. Two vent pipes are at the southwest corner of the building.
Building Department records show 2 complaints and 1 Environmental Control Board violation.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	208
Block #	2327
Tax Lots	4, 5
Address	131 Berry Street
Name	Vacant Filling Station/Garage
Land use	Automotive
Lot Area	11,300



Building Information	
East	Residence, 138 North 7th Street
West	Berry Packing Corp.
North	Residence, 121 Berry Street
South	M&V Provisions
Slope	South and east
# of Buildings	One at the combined lots
# of Floors	One
Facade	Brick
Notes	
Listed Site	
S.C. Truck & Auto Repair, 125 Berry St - PBS UST	
Sanborn addresses are 125-137 Berry Street and	
128-136 North 7th Street.	
Building Department records show 1 violation for Lot	
5, no records were identified for Lot 4.	

Historic Sanborn Map Notes	
Lot 4:	store and dwelling (~1979), two stores (~1965-~1951), store (~1942), two stores (~1916), store (~1905), two stores (~1887), no information provided on 1996 to 1980 and 1978 maps.
Lot 5:	auto repair and parking (~1996~1993), filling station/auto repair (~1992~1965), three dwellings/store (~1951~1942), three dwellings/two stores (~1916), four dwellings/one store (~1905), five dwellings/store (~1887)
Nearby Historic Sites of Potential Concern	
Auto repair to the north of lot ~1996~1993.	
Auto repair and filling station to the north of lot ~1991~1965.	

Comments
Lots 4 and 5 consist of one building which has 3 overhead bay doors along North 7th Street and two overhead doors along Berry Street. There is an asphalt area in front of the building along Berry Street. The asphalt is uneven and there is a large broken patch which has been filled with gravel. The Site is enclosed by a chain link fence.
Two vent pipes were observed on the roof of the building. Two 2 inch circular cavities were observed in these lots although the view was obscured. These cavities may be possible monitoring wells or fuel fill ports.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	209
Block #	2327
Tax Lots	16, 17, 18
Address	148-150 North 7th Street
Name	John's Repair/Sunac Natural/Residence
Land use	Industrial/Residential
Site Area	6,900



<u>Building Information</u>	
East	Divertys
West	146 North 7th Street, Residence
North	The POD NY (Club)/Residence
South	Residences & Office, 133-137 N6th
Slope	To east
# of Buildings	One at each lot (3 total)
# of Floors	One at lot 16, 17, 3 at lot 18
Façade	Concrete/Stone Tile/Brick and Tar Shingles
Notes	
Building Department records show 2 complaints for	
Lot 17, no records for Lot 18, and Lot 16 is not on file	

<u>Historic Sanborn Map Notes</u>
Lot 16: private garage with dwelling in rear (~1996~1983), garage with dwelling in rear (~1942), dwelling in rear (~1887). Portions of other maps are covered by a label.
Lot 17: commercial (~1996~1988, ~1986), motor freight station (~1982 - ~1978), two dwellings (~1942, ~1887). Portions of other maps are covered by a label.
Lot 18: three residences (~1996~1983), dwelling (~1942~1887). Portions of other maps are covered by a label.
Nearby Listed Site
Across North 7th St - Cutting oil spill

<u>Comments</u>
Lot 16 has an overhead door along North 7th Street.
Lot 17 has 2 vents on the east side of building roof, one is covered with plastic.
Lot 18 has a chimney near the southeast corner of building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	210
Block #	2327
Tax Lots	19, 31, 34
Address	154 N 7th St/139-145 N 6th St
Name	Divarty's/Residence/Store
Land use	Industrial/Residential
Site Area	16,117



Building Information	
East	Private Garage/residence & office
West	Residences
North	Residences at 145-149 North 7th St
South	NYC Transit Substation/M&V Provisions
Slope	Slightly west
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	Lot 19 has 2 wooden overhead doors along North 7th Street and new concrete in front of building and an asphalt lot on south side of building. Three land/sea trailers and a boat are in lot 19. Lot 19 is enclosed by a chain link fence. Sanborn addresses are 154-158 North 7th Street and 139-145 North 6th Street.

Historic Sanborn Map Notes
Lot 19: manufacturing flat (~1996~1991, ~1982), electro plating shipping and storage (~1942~1905), store and six dwellings (~1887), lot is obscured on some maps.
Lot 31: three residences (~1996~1993), storage (~1992~1965), store (~1942~1905), two dwellings (~1887), lot is obscured on some maps.
Lot 34: dwelling (~1996~1991, 1887), lot is obscured on some maps.
Listed Site
Service Plating Co., 154 North 7th - CERCLIS, SQG, UST leaking tank, FINDS, FTTS, Site is eligible for removal action, contains cyanides, acids in open vats, tanks. Removal completed on November 4, 1998. Site has one open spill (#8909928) on 1/16/90, tank test failure

Comments
At Lot 19, two pipes were observed on the building wall near the northwest corner (unknown use). Also, two vents chutes were observed near the northwest corner of building roof. A large vent stack was observed near the southeast corner of building at Lot 19. A loading dock exists on the south side of building with some steel storage on lot 19. Lot 31 has a vault door in sidewalk along North 6th Street. Lot 34 has a vent on eastern side of roof and a chimney at northeast corner of roof.
Building Department records show 12 violations, 2 complaints, and 2 Environmental Control Board violations at Lot 19 and no records were identified for Lots 31 and 34.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	212
Block #	2331
Tax Lots	7, 8
Address	294-296 North 7th Street
Name	Unidentified Warehouse/ Residence
Land use	Residential/Industrial
Lot Area	5,000



Building Information	
East	Unidentified Warehouse
West	Residence, 294 North 7th Street
North	Residence/Apartments, 281 N7th
South	Residences, 271-277 North 6th St
Slope	To west
# of Buildings	One at each lot (2 total)
# of Floors	One at lot 8, 3 at lot 7.
Façade	Brick & vinyl
Notes	
Discrepancy between EAS and Sanborn maps.	
Building Department records show 1 violation, 6 complaints, and 1 Environmental Control Board violation for Lot 8, and no records were identified for Lot 7.	

Historic Sanborn Map Notes
Lot 7: dwelling (~1996~1887)
Lot 8: candle storage (~1996~1951), barrel storage, shed, possibly for insecticide works (~1942), dwellings (~1916~1887).
Nearby Historic Sites of Potential Concern
Soap and Candle Mfg. to the southeast of lot ~1996~1951.
Filling Station to the southeast of lot ~1951.
Two gasoline tanks were identified northeast of lot ~1951.
Ansbacher-Seigal Corp. located northeast and southeast of lot, insecticide mfg., and chemical storage ~1942.
Color Mfg. at Ansbacher ~1916-1905.
Listed Sites Nearby
304 North 7th Street - School, Fuel oil Spill
Meeker Ave., Ansbacher Color & Dye Factory SHWS

Comments
A vent exists at the southwest corner of the roof at Lot 7. A chimney was observed at the northeast corner of the building. Stairs lead to a basement apartment at Lot 7.
An overhead door is on North 7th Street at Lot 8 and a forklift is actively used in warehouse. Pallets and boxes are stored in the warehouse. Approximately 20-55 gallon drums are also stored in the warehouse. A drain pipe was observed in the building wall at Lot 8.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	Concern on Adjacent Lot
Site #	213
Block #	2331
Tax Lot	42
Address	285 North 6th Street
Name	Unidentified Apts./Warehouse
Land use	Industrial/Residential
Lot Area	10,000



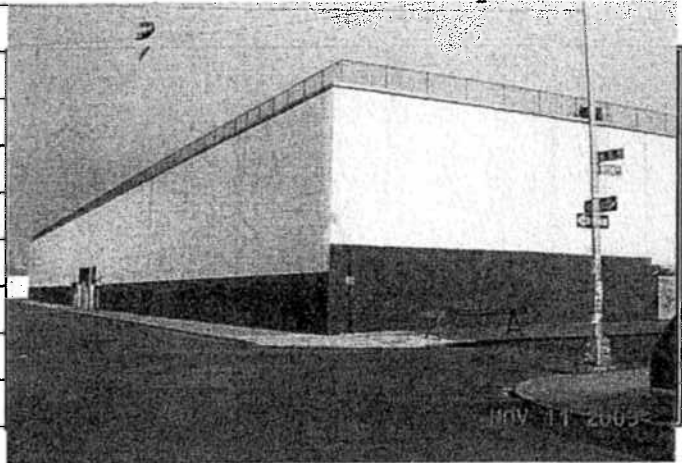
Building Information	
East	The Ugly Warehouse
West	Open/Vacant Lot
North	Star Soap and Candle Co.
South	Office/Joes Auto Repair, 300 North 6th Street
Slope	To south and east
# of Buildings	1
# of Floors	5
Façade	Brick
Notes	Sanborn addresses are 287-281
North 6th Street.	
Building Department records show 8 violations, 1 complaints, and an oil burner application (1982).	

Historic Sanborn Map Notes	
Manufacturing flat and storage with elevator (~1996~1951)	
Clarostat Manufacturing Co., Radio Specialties (~1942)	
Manufacturing flat and storage (~1916)	
Dwellings/E.L. Diamond Candy Manufacturing and unidentified structures (~1905)	
1887 Sanborn Maps were not available	
Nearby Historic Sites of Potential Concern	
Soap and Candle Manufacturing north of lot. ~1996~1942	
Filling station southeast of lot ~1951	
Ansbacher-Siegel Corp. Insecticide Mfg. and chemical storage southeast and northeast of lot ~1942.	
A.B Ansbacher & Co. Color southeast and northeast of lot ~1916~1905.	

Comments	
Two monitoring wells are southwest of the lot in the sidewalk, about 100 feet from the lot.	
A vault door exists in the sidewalk along North 6th Street.	
A vent is on the roof at the southwest and northeast corners of the building.	
Listed Sites Nearby	
School, 304 North 7th Street - fuel oil spill	
Ansbacher Color & Dye Factory, Meeker Avenue - SHWS	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	214
Block #	2333
Tax Lot	1
Address	149 Kent Avenue
Name	Western Carpet and Linoleum
Land use	Industrial
Lot Area	40,000



<u>Building Information</u>	
East	Warehouse, 175 Wythe Avenue
West	4Gs Truck Renting Company
North	Residence/Citi Windows, 135 Kent Avenue
South	Western Carpet and Linoleum/former manufacturing
Slope	To west
# of Buildings	1
# of Floors	2
Façade	Masonry blocks
Notes	An overhead door on Kent leads to the loading dock (~30 feet inside of building)
	The overhead bay door on North 5th Street leads to a loading dock inside the building with two bays and a ramp. The loading dock along Kent has two dumpsters and two overhead bay doors.

<u>Historic Sanborn Map Notes</u>
Western Carpet & Linoleum Co. Inc. Warehouse (~1996 ~1995)
Loft, no other information (~1993~1987)
Full of Tracks - Railroad tracks running through lot to Block 2334 (east) (~1986~1942)
Erie Rail Freight Station (~1916~1905), Brooklyn Eastern District Terminal, stave storage 1st fl, barrel storage 2nd fl
Being Built (~1887)
<u>Nearby Historic Sites of Potential Concern</u>
Chemical Storage north at 60-64 N6th ~1965~1916, and north at 78-82 N6th ~1916
Truck repair south at Block 2334 ~1996~1986
Liberty Paint Co. north at 70-72 N6th (~1916)
Dry cleaners supplies north at 135-141 Kent ~1996~1951
Sanborn addresses are 143-149 Kent, 31-65 North 5th, and 194-202 Wythe. DOB files show one ECB violation.

<u>Comments</u>
Recycle America is catty corner to the lot. A square patch of concrete is on North 5th Street with an adjacent circular patch (suspect tank fill port). Two fill holes were observed in the bay and loading ramp.
<u>Listed Sites Nearby</u>
Cleaners & Sales Equipment, 135 Kent Ave.- RCRIS SQG, FINDS
Montrose Supply & Equip. Co., 71 North 6th St., - AST's, UST's, small Quantity Generator, Spill at Vault 5413.
Century Waste Systems, 57 North 6th St., - Small Quantity Generator.
Waste Mgmt. of New York, 144-162 Kent Ave., - Small Quantity Generator.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	215
Block #	2334
Tax Lots	1, 3, 28, 30, 40, 45, 50
Addresses	Wythe Ave, Berry St, N5th St
Name	Transart(?)/Rizzo Trucking
Land use	Industrial
Site Area	45,000



Building Information	
East	Rizzo Trucking
West	Western Carpet and Linoleum
North	86 North 6th Street, Warehouse
South	Abbyss Corp./Quick Binding and Trimming
Slope	To west
# of Buildings	2
# of Floors	2 at Lot 28, one at rest of site
Facade	Plaster, brick, brick and plaster
Notes	2 overhead doors on Wythe. 3 on North 5th Street.
	Large building occupies lots 1, 3, 40, 45 and 50.
	Sanborn addresses are 173- 175 Wythe, and 79-105 North 5th Street, 148-154 Berry St
Listed Site	
	Rizzo Trucking, 91 North 5th Street - PBS UST

Historic Sanborn Map Notes	
Lots 1, 3, 40, 45, 50:	Truck repair & warehouse (~1996-~1986), Railroad tracks/storage (~1983-~1905), NY Central Freight Depot (~1916), West Shore RR Freight Depot (~1905), NY Central and Hudson RR Freight Depot (~1887)
Lot 28:	Railway line (~1996-~1905), NY Central Railroad Freight Depot (~1916), West Shore Railroad Freight Depot (~1905), railroad/dwelling/stable (~1887)
Lot 30:	Wholesale meat (~1996-~1978), Scranton & Lehigh Coal Co. (~1965-~1942), NY Central Railroad Freight Depot (~1916), West Shore Railroad Freight Depot NY Central & Hudson Freight Depot (~1905), dwelling/hay and feed store /harness maker (~1887)
Nearby Historic Sites of Potential Concern	
US Brass Turning SW of Site (Block 2342, ~1988-~1978)	

Comments
Building at Lot 1 has 2 large vents above entrance on North 5th Street, four dumpsters on sidewalk, truck storage in overhead area along 5th. Occupants/Customers of the building may be South Pacific foods, Jinan food products.
Lot 30 has a vent pipe on Berry Street, 6 overhead bay doors located in parking/loading dock area. Autos and trucks parked in loading area. Several vent pipes were observed on the roof, some roof drainage.
At Lot 28, there is a wall drain at the base of the building.
Building Department records show 1 complaint and an oil burner application (1948) for Lot 1, 5 violations and 2 oil burner applications (1915, 1975) for Lot 30, no records for Lots 3, 40, 45, and 50, and Lot 28 was not on file.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	Concern on Adjacent Lot
Site #	216
Block #	2334
Tax Lots	22, 23
Address	112-114 North 6th Street
Name	Sea Thai Restaurant and Bar
Land use	Industrial/Vacant Building
Lot Area	10,036



Building Information	
East	Residence/Industrial, 120 N6th
West	Residence, 110 North 6th Street
North	Residence/Industrial, 107-113 N6th
South	Rizzo Trucking
Slope	To west
# of Buildings	One at each lot (2 total)
# of Floors	Four at Lot 22, one at Lot 23
Facade	Brick
Notes:	
Building Department records show 6 complaints and 1 Environmental Control Board violation for Lot 22.	
Building Department records show 5 violations, 2 complaints, 1 Environmental Control Board violation for Lot 23.	
Sanborn addresses are 112-120 North 6th Street.	

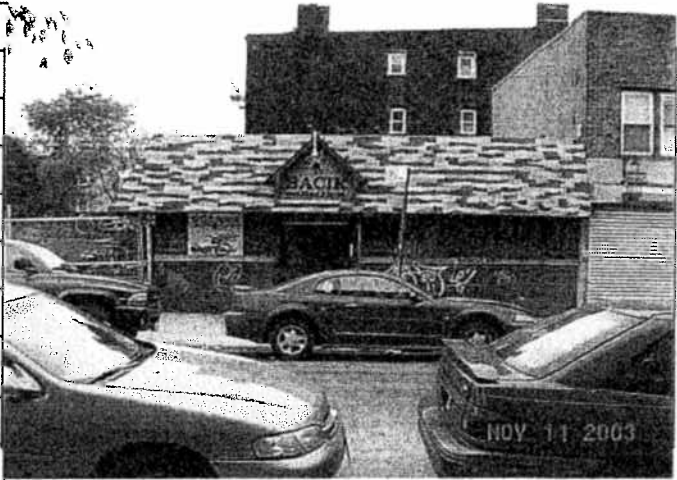
Historic Sanborn Map Notes	
Lot 22:	wholesale meat (~1996~1951), The Cudany Packaging Co. dressed beef cold storage (~1942), store/dwelling (~1905~1887), no information provided on 1916 map.
Lot 23:	wholesale meat (~1996~1951), Wilson & Co. Provisions (~1942), stores/dwellings/stable (~1905~1887), no information was provided on the 1916 map.
Nearby Historic Sites of Potential Concern	
Railroad tracks south of lot ~1980~1905	
Scranton and Lehigh Coal Co. also south of lot ~1965~1942	

Comments	
The building at Lot 22 is being renovated for office space.	
A chimney and roof vent were observed on the west side of the building at Lot 23. A refrigeration unit also exists on the building roof at Lot 23.	
Four overhead doors exist at Lot 23 on North 6th Street.	

Environmental Impact Statement

Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	217
Block #	2335
Tax Lots	6, 10, 12
Address	126--138 North 6th Street
Name	Bacik Wholesale & Retail Deli/Tacu Tacu & Rice Republic/Residence
Land use	Commercial/Vacant/Residential
Site Area	10,000



Building Information	
East	Vacant lot/parking/Quonset hut
West	Chai Restaurant
North	Japanese Restaurant and Sushi Bar/M&V Provisions/Residence
South	Residences on Berry, North 5th
Slope	To west
# of Buildings	One at lots 6, 12 (2 total)
# of Floors	One at lot 6, three at lot 12
Façade	Brick
Notes	
Building Department records show 8 complaints and 1 Environmental Control Board violation for Lot 10, no records were identified for Lots 6 and 12.	
Sanborn addresses are 126-138 North 6th Street.	

Historic Sanborn Map Notes	
Lot 6:	wholesale meats and cold storage (~1996--1951), stores/dwellings (~1916--1905), dwellings (~1887), no information was provided on the 1942 map.
Lot 10:	manufacturing flat (~1996--1965), store (~1951), store with a gas tank (~1942), two stores (~1916--1887)
Lot 12:	residential (~1996--1991), dwelling (~1989--1942), store (~1916--1887)

Comments

Lot 6 has drain pipes at base of building wall.

Lot 6 is also an asphalt paved lot with a chain link fence enclosing the lot and a gated entrance on North 6th Street.

Some solid waste, 55 gallon drum, and a used water heater was observed on lot 6 with a dumpster used by Bacik

Roof drains and a vault door in sidewalk along North 6th Street were observed at Lot 12.

Building at Lot 10 has a roof vent. There is also a vent and square patches of concrete in sidewalk.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	218
Block #	2335
Tax Lots	13, 14, 15
Address	140-146 North 6th Street
Name	Unidentified Warehouse
Land use	Vehicle & Open Storage/Industrial
Site Area	20,000



Building Information	
East	M & V Provisions
West	Vacant and Empty Lot
North	Residence, 83 North 6th Street
South	Residence, 121 North Street
Slope	To west
# of Buildings	One at each lot (3 total)
# of Floors	One at each lot
Facade	Brick at 13, 15, masonry at Lot 14
Notes	
Building Department records show 3 violations and 2 complaints at Lot 13, 2 violations at Lot 15, and no records for Lot 14.	
Sanborn addresses range from 144-150 North 6th St and 127-131 North 5th Street.	

Historic Sanborn Map Notes
Lot 13: auto repair (~1989~1965), garage with gasoline tank on 1942 map (~1951~1942), store (~1916~1887), no information provided on 1995 to 1991 maps.
Lot 14: warehouse (~1995~1990), meat storage (~1989~1965), store (~1916~1887), no information provided on 1951 and 1942 maps.
Lot 15: warehouse/truck loading (~1995~1978), pickle works/parking (~1965), pickle works/BBL storage/dwellings (~1951~1942), dwellings/stores (~1916~1887)
Nearby Historic Sites of Potential Concern
NYC Transit Authority Sub-Station to east at 148-152 N6th

Comments
Lot 13 has a roof vent at the northeast corner of the building.
Lot 14 is a multi lot facility with a chain link fence with 2 gated entrances on north side.
Lot 15 has a roof vent at the northeast corner of building.
Listed Sites Nearby
Eli Whitney H.S., Bedford Ave. & 6th St. - No. 6 fuel oil Spill
Holy Ghost Ukrainian School, 150 & 152 North 5th St. - Fuel Oil UST, 5K gal Tank (High Volume Leak)
Bedford Realty Corp., 132 North 5th St. - Fuel Oil UST

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	219
Block #	2337
Tax Lot	20
Address	226 North 6th Street
Name	Unidentified Warehouse
Land use	Industrial
Lot Area	6,990



<u>Building Information</u>	
East	Residence, 224 North 6th Street
West	See Notes *
North	Residence, 228 North 6th Street
South	Residence/Apts, 114 Roebling
Slope	To northeast
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	

* Residences at 230 North 6th Street and 107-109
 Roebling Street.
 No Building Department records were identified.
 Sanborn addresses are 226-228 North 6th Street.

<u>Historic Sanborn Map Notes</u>
Manufacturing/office (~1996--1978)
Printing/office (~1965--1951)
Printing/auto repair with a gas tank (~1942)
Store/no information/dwelling (~1916)
Two dwellings/two stores (~1905)
Four stores (~1887)

Nearby Historic Sites of Potential Concern

Auto repair with gas tank southeast of lot (~1942)

Nearby Listed Sites

106 Roebling St - Brothers Cleaning SQG

<u>Comments</u>
A fill port exists along North 6th Street near the northeast corner of the building.
A vent pipe is at the northwest corner of the building along North 6th Street.
A vault door is at the northwest corner of the building along North 6th Street.
An overhead door is along Roebling Street near the southeast corner of the building. An overhead door is along North 6th Street at center of building.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/13/2003
E-Designation	Concern on Adjacent Lot
Site #	220
Block #	2338
Tax Lot	1
Address	119 Roebling Street
Name	None (vacant building)
Land use	Vacant Building
Lot Area	1,582



Building Information	
East	3 Bay Garage
West	Brothers Cleaners (Dry Cleaners)
North	Residence, 117 Roebling Street
South	Barcel Ren Inc.
Slope	To east and north
# of Buildings	1
# of Floors	4
Façade	Brick
Notes	
No Building Department records were identified.	

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Environmental Impact Statement

Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	221
Block #	2339
Tax Lot	7
Address	57 Havemeyer Street
Name	Amax Printing
Land use	Industrial
Lot Area	7,920



Building Information	
East	Residence, 290 North 6th Street
West	Residence, 52 Havemeyer Street
North	Laura Bamontle Bakery
South	Residence/store, 65 Havemeyer
Slope	Northeast
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
283 North 6th Street is written on the door.	
Sanborn addresses are 276-284 North 6th Street	
and 61-65 Havemeyer Street.	
Building Department records show 4 violations, 7	
complaints, and 5 Environmental Control Board	
violations.	

Historic Sanborn Map Notes
Manufacturing with spray-booths, finishing (~1996~1965)
Wood furniture manufacturing (~1951)
Bakery (To Be) (~1942)
Contractors shed (~1916)
Store (~1905~1887)
Nearby Historic Sites of Potential Concern
Filling station on opposite side of Metropolitan Ave east of
lot ~1996~1942.
Nearby Listed Sites
SW corner of Metropolitan /Marcy - L Tanks
Gas Station, 445 Metropolitan Avenue - spill during removal.

Comments
A vent door is at the northwest and northeast corners of the building.
Ten evenly spaced concrete patches (1 foot by 2 foot) were observed along North 6th Street.
Three floor vents were observed.
Two monitoring wells exist on the opposite side of North 6th Street.
There are two overhead doors on Havemeyer Street and one on North 6th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	12/16/2003
E-Designation	On-Site Concern
Site #	222
Block #	2340
Tax Lot	1
Address	2 North 5th Street 164 Kent Avenue
Name	Recycles America, Alliance LLC Also USA Waste Services of NYC, Inc.
Land use	Industrial
Lot Area	214,329



Building Information	
East	Residences, 151 Kent & 101 N4th
West	East River
North	Truck Renting Co., Inc.
South	Warehouse-former manufacturing/residence
Slope	West
# of Buildings	1
# of Floors	1
Facade	Concrete, corrugated steel
Notes	Not in Building Department files.
An old railroad spur leads into the lot from North 5th.	
Roof drains are at the north end. Roll off at southeast.	
There is a possible old sealed well at the northeast corner of lot and either possible borings or sign posts.	
Sanborn addresses are 164-180 Kent Avenue, 26 North 5th Street, and 25 North 4th Street.	

Historic Sanborn Map Notes	
Nekbon Recycling Center - junk storage, train tracks north and south of site. (~1996-1991)	
No identification (~1989)	
Independent scrap metal/storage/junk yard with hydraulic press/machine room (~1988~1978)	
Pennsylvania Railroad, Consolidated Charcoal Co. (~1965-~1905)	
JD Learys Shipyard (~1887)	
Nearby Historic Sites of Potential Concern	
West Shore Railroad at 102-144 Kent Ave. ~1996~1916	

Comments
There is parking along the north side of the building and refuse throughout the area. Corrugated metal fencing secures the Site along Kent Avenue. A drum containing refuse, tires and car batteries are on the north side. An office trailer and temporary prefabricated offices are on the west side of the lot and there is a dumpster near the trailer. A former loading dock was near the northwest end of the building. There is a patch in the sidewalk.
Listed Site - Nekboh Recycling, Landfill, C&D recycling
USA Waste of NYC, 2 North 5th Street - USTs, leaking tanks, Spill #9609934
Baretti Carting Corp., 2 North 5th Street - FINDS
Jumbo Carting Refuse, 2 North 5th Street - SQG, FINDS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	223
Block #	2341
Tax Lot	9
Address	202 Wythe Avenue
Name	Western Carpet & Linoleum
Land use	Industrial
Lot Area	54,850



Building Information	
East	Meble & Polsky Showroom
West	3-story residence-former mfg.
North	Western Carpet Warehouse
South	Meble & Polsky European furniture warehouse. Cement gravel processing
Slope	To west
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Building Department records show 1 Environmental Control Board violation.	
Sanborn addresses are 204-222 Wythe Avenue, 40-66 North 5th Street, and 39-65 North 5th Street	

Historic Sanborn Map Notes
Western Carpet & Linoleum Co. Inc., warehouse & office (~1996~1965)
Manufacturing flat and storage with three elevators and a boiler room (~1951)
Brooklyn Cooperage Co., with dry kilns, elevators, and sugar storage (~1942~1905)
Havemeyers and Elders (~1887)
Nearby Historic Sites of Potential Concern
Railroad to the north (Block 2333, ~1986~1905)
Railroad spur to the northwest at 151-155 Kent Avenue (~1996~1905)

Comments
A 12-inch, high pressure gas line exists along Wythe Avenue. Two large overhead doors for shipping/receiving are along North 5th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	224
Block #	2342
Tax Lot	1
Address	185 Wythe Avenue
Name	Meble & Polsky Showroom
Land use	Industrial/Vacant Building
Lot Area	47,600



Building Information	
East	Alley & Unidentified Shop ⁽¹⁾
West	Western Carpet Warehouse
North	Transart
South	Warehouse - Mirtex Trading ⁽²⁾
Slope	To west
# of Buildings	3
# of Floors	3 to 4
Façade	Brick
Notes	
Building Department records show 47 violations, 4 complaints, 13 Environmental Control Board violations. Sanborn addresses are 179-197 Wythe Avenue, 68-86 North 5th Street, and 67-85 North 4th Street.	

Historic Sanborn Map Notes	
Manufacturing flat with loft and elevators (~1996~1989)	
U.S. Brass Turning Co., Inc. - manufacturing (~1989~1978)	
Unidentified manufacturing (~1965)	
Unidentified manufacturing/dwellings/stores and no information (~1951)	
Stores/dwellings and no information (~1942)	
Stores/dwellings (~1916~1905)	
The lot is covered by a label on the 1887 Sanborn	
Listed Site	
State Pipe and Nipple Corp., 185 Wythe - SQG, FINDS	
Merit Screen Printing, 80 North 5th St - SQG, FINDS	

Comments	
Roof drains and two large overhead doors are along North 5th Street. An AST fill port and vent is between the overhead doors. Abbiss Corp. is on the 2nd floor at North 5th Street. Quick Bias Binding and Trimming Inc., Pacific Foods (NY) Corp. and Jinhan Foods Products, Inc. are at 80 North 5th Street.	
Three vent lines are in the alley and loading dock to the east.	
Three gas vents were observed along Wythe Street.	
(1) Also Hit Boud Manufacturing at 89 North 4th Street to east.	
(2) Also A.I.R. 4th floor in building to south, Robin Bowman, Brent/Anne Haywood, 11211 Magazine Breuk Iverson.	
Mark Bennett & Friends, Kitov Creativ. NBC? Ground floor mostly used as warehouse.	

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

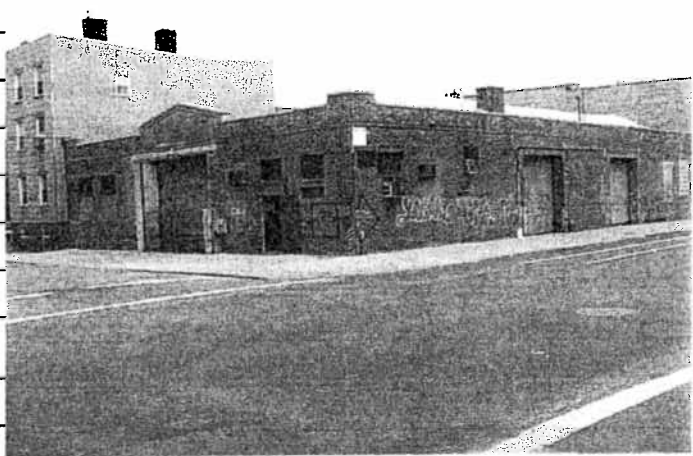
A black and white photograph of a two-story brick building, likely a warehouse or industrial structure. The building features a large, closed roll-up garage door on the left and a smaller, open entrance on the right. A sign above the smaller entrance reads "L.P. 500". In the background, a larger, multi-story brick building with many windows is visible. The foreground shows a paved area, possibly a street or parking lot.

Historic Sanborn Map Notes
Manufacturing flat, warehouse with office (~1996~1965)
Manufacturing flat and no information for the remainder of the lot (~1951)
No information (~1942)
Two dwellings/stores with tailor in rear (~1916~1887)
Same as above with no tailor (~1905)

The activities in building were not identified, but it appears to be some form of a shop. A drum of hydraulic fluid was observed near the west overhead door. A second large overhead door is closed. An alley to the west of the building has three vent lines for the adjacent building. The loading dock of the adjacent building to the west also abuts the lot.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	226
Block #	2342
Tax Lots	23, 26
Address	99-103 North 4th Street
Name	None - residence/building under renovation
Land use	Industrial/Residential
Lot Area	8,608



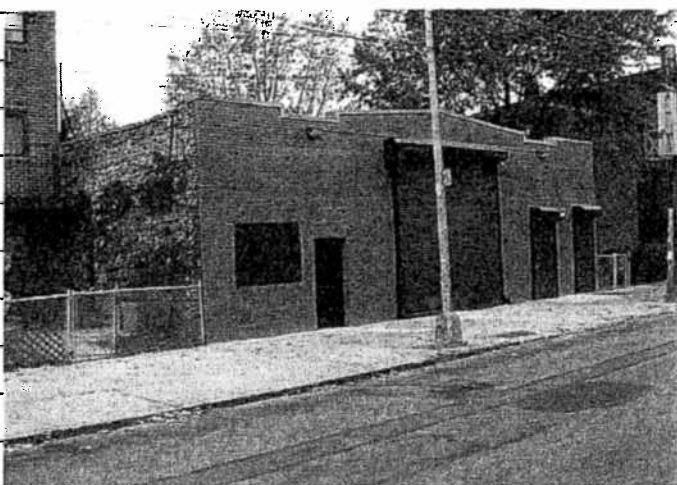
Building Information	
East	3-story residence
West	3-story residence
North	Northside Auto Body Shop. Unidentified 2-story
South	Multi-use - residence/commercial/industrial
Slope	To west
# of Buildings	One at each lot (2 total)
# of Floors	One at Lot 23, three at Lot 26
Façade	Brick at Lot 23, shingle at Lot 26
Notes	Building Department records show 3 violations and 1 complaint for Lot 23. No Building Department records were identified for Lot 26.
	Sanborn addresses are 166-174 Berry Street and 99-105 North 4th Street.

Historic Sanborn Map Notes
<p>Lot 23: warehouse (~1996~1988), motor freight station with gasoline tank (~1987~1951), garage (~1942), dwellings/store (~1905~1887), no information was provided on the 1916 map.</p>
<p>Lot 26: dwelling (~1996~1887)</p>
<p>Nearby Historic Sites of Potential Concern</p>
<p>Machine shop to north at 160-164 Berry (~1996~1916)</p>

	Comments
	Jack hammering was heard inside the building at Lot 23. Two old doors exist on Berry Street at Lot 23. One overhead door exists on North 4th Street at Lot 23. A chimney and 3 other vents were observed on the roof at Lot 23. Access to basement of Lot 23 is on North 4th Street near corner with Berry. Gas service also enters building in this area.
	A chimney was observed on the roof of Lot 26. Residences also exist at 91, 95, 97 North 4th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	227
Block #	2343
Tax Lot	5
Address	116 North 5th Street
Name	None - appears vacant
Land use	Vacant Building
Lot Area	5,000



Building Information	
East	3-story residences w/basement (4)
West	Alley to residence
North	3-story residences
South	3 to 5 story residences
Slope	To west
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Building Department records show 1 violation, 7 complaints, 5 Environmental Control Board violation.	
Sanborn address is 116-118 North 5th Street	

Historic Sanborn Map Notes	
Auto repair (~1996~1995)	
Warehouse (~1993~1978)	
Motor freight station (~1965)	
Private garage (~1951~1942)	
Dwelling with a tailor in the rear (~1916~1905)	
Dwelling (~1887)	
Listed Site	
US Tank (Liberty Tank), 116 North 5th Street - Spills	
Plaza School Bus, 116 North 5th Street - 2 PBS USTs	

Comments	
The doors to the building are locked. Access to the basement is on North 5th Street. A chimney is on roof with a possible vent line. No fill pipe was observed, but it may be in the access way to the basement. A gasoline manhole cover is near the telephone pole on North 5th Street in front of the building. Another cover exists nearby, but it is possibly a utility.	

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	228
Block #	2343
Tax Lots	18, 19
Address	135-137 North 4th Street
Name	Private Garage/None - residence
Land use	Parking/Residential
Lot Area	5,000



Building Information	
East	Residence, 139 North 4th Street
West	Renovated 3-story residence
North	Residences, 22 Bedford St
South	Gerlach Frames/Archives ASF/Mura-Division of Bartex Corp
Slope	To west
# of Buildings	One at each lot (2 total)
# of Floors	One at Lot 18, three at Lot 19
Façade	Brick at Lot 18, vinyl at Lot 19
Notes	
No Building Department records were identified for either lot.	

Historic Sanborn Map Notes	
Lot 18:	warehouse (~1996~1978), machine shop (~1965), junk yard (~1951), shed in rear (~1916), store (~1887), no information provided on 1942 and 1905 maps.
Lot 19:	residential (~1996~1978), dwelling (~1965~1887)
Listed Sites Nearby -	
Louis Jacobs and Son, 161 N4th, Small Quantity Generator	
Applied Circuits Inc., 155 N4th - Small Quantity Generator (with 1 violation)	

Comments
An overhead door exists at the center of lot 18.
A chimney was observed on the roof of Lot 19.
Residences also at 232 Bedford, 133, 131, 129, 127, 125, North 4th, etc.
131 North 4th Street maybe vacant. Appears run down.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	229
Block #	2344
Tax Lot	5
Address	146 North 5th Street
Name	Rialto
Land use	Industrial
Lot Area	13,750



Building Information	
East	Williamsburg Northvale Pre School
West	Residence, 144 North 5th Street
North	Residence, 133-135 North 5th St
South	Part Towing and Collision Corp.
Slope	To east
# of Buildings	1
# of Floors	3
Facade	Brick
Notes	
Building Department records show 9 violations, 2 Environmental Control Board violations and an oil burner application (1954).	
Sanborn addresses are 149-153 North 4th Street and 146-150 North 5th Street.	

Historic Sanborn Map Notes
Manufacturing with boiler room, elevator (~1996~1951)
Stag Laundry Inc. with boiler room, elevator (~1942)
C.M. Palmer Trucking (~1916)
C.M. Palmer Wagon House (~1905)
Four dwellings (~1887)
Nearby Historic Sites of Potential Concern
S & S Corrugated Paper Machine C. Inc. at 152-184 North 4th St (Block 2352, south) ~1989~1916

Comments
A vent pipe is at the center of the building along North 5th Street.
Some circular concrete patches were observed in the sidewalk.
A circular concrete patch is at the northwest corner of the building. There is staining below two chimneys on the north side of the roof. Two vents are at the center of the building wall along North 4th Street. A large chimney is at the southeast corner of the building.
Two overhead doors are along both North 5th Street and North 4th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	230
Block #	2344
Tax Lot	26
Address	159 North 4th Street
Name	Unidentified Warehouse
Land use	Industrial
Lot Area	7,550



Building Information	
East	Louis Jacobs and Sons
West	Rialto
North	Parking/Empty
South	Church
Slope	To east
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	

Sanborn addresses are 155-159 North 4th Street
 Building Department records show 9 violations.

Historic Sanborn Map Notes
Flat (~1996~1978)
Machinery storage/no information (~1965)
Flat (~1951)
Pipe shop/dwelling (~1942)
Smith and Loughlin Co. Inc. foundry/dwelling (~1916~1905)
Three dwellings (~1887)
Nearby Historic Sites of Potential Concern
Paper warehouse and gasoline tanks at 161-173
North 4th Street ~1996~1965.
S & S Corrugated Paper Machine Co. Inc. at 152-184 North
4th Street (Block 2352, south) ~1996~1916
Garage, gasoline tanks at 151-173 North 4th ~1951~1942.
Stag Laundry Inc at 153-149 North 4th Street ~1941
Smith and Loughlin Co. Inc. foundry at 602-624 Driggs
Avenue ~1916~1904

Comments
A vault door is in the sidewalk along North 4th Street at the southeast corner of the building.
A large vent pipe exists at the southwest corner of the building roof.
An overhead door is near the center of the building.
Listed Site
Applied Circuits, 155 North 4th Street - PBS UST, SQG with one violation, FTTS, FINDS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	231
Block #	2344
Tax Lot	25
Address	175 North 4th Street
Name	Louis Jacobs and Sons
Land use	Industrial
Lot Area	15,250



Building Information	
East	PS 17 Elementary School
West	Unidentified warehouse
North	Residence/Main Drag Music, 600-606 Driggs Avenue
South	Parking lot
Slope	To east
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Sanborn addresses are 620-624 Driggs Avenue and 161-173 North 4th Street	
No Building Department records were identified.	

Historic Sanborn Map Notes	
Paper warehouse, two gasoline tanks (~1996-1965)	
Garage with two gasoline tanks (~1951--1942)	
Smith and Loughlin Co. Inc. - foundry with moulding and grinding rooms and an elevator (~1916--1905)	
Healy Iron Works with iron foundry, boiler (~1887)	
Nearby Historic Sites of Potential Concern	
S & S Corrugated Paper Machine C. Inc. at 152-184 North 4th Street (Block 2352, south) ~1989--1916	
Listed Site	
Louis Jacobs and Sons, 161 North 4th - SQG no violations	

Comments
A vault door exists in the sidewalk along Driggs Avenue.
A drain pipe is in the building wall along North 4th Street. Water from the pipe is staining the wall and the sidewalk.
Pallets and boxes are stored in the lot.
A cut off pipe at the southeast corner of the building has an unknown use.
Two overhead doors exist along North 4th Street.

A black and white photograph of a large, multi-story brick building, likely a warehouse or industrial structure. The building has a flat roof and numerous windows, some of which appear to be boarded up. A vintage car is parked on the street in front of the building. The image is grainy and has a high-contrast, almost stencil-like quality.

<u>Building Information</u>	
East	Church
West	Residence, 172 North 5th Street
North	Residence/garage, 173 North 4th
South	Louis Jacobs and Sons
Slope	to east
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Building Department records show 6 violations.	
Sanborn addresses are 170-176 North 5th Street	

<u>Historic Sanborn Map Notes</u>
Manufacturing (~1996~1965)
Biscuit Warehouse (~1951)
Paper Novelty Mfg. (~1942)
Smith and Loughlin Co. Inc. Foundry (~1916~1905)
Healy Iron Works with iron foundry/boiler (~1887)
Nearby Historic Sites of Potential Concern
Paper warehouse and gasoline tanks at 151-173 North
4th Street ~1996~1965.
Garage and gasoline tanks at 151-173 North 4th Street
~1951~1942.

A roof vent exists at the northwest corner of the building.
Two vent pipes and one fuel oil fill port were observed along North 5th Street.
A steel plate exists in the sidewalk along North 5th Street that abuts the building.
An overhead door exists along North 5th Street.
An alley is on the west side of the building adjacent to the church.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	233
Block #	2346
Tax Lot	30
Address	351 Metropolitan Avenue
Name	Iron King Steel
Land use	Industrial
Lot Area	11,325



<u>Building Information</u>	
East	Residence, 335 Metropolitan Ave
West	Residence, 221 Metropolitan Ave
North	Residence, 224-226 North 5th St
South	Tony and Sons Auto Repair
Slope	To east
# of Buildings	1
# of Floors	2
Façade	Brick
Notes	
No Building Department records were identified.	
Sanborn map addresses are 220-351	
Metropolitan Avenue.	

Historic Sanborn Map Notes
Metal works (~1996--1965)
Used steel drum storage/scrap metal (~1951--1942)
Junk yard/store/structure that is to be a garage (~1916)
Packing box storage/store (~1905)
Junk shop (~1887)
Nearby Listed Sites
Subway Tracks, 257 North 6th Street - Spill

Comments
A large vent exists on the roof at the southeast corner of the building.
Steel is stored on the Site and there is active welding on the Site.
A vent pipe and fuel oil fill hole were observed at the adjacent lot to the west
Small vault door exists in the sidewalk at the southeast corner of the building.
Two large overhead doors exist along Metropolitan Avenue. Six autos are parked on the sidewalk in front of the building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	234
Block #	2346
Tax Lot	26
Address	365 Metropolitan Avenue
Name	W. Romeo Auto Body Repair. Int. Aluminum
Land use	Industrial
Lot Area	5,944



Building Information	
East	Residence, 367 Metropolitan Ave.
West	King Steel
North	Residence, 242 North 5th Street
South	366 Metropolitan Ave.
Slope	To east
# of Buildings	1
# of Floors	2
Facade	Brick
Notes	
Building Department records show 1 complaint and 1 Environmental Control Board violation.	
Sanborn map addresses are 361-365 Metropolitan Avenue.	

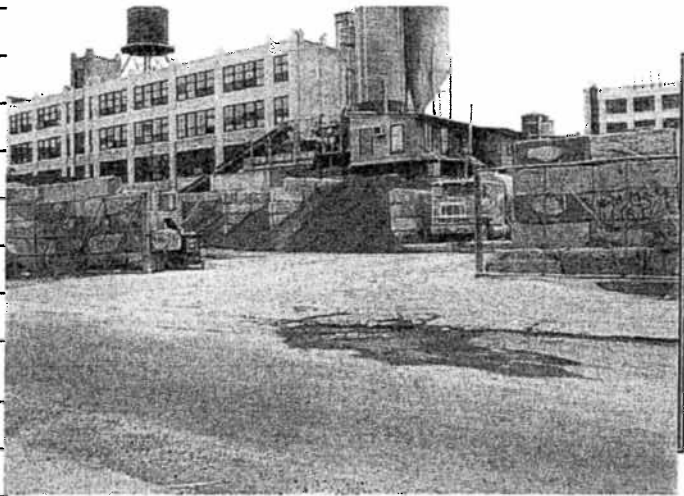
Historic Sanborn Map Notes	
Garage and repair with a residence on the 2nd floor, and two gasoline tanks were identified on the 1942 map (~1996- ~1965)	
Motor freight station (~1951)	
Garage (~1942)	
Three stores/dwellings with the dwellings indicated as vacant on the 1916 map (~1916~1887)	

Comments	
Three large overhead bay doors exist along Metropolitan Avenue.	

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	235
Block #	2349
Tax Lots	1, 15, 18, 21
Address	Kent Avenue/Wythe Avenue
Name	Concrete & Stone Mfg./None/Meble Z Polski European Furniture/Bo Kung
Land use	Industrial
Site Area	72,700



Building Information	
East	Mirtex Trading/Garage/A.I.R
West	Former manufacturing/residence
North	Meble Z Polski European Furniture/Western Carpet&Linoleum
South	Eagle Seafoods/Rheem Heating & Cooling/Wythe Studios, Apts
Slope	West to northwest
# of Buildings	Two at Lot 1, one at lots 15, 18, 21
# of Floors	One at lots 1, 18, two at lots 15, 21
Façade	various
Notes	Lot 1 is secured by corrugated steel fencing and large concrete blocks. Contractor trailer at center of lot. Truck scale near entrance on North 4th St. Vent on east side of lots 18, 21. Truck bay on south side of lot 21, gate leads to yard. Sanborn addresses are 167-185 Kent Avenue, 45-61 North 3rd St, 36-74 North 4th St, and 224-240 Wythe St.

Historic Sanborn Map Notes	
Lot 1:	V. M Recycling Ltd. Demolition (~1996~1995), railroad tracks (~1993~1942), D.L & WRR & NYNH & HRR Freight Yard (~1916), 2 stores/2 dwellings/vacant and open (~1905-1887)
Lot 15:	VM Recycling Limited (~1996-1993), RR Tracks (~1992- ~1942), D.L & WRR & NYNH & HRR Freight Yard (~1916), J.R. Forcier Lumber/liquors rectifying/Block & Hirsch Furs (closed)/vacant (~1905), produce dealer/bung storage (~1887)
Lot 18:	Freight transfer (~1996~1965), railroad tracks (~1951- 1942), Lackawanna Freight House & Office/railroad car shed (~1916), oil storage/liquor rectifying (~1905), store (~1887)
Lot 21:	Masons materials warehouse/office (~1996~1965), railroad tracks (~1951~1916), barrel heading/lumber storage (~1905), no information provided on 1887 map.
Listed Site	- Anthony Concrete, 175 Kent Avenue - Closed spill V.M. Transfer LTD, 175 Kent Avenue - regulated transfer station

Comments
Cement trucks at Lot 1. Large bins holding variety of crushed stone. Stone mill at the center of site.
Three sets of rail road tracks leading into the site from the west. Stone mill/crusher on east side of lot 1.
Garage on south side of lot 1. Drums (55- gallon) stored at southeast corner. Some oil staining/solid waste on sidewalk at south side of lot 1 near 3-gallon plastic containers holding oily liquids.
Listed sites nearby: 76 North 4th St., Ki-Tov Lamp Co. - Small Quantity Generator (Violations exist) 109 North 3rd St., Berry Enterprises - fuel oil UST, leaking tank (4,000gal.) DOB records show 8 violations, 8 complaints, 6 ECB violations and an oil burner application (1957) for Site 235.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	236
Block #	2350
Tax Lot	1
Address	209 Wythe Avenue
Name	A.I.R (?)
Land use	Industrial/Residential
Lot Area	27,389



Building Information	
East	Schiff Food, City Beer, Residences
West	Wythe Studios/School of Kick Boxing
North	Garage
South	See Notes*
Slope	To north
# of Buildings	1
# of Floors	7
Façade	Brick
Notes	
Building Department records show 37 violations, 26 complaints, 34 Environmental Control Board violation.	
Sanborn addresses are 209-219 Wythe Avenue and 83-101 North 3rd Street.	

Historic Sanborn Map Notes	
Manufacturing, with boiler room, elevators (~1996--~1978)	
Manufacturing/rag warehouse (~1965)	
Printed matter warehouse/manufacturing and rag warehouse (~1951)	
US Printing and Lithographs warehouse (~1942--~1916)	
US Printing Co. and Hinds-Ketcham Factories (~1905)	
Dwellings/Hinds-Ketcham & Co. Color Printing with machine shop, printing shop, bronze powder, dry room (~1887)	
Nearby Historic Sites of Potential Concern	
Railroad tracks are to the west (Block 2349, ~1996--~1916)	

Comments
Louis Gottlieb and Co. shipping and receiving was formerly at 101 North 3rd Street.
Gas vents were observed at 97 North 3rd Street and a possible former oil fill line exists in this area. A large overhead door exists at North 3rd Street, with access to the basement. Vents exist out the 3rd and 4th floor windows.
A sign indicates that A.I.R. is on the 2nd, 3rd, 4th, and 5th floors, possibly only at the west end. A large vent is coming out the 2nd and 3rd floors on Wythe Avenue. Vaults exist in the sidewalk off Wythe Avenue.

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

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The building has an overhead door and a chain link fence secures the Site.
A loading dock is off the rear of the building to the south abuts the Site.
A 55 gallon drum, solid waste, fire ruins of building, and a pallet were observed on the Site.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	238
Block #	2350
Tax Lot	4
Address	76 North 4th Street
Name	Mirtex Trading
Land use	Industrial/Residential
Lot Area	27,000



Building Information	
East	Gar Shing Inc. (Wholesale gifts and Houseware)
West	Melbe Z Polski European Furniture
North	Former manufacturing, warehouse, residence and Melbe Z Polski
South	Schiff Food Products Inc.
Slope	To north
# of Buildings	1
# of Floors	4
Façade	Brick
Notes	
Building Department records show 16 violations, 5 complaints, 4 Environmental Control Board violations.	
Sanborn addresses are 76-116 North 4th Street, 199-203 Wythe Avenue, and 176-180 Berry Street	

Historic Sanborn Map Notes	
Manufacturing with elevators, paint spraying (~1996~1951)	
Steel warehouse/manufacturing/no information (~1942)	
Railroad tracks/dwellings/Excelsior Storage/store/illegible/no information (~1916)	
Dwellings/stores/Bakers Supplies/Blacksmith/harness room/no information for remainder of the lot (~1905)	
Dwellings and stores (~1887)	
Nearby Historic Sites of Potential Concern	
Railroad tracks to the west (Block 2349, ~1996~1916)	

Comments	
Listed Site	
Ki-Tov, 76 North 4th Street - SQG with one violation, FINDS	
A vent exists outside the 3rd floor window on Berry Street	

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	239
Block #	2350
Tax Lot	24
Address	190 Berry Street
Name	Schiff Food Products
Land use	Industrial
Lot Area	9,000



Building Information	
East	Gar Shing Inc. (Wholesale gifts and Houseware)
West	Garage/Former Loading Dock
North	Mirtex Trading Corp
South	The Candy and Tobacco USA Corp.
Slope	To north
# of Buildings	1
# of Floors	1
Facade	Brick and concrete patches
Notes	
	Building Department records show 5 violations.
	Sanborn address is 186-196 Berry Street and 103-119 North 3rd Street.

Historic Sanborn Map Notes
Manufacturing flat, 2 spray booths in rear (~1996~1987)
File lamp manufacturing, 2 spray booths in rear (~1986-~1951)
Steel storage (~1942)
JH White Mfg. Brass Goods, Brass Foundry (~1916)
National Enameling and Stamping with shipping (~1905)
Sugar Bag Drying (~1887)
Listed Site
Schiff Food Products, 190 Berry Street - PBS UST

Comments
The occupant is a food distributors and it is used as a warehouse. A City Beer truck recently left the lot.
A large overhead door is on the north side of the building along Berry Street.
Delivery of condiment foods also occurred during the site visit.
The building has roof drains.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	240
Block #	2350
Tax Lot	26
Address	103 North 3rd Street
Name	Empire Candy and Tobacco USA Corp.
Land use	Industrial/Residential
Lot Area	27,511



Building Information	
East	Gar Shing Inc. (Wholesale gifts and Houseware)
West	7 Story Residence
North	Schiff Food Products Inc.
South	Antique Lounge, Parking, 98 Packing Corp.
Slope	To north
# of Buildings	4
# of Floors	See Notes below
Facade	Brick
Notes	
113 North 3rd - 1 Story Commercial	
111 North 3rd - 4 Story warehouse/residential	
109 North 3rd - 2 Story	
103 North 3rd - 4 Story commercial warehouse	
residential, city beer.	

Historic Sanborn Map Notes	
Warehouse/manufacturing/office with elevators (~1996-~1965)	
Wax candle manufacturing/paper bag manufacturing (~1951)	
Wax candle manufacturing/cotton storage (~1942)	
J.H. White Manufacturing Co. & Brass Goods/S. Printing & Lithograph Co. (~1916)	
Machine shop/National Enameling & Stamping Co. with elevators (~1905)	
Tinware factory/cooperage/store/dwelling (~1887)	
Nearby Historic Sites of Potential Concern	
Foundry to the north at 152-154 Berry Street ~1905	
Listed Site	
Unnamed facility, 109 North 3rd - Spill #0108329, fuel oil	

Comments
Nearby Listed Sites
Schiff Food Products, 190 Berry Street - Fuel Oil UST
109 North 3rd St. Spills Closed 11/16/01
No Building Department records were identified.
Sanborn addresses are 188-196 Berry Street and 103-119 North 3rd Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	241
Block #	2351
Tax Lots	1, 40
Address	201 Berry Street/151 North 3rd Street
Name	Gar Shing Co. Inc
Land use	Industrial
Lot Area	25,632



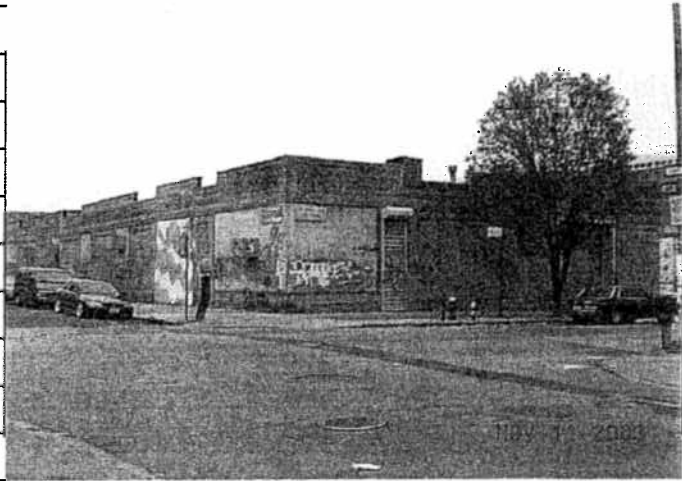
Building Information	
East	Top Shelf Steel
West	Empire Candy Co.
North	Adar Imports (Formerly)
South	Residences, 124-136 North 3rd Street/209 Berry
Slope	To northwest
# of Buildings	One combined for both lots (1 total)
# of Floors	Two
Façade	Brick
Notes	The building occupies both lots 1 and 40. An overhead door exists on Berry Street near the northwest corner. New concrete sidewalks exist along Berry Street at the center of building and along North 3rd Street.
	Sanborn addresses are 121-141 North 3rd Street and 195-205 Berry

Historic Sanborn Map Notes
Lot 1: manufacturing flat/commercial (~1996~1965), scrap metals/waste paper storage and baling/auto repair (~1951), scrapping metals/automotive/dwelling/stables (~1942), Standard Wood Co. (~1916), wagon shed/offices/shed behind office/Mill Stone manufacturing/three dwellings (~1905), three dwellings/store (~1887)
Lot 40: storage & manufacturing flat (~1996~1965), machinery storage (~1951), shed/storage/dwelling (~1942), truck shed/wagon shed/dwelling (~1916), truck shed/dwelling (~1905), Lawrence Manufacturing Co./two stores/dwelling (~1887)
No Building Department records were identified for either lot.

Comments
Loading/unloading with forklifts occurs at these lots along Berry Street.
A catch basin exists in the sidewalk along North 3rd Street.
An overhead door exists on North 3rd Street.
A 1 foot by 0.5 foot patch exists in the sidewalk along North 3rd Street (boarded up).
A vent was observed in the wall along North 3rd Street.
A passive vent exists in the window along North 3rd Street.
Listed Site - Garshing Co., 201 Berry Street - PBS UST, closed in place

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	242
Block #	2351
Tax Lot	28
Address	143 North 3rd Street
Name	Top Shelf Steel
Land use	Industrial
Lot Area	15,753



<u>Building Information</u>	
East	The Bagel Store
West	Gar Shing Co.
North	Flame Cut Steel
South	Residence, 254 Bedford Avenue and 134-142 North 3rd Street
Slope	To northeast
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Building Department records show 1 violation and an oil burner application (1940).	
Sanborn addresses are 143-157 North 3rd Street and 248-252 Bedford Avenue	

<u>Historic Sanborn Map Notes</u>
Manufacturing/office, with a gas tank (~1991--1951)
Garage with 65 car capacity (~1942)
Stores/dwelling/shed behind dwelling/undertaker stable (~1916--1887)
Listed Site
Flame Cut Steel, 242-246 Bedford Ave. - FINDS, PBS UST
Louis Jacobs & Son Inc., 161 North 4th Street - SQG

<u>Comments</u>
A vault door exists in the sidewalk along North 3rd Street, approximately 70 feet from the Bedford Avenue and North 3rd Street Intersection. An overhead door exists on Bedford Street.
There is gated parking on the southwest corner of the lot and an overhead entrance on North 3rd Street is sealed with concrete.

Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	243
Block #	2352
Tax Lot	20
Address	626 Driggs Avenue
Name	Sher Del Transfer Yard
Land use	Industrial
Lot Area	7,500



Building Information	
East	Open Storage-Building Materials
West	Parking/Empty
North	Louis Jacobs and Sons
South	Open Storage-Building Materials
Slope	To east
# of Buildings	NA
# of Floors	NA
Facade	NA
Notes	
Building Department records show 2 violations and 2 oil burner applications (1941, 1965).	
Sanborn addresses are 626-630 Driggs Avenue and 174-184 North 4th Street.	

Historic Sanborn Map Notes
No information (~1996~1991)
S & S Corrugated Paper Machine Co. Inc. - manufacturing/printing (~1991~1916)
Compound (~1905~1887)
Nearby Historic Sites of Potential Concern
Two gasoline tanks at opposite side of North 4th Street
Nearby Listed Sites
Roebing Street/North 4th Street - spill
Athletic Novelties Manufacturing, 332 Metropolitan Avenue - Small Quantity Generator
Alseal Used Cars, 402 Metropolitan Avenue- UST

Comments
Four land/sea trailers are stored on the site. A trailer and three 55 gallon drums were observed on the lot.
There is a loading dock on the south side of the lot.
Several trucks are parked on the lot.
Pallets are stored on the lot. Some autos are parked on the lot and tires are stored on the site.
The lot is fenced by corrugated steel sheeting with a gate on Driggs Avenue and two gated entrances on North 11th Street. The lot is used as a shipping yard for Sher Del Transfer. The asphalt in the lot is old.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	244
Block #	2353
Tax Lots	6, 8
Address	629 Driggs Avenue/North 4th Street
Name	Open Storage (Polished Stone)/Warehouse
Land use	Vacant Lots
Lot Area	5,000



Building Information	
East	Unidentified Warehouse
West	Sher Del Transfer
North	PS 17 Elementary School
South	Vacant 3 Story Warehouse
Slope	To northwest
# of Buildings	none
# of Floors	NA
Façade	NA
Notes	Lots 6 and 8 are asphalt and concrete paved and are enclosed by a chain link fence with a gated entrance on Driggs and North 4th Street. Building Department records show 1 violation and an oil burner application (1960) for Lot 6. Lot 8 was not on file.

Historic Sanborn Map Notes	
Lot 6:	store/dwelling (~1942--1905), no information provided on 1996 to 1951 and 1887 maps.
Lot 8:	dwelling (~1951--1887), no information provided on 1996 to 1965 maps.
Nearby Historic Sites of Potential Concern	
	Filling station at 291-301 Metropolitan Ave. (east) ~1996--1942. Four gas tanks at filling station ~1942.
	Auto repair at 298 North 4th Street (east) ~1989--1979.

Comments
Lots 6 and 8 contain pallets of polished and unpolished stone.
A roll off and 2 dumpsters are stored at southwest corner of lots 6 and 8.
Two 55 gallon drums are stored at southwest corner of lot 6 and 8.
Two 55 gallon drums are used as garbage cans at Lots 6 and 8.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	245
Block #	2353
Tax Lots	13, 26, 28
Address	281-291 Metropolitan Avenue
Name	Auto Repair/Major Sewer & Water
Land use	Automotive/Industrial/Residential
Site Area	11,807



Building Information	
East	Roebling/Metropolitan Intersection
West	Major Sewer and Water Construction Inc./Auto repair
North	PS 17 Elementary School
South	Parking/Residence/Warehouse
Slope	East
# of Buildings	one at each lot (3 total)
# of Floors	one at Lots 13, 28, two at Lot 26
Façade	Brick at 13, 26, masonry at 28
Notes	
Building at Lot 28 appears to be derelict.	
Building Department records show 1 Environmental Control Board violation and an oil burner application (1952) for Lot 13, no records for Lots 26 and 28.	
Sanborn addresses are 281-301 Metropolitan Avenue and 146 Conners Square.	

Historic Sanborn Map Notes
Lot 13: filling station/auto service (~1996--1965), open and vacant (~1951), filling station (~1942), stores/dwellings (~1916--1887). Sanborn map shows 4 tanks at lot ~1942.
Lot 26: flat (~1996--1951), private garage (~1942), tobacco store (~1916--1905), no information provided on 1887 map.
Lot 28: dry storage (~1905), glass bending (~1887), no information provided on 1996 to 1916 maps
Listed Site
ARVY SS Inc. Getty, 291 Metropolitan Ave - PBS USTs
Shia Corporation, 291 Metropolitan Ave - PBS UST

Comments
Lot 13 has 3 overhead bay doors and hydraulic lifts in both bays with some drums. A dumpster also exists on lot 13.
An old vent pipe and fill was observed near northwest corner of building of Lot 13.
The front of lot 13 is asphalt and a concrete patch was observed over the former pump island at Lot 6.
A backhoe and at least 5 automobiles were parked inside building at lot 26.
A vault door was observed in the sidewalk along Metropolitan Avenue near the southeast corner and a vent pipe was observed near the southwest corner on the roof.
At Lot 28, two box trucks, a van, junk fork lift, solid waste piles, and two 5 gallon buckets (contents unknown) exist.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	Concern on Adjacent Lot
Site #	246
Block #	2357
Tax Lots	1, 4
Address	187 Kent Avenue/48 North 3rd Street
Name	Best Way Coffee/Rheem Heating
Land use	Industrial
Lot Area	22,975



Building Information	
East	Rheem Heating Cooling/S. Ling Trading Co.
West	Miss Williamsburg Restaurant/Shop
North	Brooklyn Ready Mix Corp.
South	Menna Industries/Hylan Datacom
Slope	North-northwest
# of Buildings	One at each lot (2 total)
# of Floors	One
Facade	Aluminum/Concrete at Lot 1, brick
Notes	at Lot 4.
Sanborn addresses are 187-201 Kent Avenue, 51-57	
Metropolitan Avenue, and 40-48 North 3rd Street	
Building Department records show 2 violations at	
Lot 1, no records for Lot 4.	

Historic Sanborn Map Notes
Lot 1: warehouse (~1996~1965), GOE Bros. (~1951-~1916), Bloch Hirsch Fur Co. (~1905), dwelling (~1887)
Lot 4: paper box storage (~1996~1965), Goe Bros. Wire Storage (~1951~1942), Toy Bed Manufacturing/storage (~1916), coppersmith/storage (~1905~1887)

Comments
On Lot 1, propane tanks, an asphalt parking lot, and a dumpster were observed.
A monitoring well was observed at the corner of Kent/Metropolitan.
Lot 1 is used for parking of coffee trucks and employee vehicles.
Access to Lot 1 is from both Kent & Metropolitan. Shop at Lot 1 is secured by aluminum sheeting.
A large overhead door and personal entry were observed at Lot 4. The building at Lot 4 is heated by gas but appears vacant.

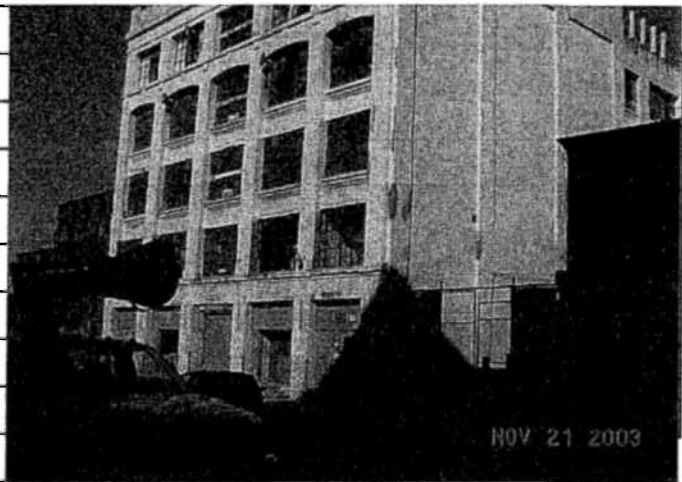
Environmental Impact Statement

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	247
Block #	25
Tax Lot	2357
Address	67 Metropolitan Avenue
Name	Several - See Below
Land use	Industrial/Residential
Lot Area	10,000



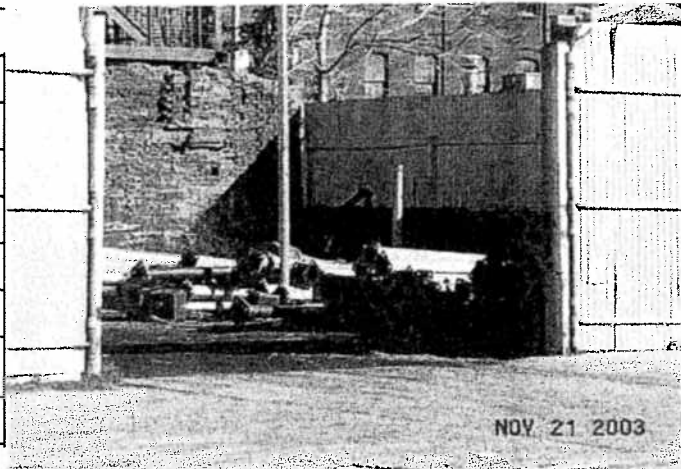
Building Information	
East	Parking
West	Hylan Data Com
North	S. Ling Trading Food Distributors
South	Hylan Data Com/Dog Abby Day Care Ltd.
Slope	North-northwest
# of Buildings	1
# of Floors	5
Facade	Brick - concrete
Notes	
Sanborn addresses are 67-75 Metropolitan Avenue.	
Building Department records show 20 violations, 7 complaints, 8 Environmental Control Board violations.	

Historic Sanborn Map Notes	
Paper boxing/no information with a gasoline tank, private parking and an elevator (~1996~1965)	
GOE Bros. - hardware storage and an unidentified open structure with a gasoline tank (~1951~1942)	
Paper and printed goods/dwelling (~1916)	
Four dwellings/unidentified structures (~1905)	
No information (~1887)	

Comments
Ethan Ames Builder is the occupant of the basement.
*Sixty Seven Gallery is on the 3rd floor.
A.I.R. is on the 4th floor.
F.J. International, Ltd is on the 1st floor of the building.
There is a loading dock off Metropolitan Avenue.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	248
Block #	2357
Tax Lots	18, 20, 21, 22, 24
Address	79-87 Metropolitan Avenue
Name	Possibly Hylan and/or Unico Auto Truck, none at other addresses
Land use	Vacant Lots/Industrial
Site Area	13,694



Building Information	
East	3-Story Commercial/Residential
West	Storage/Parking Yard
North	S. Ling Trading Food Distributors/warehouse/residences
South	Hylan Datacom storage/truck repair/ Old Dutch Mustard building
Slope	Northwest
# of Buildings	One on Lots 21, 23, 24 (3 total)
# of Floors	One on Lot 21, two on lots 23, 24
Facade	Brick at Lot 21, wood/brick at 23, 24
Notes	
Sanborn addresses are 260-268 Wythe Street and 79-97 Metropolitan Avenue.	
Building Department records show 1 violation for Lot 18, 7 violations, 1 complaint, and 1 ECB violation for Lot 22, and 2 oil burner applications (1946, 1983) for Lot 24. No records were identified for Lots 20 and 21.	

Historic Sanborn Map Notes	
Lots 18 and 20: two stores/two dwellings (~1916 --1887)	
no information provided on 1996 to 1942 maps, possibly part of Crockery warehouse.	
Lot 21: storage in corner of lot likely part of Crockery warehouse (~1996 - ~1942), dwelling (~1916 - ~1887)	
Lot 22: Crockery Warehouse/China decorating (~1996~1942), two dwellings/store (~1916 - ~1887)	
Lot 24: crockery warehouse/china decorating with gasoline tank (~1996~1951), crockery warehouse/china decorating (~1942), store (~1916~1905), no information provided on 1887 map.	
Nearby Historic Sites of Potential Concern	
Auto repair at 58 North 3rd St (north) ~1996~1993.	

Comments
Lots 18 and 20 are protected by aluminum sheeting/fencing. Used as storage and vehicle parking. Materials in lots includes sheet lighting supplies, bases, poles, signs. High pressure gas line along Wythe from corner with Metropolitan.
Lot 21 has vaulted basement access from Metropolitan sidewalk. Sewer vent at 85 Metropolitan.
Lot 22 has possible old oil fill inside walk or sewer vent. Access to basement in front of 81 Metropolitan.
Lot 24 appears to be vacant residential, although possible former manufacturing/commercial on first floor. Some windows on the building at Lot 24 are boarded up and building is in poor shape.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	Concern on Adjacent Lot
Site #	249
Block #	2358
Tax Lots	1, 38
Address	225-229 Wythe Avenue
Name	Relish/Outdoor seating
Land use	Commercial/Vacant lot
Lot Area	6,180



Building Information	
East	Robin Industries
West	4-Story Commercial/Residence
North	6-Story Mfg/Warehouse/Residence
South	3-Story Residence
Slope	North-northwest
# of Buildings	One at Lot 1
# of Floors	One
Façade	Brick/Aluminum
Notes	
Sanborn addresses are 221-231 Wythe Avenue and 74-78 North 3rd Street.	
Building Department records show 1 oil burner application (1960) for Lot 1, no records were identified for Lot 38.	

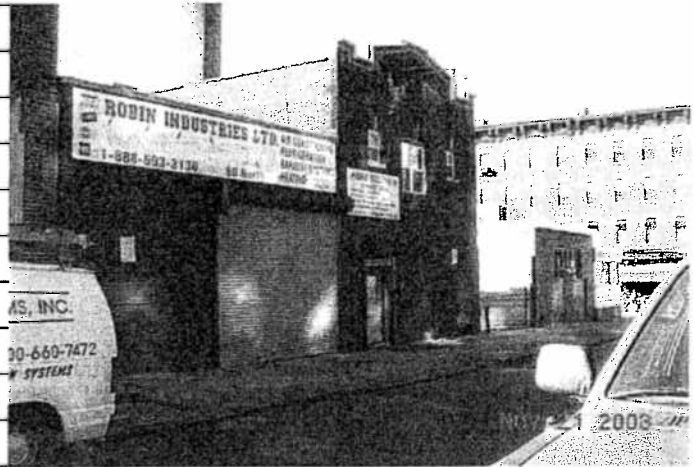
Historic Sanborn Map Notes
Lot 1: illegible structure, possible store (~1996~1978), store/apartments (~1951~1887), no information was provided on the 1965 map.
Lot 38: store (~1965 - ~1942), unidentified structures (~1916 - ~1887), no information provided on 1996 to 1978 maps.
Nearby Historic Sites of Potential Concern
Metal Products Mfg. at 80-82 North 3rd St (east) ~1996-~1951.

Comments
A gas vent, sewer vent, roof drains, and a blow down were observed at Lot 1 on North 3rd. Two dumpsters/storage were observed in the rear alley off North 3rd. Lot 1 is secured by a chain link fence with barbed wire. Alley of Lot 1 has an asphalt surface. A roof vent for the grill at Lot 1 was observed.
Lot 38 consists of landscaped outdoor seating for Relish Restaurant, is secured by a chain link fence, and has a slate surface and grassy areas.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	250
Block #	2358
Tax Lots	4, 36
Address	80 North 3rd St/105 Metropolitan Ave
Name	Robin Industries/none
Land use	Industrial/Vacant lot
Lot Area	10,513



Building Information	
East	Ideal Fire Control/Robin Industries
West	Vacant Lot/Relish Restaurant/3-Story Residence/Store?
North	6-Story Multi-use Building
South	3-Story Residence
Slope	West
# of Buildings	One at lot 4
# of Floors	One
Façade	Brick
Notes	
Sanborn addresses are 105-111 Metropolitan Avenue and 80-82 North 3rd Street.	
No Building Department records were identified for either lot.	

Historic Sanborn Map Notes	
Lot 4:	steel storage and shearing/metal products manufacturing (~1996~1965), private garage with gasoline tank and warehouse/metal products manufacturing (~1951), garage/wagon house (~1942~1916), dwellings/blacksmith shop (~1905), three dwellings/unidentified structure (~1887)
Lot 36:	dwelling (~1983 - ~1887), no information provided on 1996 to 1986 maps.
Nearby Historic Sites of Potential Concern	
Imperial Plating Co., 100-122 Metropolitan Avenue (Block 2364, ~1996~ 1951) south of lot	

Comments
Robin Industries is a restaurant supply and kitchen equipment firm.
A sewer vent was observed off North 3rd Street, building at Lot 4 has gas service, access to basement of Lot 4 is off North 3rd Street. Citi Windows, LLC, and residences are on the 2nd floor off North 3rd Street.
Lot 36 is a landscaped, grassy area that is secured by a wrought iron fence. The lot is part of either Relish Restaurant or an adjacent apartment building.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	251
Block #	2358
Tax Lots	6, 29, 31
Address	84 N3rd St/117-123 Metropolitan
Name	Ideal Fire Control/Ideal Kitchen Vent
Land use	Industrial
Site Area	20,446



Building Information	
East	Storage/Parking for Ideal Fire
West	Robin Industries
North	5-Story Multi-use Building
South	Former Imperial Plating/now 3-story residential
Slope	West
# of Buildings	One at each lot (3 total)
# of Floors	one at each lot
Facade	brick at lot 6, 29, combination at 31
Notes	Lot 6 occupant is also Nationwide Wool Stack Co. with phone # (718) 388-2603
	Sanborn addresses are 84-94 North 3rd Street and 113-125 Metropolitan Avenue.
	Building Department records show 1 violation and an oil burner application (1912) for Lot 29 and no records were identified for Lots 6 and 31.

Historic Sanborn Map Notes	
Lot 6:	private garage/office (~1996~1965), storage/private garage/office (~1951), automotive (~1942), dwelling (~1916~1887)
Lot 29:	manufacturing flat (~1996~1965), 2 private garages with gasoline tank (~1951), private garage (~1942), unidentified structures (~1916), dwelling and illegible shed (~1905), four dwellings/unidentified structure (~1887)
Lot 31:	motor freight station with gasoline tank (~1996~1965), private garage with gasoline tank (~1951), trucking with gasoline tank (~1942), wagon shed/horse shoer (~1916~1905), dwelling and horse shoer (~1887)
Listed Site	Seasons Fuel Co., 117-123 Metropolitan - Spill #9610173

Comments	
Building at Lot 6 has a sewer vent, two large overhead doors, and two personal entry doors off N. 3rd Street.	
Building at Lot 6 is served by gas. Former occupant at Lot 6 was Hughes Bros. Transportation Co.	
Building at Lot 29 has a gasoline fill along North 3rd and a patch in sidewalk in front of 123 Metropolitan.	
Building at lot 29 has floor drains off Metropolitan, dumpsters, roll offs in loading bays, building heated by gas.	
An abandoned monitoring well was observed in front of 117 Metropolitan. Access to basement at Lot 29 off Metropolitan.	
Possible closed fuel oil fill was observed in front of western most bay at Lot 29.	
Loading bay and a possible old oil fill was observed in sidewalk to east side of lot 31. Large overhead door in rear of bay.	

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	Concern on Adjacent Lot
Site #	252
Block #	2358
Tax Lots	11, 14, 15
Address	98-104 North 3rd Street
Name	Ninety Eight Packing/SDJ Trading
Land use	Industrial
Site Area	9,819



Building Information	
East	Food Warehouse/Parking
West	Ideal Fire Control
North	4-Story Warehouse/Residence
South	Parking/Storage/Zimmerman/ Ironworks/Residences
Slope	west-northwest
# of Buildings	One at each lot (3 total)
# of Floors	one at lots 11, 15, two at lot 14
Facade	brick/aluminum/cinder block
Notes	
Sanborn addresses are 96-104 North 3rd Street	
Building Department records show 1 complaint for	
Lot 11, no records were identified for Lots 14 and 15.	

Historic Sanborn Map Notes
Lot 11: provisions (~1996~1965), dwellings (~1916-~1887), no information provided on 1951 and 1942 maps.
Lot 14: storage (~1996~1965), illegible works (~1951), dwelling (~1942), dwelling/unidentified structure (~1916), dwelling (~1905~1887)
Lot 15: parking (~1996~1965), dwelling (~1951~1942), dwelling/unidentified structure (~1916~1887)
Nearby Historic Sites of Potential Concern
Private garage at 94-92 North 3rd St (north) ~1951.
Private garage with gas tank at 123-125 Metropolitan Ave. (southwest) ~1951.
Private garage at 125 Metropolitan Ave. (southwest) ~1942.

Comments
Phone for occupant at Lot 11 is (718) 384-3388
Building at lot 11 has a roof vent and access to basement off N. 3rd Street. Roof drains on building are plugged.
At Lot 14, there is a sealed former overhead door and personal entry on North 3rd Street. There is also a plate in the sidewalk in front of building. Building at Lot 14 is a possible residence - there is no signage.
At Lot 15, there is a loading dock off North 3rd Street, three dumpsters, vehicle parking and overhead gates.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	Concern on Adjacent Lot
Site #	253
Block #	2358
Tax Lot	22
Address	147 Metropolitan Avenue
Name	Elegant Deserts? (1)
Land use	Industrial
Lot Area	5,550



Building Information	
East	4-Story residence, parking (2)
West	Residence, SDJ Trading
North	Empire Candy & Tobacco Store
South	Garages, 6-Story residence
Slope	Northwest
# of Buildings	1
# of Floors	2
Facade	Brick
Notes	
Sanborn addresses are 106-108 North 3rd Street and 147 Metropolitan Avenue	
No Building Department records were identified.	

Historic Sanborn Map Notes
Fruit Ice manufacturing/parking (~1996 - ~1965)
Fruit Ice manufacturing/store (~1951)
Store/illegible manufacturing (~1942)
Stores on Metropolitan and North 3rd (~1916)
Store on Metropolitan and dwelling on North 3rd (~1905)
Stores on Metropolitan and North 3rd (~1887)
Nearby Historic Sites of Potential Concern
Auto repair at 204 Berry St (east) ~1996-~1951.

Comments
There is access to the basement off Metropolitan Avenue. The building has gas service. Fuel oil appears to heat the building to the west. There are loading docks and parking along North 3rd Street. Pallets, a forklift, and a roof drain were observed.
(1) Food warehouse offices
(2) Storage and 3-story night club/residence

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	254
Block #	2358
Tax Lots	24, 25, 27, 28
Address	129-141 Metropolitan Avenue
Name	Zimmerman Iron Works/Residence/Empty lot
Land use	Residential/Industrial/Vacant Lots
Site Area	9,859



<u>Building Information</u>	
East	3-story residence
West	Ideal Fire Control
North	SDJ Trading/Ninety Eight Packing
South	6-story residence/Ideal Fire and vacant warehouses
Slope	Northwest
# of Buildings	one at lots 24, 25, none at 27, 28
# of Floors	3 plus basement at 24, one at 25
Facade	Vinyl at 24, brick at 25
Notes	
Sanborn addresses are 129-141 Metropolitan Avenue.	
Building Department records show 2 violations at	
Lots 24, 27, and 28, an oil burner application (1958)	
for Lot 24, and no records were identified for Lot 25.	

<u>Historic Sanborn Map Notes</u>	
Lot 24:	dwelling (~1996 - ~1887)
Lot 25:	manufacturing flat/parking (~1996~1965), Riggers
Storage and private garage (~1951), dwelling and illegible	
storage (~1942), dwelling (~1916 - ~1887)	
Lot 27:	private parking (~1996~1965), waste paper
(~1951), waste paper and boxes (~1942). No information	
was provided on the 1916 to 1887 maps.	
Lot 28:	private parking (~1996 - ~1965), unidentified
structure (~1951), dwelling (~1916~1887). No information	
was provided on the 1942 map.	

<u>Comments</u>
The building at Lot 24 has gas service.
Two large overhead doors and one personal entry exist at Lot 25. The building at Lot 25 has gas service and a roof drain.
The building at Lot 25 is locked and available through Kline Realty at (718) 361-1776.
A concrete surface exists at Lots 27 and 28. Lots 27 and 28 are used for storage and vehicle parking.

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	255
Block #	2363
Tax Lots	2, 3
Address	215-219 Kent Avenue
Name	Gleem/Menna Containers
Land use	Industrial
Lot Area	12,607



Building Information	
East	Dog Abby Day Care/STREB Gymnasium/Residence
West	FYN Paint, Con Edison Terminal
North	Best Way Coffee/Parking Lot
South	Residences, 221 Kent Avenue
Slope	Slightly north
# of Buildings	One at each lot (2 total)
# of Floors	One at each
Facade	Brick
Notes	A vault door exists in the sidewalk along Kent Avenue at Lot 3. Lot 3 is used for empty steel, plastic, and cardboard drum storage. Four overhead doors exist along Kent at Lot 3.
Sanborn addresses are 205-219 Kent Avenue and 52-58 Metropolitan Avenue.	

Historic Sanborn Map Notes	
Lot 2:	unidentified manufacturing (~1996~1978), private garage (~1965), junk (~1951 - ~1942), E. H. Myers Coal Yard (~1916), dwelling (~1905~1887)
Lot 3:	unidentified manufacturing (~1996~1978), plastic storage/store (~1965), steel storage/pipe shop/store (~1951), stores (~1942), E. H. Myers Coal Yard/stores (~1916), dwelling/office/coal sheds/stores (~1905~1887)
Listed Site	
Emulsion Systems, Inc., 215 Kent Ave - PBS AST, FINDS	
Bliss and Tannenbaum L.P, 215 Kent Avenue - CBS UST	
Gleem Industries, 219 Kent Avenue - FINDS, SSTs	
Listed Sites Nearby	
Fyn Paint, 33 N1st - VCP, LTANKS, CBS, RCRIS, FINDS	
214 Kent Ave., Spills, LTANKS, MOSF, CBS, RCRIS, FINDS	

Comments	
Lot 2 has a large duct vent at southwest corner of roof.	
Lot 2 has an overhead door along Kent Avenue. Activities at the lot are part of the Gleem facility.	
Four large vents and two chimneys were observed at the center of the building at Lot 3.	
A monitoring well was observed at the corner of North 1st and Kent Avenue, approximately 20 feet from the building.	
Another monitoring well was observed in front of the building along Kent. Two fill holes filled with concrete were observed along Kent. Two other monitoring wells were observed on the opposite side of Kent Ave.	
Building Department records show 1 violation at Lot 2, 11 violations and 2 oil burner applications (1920, 1921) at Lot 3.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	256
Block #	2363
Tax Lots	36, 38
Address	51-55 North First Street
Name	Hylan Datacom/STREB Gymnasium
Land use	Vacant Lot/Industrial
Lot Area	9,428



Building Information	
East	Hylan Datacom Electrical/Parking
West	Residence/Gleem Industries
North	Parking lot for Hylan Datacom
South	Lexington Glass, R&S International Trading
Slope	To west
# of Buildings	One at Lot 38
# of Floors	Two
Façade	Brick
Notes	Lot 36 is a gravel fenced lot, enclosed by a chain link fence.
	Sanborn addresses are 49-55 North 1st Street.
	Building Department records show 2 complaints for Lot 36 and no records identified for Lot 38.

Historic Sanborn Map Notes	
Lot 36:	storage (~1996--1980), lumber storage (~1979), storage (~1978), lumber storage (~1965--1951), lumber shed (~1942), GH Tiebout and Sons, lumber shed (~1916--1905), several unidentified sheds (~1887)
Lot 38:	steel storage (~1996--1951), three dwellings (~1916 --1905), 2 Dwellings (~1887)
	no information provided on 1942 map.

Comments
At Lot 36, there is a possible fill hole along North 1st Street near the southwest corner.
There is truck parking on lot 36.
A vent pipe was observed on the east side of the building at Lot 38.
A large overhead door exists along North 1st Street

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	257
Block #	2363
Tax Lots	9, 28
Address	80 Metropolitan Ave/North First St
Name	Unknown
Land use	Industrial - Commercial/Vacant Lot
Lot Area	30,897



Building Information	
East	Unico Truck Repair
West	Gleem/Menna Corp, Hylan Storage
North	Vacant lots/buildings, light manufacturing/Unico Truck Repair
South	R&S International Trading/Triboro Shelving/Newco Iron Works
Slope	West-northwest
# of Buildings	Three on Lot 9, none on Lot 28
# of Floors	5, 1, and 1
Façade	Brick, Brick, Brick/CB
Notes	
Sanborn addresses are 60-80 Metropolitan Avenue and 57-69 North 1st Street.	
Building Department records show 35 violations, 6 complaints, and 6 Environmental Control Board violations for Lot 9. Lot 28 is not on file.	
(1) Also Newco Iron Works, residences above	

Historic Sanborn Map Notes	
Lot 9:	Old Dutch Mustard Co. (~1996~1942), W. Hughes/store/dwelling (~1916), rags and paper stock, two dwellings/store (~1905), store/dwellings/junk/rags/old iron yard/iron foundry/pattern & cleaning (~1887)
Lot 28:	parking (~1996~1986), dwelling and vacant structure (~1942), dwelling and unidentified structure (~1916~1887), no information provided on 1983 to 1951 maps.
Note: Addresses on 1887 map differ from subsequent maps	

Comments
Lot 9 includes Old Dutch Mustard Co. building and parking/storage for Hylan Data Com. There is activity inside the one-story brick warehouse. There is no address on North 1st St., but there is two overhead doors and two personal entries. The lot has gas service and is likely used by Hylan Data Com. An overhead door adjoins gravel parking area. Containers were observed west of Dog Abby Day Care on old loading dock. Hylan Data Com yard protected by aluminum sheeting. The surface of Lot 9 is gravel. A vault and loading dock exist along the Metropolitan side of Old Dutch Mustard Co. A fill port was observed on the northeast side of the building, near the overhead doors. Lot 28 is used for truck parking, has a asphalt surface, and is secured by a chain link fence.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	258
Block #	2363
Tax Lots	20, 26
Address	272-274 Wythe Avenue
Name	Unico Truck Repair
Land use	Vacant Lot/Automotive - Industrial
Lot Area	6,700



Building Information	
East	Food Distribution warehouse
West	Unico Truck Repair Paint/Hylan Datacom parking
North	Truck/storage-Hylan Datacom
South	Triboro Shelving & Partition
Slope	Northwest
# of Buildings	Two at Lot 26, none at Lot 20
# of Floors	Both buildings are two floors
Facade	Brick and cinder block/brick
Notes	
Sanborn addresses are 272-284 Wythe Avenue and 75 North 1st Street.	
Building Department records show 1 complaint at both Lots 20 and 26.	

Historic Sanborn Map Notes	
Lot 20:	vacant/storage (~1965), storage (~1951), store/illegible structure (~1942), two stores (~1916 - ~1905), no information provided on 1996 to 1978 maps.
Lot 26:	auto repair (~1996-~1986), filling station with two gas tanks/auto repair (~1983-~1942), five stores/auto (~1916), five stores/unidentified lot (~1905), six stores/unidentified lot (~1887)
Note: Addresses on 1887 map differ from subsequent maps N. Second St. renamed Metropolitan Ave.	
Listed Site	
Unico Truck Repair Corner Inc., 280 Wythe Ave. - PBS AST	

Comments
Lot 20 is used for storage of vehicles/parts and it is secured by a chain link fence with razor wire
Several drums were observed on Lots 20 and 26 with surficial staining and poor housekeeping also noted.
Lot 26 has an overhead door on North 1st Street that leads to a painting area
Two dumpsters were observed at the south end of Lot 26. Miscellaneous waste was also observed.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	259
Block #	2364
Tax Lots	15, 16, 17
Address	130-136 Metropolitan Avenue
Name	Ideal Fire/none
Land use	Industrial
Site Area	11,250



Building Information	
East	4-Story Residence Under Minor Construction
West	4-Story residence on North 1st/vacant on Metropolitan
North	Zimmerman Iron Works/Ideal Fire Systems/Ideal Kitchen Ventilation
South	Brandon Parts & Performance/Warehouse for rent
Slope	West
# of Buildings	One at each lot (3 total)
# of Floors	one at each, possible loft at lot 16
Façade	Brick
Notes	Listed Site - Spill #8910310
Sanborn addresses are 130-136 Metropolitan Avenue and 99-103 North 1st Street.	
Building Department records show 3 violations, 3 complaints, and 1 ECB violation for Lot 15, 2 violations and 1 complaint for Lot 16, and 3 violations and an oil burner application (1952) for Lot 17.	

Historic Sanborn Map Notes
Lot 15: storage (~1996~1965), boarding and wagon house (~1942~1916), wagon house (~1905), unidentified structure (~1887), no information provided on 1951 map.
Lot 16: warehouse (~1996~1995), feather storage (~1992~1965), vacant/manufacturing flat (~1951), waste paper (~1942), saw dust storage/vacant (~1916), illegible/machine shop (~1905), wire works/unidentified structures (~1887)
Lot 17: manufacturing flat (~1996~1965), garage with gasoline tank (~1942), Harden Bros Trucks - auto and storage (~1916), storage, wagon, house/2 dwellings (~1905) chair factory/unidentified structure (~1887)
No information provided fro ~1951 map
Nearby Historic Sites of Potential Concern
Imperial Plating Co. at 100-122 Metropolitan Ave. (northwest of Site) ~1996~1965.

Comments
Building at Lot 15 is served by gas, has a roof drain, large overhead door and personal entry door on both N. 1st St. and Metropolitan. Building on south side of Lot 15 appears to be vacant.
An AST vent was observed at the west end of building at Lot 16, but no fill observed. Building at Lot 16 has a large overhead door and personal entry door on both N. 1st Street and Metropolitan. New concrete sidewalk was observed on N. 1st Street sidewalk and also a new brick fence. Building appears to be locked up.
At Lot 17, a large overhead door and personal entry exists off N. 1st Street, smaller overhead door and personal entry off Metropolitan. An oil fill and vent was observed near east end of building. A possible chimney/stack was also observed. Building at Lot 17 is available by Kalmon Dolgin: (718) 388-7000.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	Concern on Adjacent Lot
Site #	260
Block #	2366
Tax Lot	1
Address	263 Bedford Avenue
Name	None
Land use	Parking
Lot Area	7,950



Building Information	
East	Unidentified warehouse
West	Senior housing, 220 Bedford Ave.
North	Yabby Restaurant
South	NYC Metropolitan Pool
Slope	North and east
# of Buildings	none
# of Floors	NA
Facade	NA
Notes	
	Building Department records show 1 complaint.
	Sanborn addresses are 263-261 Bedford Avenue and
	167-155 North 1st Street

Historic Sanborn Map Notes	
	Vacant lot (~1996~1978)
	Police Station and garage (~1965~1942)
	Police Station and Garage with Firemen's Hall attached (~1916~1905)
	No Information (1887)
Nearby Historic Sites of Potential Concern	
	Filling Station at 158-162 North 1st St (Block 2381, south) ~1993~1965.
	Garage at 169-185 North 1st St (east) ~1951~1942
Nearby Listed Site	
	298 Bedford Street PBS, Spill (tank overflow)

Comments
There is a dumpster at the southwest corner and ductile iron pipe stored at northeast corner of lot.
Five land/sea trailers and building material storage shed are at the eastern side of the lot.
A bobcat and fuel is stored on eastern side of the lot.
A contractor trailer is at the northwest corner.
The lot is enclosed by a chain link fence. The surface of the lot is gravel with an asphalt runner. The lot is clean and maintained.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	261
Block #	2366
Tax Lot	32
Address	169 North 1st Street
Name	Unidentified Warehouse
Land use	Industrial
Lot Area	13,867



<u>Building Information</u>	
East	672 Driggs Avenue
West	263 Bedford Avenue
North	Residence, 228-238 Metropolitan
South	Residence/unidentified warehouse
Slope	To east
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Building Department records show 2 violations.	
Sanborn address are 169-185 North 1st Street	

Historic Sanborn Map Notes
Manufacturing flat (~1996-~1965)
Garage with a gasoline tank (~1951-~1942)
Packing Case Storage (~1916)
No information (~1905-~1887)
Nearby Historic Sites of Potential Concern
Auto repair at 242 Metropolitan Ave (north) ~1986~1978
Auto repair at 664-670 Driggs Avenue (south) ~1951

Comments

A roof vent is on the southwest corner of the building. Building supplies are stored on the site.

A drain pipe is at the bottom of the building wall with a little staining nearby.

A new concrete sidewalk exists along North 1st Street. A vent pipe is at the southwest corner of the building.

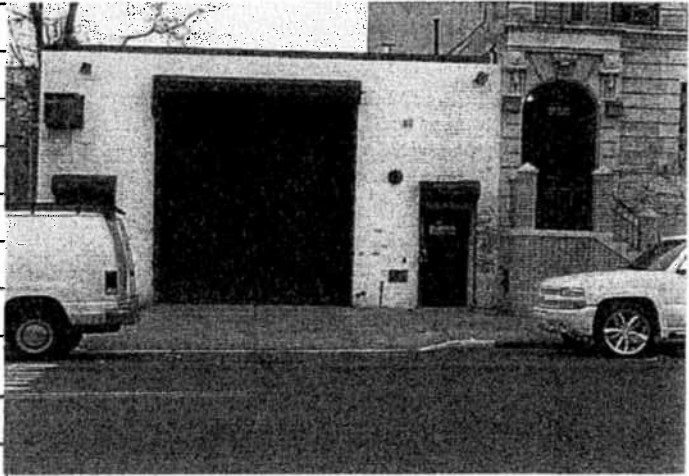
A possible oil fill hole is approximately 10 feet southeast of the vent pipe in new concrete.

A vault door exists at the southwest corner of the building.

Two corrugated steel overhead doors are along North 1st Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	262
Block #	2366
Tax Lots	16, 21
Address	244 Metropolitan/658 Driggs Ave
Name	Franco Restoration/Building Supply Storage
Land use	Industrial/Vacant Lot
Lot Area	8,633



<u>Building Information</u>	
East	Puccio Onyx
West	Residence, 238 Metropolitan Ave
North	Unidentified Warehouse/Vacant Commercial
South	Metropolitan Super Laundry
Slope	To east
# of Buildings	One at Lot 16
# of Floors	1
Facade	Brick/Masonry Blocks
Notes	
Building Department records show 2 violations and 2 oil burner applications (1954, 1959) for Lot 16. No records were identified for Lot 21.	
Sanborn addresses are 258 Driggs Avenue and 256-244 Metropolitan Avenue.	

<u>Historic Sanborn Map Notes</u>
Lot 16: warehouse (~1996~1987), auto repair (~1986~1978), apartments (~1965~1942), store (~1916), no information provided on 1905 and 1887 maps.
Lot 21: traveling crane (~1996~1978), steel yard (~1965~1951), box storage yard (~1916), shed (~1905), no information was provided on the 1942 map.

<u>Comments</u>
A vent pipe and fill hole were observed at the west side of the overhead door at Lot 16.
Two roof vents on the western side of the building and roof drains were observed at Lot 16.
A large overhead corrugated steel is at the center of the building at Lot 16.
Steel I-Beams on footings used at Lot 21 to support 2 overhead traveling cranes.
Three automobiles stored in yard at Lot 21 where a chain link fence with two gated entrances encloses the lot.
Lot 21 is used for storage of polished stone (building stone). Puccio Onyx appears to operate at lot 21.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	263
Block #	2367
Tax Lot	7
Address	258 Metropolitan Avenue
Name	Residence, 264 Metropolitan Avenue
Land use	Industrial/Residential
Lot Area	7,200



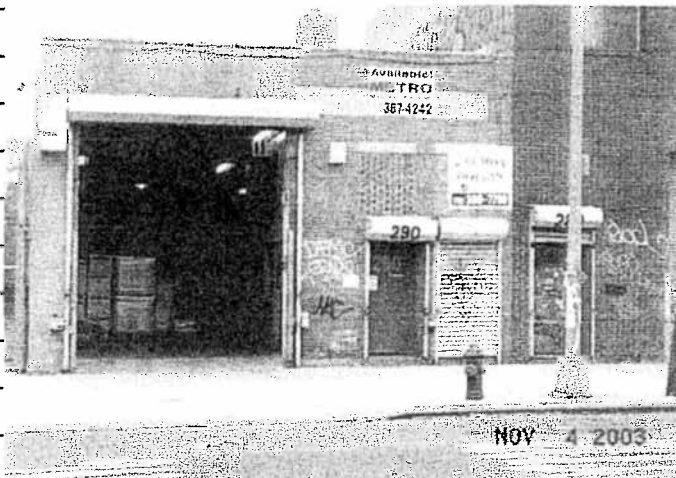
Building Information	
East	Residence, 268 Metropolitan Ave
West	Building Supply Storage
North	Residence, 21 Fillmore Street
South	Puccio Onyx
Slope	To east
# of Buildings	1
# of Floors	4
Façade	Brick
Notes	
No Building Department records were identified.	
Sanborn addresses are 258-270 Metropolitan Avenue	

Historic Sanborn Map Notes
Warehouse/office (~1996~1993)
Fish preserving with adjacent lot/warehouse/office (~1992-~1942)
Coach house/stores/stable (~1916~1905)
No information (~1887)

Comments
An overhead corrugated steel door is at the center of the building along Metropolitan Avenue.
A vault door is near the southwest and southeast corners of the building.
A drain pipe is near the base of the building.
House vents are on the southern face of the building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	264
Block #	2367
Tax Lot	15
Address	290 Metropolitan Avenue
Name	Unidentified Warehouse
Land use	Industrial
Lot Area	6,400



Building Information	
East	Gated Parking
West	Maze Wholesale
North	Major Sewer and Water Contractors Inc.
South	Auto Parking
Slope	To east
# of Buildings	1
# of Floors	1
Façade	Brick/plaster
Notes	
	Building Department records show 3 violations.
	Sanborn addresses are 284-294 Metropolitan Avenue

Historic Sanborn Map Notes
Subdivided - printing & paper storage/no information (~1996~1965)
Subdivided - four stores (~1951~1905)
No information (~1887)
Nearby Historic Sites of Potential Concern
garage/auto repair/gas tank at 158-166 Roebling Street ~1996~1942
Filling station with gas tanks at 148-154 Roebling Street to the east ~1996~1942
Nearby Listed Sites
298 Metropolitan Avenue - PBS
642 Driggs Avenue - PBS
Arvy S/S Inc. Getty, 291 Metropolitan Avenue - PBS UST

Comments
There is a chimney near the south-center portion of the building.
Floor drains were observed in the building.
The warehouse is stocked with fabrics/attire.
An overhead door exists on the eastern side of the building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	265
Block #	2367
Tax Lots	27, 28
Address	156-158 Roebling Street
Name	Erebuni Corp w/Parking & Loading
Land use	Vacant Lot/Automotive
Lot Area	8,474



<u>Building Information</u>	
East	See Notes (1)
West	Parking/Residence, 23 Fillmore St
North	See Notes (2)
South	Jose Fix a flat
Slope	To north
# of Buildings	One at Lot 28
# of Floors	Two
Façade	Plaster/brick trim
Notes	
East (1) Unidentified Warehouse, 2 Hope Street,	
Residence, American Steel Die Corp. (Clicker	
Dies, Steel rule Dies, novelties, handbags, belts)	
North (2) 298-302 Metropolitan and driveway.	
Building Department records show 1 violation at Lot	
28 and no records were identified for Lot 27.	

<u>Historic Sanborn Map Notes</u>
Lot 27: parking (~1996~1965), battery service (~1951), store (~1942~1916), dwelling (~1905~1887),
Lot 28: auto repair/garage (~1996~1951), garage/storage/repairing (~1942), dwellings/horse shoer/wagon maker (~1916), stores/dwellings (~1905~1887)
Nearby Historic Sites of Potential Concern
garage/auto repair/gas tank- SW of lot (~1996~1942)
filling station - NE of lot (~1996~1942)
gas tanks - NE of lot (~1951~1942)
Listed Site Nearby
Yesnukian Realty, 158 Roebling - closed PBS
Sanborn addresses range from 156-166 Roebling and
25-31 Fillmore Place

<u>Comments</u>
A vault was observed in the sidewalk at the northeast corner of the building at Lot 28.
Automobiles are stored inside the building at Lot 28.
A vault door exists in the sidewalk to the northeast of Lot 27.
There is a corrugated steel overhead door on Roebling Street at Lot 27. An automobile and used compressor were observed in Lot 27. Lot 27 has an asphalt surface.
Three overhead doors exist along Roebling at Lot 28.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	266
Block #	2368
Tax Lot	1
Address	143 Roebling Street
Name	Former Industrial/Warehouse
Land use	Industrial/Residential
Lot Area	31,765



<u>Building Information</u>	
East	Vacant warehouse
West	Erebuni Corp.
North	Residential, 2 & 4 Hope Street
South	Metropolitan and Roebling Int.
Slope	To east and north
# of Buildings	1
# of Floors	5 & 6
Facade	Brick
Notes	
Building Department records show 18 violations, 10 complaints, 36 Environmental Control Board violations.	
Sanborn addresses are 143-155 Roebling Street, 314-338 Metropolitan Avenue, and 1-19 Hope Street.	

<u>Historic Sanborn Map Notes</u>
Manufacturing flats with elevators (~1996--1965)
Manufacturing flats with vaults, portions vacant (~1951-~1942)
Manufacturing/fur dyer/dwelling/store (~1916)
Compounds/shoe factory/four dwellings/store (~1905)
Leather findings/shoe factory/watch case factory/dwellings/store (~1887)
<u>Nearby Historic Sites of Potential Concern</u>
Filling Station at 143-154 Roebling St (Block 2367, west) ~1996~1942
Auto paints at 10 Hope St (Block 2383, south) ~1996~1965

<u>Comments</u>
Vents were observed in all of the building walls
A loading dock is near the northeast corner and the center of the building along Roebling Street.
A vent pipe is near the northwest corner of the building approximately 20 feet from the Metropolitan Avenue-Roebling Street intersection. Three basement entrances are along Roebling Street and one entrance is along Hope Street.
A vent pipe and fill port is on Hope Street, approximately 30 feet from the corner of Hope and Roebling Streets.
<u>Listed Site</u>
Athletic Novelties Manufacturing Co., 332 Metropolitan Ave - SQG with no violations, FINDS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	267
Block #	2368
Tax Lots	18, 19, 21, 22
Address	346-354 Metropolitan Avenue
Name	Residence/Tony & Sons Automotive
Land use	Residential/Automotive/Industrial
Site Area	8,787



Building Information	
East	Residence, 254 Metropolitan Ave
West	Residence, 344 Metropolitan Ave
North	King Steel
South	Parking lot
Slope	To east
# of Buildings	One at each lot (4 total)
# of Floors	3 plus basement at 18, 1 at others.
Facade	Brick/plaster and plaster
Notes	Lot 18 has a basement entrance.
At lots 18, 21, 22, two overhead doors are along	
Metropolitan Avenue. A chain link fence exists around	
the lots with two gated entrances at Metropolitan. In	
front, the lots are used for automobile storage (12	
vehicles). Vehicles are being repaired or sold.	
Sanborn addresses are 346-354 Metropolitan Avenue.	

Historic Sanborn Map Notes
Lot 18: dwelling (~1996~1951), store (~1942~1916), dwelling (~1905), obscured on 1887 map.
Lot 19: garage/store with gasoline tank near center of lot (~1996~1942), two stores/stable (~1916), two dwellings (~1905), obscured on 1887 map.
Lot 21: auto repair (~1996~1981), dwelling (~1980~1942), store/storage in rear (~1916), dwelling (~1905), obscured on 1887 map.
Lot 22: auto repair/garage (~1996~1951), private garage (~1942), store/storage in rear (~1916), dwelling/stable in rear (~1905), obscured on 1887 map.

Comments
An AST was observed at center of lots 19, 21, 22 near the southern wall.
A drainage trench exists at the front of the building in the automobile storage area.
A roof vent was observed.
Building Department records show 3 violations for Lots 19 and 21, oil burner applications for Lots 18 (1965) and 19 (1935), and no records were identified for Lot 22.
Nearby Listed Sites
Athletic Novelties MFG, Small Quantity Generator

Environmental Impact Statement

Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/4/2003
E-Designation	Concern on Adjacent Lot
Site #	268
Block #	2368
Tax Lots	26, 27, 28
Address	88-92 Havemeyer Street
Name	Empty vacant lot
Land use	Vacant Lots
Site Area	5,073



Building Information	
East	Residence/parking lot, 95 Havemeyer Street
West	Parking lot
North	Residence, 86 Havemeyer Street
South	Residence, 94 Havemeyer Street
Slope	North
# of Buildings	none
# of Floors	NA
Facade	NA
Notes	
Building Department records show 2 Environmental Control Board violations for Lot 26, 2 complaints and 2 Environmental Control Board violations for Lot 27, and Lot 28 is not on file.	

Historic Sanborn Map Notes	
Lot 26:	dwelling (1965~1951), store (~1942), dwelling (~1916~1887), no information provided on 1996 to 1978 maps
Lot 27:	shed at rear corner (~1996~1978), dwelling (~1965~1887)
Lot 28:	dwelling (~1965~1951), store (~1942), dwelling (~1916~1887), no information provided on 1996 to 1978 maps
Nearby Historic Sites of Potential Concern	
Auto repair northwest of lot (~1996~1981)	
Garage northwest of lot (~1980~1951)	

Comments
A roll off filled with building material was observed on site.
Site consists of an old asphalt and concrete parking lot with some deterioration in pavement. The site is enclosed by a chain link fenced concealed with tarps. There is a gated entrance along Havemeyer street.
Nearby Listed Sites
Alseal Used Car Sales, 402 Metropolitan Avenue - PBS UST, leaking tanks
53-65 Hope Avenue Spill, PBS - #4 oil tank overflow
53 Hope Avenue - Small Quantity Generator

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	269
Block #	2368
Tax Lots	31, 32, 33, 34
Address	25-31 Hope Street
Name	Parking Lot/Residence
Land use	Vacant Lots/Residential
Site Area	7,763



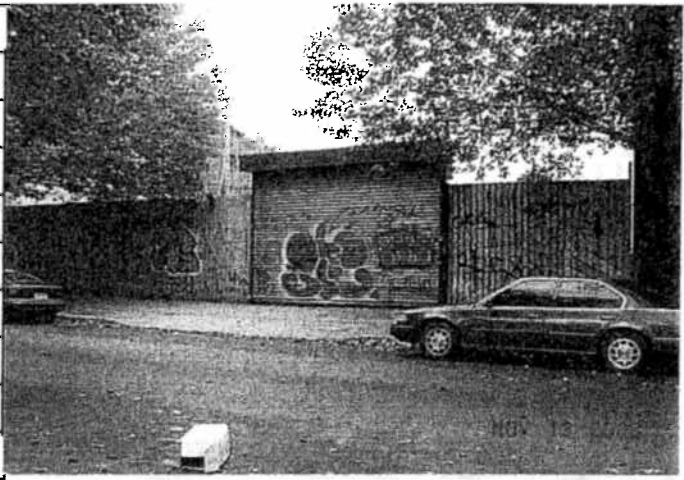
<u>Building Information</u>	
East	Residence, 94 Havemeyer Street
West	Residence, 23 Hope Street
North	Residence/Tony & Sons Automotive
South	Hope Street Residences
Slope	To east
# of Buildings	one at Lot 34
# of Floors	2
Facade	Vinyl
Notes	An asphalt parking lot exists at Lots 31, 32, and 33 with six cars and two delivery trucks parked on site. The lot is enclosed by a chain link fence with a gate on Hope Street. At Lot 34, a garden and shed exist in the rear, and the roof is in serious disrepair. Sanborn addresses are 25-31 Hope Street.

<u>Historic Sanborn Map Notes</u>	
Lot 31:	dwelling (~1965~1951), store (~1942), dwelling (~1916~1887), no information provided on 1996 to 1978 maps.
Lot 32:	dwelling (~1965~1887), no information provided on 1996 to 1978 maps.
Lot 33:	dwelling (~1951~1887), no information provided on 1996 to 1965 maps.
Lot 34:	residential/shed in rear (~1996~1978), dwelling/shed in rear (~1965~1887)
Nearby Historic Sites of Potential Concern	
Garage/auto repair with gas tank at 348 Metropolitan Ave ~1996~1942	

<u>Comments</u>
At Lot 31, 500 gallon plastic caged containers and several 55 gallon drums are stored on site with some scrap metal and solid waste. Tires are also stored on site.
Roof drains were observed at Lot 34.
Building Department records show 2 oil burner applications (1954, 1963) for Lot 29 and one oil burner application (1953) for Lot 25. No records were identified for Lot 31 and Lot 33 was not on file.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/13/2003
E-Designation	Concern on Adjacent Lot
Site #	270
Block #	2369
Tax Lots	4, 6, 7
Address	89 Havemeyer
Name	Open Lot
Land use	Vacant Lot
Site Area	8,029



Building Information	
East	Residences at 53-65 Hope Street
West	Residence/open lot, 86 Havemeyer
North	Residence, 95 Havemeyer Street
South	Residence, 85 Havemeyer Street
Slope	To north
# of Buildings	none
# of Floors	NA
Facade	NA
Notes	
Sanborn addresses are 87-93 Havemeyer Street.	
No Building Department records were identified for	
Lots 4, 6, and 7.	

Historic Sanborn Map Notes	
Lot 4:	dwelling/shed (~1951-~1942), 2 dwellings (~1916-~1887), no information provided on 1996 to 1965 maps.
Lot 6:	used car sales (~1992-~1988), club/dwelling (~1978-~1965), store (~1951-~1942), dwelling (~1916-~1887), no information provided on 1996 to 1993 and 1987 to 1978 maps.
Lot 7:	used car sales (~1992-~1988), commercial (~1978), flat (~1965-~1951), store (~1951-~1887), no information provided on 1996 to 1993 and 1987 to 1979 maps.
Nearby Historic Sites of Potential Concern	
Oil can reclaiming east of lot ~1951.	
Filling station east of lot ~1982-~1978.	

Comments
Lots are enclosed by corrugated steel. During the day of the site reconnaissance, the interior of the Site was not viewable. There is a large overhead door of corrugated steel at the northern corner along Havemeyer.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	271
Block #	2369
Tax Lot	14
Address	382 Metropolitan Avenue
Name	Zoneway Trading Inc.
Land use	Industrial
Lot Area	10,300



Building Information	
East	Store/residence, 386 Metropolitan
West	Store/residence, 378 Metropolitan
North	Mind and Spirits/residence, 377 Metropolitan
South	Residence, 53-65 Hope Street
Slope	To east
# of Buildings	1
# of Floors	2
Façade	Shingles
Notes	
Lot 14 extends behind Lots 12, 13, 15, 16, and 17.	
Building Department records show 3 complaints and	
1 Environmental Control Board violation.	

Historic Sanborn Map Notes	
Warehouse/dwelling/private garage (~1996~1986)	
Machine storage/private garage/dwelling(~1983~1965)	
Oil can reclaiming/private garage (~1951)	
No information (~1942)	
Warehouse/store/stables (~1916)	
Stores (~1905~1887)	
Nearby Historic Sites of Potential Concern	
Filling station east of lot ~1982~1978.	

Comments	
A forklift is in operation on-site.	
A vent is on the roof at the northwest corner.	
An overhead door exists along Metropolitan Avenue. A truck is stored inside the door.	
Listed Sites Nearby	
Mercury Cleaners, 20 Marcy Avenue - Conditionally Exempt Small Quantity Generator	
Manhole 4940, Lorimer Street/Devoe Street - Spill	
John Orban & Co., 53-65 Hope Street - Fuel Oil AST, Small Quantity Generator, Spill	

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	272
Block #	2369
Tax Lot	19
Address	402 Metropolitan Avenue
Name	Auto Shop
Land use	Automotive
Lot Area	17,604



Building Information	
East	Playground
West	Residence, 398 Metropolitan Ave.
North	Church
South	Mercury Dry Cleaning
Slope	To east
# of Buildings	1
# of Floors	1
Façade	Plaster
Notes	
An overhead bay door exists on north side of lot.	
Sanborn addresses are 402-420 Metropolitan Avenue and 2-18 Marcy Avenue.	
Building Department records show 5 violations, 1 complaint, and an oil burner application (1940).	

Historic Sanborn Map Notes	
Auto repair (~1996~1991)	
Commercial (~1989~1983)	
Filling station (~1982~1978)	
Dwelling/stores/undertaker (~1965~1887), undertaker shown on 1965 map only	
Nearby Historic Sites of Potential Concern	
Auto Repair to the south of the lot ~1996~1991.	
Garage to the south of lot ~1989~1942	
Machine storage to the south of lot ~1983~1965.	
Oil can reclaiming west of lot ~1951.	

Comments	
Three old filling pump islands were observed. Three bays with hydraulic lifts exist on the south side of the building.	
There are several monitoring wells around the lot. There is a gated area on the south side of the building which is enclosed by a chain link fence and is used for vehicle, land/sea trailer and camper trailer storage.	
Listed Site	
Dital Energy Corporation, 402 Metropolitan Avenue - FINDS	
Aiseals Used Car Sales, 402 Metropolitan - PBS-UST, five tanks of unleaded gasoline, used oil.	
Unknown Owner, 402 Metropolitan - leaking tanks, spills, #8808650, #9213355, #9212269	

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	273
Block #	2369
Tax Lot	27
Address	20 Marcy Avenue
Name	Mercury Dry Cleaning
Land use	Industrial
Lot Area	5,800



Building Information	
East	Playground
West	Open parking
North	Auto shop
South	Residence, 28 Marcy Avenue
Slope	None
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Sanborn addresses are 20-26 Marcy Avenue.	
Building Department records show 1 violation, 2	
Environmental Control Board violations and an oil	
burner application (1990).	

Historic Sanborn Map Notes
Auto repair (~1996~1991)
Garage (~1989~1942)
No information (~1916)
Dwellings (~1905~1887)
Nearby Historic Sites of Potential Concern
Filling station to the north ~1982~1965
Machine storage to the west of lot ~1983~1965.
Machine shop to the south ~1965-1942
Oil can reclaiming west of lot ~1951.

Comments
A fill port and vent pipe were observed near the northeast corner along Marcy Avenue.
A vent pipe exists near the center of the lot. An old vent pipe and fill hole exist near the northeast corner.
A vault exists in the sidewalk near the northeast corner. An overhead door exists near the northeast corner.
There is a concrete area in front of the building. One auto is stored on the lot.
Two roof vents were observed near the northeast corner.
Listed Site
Mercury Cleaners, 20 Marcy Avenue - conditionally exempt SQG with no violations, FINDS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	Concern on Adjacent Lot
Site #	274
Block #	2369
Tax Lots	37, 38
Address	67-69 Hope Street
Name	None - Open Parking
Land use	Vacant Lots
Lot Area	6,302



<u>Building Information</u>	
East	Residence, 70 Hope Street
West	Former manufacturing, 53-65 Hope
North	Mercury Dry Cleaning
South	Open lot/residence, 66 Hope
Slope	To east
# of Buildings	none
# of Floors	NA
Facade	NA
Notes	
No Building Department records were identified for either lot.	

<u>Historic Sanborn Map Notes</u>
Lot 37: dwelling (~1995~1887), no information provided on the 1996 map.
Lot 38: private garage (~1942), dwelling (~1916~1887), no information provided on 1996 to 1951 maps.

<u>Comments</u>
Lot 37 is a gravel lot enclosed by a chain link fence and the lot has little vegetation. Five cars were parked on lot 37 and it has a gated entrance on Hope Street.
Lot 38 is also a gravel lot enclosed by a chain link fence with three cars parked on lot 38. It has a gated entrance on Hope Street. Two dumpsters were observed at the southeast corner of Lot 38.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	275
Block #	2369
Tax Lot	40
Address	55 Hope Street
Name	Residences and Stores
Land use	Industrial/Residential
Lot Area	20,313



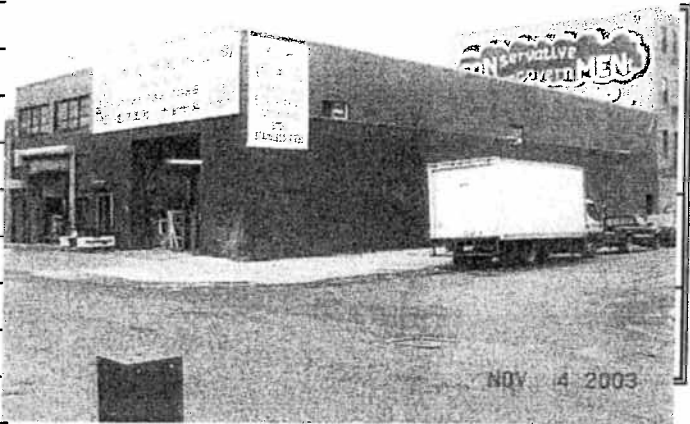
Building Information	
East	Open Parking
West	Open Parking
North	Stores/Residences, 382-294 Metropolitan
South	Grandview Sheet Metal
Slope	To east
# of Buildings	1
# of Floors	6
Façade	Plaster and Concrete
Notes	
The building appears to be a former manufacturing facility that is currently being used for apartments.	
Sanborn addresses are 53-65 Hope Street.	
Building Department records show 36 violations, 5 complaints, 6 Environmental Control Board violations.	

Historic Sanborn Map Notes	
Manufacturing with elevators, structure built in 1907 (~1996-~1916)	
Seven dwellings (~1905~1887)	
Nearby Historic Sites of Potential Concern	
Filling station northeast of lot ~1982~1978.	
Oil can reclaiming north of lot ~1951.	

Comments
There are three loading docks and two large entrances that lead to the basement along Hope Street.
Two chimneys exist on the southeast and southwest sides of the building.
Some house vents exist on the south wall of the building. A gravel lot on the east side of the building may be part of the site. A fill port exists near the central loading dock area and some staining was observed around the fill hole.
Listed Site
John Orban & Co., 53 Hope Street - SQG with no violations, FINDS
Unnamed facility, 53-65 Hope Street - PBS-AST, Spills #0008211, HMRIS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	276
Block #	2371
Tax Lots	1, 3, 5, 10
Address	452-470 Rodney Street
Name	American Circle/All City Car & Truck
Land use	Industrial/Automotive
Site Area	37,658



Building Information	
East	Converted to Residential/Former Mfg. - Decatur Industrial/Parking
West	BQE
North	Commercial/Apartments
South	Former Substation
Slope	Gentle to west-southwest
# of Buildings	One at lots 1, 3, 5, none at 10
# of Floors	One plus loft at each lot
Facade	Brick
Notes	
Sanborn addresses are 452-480 Rodney Street, 29-37 Ainslie Street, and 500 Metropolitan Avenue.	
Listed Site	
Matarese Realty Co., 470 Rodney - PBS UST, closed in place or removed	

Historic Sanborn Map Notes	
Lot 1:	commercial (~1996~1986), warehouse (~1983~1979), storage (~1978~1965), merchandise warehouse (~1951), Scrap metal (~1942), cereal manufacturing (~1916), compound (~1905) Williamsburg Cork Works (~1887)
Lot 3:	auto repair (~1996~1995), manufacturing (~1993~1965), wood box storage/shed (~1951), storage (~1942), No Information (~1916), W.H. Holdsworth Iron Foundry (~1905), unidentified structure (~1887)
Lot 5:	commercial (~1996~1991), warehouse (~1989~1965), garage with two gasoline tanks (~1951), garage with one gasoline tank (~1942), Novelty Cord & Tassel Co. (~1916), W.H. Holdsworth Iron Foundry (~1905), Heuvelman & Co. Iron foundry (~1887)
Lot 10:	parking (~1996 - ~1965), dwelling and private garage at the back of lot (~1951), Smoke Fish Storage, dwelling (~1942), NY Bottle Box Factory/United Smoked Fish Co./shed/dwelling/

Comments
At Lot 3, American Circle manufactures stainless steel restaurant equipment.
At Lot 5, two roof vents, roof drains, large overhead door exist on Rodney Street. A showroom/office are to the north of the building.
Building Department records show 2 complaints for Lot 1, one complaint for Lot 3, 5 violations, 3 complaints, and 5 Environmental Control Board violations for Lot 5, and 1 violation, 4 complaints, and 3 ECB violations for Lot 10.
Historical Notes Continued
store (~1916), W.H. Holdsworth Iron Foundry/dwelling/store (~1905), several small unidentified structures (~1887).

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	277
Block #	2371
Tax Lot	33
Address	Keap Street
Name	None
Land use	Vehicle and Open Storage
Lot Area	8,575



<u>Building Information</u>	
East	Getty Service Station
West	All City Car & Truck Rentals
North	Commercial Buildings/Apartments
South	Converted factory to residential
Slope	Gentle to west
# of Buildings	None
# of Floors	None
Façade	None
Notes	
Sanborn addresses are 489-493 Keap Street	
Building Department records do not show the Site as on file.	

<u>Historic Sanborn Map Notes</u>	
Parking (~1996 - ~1995)	
Metal storage (~1993 - ~1979)	
Parking with storage in the lot in 1951 (~1978~1951)	
Auto wrecking (~1942)	
Dwelling, wagon shed, and no information (~1916~1905)	
Not on 1887 map	
<u>Nearby Historic Sites of Potential Concern</u>	
J.L Hopkins Dry Drug Manufacturing south of the lot ~1951-~1905.	

<u>Comments</u>
The site is used for private parking of cars/trucks and the operator's phone number is (718) 387-3314. The lot has a gravel and dirt surface, possible concrete underneath. The area serves the former factory to the south which is currently being converted to studios/lofts. Two large overhead doors are on the north side of the adjacent building that lead into the parking area. A dumpster is in the western portion of the lot. A chain link fence with barbed wire secures the Site. The building to the south has a tank inside it. There is a fill port along Keap Street, near the parking area.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	278
Block #	2371
Tax Lots	40, 42
Address	467-471 Keap Street
Name	None/Decatur Industrial
Land use	Vacant Building/Industrial
Lot Area	16,135



Building Information	
East	Now Trans Inc./SFA Leinoff 417
West	American Circle Inc.
North	Converted factory to residential
South	Parallel Development Ltd.
Slope	Gentle to west-southwest
# of Buildings	One at each lot (2 total)
# of Floors	Two plus at Lot 40, two at Lot 42
Façade	Brick at lot 40, stone at lot 42
Notes	
Building Department records show 4 violations, 4 complaints, 2 Environmental Control Board violation and an oil burner application (1947) for Lot 40 and 2 violations for Lot 42.	

Historic Sanborn Map Notes	
Lot 40:	manufacturing flat (~1996~1951), vacant and open (~1942), Fur Dyeing Dressing (~1916), Standard Dyeing Co. (~1905), Harvey W. Pease Saw Co. (~1887)
Lot 42:	manufacturing flat/steam processing/storage/auto service (~1996 - ~1965), manufacturing flat/steam processing/storage (~1951), wire screen manufacturing/general storage (~1942), fur dyeing dressing/Levy Bros China Co. (~1916), file works/Julius Levy Crockery & Decorating (~1905), Harvey W. Pease Saw Co. (~1887)
Nearby Listed Sites	
475 Keap Street - SQG, FINDS, PBS-AST	

Comments
A large overhead door and two smaller doors exist on Keap Street side of the building at Lot 40. A roof drain was also observed and the building has gas service. A possible old tank was observed on the Keap Street side of Lot 40.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	279
Block #	2371
Tax Lot	48
Address	45 Ainslie Street
Name	None
Land use	Industrial/Residential
Lot Area	5,050



<u>Building Information</u>	
East	American Circle, Inc.
West	American Circle, Inc.
North	Decatur Industrial
South	Former Substation/Parking
Slope	Gentle to west
# of Buildings	One
# of Floors	Four
Facade	Brick
Notes	
Sanborn addresses are 39-45 Ainslie Street.	
Building Department records show 1 complaint and 1 Environmental Control Board violation.	

<u>Historic Sanborn Map Notes</u>
Warehouse (~1996 - ~1987)
Wicker Ware Storage (~1986 - ~1942)
Levy Bros. China Co. Crockery Decorating (~1916)
Julius Levy Crockery & Decorating (~1905)
Grinding & Machine Shop (~1887)
<u>Nearby Historic Sites of Potential Concern</u>
Auto repair to the west of lot ~1996~1995.
Fur Dying and Dressing to the east of lot ~1916.

<u>Comments</u>
R. Greenspan is written on the side of the building. Roof drains and a vent on the first floor were observed.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	280
Block #	2372
Tax Lot	1
Address	452 Keap Street
Name	AFA Leinoff 417
Land use	Industrial
Lot Area	5,750



Building Information	
East	Parking and 3 Story Residence
West	Unidentified manufacturing
North	Truck storage/parking
South	Expert Boiler Repair
Slope	Gentle to west
# of Buildings	One
# of Floors	One
Façade	Brick
Notes	
Sanborn addresses are 452-456 Keap Street and	
57-63 Ainslie Street.	
Building Department records show an oil burner	
application (1954).	

Historic Sanborn Map Notes
Flat (~1996 - ~1965)
No Information (~1951 - ~1942)
J.V. and H.M Walsh Co. Leather Manufacturing (~1916- ~1887)
Nearby Listed Site
475 Keap Street - FINDS, PBS-AST

Comments
SFA Leinoff 417 on a sign on the Keap Street side of the building. There is no signage on the Ainslie Street side of the building. An old fill port and vent were observed on the Ainslie Street side near the eastern end of the building. The activities inside the building appears to be a cabinet making business.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	281
Block #	2372
Tax Lot	5
Address	421 Union Avenue
Name	None
Land use	Industrial
Lot Area	10,184



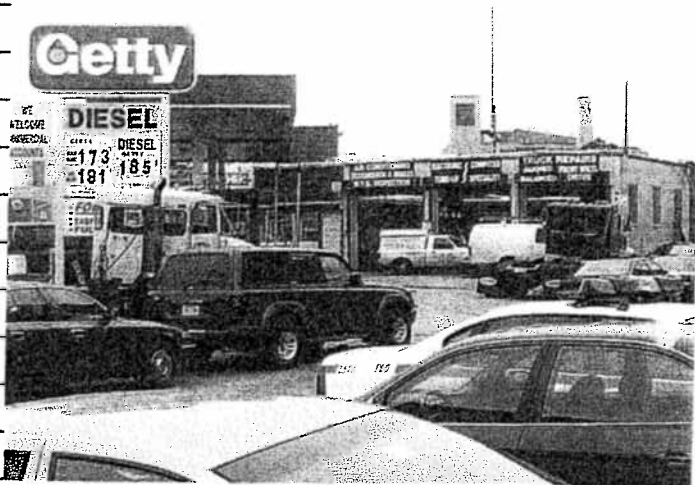
Building Information	
East	Former manufacturing/auto body repair
West	Unidentified manufacturing
North	Getty Service Station
South	SFA Leinoff 417
Slope	Gentle to west
# of Buildings	None
# of Floors	None
Façade	Aluminum Sheeting
Notes	
Sanborn addresses are 462 Keap Street and 433-421 Union Avenue.	
No Building Department records were identified.	

Historic Sanborn Map Notes	
Parking (~1996 - ~1978)	
Parking and warehouse (~1965)	
PS No. 20 (~1951 - ~1887)	
Nearby Historic Sites of Potential Concern	
Filling station to the north of the lot ~1916-~1942.	
Listed Site	
Gulf Oil, 433 Union Ave. - closed waste oil spill #9800933	
Nearby Listed Site	
475 Keap Street - FINDS, PBS-AST	

Comments
The Site is being used for truck parking. Several pallets were observed on the property. A truck has Now Trans Inc. written on its side. The phone number of Now Trans Inc. is (718) 599-4325. Forklifts were observed on the site.
The site has a concrete surface and razor wire at top of the metal sheeting that encloses the site. There is a subway line along Union Avenue.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	282
Block #	2372
Tax Lot	9
Address	447 Union Avenue
Name	Getty Service Station
Land use	Automotive
Lot Area	5,282



Building Information	
East	3 Story residential
West	Former manufacturing converted to residential
North	Private parking, Subway Station, Diner
South	Now Trans Inc. truck parking
Slope	Gentle to west
# of Buildings	One
# of Floors	One
Façade	Brick
Notes	
Sanborn addresses are 435-447 Union Avenue and 472-484 Keap Street	
No Building Department records were identified.	

Historic Sanborn Map Notes	
Filling station (~1996 - ~1965)	
Filling station/private garage (~1951~1942)	
Four dwellings, two stores and a shed (~1916 - ~1905)	
Three dwellings and three stores (~1887)	
Listed Site	
Gulf Service Station, 447 Union - PBS UST, 4 tanks.	
Fremro Services, 447 Union Avenue - PBS UST	
Richmond Petroleum, 447 Union - FINDS	
Nearby Listed Sites	
475 Keap Street- FINDS, PBS-AST	
417 Union Street-spill (complaint of gasoline vapors in air	
RCRIS-SQG with 1 violation, FINDS, NY Manifest, Closed	
Spill (tank excavation)	

Comments
No monitoring wells were observed on the Site. Three service bays exist in the building. The tanks are in front of the service bays. The site has a concrete surface. A dumpster is situated on the east side of the building. The building contains a small convenience store. There is a subway under Union Avenue. Three former fill holes that have been sealed with concrete are on the sidewalk adjacent to Keap Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	283
Block #	2374
Tax Lot	1
Address	432 Rodney Street
Name	Daisy Ltd Food Brokers
Land use	Industrial
Lot Area	15,698



Building Information	
East	Quaker Sugar
West	BQE
North	Former substation
South	1-2 story residence, garage
Slope	Gentle to west
# of Buildings	One
# of Floors	One
Façade	Brick
Notes	
Sanborn addresses are 434-442 Rodney Street	
and 117-119 Hope Street.	
No Building Department records were identified.	

Historic Sanborn Map Notes	
Sugar warehouse (~1996 - ~1978)	
Machine shop with two gasoline tanks (~1965)	
Garage with two gasoline tanks (~1951--1942)	
Storage, unidentified structures/no information (~1916)	
Sheds unidentified structures/no information (~1905)	
Not on 1887 map	
Nearby Historic Sites of Potential Concern	
Garage with gas tank to the east of lot ~1996--1942.	
Con Edison Substation/transformers to north ~1996--1951.	
Con Edison Distribution System north of lot ~1942--1916.	
Nearby Listed Sites	
468 Rodney Street - UST Closed in place	

Comments
Utilities exist under the road along Rodney Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	284
Block #	2374
Tax Lot	7
Address	442 Rodney Street
Name	None
Land use	Vacant Building
Lot Area	14,150



Building Information	
East	Pat Tat Trading Inc-54 Ainslie
West	BQE
North	American Circle Inc
South	Quaker Sugar Co.
Slope	Gentle to west
# of Buildings	One
# of Floors	Two
Facade	Brick
Notes	
	Sanborn addresses are 34-46 Ainslie Street and
	444-450 Rodney Street
	No Building Department records were identified.

Historic Sanborn Map Notes
Con Edison Substation with transformers (~1996 - ~1951)
Brooklyn Edison Distributing Station (~1942)
Transformer Station and storage (~1916)
US Printing Co and Municipal Electric Light Co. (~1905)
Not on 1887 map
Nearby Historic Sites of Potential Concern
Machine Shop to the south of lot ~1965.
Garage with gasoline tanks south of lot ~1951-~1942.
Listed Site
Con Edison, 34 Ainslie - Spills #9501140, #9613561 (closed)
Nearby Listed Sites
468 Rodney Street - UST Closed in place
Abandoned drums leaking, spill containing PCBS onto
sewer, oil in sump under transformer, leaking transformer

Comments
American Circle Inc. (to the north of the Site) provides stainless steel restaurant equipment. Electrical vaults are in the sidewalk off Rodney Street. Gas, sewer and storm drains are also along Rodney Street.
The site includes the asphalt parking lot to the east which is secured by a chain link fence and razor wire. A loading area exists in the parking lot as well as a possible old coal chute.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	285
Block #	2374
Tax Lots	27, 28, 31
Address	441 Keap St/123-129 Hope St
Name	Quaker Sugar /Daisy Food Brokers
Land use	Industrial
Site Area	11,462



Building Information	
East	Plumbing Supply
West	Daisy Ltd Food Broker
North	Residences/former Con Edison transformer station
South	DC Center Corp/Parkway Equipment Handlers/Laundry Serv.
Slope	Gentle to west
# of Buildings	One at each lot (3 total)
# of Floors	Two at lot 27, one at lots 28, 31
Façade	Brick/Concrete
Notes	
No Building Department records were identified for Lots 27, 28, and 29.	
Sanborn addresses are 121-129 Hope Street	

Historic Sanborn Map Notes
Lot 27: Warehouse (~1996~1989), transportation (~1988~1978), fish smoking (~1965~1942), store (~1916~1887)
Lot 28: Warehouse (~1996~1989), motor freight station with gasoline tank (~1988~1965), garage with gas tank (~1951), dwelling (~1916~1887)
Lot 31: garage & repair with gasoline tank (~1996), dwelling/unidentified structures (~1916 - ~1905), dwelling/masons materials (~1887)
No information provided ~1942
Nearby Listed Sites
468 Rodney Street - UST Closed in place

Comments
Lot 27 is Quaker Sugar Co. Inc. Frozen Foods Division which appears to also be part of Daisy Ltd. Food Brokers as both have office addresses at 432 Rodney Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	Concern on Adjacent Lot
Site #	286
Block #	2375
Tax Lot	1
Address	450 Keap Street
Name	None
Land use	Industrial
Lot Area	5,000



Building Information	
East	Fire Systems Testing Co.
West	Quaker Sugar Co. Inc.
North	Fire Systems Testing Co.
South	Vacant warehouse/residential
Slope	Gentle to west
# of Buildings	One
# of Floors	Two
Façade	Concrete
Notes	
Sanborn addresses are 432-434 Keap Street and 139-147 Hope Street.	
Building Department records show 1 violation and 1 complaint.	

Historic Sanborn Map Notes
Manufacturing (~1996 - ~1991)
Parking (~1989 - ~1978)
Dwelling (~1965 - ~1916)
Dwelling and Mineral Water Works (~1905)
1887 Sanborn maps were not available.

Comments
A large overhead door exists on Keap Street and a small overhead door is on Hope Street. There is a regular door on Keap Street. The building has windows on the second floor and a possible vent on roof. To north of the site is also General Plumbing Corp and Pump Work. A sign on the regular door states that the office is next door pointing to the north (large overhead), or two businesses to the north.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	287
Block #	2375
Tax Lot	5
Address	66 Ainslie Street
Name	Expert Boiler Repair
Land use	Industrial
Lot Area	7,500



Building Information	
East	Unidentified manufacturing
West	3-story residences
North	SFA Leinoff 417
South	Pump Works, General Plumbing
Slope	Gentle to west
# of Buildings	One
# of Floors	One
Façade	Brick
Notes	
Sanborn addresses are 66-72 Ainslie Street and	
442-450 Keap Street.	
Building Department records show 1 complaint.	

Historic Sanborn Map Notes	
Manufacturing (~1996 - ~1978)	
Weaving (~1965)	
Parking (~1951)	
No information (~1942)	
One dwelling three stores and structures (~1916)	
Three dwellings, one store and structures (~1905)	
1887 Sanborn maps were not available.	

Comments
The building has gas service. There is a large overhead door on Ainslie Street and a small overhead door near the corner with Keap Street. There is no access to the building from Keap Street. There is a regular door on Ainslie Street.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	288
Block #	2375
Tax Lot	10
Address	74 Ainslie Street
Name	Unidentified Manufacturing/Saab
Land use	Industrial
Lot Area	5,060



Building Information	
East	MNC Dist.
West	Expert Boiler Repair
North	3-story residence/parking
South	Plumbing contractor
Slope	Gentle to west
# of Buildings	One
# of Floors	Two
Façade	Brick
Notes	
The Site is possibly 2 or 3 building units that are separated by some construction material.	
Sanborn addresses are 74-78 Ainslie Street.	
Building Department records show 3 violations.	

Historic Sanborn Map Notes
Manufacturing (~1996 - ~1978)
Cable Wire Co. (~1965)
Wm Cabbie Excelsior Wire Manufacturing Co. (~1951)
Weaving (~1942)
Two Dwellings (~1916)
Two Dwellings and barrel yard (~1905)
1887 Sanborn Maps were not available

Comments
The address of the site appears to be 76 Ainslie Street. There is a loading dock with overhead door near the center of the building. There is a large overhead door to the east. The Site is active and the overhead door is unlocked.
Roof drains were observed. The occupant is a possible Saab independent service at 80 Ainslie Street, which appears to be part of the same building. The door at 80 Ainslie Street has CFL and Sweet 1 written on a label.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	289
Block #	2375
Tax Lot	12
Address	80 Ainslie Street
Name	MNC Dist. Inc.
Land use	Industrial
Lot Area	5,908



Building Information	
East	Ever Ready First Aid/Medical Sup.
West	Saab Independent Service
North	Parking
South	Residence/Plumbing contractor
Slope	Gentle to west
# of Buildings	One
# of Floors	Two
Façade	Brick
Notes	The property is available through Greiner-Maltz - (718) 786-5050 Sanborn addresses are 80-82 Ainslie Street. Building Department records show 1 violation, 2 complaints, 1 Environmental Control Board violation.

Historic Sanborn Map Notes
Manufacturing (~1996 - ~1978)
Cable Wire Co. (~1965)
Wm Cable Excelsior Wire Manufacturing Co. (~1951- ~1916)
Dwelling and wire manufacturer (~1905)
1887 Sanborn Maps were not available

Comments
There is raised curbing on the sidewalk. Vents were observed on the east side of the building which were closed (sealed with cement). An oil line butts up against the east side of the building. A possible vent was observed near the doorway.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	290
Block #	2375
Tax Lot	16
Address	385 Union Avenue
Name	Ever Ready First Aid & Medical Sup.
Land use	Industrial
Lot Area	15,000



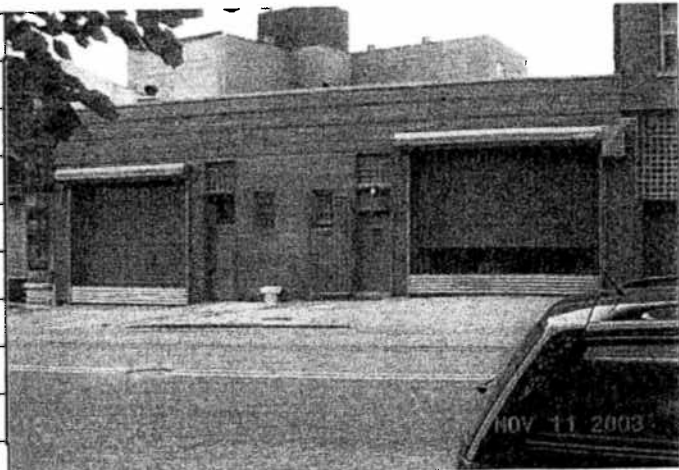
<u>Building Information</u>	
East	Bohea Assoc/Residences
West	MNC Dist. Inc.
North	Parking and 3-story residences
South	3-story residences/alley
Slope	Gentle to west
# of Buildings	One
# of Floors	One
Facade	Brick
Notes	A sign on the door indicates the building is the Pharmacy Department
	Sanborn addresses are 385-401 Union Avenue.
	No Building Department records were identified.

<u>Historic Sanborn Map Notes</u>
Commercial (~1996 - ~1978)
Cable Wire Co. and Manufacturing (~1965)
Wm Cabbie Excelsior Wire Manufacturing Co. (~1951-~1905)
1887 Sanborn maps were not available.
Nearby Historic Sites of Potential Concern
Auto Painting adjacent to site ~1996 - ~1978

<u>Comments</u>
Loading docks with 2 bays and one cinder block shed exist along Ainslie Street. A dumpster is situated in the alley leading to the loading dock. An fuel oil fill line sealed with cement butts up against the building to the west, but there is uncertainty where the fill line connects. A vent was observed over the shed. A subway line exists along Union Avenue. The building has gas service. There are large and small overhead doors on the Union Avenue side of the building. An auto repair shop and a beverage store are also to the east of the Site.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	291
Block #	2378
Tax Lot	40
Address	37 Grand Street
Name	Unidentified Warehouse
Land use	Commercial
Lot Area	4,650



Building Information	
East	Residence, 43 Grand Street
West	Residence, 33 Grand Street
North	Lexington Glass
South	Warehouse, 40 Grand Street
Slope	To west
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	The building also occupies 39 Grand Street. There are two overhead doors along Grand Street that open to the storage bays. Sanborn addresses are 37-41 Grand Street. Building Department records show 1 violation.

Historic Sanborn Map Notes
Private garage and storage/flat (~1996~1965)
Private garage and beverage warehouse (~1950)
Vacant and open/no information for a portion of the lot (~1947~1935)
Two stores (~1935~1887)
Nearby Historic Sites of Potential Concern
Lacquer storage at 33-35 Grand Street (west) ~1996-1918.
Filling station at 30-34 Grand Street (south) ~1981~1947
Iron works at 43 Grand Street (east) ~1947.

Comments
A vault door exists in the sidewalk along Grand Street.
A dumpster is stored in the bay area. A small forklift was observed in the storage bay.
A roof vent exists on the east side of the building.
Nearby Listed Sites
Radiac Research Corp., 261 Kent Avenue - Small Quantity Generator
D61 Kent Ave., 261 Kent Avenue - Leaking tank - Diesel
Kent Associates, 259 Kent Avenue - UST for unleaded gasoline (closed in place or removed)

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	292
Block #	2378
Tax Lots	1, 2, 3
Address	233-237 Kent Avenue
Name	Gleem Industries/King Collision
Land use	Industrial
Site Area	6,848



Building Information	
East	Lexington Glass
West	Vacant Lot
North	Residence, 231 Kent Avenue
South	Joes Construction Co.
Slope	Slightly west
# of Buildings	One at each lot (3 total)
# of Floors	Two at lots 1 and 2, one at lot 3
Facade	Brick
Notes	Warehouse for chemical storage.
Overhead door on Kent Avenue. Some box storage. Roof drains on building.	
Building Department records show 2 complaints at Lot 2, 4 violations for Lot 3, and no records were identified for Lot 1.	

Historic Sanborn Map Notes
Lot 1: auto repair (~1996~1995), garage (~1993~1950), dwelling (~1935), dwelling/store (~1918~1887)
Lot 2: manufacturing (~1996~1978), garage (~1965), vacant and open (~1950), store (~1947~1904), bakery (~1887)
Lot 3: manufacturing (~1996~1950), store/dwelling (~1935~1887),
Nearby Historic Sites of Potential Concern
Paints at 229 Kent Avenue (north) ~1996~1965.
Listed Site
King Collision, 237 Kent Avenue - SQG, FINDS

Comments
Building occupies both lots 1 and 2 with two overhead doors and two chimneys at each lot.
A dumpster was observed at 237 Kent.
Monitoring wells were observed in front of bay door (237 Kent Avenue) and at Grand/Kent corner.
Concentrations of oil & grease, toluene, and naphthalene were detected in groundwater samples from these wells
Lot 3 is a warehouse for chemical storage, some box storage. It has an overhead door on Kent Avenue and roof drains on building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	293
Block #	2378
Tax Lot	11
Address	52 North 1st Street
Name	Lexington Glass Co.
Land use	Industrial
Lot Area	15,800



<u>Building Information</u>	
East	R & S Trading
West	Residence, 486 North 1st Street
North	51 North 1st Street, see notes ¹
South	Warehouse, 37-43 Grand Street
Slope	To west
# of Buildings	1
# of Floors	1 with loft
Façade	Brick
Notes	
¹ Hylan DataCom electrical maintenance yard to the north.	
Sanborn addresses are 50-56 North 1st Street.	
No Building Department records were identified.	

<u>Historic Sanborn Map Notes</u>	
Manufacturing (~1996~1978)	
Waste paper/bailing/truck bay (~1965)	
Waste paper/dwelling/waste paper rags (~1950~1947)	
Dwellings/lumber shed/laundry (~1935~1918)	
Lumber shed/two dwellings (~1904~1887)	
<u>Nearby Historic Sites of Potential Concern</u>	
Paints at 229 Kent Ave. (north) ~1996~1965.	

<u>Comments</u>
Loading and unloading occurs at the site. There are three overhead doors at the site.
A vent pipe and a fill port that was sealed with concrete exists along North 1st Street. A window vent was observed in the 2nd floor window. A roof vent exists at the center of the building. A vent pipe exists in the building wall near the northeast corner. A possible fill port was observed in the building wall. There is a 10 foot by 4 foot square patch of concrete in the sidewalk along North 1st Street.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	294
Block #	2378
Tax Lot	14
Address	60 North 1st Street
Name	R&S Trading
Land use	Industrial
Lot Area	10,000



<u>Building Information</u>	
East	Newco Iron Works
West	Lexington Glass
North	Hylan Electrical Truck Yard
South	Residential - 3 & 4 Story
Slope	To west
# of Buildings	1
# of Floors	2
Façade	Concrete
Notes	
Sanborn addresses are 58-64 North 1st Street.	
No Building Department records were identified.	

Historic Sanborn Map Notes
Lumber storage (~1996~1947)
Blacksmith/fur dressing/china decorating (~1935~1918)
Iron manufacturing/storage (~1904)
Unidentified structure (~1887)
Nearby Historic Sites of Potential Concern
Welding at 66-68 North 1st Street (east) ~1996~1977.

Comments
A large overhead door exists near the middle of the building on North 1st Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected/Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	295
Block #	2378
Tax Lots	21, 26
Address	296-302 Wythe Avenue
Name	Triborough Shelving and Partition Corp.
Land use	Industrial
Lot Area	15,810



Building Information	
East	Residence, 239-253 Wythe
West	Residence/Newco Iron Works
North	Unico Truck Repair/Junk Lot
South	Aurora Restaurant
Slope	To northwest
# of Buildings	One building on the combined lots
# of Floors	One and two
Façade	Brick
Notes	Building Department records show 9 violations and an oil burner application (1960) for Lot 21, and an oil burner application (1946) for Lot 26.
	Sanborn addresses are 286-306 Wythe Avenue, 70-78 North 1st Street and 75 Grand Street.

Historic Sanborn Map Notes	
Lot 21:	manufacturing (~1996~1947), TW Riley & Co. Hardware Manufacturing/dwelling/store/blacksmith (~1935-~1904), four stores/cooperage (~1887)
Lot 26:	warehouse (~1996~1984), store (~1981~1965), four stores/dwelling (~1950~1947), five stores (~1935-~1904), three stores/ two dwellings (~1887)
Listed Site	Unnamed facility, 290 Wythe Ave - Spill #8803014, closed. Triboro Shelving and Partition, 290 Wythe - SQG, FINDS

Comments
At these lots, there is active loading/unloading with forklift. A catch basin exists in the sidewalk along Wythe. Steel and metal storage was observed in the warehouse with some pressing equipment in the building at these lots.
There is a large venting system with about 6 smaller vents on the roof. An overhead crane was observed in the warehouse at these lots.
Three large overhead doors are on Wythe, one overhead door on Grand Street, and one overhead door on the north side of the building along North 1st Street.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	296
Block #	2378
Tax Lots	29, 32
Address	63-69 Grand Street
Name	Ironage Furniture/Unknown Warehouse
Land use	Industrial
Lot Area	8,510



Building Information	
East	Ironage Furniture Design
West	Seetin Design and Residence.
North	Newco Iron Works
South	Warehouse/Aurora Restaurant
Slope	To west
# of Buildings	One at each lot (2 total)
# of Floors	two at lot 29, one at Lot 32
Facade	Brick
Notes	
Sanborn addresses are 63-69 Grand Street	
Building Department records show 6 violations, 1 complaint for Lot 29 and 2 violations for Lot 32.	

Historic Sanborn Map Notes	
Lot 29:	wholesale meats/wholesale electric (~1996-~1965), TW Riley & Co. Hardware Manufacturing (~1950-~1887)
Lot 32:	storage (~1996-~1965), store (~1935-~1887), no information provided on 1950 and 1947 maps.

Comments
A vault door exists in the sidewalk along Grand Street at Lot 29.
Staining was observed in front of the western overhead door along Grand Street on sidewalk at Lot 32.
Two overhead doors exists along Grand Street at Lot 32.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	297
Block #	2378
Tax Lots	35, 36
Address	49-55 Grand Street
Name	Empty vacant lot/residence
Land use	Vacant Lot/Residential
Lot Area	6,331



<u>Building Information</u>	
East	Seetin Piping and Residence
West	Residence, 47 Grand Street
North	Lexington Glass/ R&S International Trading
South	Residence, 50 Grand Street/ empty lot
Slope	To west
# of Buildings	One at Lot 36
# of Floors	3
Facade	Wood shingles
Notes	Lot 35 is enclosed by an iron gate
The surface of Lot 35 is gravel and grassy.	
Building Department records show 1 violation and 2 complaints for Lot 35 and 1 violation and 11 complaints for Lot 36.	
Sanborn addresses are 49-55 Grand Street	

<u>Historic Sanborn Map Notes</u>
Lot 35: parking (~1996~1965), two stores (~1935~1887), no information provided on 1950 and 1947 maps.
Lot 36: plumbing/private garage (~1996~1977), store/private garage (~1965~1935), store (~1918~1887)

<u>Comments</u>
A land/sea trailer is stored at lot 35.
A junker, small shed/display, and a little solid waste was observed in lot 35.
A vault door exists in the sidewalk along Grand Street at Lot 36.
A vent pipe was observed at the southwest corner of the building at Lot 36, next to the vault door.
A garage door exists at Grand Street (1st floor) of Lot 36.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	Concern on Adjacent Lot
Site #	298
Block #	2379
Tax Lots	42, 43, 44
Address	85-87 Grand Street
Name	None - Private Parking
Land use	Vacant Lot
Site Area	5,494



Building Information	
East	3-Story Residence
West	Tiempo San Martin de Porre
North	Cristine Wong Gallery/BARC Animal Shelter/Parking for Tri-boro
South	William Sheridan Playground
Slope	West
# of Buildings	None
# of Floors	None
Façade	None
Notes	
Sanborn addresses are 83-87 Grand Street.	
Building Department records show 2 violations at Lot 42, 1 violation and 2 complaints at Lot 43, and 2 violations, 1 complaint, and 2 Environmental Control Board violations at Lot 44.	

Historic Sanborn Map Notes
Lot 42: commercial (~1995~1982), store (~1981~1887), no information provided on 1996 map, possible poor copy
Lot 43: store (~1981~1887), no information provided on 1996 to 1982 maps.
Lot 44: parking (~1996~1982), store (~1942), vacant (~1916), store (~1905~1887), no information provided on 1981 to 1951 maps.

Comments
Lot 42 is secured by a chain link fence, has a dirt/gravel base with some refuse.
Lot 42 contains 2 vehicles.
Lot 43 is secured by chain link fence, is overgrown, and appears inactive. There is refuse in front of lot 43.
Lot 44 is secured by chain link fence with razor wire, aluminum sheeting and contains vehicles, storage or refuse.

A black and white photograph of a two-story brick building. The ground floor features a large, closed garage door on the left and two dark, open doorways on the right. Above the doorways are two windows with white frames and vertical bars. A small, dark, heart-shaped mark is visible on the brick wall above the garage door. The building appears to be made of light-colored bricks. In the foreground, there is a dark, indistinct object on the left and a white, curved object on the right.

Building Information	
East	Grace Farm, 96 North 1st Street
West	3-Story Commercial/Residence (1)
North	2-Story Warehouse/Manufacturing
South	Vacant Lot/Parking/Residences
Slope	West
# of Buildings	One at each lot (2 total)
# of Floors	Two at Lot 8, one with loft at Lot 9
Façade	Brick
Notes	

(1) Store is for pet food/supplies.
Sanborn addresses are 86-92 North 1st Street.
Building Department records show 2 complaints and
2 Environmental Control Board violations for Lot 8
and 14 violations, 5 complaints, 3 ECB violations,
and an oil burner application (1946) for Lot 9.

Lot 8: warehouse (~1996~1965), two dwellings (~1916 - ~1887), no information provided on 1951 and 1942 maps.

Lot 9: auto parts rebuilding, wood veneer storage (~1996 - ~1951), rags (~1942), Palace Hall and bar (~1916 - ~1887)

Lot 8 has a large overhead door, two personal entry doors and gas service.
Phone number of occupant at Lot 9 is (718) 387-0492. email: cristinewong@cs.com
Several pipes/vents emerge from the building at Lot 9. One large galvanized steel vent is near the west end.
A possible old oil fill was observed as capped outside of Lot 9. Also possible blow down vents were observed at Lot 9.
The building at Lot 9 has one large overhead door and two personal entries.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	300
Block #	2379
Tax Lots	12, 13
Address	94-96 North 1st Street
Name	Grace Farm
Land use	Industrial
Lot Area	5,079



Building Information	
East	Warehouse/Residences
West	Cristine Wong Gallery
North	1-Story Warehouse
South	Residences
Slope	West
# of Buildings	One at each lot (2 total)
# of Floors	One at each lot
Facade	Brick
Notes	
No Building Department records were identified for either lot.	

Historic Sanborn Map Notes
Lot 12: storage (~1996~1965), dwelling (~1942~1887), no information provided on 1951 map.
Lot 13: garage and storage (~1996~1965), enamel sprays (~1951), dwelling (~1916~1887), no information provided on 1942 map

Comments
The building at Lot 12 has roof drains, a large overhead door, a personal entry and gas service. A concrete patch was observed in area, possible old oil fill. No signage on this address.
The activity at Lot 13 is a food distribution warehouse with the operator having a phone number of (718) 384-0067.
The building at Lot 13 has roof drains, gas service, a large overhead door, and a personal entry door.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	Concern on Adjacent Lot
Site #	301
Block #	2379
Tax Lots	16, 19
Address	102-106 North 1st Street
Name	Brandon's Parts & Performance/None
Land use	Industrial
Lot Area	11,330



Building Information	
East	Vacant Lot Under Construction ⁽²⁾
West	Unidentified Warehouse
North	Ideal Fire Control, Inc. ⁽¹⁾ /4-Story Residence
South	Residences
Slope	West
# of Buildings	One at each lot (2 total)
# of Floors	One with possible loft at each lot
Façade	Brick
Notes	

Sanborn addresses are 102-110 North 1st Street

Building Department records show 1 complaint for Lot 19 and no records were identified for Lot 16.

(1) Dry chemical - halon 1301 - carbon dioxide - automatic fire extinguishing system.

(2) Also food warehouse with loading dock.

[illegible]

Comments
Phone of occupant at Lot 16 is (718) 963-4089
The building at Lot 16 has gas service. Lot 16 has a large overhead door and two personal entry doors and a vent near the roof on the western side of the building.
There is an excavator in the lot to the east. The building at Lot 19 has two large overhead doors, 4 personal entry doors, and roof drains. The building appears to be available, realtor phone is (301) 588-8652, but there may be some activity inside the warehouse.
(1) Dry chemical - halon 1301 - carbon dioxide - automatic fire extinguishing system.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/21/2003
E-Designation	On-Site Concern
Site #	302
Block #	2379
Tax Lots	24, 27
Address	224 Berry Street/123 Grand Street
Name	None - Vacant Lot/Empire National
Land use	Industrial
Lot Area	8,243



Building Information	
East	4-story residence/grocery
West	None - warehouse for rent/4-story residence
North	4-Story, Greenpoint YMCA/ residence
South	Public School 84
Slope	North
# of Buildings	Two at Lot 27
# of Floors	One
Façade	Brick/cinder block
Notes	
Sanborn addresses are 112-118 North 1st Street, 228-240 Berry Street, and 123-125 Grand Street.	
Building Department records show 1 complaint for Lot 27 and no records were identified for Lot 24.	

Historic Sanborn Map Notes	
Lot 24:	private garage with gasoline tanks (~1965--1942), ice house and vacant (~1916), Paul Wiedman Brewing Co. (~1905), five dwellings/store (~1887), no information provided on 1996 to 1978 maps.
Lot 27:	provisions manufacturing/dwelling (~1996--1978), store with smoke oven (~1965 - ~1951), two stores (~1942-~1905), bakery and store (~1887)

Comments
Lot 24 is being excavated. It is secured by a chain link fence with privacy screening and contains construction/ demolition debris which appear to be remnants of the former building.
Lot 27 occupant is Empire National - Strictly Kosher Food Products. Phone: (718) 384-7400.
Lot 27 has a large overhead door on Berry Street and a personal entry. Vent, no entry on ground.
Two roof vents and roof drains were observed on the building at Lot 27. The building is served by gas.
A large overhead door at Lot 27 has been sealed with concrete wall.
Two floors of residence above building on ground (123 Grand).

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	2/16/2004
E-Designation	On-Site Concern
Site #	302.1
Block #	2381
Tax Lot	1
Address	265 Bedford Avenue
Name	Yabby
Land use	Commercial
Lot Area	3,046



<u>Building Information</u>	
East	2 story residence
West	Parking
North	Parking lot
South	3 story residence/grocery/deli
Slope	To north
# of Buildings	1
# of Floors	1
Façade	Cinder Blocks
Notes	
Sanborn addresses are 265-269 Bedford Avenue	
and 158 North 1st Street.	
Building Department records show one violation.	

<u>Historic Sanborn Map Notes</u>
Auto repair (~1996~1995)
Filling station (~1993~1965)
No information (~1951)
Store/dwelling (~1942)
Store/dwelling/club (~1916)
Two dwellings/store (~1905)
Two stores/dwelling (~1887)

<u>Comments</u>
The site consists of a restaurant/bar with 3 overhead doors and 1 personnel entry. Three roof vents for cooking were observed. A galvanized fence secures the Site. A portion of the Site is used for outdoor seating.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	Concern on Adjacent Lot
Site #	303
Block #	2381
Tax Lots	14, 15, 16
Address	207-209 Grand Street
Name	Parking
Land use	Vacant Lots
Site Area	8,317



Building Information	
East	225 Grand Street/Commercial
West	205 Grand Street, Residential
North	676 North 1st Street, Residential
South	Unidentified Warehouse/ residences 212-216 Grand*
Slope	To east
# of Buildings	none
# of Floors	NA
Façade	NA
Notes	
* 216 Grand may have a garage at the bottom floor.	
Building Department records show 1 violation for Lot 14, 1 violation for Lot 15, and no records were identified for Lot 16.	
Sanborn addresses are 207-217 Grand Street and 284-294 Driggs Avenue.	

Historic Sanborn Map Notes
Lot 14: unidentified structures (~1993~1986), store (~1983~1905), store (~1887), no information on 1996 and 1995 maps
Lot 15: unidentified structures (~1993~1986), store (~1983~1905), store (~1887), no information on 1996 and 1995 maps
Lot 16: parking (~1996~1978), vacant and open (~1965), stores/unidentified structures (~1951~1905), four stores/dwelling (~1887)

Comments
Lot 14 is completely enclosed by a chain link fence with 8 cars parked in lot.
Entrance to lot 14 is through 209 Grand Street (parking area).
Chain link fence around lots 15 and 16. Gated entrance to lots 15 and 16 on North 1st Street. Gravel and grass surfaced lot with 17 cars parked in lots 15 and 16.
Con Edison vault door exists along Driggs Avenue.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	Concern within 400 feet of Site
Site #	304
Block #	2382
Tax Lot	28
Address	239 Grand Street
Name	Unidentified
Land use	Vacant Building
Lot Area	1,794



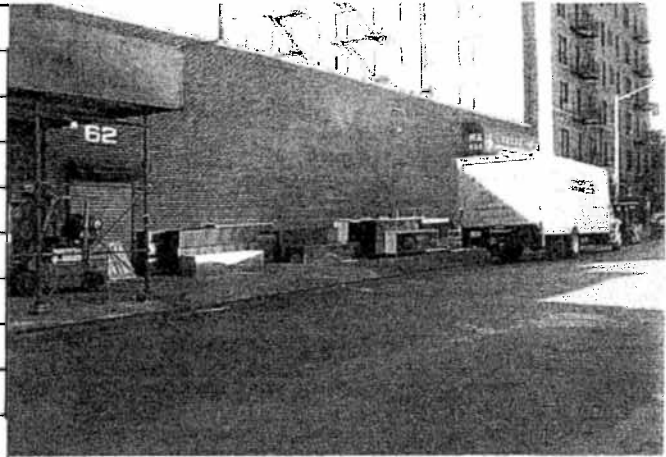
<u>Building Information</u>	
East	Residential, 241 Grand Street
West	Residential, 235 Grand Street
North	Residence
South	Residential, 240 Grand Street
Slope	To east
# of Buildings	1
# of Floors	3
Façade	Brick
Notes	
Building Department records show 1 violation and 1 complaint.	

<u>Historic Sanborn Map Notes</u>	
Residence/Public or Institutional (~1996--1983)	
Club (~1982--1978)	
Church (~1965)	
Store (~1951--1887)	

<u>Comments</u>	
A vault door exists in the sidewalk adjacent to the Site.	
An overhead door exists on the west side of the lot, which is possibly used for a garage or parking.	
The building is boarded up.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	305
Block #	2384
Tax Lot	8
Address	62 Hope Street
Name	Grandview Sheet Metal Fabricator Corp
Land use	Industrial
Lot Area	14,600



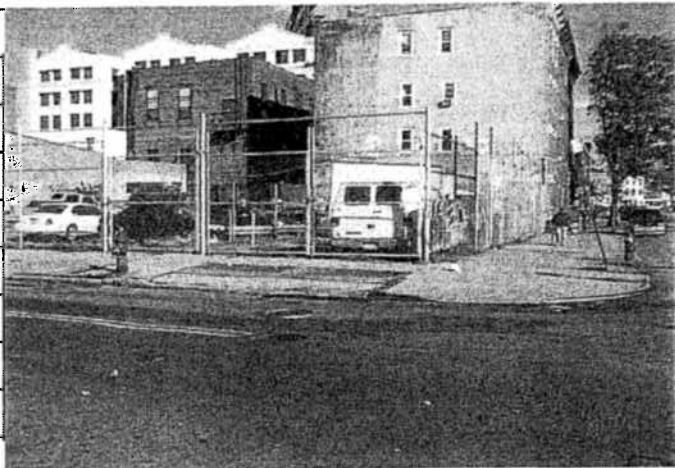
Building Information	
East	Warehouse, 66 Hope Street
West	Unidentified warehouse
North	Residence/store, 103 Hope Street
South	Residence/store, 327-335 Grand St
Slope	To east
# of Buildings	1
# of Floors	1
Façade	Brick
Notes	
Building Department records show 1 violation, 3 oil burner applications (1903, 1960, 1962), and 1 complaint.	
Sanborn addresses are 52-62 Hope Street and 339 Grand Street.	

Historic Sanborn Map Notes
Manufacturing - 3 separate facilities (~1996--1978)
Private parking/laundry/laundry storage & office (~1965)
Laundry/movies/four dwellings (~1951)
Dwellings/Moving Picture Theater (~1942--1916)
Dwellings (~1905--1887)
Nearby Historic Sites of Potential Concern
repair shop to the west of lot ~1996--1978.

Comments
A vent pipe was observed on the roof.
Forklifts are being used at the site. A steel press/forming equipment are used on site.
A fuel oil fill port and a vent pipe were observed in the adjacent western lot.
Steel/aluminum duct works were observed adjacent to the sidewalk. An overhead door is near the southwest corner of the building.
Listed Site
62 Hope Street Building, 62 Hope Street - FINDS, Facility Registry System, AIRS

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	Concern on Adjacent Lot
Site #	306
Block #	2384
Tax Lots	22, 23, 24, 25
Address	349-355 Grand Street
Name	Parking Lot
Land use	Vacant Lots
Site Area	7,500



Building Information	
East	BQE
West	Residence/Vacant & Commercial on 1st floor at 347 Grand Street
North	Residence, 48 Marcy / unidentified manufacturing at 66 Hope
South	Residence, 362-364 Grand Street
Slope	To east
# of Buildings	none
# of Floors	NA
Façade	NA
Notes	
Building Department records show 1 Environmental Control Board violation for Lot 23 and no records were identified for Lots 22, 24, and 25.	
Sanborn addresses are 349-357 Grand Street and 50-54 Marcy Avenue.	

Historic Sanborn Map Notes	
Lot 22:	store (~1916--1887), no information was provided on the 1996 to 1942 maps for this lot.
Lot 23:	store (~1965--1887), no information was provided on the 1996 to 1978 maps for this lot.
Lot 24:	store (~1965--1887), no information was provided on the 1996 to 1978 maps for this lot.
Lot 25:	store (~1965--1887), no information was provided on the 1996 to 1978 maps for this lot.

Comments
A catch basin was observed in the sidewalk off Grand Street.
A little staining was observed on the gravel in the lot, which is possibly auto fluids.
Each of the lots have a gravel surface. About 21 cars are parked throughout the site. The site is enclosed by a chain link fence. Two gated entrances exist along Grand Street. Six gated entrances exist along Marcy Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	307
Block #	2386
Tax Lots	7, 12, 14
Address	118-130 Hope St/429 Keap St
Name	DC Center/Parkway Equipment Handlers
Land use	Industrial
Site Area	20,000



Building Information	
East	Vacant warehouse/residential
West	2-story residence
North	Daisy Ltd Food Brokers/Quaker Sugar Co.
South	Commercial/storage yard/ residential/6-story apartment
Slope	Gentle to west
# of Buildings	One at each lot (3 total)
# of Floors	1
Facade	Concrete/cinder block
Notes	
Large overhead door	
Sanborn addresses are 118-138 Hope Street	
Building Department records show 2 violations for Lot 7, 1 Environmental Control Board violation for Lot 12, and an oil burner application (1943) for Lot 14.	

Historic Sanborn Map Notes	
Lot 7:	manufacturing flat (~1996~1965), garage with gasoline tank (~1951~1942), wagon pantry, wheel wright, lumber storage (~1916~1905), Wayson & Hibberd Foundry with machine shop (~1887)
Lot 12:	manufacturing flat (~1996~1965), garage with gas tank (~1951~1942), wagon shed/three dwellings (~1916- ~1905), dwelling/sheds/stable (~1887)
Lot 14:	manufacturing flat with gasoline tanks (~1996- ~1965), steel warehouse (~1951), illegible with gasoline tank (~1942), two dwellings/portion of Brooklyn Coal Co. (~1916~1905), two dwellings and no information for the remainder of the lot (~1887)
Listed Site	
DC Center Corp., 130 Hope Street - SQG, FINDS	

Comments
Building at Lot 7 and 12 also contains 120 Hope Street and 130 Hope Street. Addresses appear to be separated by cinderblock walls.
130 Hope Street (DC Center Corp) appears to be manufacturing. Steam coming from vent in wall, sounds of compressors running.
116 Hope to west of Lot 7 is a 2-story residence
Citydryclean.com is at 120 Hope Street
At Lot 14, large overhead door on Hope St, office at 138 Hope St, large and small overhead doors on Keap St

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	308
Block #	2387
Tax Lot	2
Address	426 Keap Street
Name	None (available Kalmon Dolgin)
Land use	Industrial/Residential
Lot Area	7,125



Building Information	
East	Vacant warehouse/manufacturing
West	Unidentified flat w/rollup doors
North	Plumber/piping warehouse
South	See Comments (1)
Slope	Slight to west
# of Buildings	2
# of Floors	4 and 2
Facade	Brick
Notes	
Sanborn addresses are 140-148 Hope Street and 426-430 Keap Street.	
Building Department records show 1 complaint.	

Historic Sanborn Map Notes	
Manufacturing flat and warehouse (~1996 - ~1988)	
Manufacturing flat (~1987 - ~1951)	
Storage (~1942)	
Salvation Army Industrial Home and Store (~1916)	
AR Harris Leather with dry rooms weather tank? (~1905)	
1887 Sanborn map was not provided.	
Nearby Historic Sites of Potential Concern	
Auto Repair with gas tank south of lot ~1965--1942.	
Nearby Listed Sites	
Grand Street Extension - Used motor Oil Spill	

Comments
(1) South of site: 441 Grand Roussel Studios, 445-449 Residence (Oil fill & vent at 449), 451 Stay Gold Gallery, 453 Church of God in NY Inc., Igreja de Dios inc with residence above.
A storage tank exists inside the building. The vent and fill was observed along Hope Street. Two small rollup doors were observed - one on Hope Street and the other on Keap Street. There appears to be woodworking at 426 Keap Street and 430 Keap Street (corner of Keap/Hope) appears to be vacant.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	309
Block #	2387
Tax Lots	6, 7, 12
Address	150-172 Hope Street
Name	V&P Vencedor Products/none available
Land use	Vehicle and Open Storage/Automotive
Site Area	16,624



Building Information	
East	3 Story Residence, 174 Hope St
West	Vehicle Parking
North	Plumber warehouse/residences
South	Apartments/residences
Slope	Gentle to west
# of Buildings	One at lot 6, One at lot 12 (2 Total)
# of Floors	One each
Facade	Brick
Notes	
Sanborn addresses are 150-170 Hope Street	
Building Department records show 1 complaint and	
1 Environmental Control Board violation for Lot 6 and	
no records were identified for Lots 7 and 12.	

Historic Sanborn Map Notes	
Lot 6:	automotive (~1996--1978), automotive and shed (~1965--1951), shed and illegible (~1942), wagon shed/unidentified structures (~1916--1905)
Lot 7:	parking (~1996--1965), two stores at 166 Hope/no information (~1951), three dwellings/two stores (~1942), four dwellings/two stores (~1916), four dwellings/three stores (~1905)
Lot 12:	auto repair (~1996--1978), dwelling (~1965--1905)
Nearby Listed Sites	
Grand Street Extension - Used motor Oil Spill	

Comments
Large roll-up doors at Lot 6.
At Lot 7, the ground surface is asphalt over concrete.
Lot 7 is enclosed by a fence and contains several container boxes, cars, trucks, miscellaneous debris, wood, metal, dumpsters and has a gravel & dirt surface. Stained soil was observed on lot 7, and it appears to be petroleum (auto) related.
At Lot 12, there is a vent in the sidewalk and a vent and fill in the sidewalk at the adjacent lot to the east.
Electrical box/vault in sidewalk along curb.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	310
Block #	2399
Tax Lots	1, 8
Address	Grand Street
Name	Shell Service Station
Land use	Automotive
Lot Area	22,563



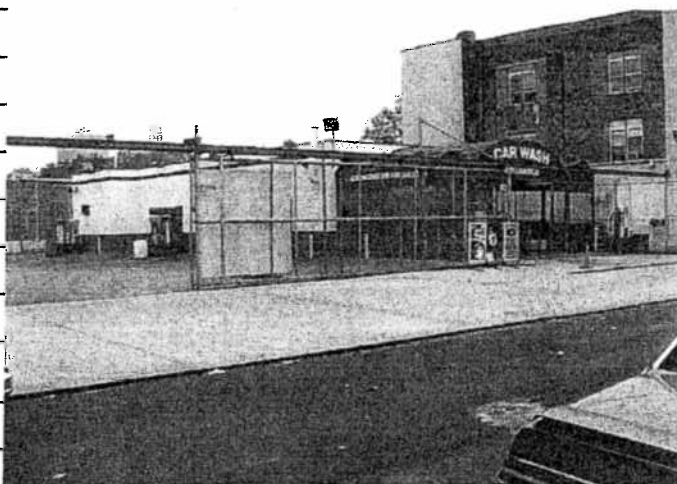
Building Information	
East	Commercial w/apartments above
West	Commercial w/apartments above
North	Private garage/apartments/ laundromat/auto repair/TV repair
South	Commercial w/apartments above
Slope	Gentle to west
# of Buildings	One at Lot 1
# of Floors	One
Façade	Cinder block
Notes	
Sanborn addresses are 274-442 Grand Street, 175-199 Boriquen Place, 351 South 1st Street and 398-412 Keap Avenue.	
Building Department records show 1 violation, 1 complaint, and 1 Environmental Control Board violation for Lot 1 and 1 violation for Lot 8.	

Historic Sanborn Map Notes	
Lot 1:	filling station (~1996~1978), Republic Theatre (~1965~1942), 11 stores and open air moving picture show (~1916), several stores and gallery (~1905), 1887 map was not available.
Lot 8:	three stores, auto repair and filling station (~1965- ~1942), six stores (~1916), several stores and bowling alley (~1905), 1887 map was not available.
Listed Site	351 South 1st Street, Shell Oil, PBS UST & AST, Spills

Comments
Gasoline tanks are in front of the service bays at Lot 1.
Commerce to east of lots 1 and 8 include a cell phone store, a barber shop, telecommunications, and real estate
Commerce to west of lots 1 and 8 include a grocery and a restaurant
Commerce to south of the lots includes a Laundromat, TV repair, and auto repair. There is also a vacant or abandoned manufacturing structure.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	On-Site Concern
Site #	311
Block #	2411
Tax Lots	1, 12
Address	121 Rodney St/314 South 1st Street
Name	Grand St Car Wash/Damon House Parking
Land use	Industrial/Parking
Lot Area	20,860



Building Information	
East	Commercial/5 story apartment
West	Damon House/parking/playground
North	3 story residence
South	Public School 19
Slope	Flat to gentle east
# of Buildings	One at Lot 1
# of Floors	One
Façade	Cinder block
Notes	
Sanborn addresses are 314-324 South 1st Street,	
378-386 Keap Avenue, and 121-141 Borinquen	
Place.	
Building Department records show 1 complaint and 1	
Environmental Control Board violation for Lot 1. Lot	
12 was not on file.	

Historic Sanborn Map Notes	
Lot 1:	car wash/auto glass (~1996~1992), parking/auto glass (~1993~1986), auto glass/private playground/parking (~1984~1977), auto glass/parking/private playground/ dwelling (~1965), dwellings (~1950~1887)
Lot 12:	parking (~1993~1989, ~1977), parking/dwelling (~1965) dwelling (~1950~1905), no information provided on 1996 to 1993 and 1980 to 1979 maps.
Listed Sites Nearby	
Rodney and Grand Streets - Diesel Fuel Spill	
Rodney St and 1st Street - Transformer 189, Spill	

Comments
Brushless car wash at Lot 1 and 17 with drains along South 1st Street. Several drums of soap, carpet cleaner were observed along Rodney Street side of Lot 1. Catch basins and sewer manholes exist throughout the parking areas.
Lot 12 is an asphalt parking lot with a storm drain along South 1st Street. There is a 55-gallon drum along the fence and two dumpsters. There is parking for 6 to 8 cars. Lot 1 is enclosed by a chain link fence with razor wire.
Commercial buildings to the east of Lot 1 are a bakery and café, restaurant

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	Concern within 400 feet of Site
Site #	312
Block #	2390
Tax Lot	15
Address	50 Grand Street
Name	None
Land use	Vacant Building
Lot Area	2,500



Building Information	
East	Empty lot - parking?
West	Residential, 4-story
North	3 & 4 story residential
South	Garage & residential, 3-4 story(1)
Slope	To west
# of Buildings	1
# of Floors	1
Facade	Brick, cinder block
Notes	
Building Department records show 4 violations.	

Historic Sanborn Map Notes	
Vacant lot (~1996)	
Commercial/vacant above 1st floor (~1995~1977)	
Store (~1965~1887)	
Nearby Historic Sites of Potential Concern	
Filling station at 253-259 Kent Ave (west) ~1981~1947	
Nearby Listed Sites	
314-326 Wythe Ave., G&S Designs Inc. - UST, Fuel Oil.	
330 Wythe Ave., Manhole 4860 - 8 gals of unknown oil (spill)	
33 South First Street, Radiac Research Corporation,	
CORRACTS and RCRIS-TSD	

Comments	
(1) South of the lot is New York Movers - garage	
Fill ports for fuel oil were observed to the east of the Site at 66 Grand Street.	

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	313
Block #	2390
Tax Lots	16, 17
Address	54-56 Grand Street
Name	None
Land use	Vacant Lots
Lot Area	5,000



<u>Building Information</u>	
East	4-story residential
West	4-story residential (vacant?)
North	Seetin Design (cabinets) (1)
South	Seymours/49 South 1st Street
Slope	To west
# of Buildings	None
# of Floors	NA
Facade	NA
Notes	
Building Department records show 2 violations for	
Lot 16 and 5 violations and 2 complaints for Lot 17.	

<u>Historic Sanborn Map Notes</u>	
Lot 16:	store (~1965--1887), no information provided on
	1996 to 1978 maps
Lot 17:	metal stamping (~1992--1947), metal works
	(~1935), store (~1918--1887), no information
	provided on 1996 to 1992 maps.
Nearby Historic Sites of Potential Concern	
Filling station at 253-259 Kent Ave (west) ~1981--1947	
Listed Sites Nearby	
314-326 Wythe Ave., G&S Designs Inc. - UST, Fuel Oil.	
330 Wythe Ave., Manhole 4860 - 8 gal of unknown oil (spill)	
33 South First Street, Radiac Research Corporation,	
CORRACTS and RCRIS-TSD	

<u>Comments</u>	
Lots 16 and 17 are secured with razor and barbed wire	
Both lots are active driveways that are used for parking	
Cave and Moon River Chattel are to east of these lots	
(1) Also vacant lot used for storage - boat, container	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/4/2003
E-Designation	Concern within 400 feet of Site
Site #	314
Block #	2393
Tax Lot	14
Address	186 Grand Street
Name	Parking
Land use	Vacant Lot
Lot Area	5,500



<u>Building Information</u>	
East	Iona Pub, 180 Grand Street
West	Residential, 188-190 Grand Street
North	Residential, 185 Grand Street
South	Residential, 165 South 1st Street
Slope	To east
# of Buildings	NA
# of Floors	NA
Façade	NA
Notes	
Building Department records do not show the Site as on file.	
Sanborn addresses are 182-186 Grand Street.	

<u>Historic Sanborn Map Notes</u>
No information (~1996~1980)
Whole tobacco store/dwellings (~1979~1965)
Stores (~1951~1905)
Unidentified structures, illegible (~1887)
<u>Nearby Historic Sites of Potential Concern</u>
Paints at 192 Grand Street (east) ~1951

<u>Comments</u>
The lot is being used as parking for residents of 188-190 Grand Street. Six vehicles were parked in the lot.
Some barbeques were observed on the lot.
The surface of the lot is gravel and is neatly landscaped. There is a gated entrance along Grand Street and the lot is enclosed by iron gate and fence.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/4/2003
E-Designation	Concern within 400 feet of Site
Site #	315
Block #	2393
Tax Lots	23, 24
Address	204-208 Grand Street
Name	Residence/Empty Lot/Parking
Land use	Residential/Vacant Lot
Lot Area	5,000



Building Information	
East	Residential, 212 Grand Street
West	Iglesia Carmeana Church
North	Copita Dulce Catering/Inner Spre Day Spa
South	Iglesia Carmeana Church/Empty Lot/Overgrown
Slope	To east
# of Buildings	One at Lot 23
# of Floors	Two
Facade	Brick/Plaster
Notes	
Building Department records show 51 violations, 5 complaints, and 22 Environmental Control Board violations for Lot 23 and no records were identified for Lot 24.	

Historic Sanborn Map Notes
Lot 23: residential (~1996~1988), vacant (~1987~1986), no identification/flat (~1983~1965), store (~1951~1987)
Lot 24: Manufacturing flat (~1965), upholstering (~1951), store (~1942~1987), no information provided on 1996 to 1978 maps.

Comments
Roof drains observed on building at Lot 23. There appears to be a yard behind the structure at Lot 23.
Material storage in the rear of lot 24 includes pallets and tires.
Four (4)-five gallon buckets of unknown contents stored on the eastern portion of lot 24.
Lot 24 is a gravel lot with some grassy areas and a chain link fence exists around the lot with a gated entry on Grand Street.
There is a vault door in the sidewalk at Lot 23.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	On-Site Concern
Site #	316
Block #	2404
Tax Lots	1, 5
Address	301-303 Wythe Avenue
Name	None
Land use	Industrial
Lot Area	11,154



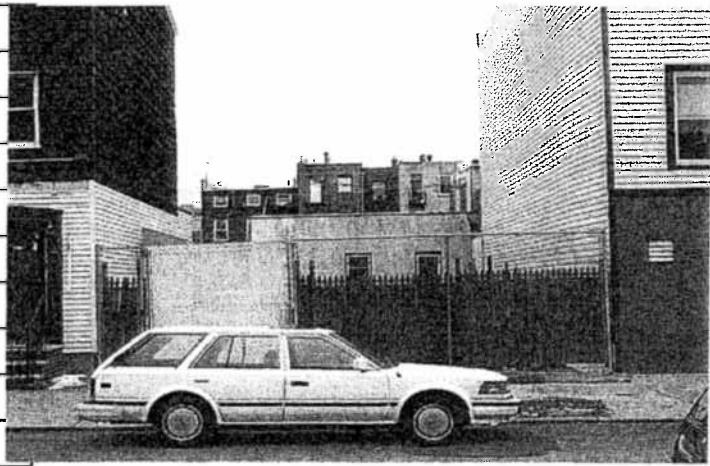
Building Information	
East	4-story residential/alley
West	15 story apartment/deli & grocery ⁽¹⁾
North	4-story residential
South	3-story residential/former commercial/parking
Slope	To west
# of Buildings	One at each lot, (2 total)
# of Floors	One plus loft at Lot 1, one at Lot 5
Façade	Brick
Notes	
Building Department records show 1 violation for Lot 1 and an oil burner application (1950) for Lot 5.	
Sanborn addresses are 299-311 Wythe Avenue and 69-73 South 2nd Street.	

Historic Sanborn Map Notes	
Lot 1:	scrap metal (~1996~1965), three stores/no information (~1950~1935), stores/dwelling (~1918~1887)
Lot 5:	warehouse (~1996~1991), two dwellings (~1965~1887), no information provided on 1989 to 1977 maps
Listed Site	
Lexa Metal Corp., 303 Wythe Avenue - SQG, FINDS	
Nearby Listed Sites	
Spectronics Electroplating Corp., 66 South 2nd St. -SQG	
SS Peter & Paul RC Church, 85 South 2nd St. - PBS	
Radiac Research Corporation, 33 South First Street - CORRACTS and RCRIS-TSD	
BJR Realty, 60 S. 12th Street - SWF/LF	
NYCDOT Contract BRC253C, 413 Wythe Ave - LQG	

Comments
A sign at Lot 5 along Wythe Avenue states that water reactive acids oxidizers are on the property.
(1) West - residential under renovation w/commercial (corner Deli & Grocery on 1st fl). Also 63 S. 2nd St., which is Williamsburg Bridge Realty Corp Pearl River.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	Concern on Adjacent Lot
Site #	317
Block #	2416
Tax Lots	7, 8
Address	72-74 South 2nd Street
Name	None
Land use	Vacant Lot/Residential
Lot Area	5,625



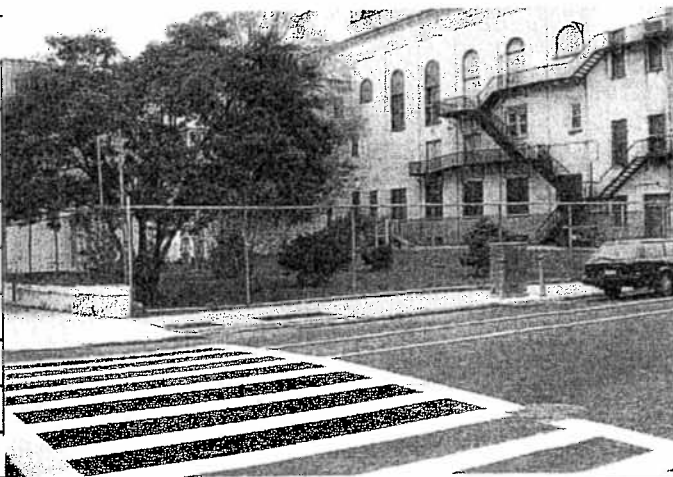
Building Information	
East	3-story residential w/basement
West	3-story residential
North	Vacant manufacturing/warehouse
South	Parking for Peter and Paul Church
Slope	To west
# of Buildings	One at Lot 8
# of Floors	Three
Facade	wood and siding
Notes	
Lot 7 has a gravel base, used for private parking	
Lot 7 includes the back of a building along Wythe	
Building Department records show 1 Environmental	
Control Board violation for Lot 7 and no records were	
identified for Lot 8.	

Historic Sanborn Map Notes	
Lot 7: dwelling (~1996~1887)	
Lot 8: dwelling (~1996~1887)	
Nearby Listed Sites	
413 Wythe Ave - NYCDOT Contract BRC253C	
RCRIS-SQG, FINDS	
60 South 2nd Street - BJR Realty Corp SWF/LF	

Comments
Lot 7 is secured with chain link fence. North of lots 7 and 8 is apparently vacant, maybe Lexa Metal Corp. 303-311
Wythe Ave. Further north of these lots is a building with a sign that states water reactive acids oxidizers
To the west of Lots 7 and 8, the first floor was formerly commercial
To the south of Lots 7 and 8, there is parking for St. Peter & Pauls

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/11/2003
E-Designation	Concern within 400 feet of Site
Site #	318
Block #	2416
Tax Lot	27
Address	300 Berry Street
Name	Padre Kennedy Head Start
Land use	Vacant Lot
Lot Area	5,350



<u>Building Information</u>	
East	(1)
West	3 story residential
North	(2)
South	2 story residential
Slope	To west
# of Buildings	none
# of Floors	none
Facade	none
Notes	
No Building Department records were identified.	
Sanborn address are 300-302 Berry Street and 87-81	
South 3rd Street.	

<u>Historic Sanborn Map Notes</u>
No information (~1996~1977)
One store/three dwellings/provisions (~1965~1947)
Four stores/garage (~1935)
Two stores along South 3rd Street, no information for the
remainder of the lot (~1918)
Two stores along South 3rd Street, three dwellings along
Berry Street (~1904)
Store and 3 dwellings along Berry (~1887)

<u>Comments</u>
The Site is secured by a chain link fence and is an apparent playground/green area for the Henry McCaddin
Memorial Building to the north - also known as St. Peters & Paul School
(1) Residential 5-story with Core Health & Fitness club on first floor, under renovation.
(2) Padre Kennedy Head Start - 280 Berry Street
Nearby Listed Sites
108 South 2nd St., - Leaking tank, #2 oil overfill. 288 Berry St., Peter & Paul Elem. School - 1 AST for Fuel Oil.
65 South 3rd St., Leaking tank (Diesel). Fuel leaking onto ground/road

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	319
Block #	2428
Tax Lots	28, 29, 30
Address	55-59 South 4th Street
Name	G&G Scrap Metal
Land use	Industrial
Site Area	7,500



Building Information	
East	4-story residential
West	Parking Lot for Domino Sugar
North	3-story residential
South	6-story residential
Slope	To west
# of Buildings	One at each lot 3 (total)
# of Floors	one at each
Façade	Brick
Notes	

Sanborn addresses are 51-55 South 4th Street.

No Building Department records were identified for

Lots 28, 29, and 30.

Historic Sanborn Map Notes	
Lot 30: manufacturing (~1996~1977), vacant and open/ no information (~1965), two dwellings (~1950~1904), three dwellings (~1887)	
Lot 28: warehouse/residence (~1996~1977), store/vacant and open (~1965), three stores (~1950~1918), dwellings/ store (~1904), two stores (~1887)	
Lot 29: warehouse/residence (~1996~1977), metal anodizing (~1965), vacant and open (~1950), dwelling (~1947~1887)	

Nearby Listed Site

50 South 4th Street Fuel Oil UST

Comments

Based on the signage, there does not appear to be a 55 South 4th Street, only 51 and 57.

Scrap metal that G&G accepts includes copper, brass, aluminum, wire, stainless, nickel, alloys, lead

Phone of G&G is # 782-8312

Razor wire on roof, vents near top of wall along Wythe (lot28).

A roll-off with metal and empty drums was observed along east interior walls. Pallet of batteries near west end.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	320
Block #	2441
Tax Lots	4, 104, 107
Address	339-347 Kent Avenue
Name	None/B-A-General Contractors ¹
Land use	Industrial
Site Area	10,475



Building Information	
East	Spencer Corp/GMI Corp
West	Domino Sugar
North	Metal Shop Tin Shop Group 485 South 4th Street
South	Rock*Bar
Slope	To west-southwest
# of Buildings	One at each lot (3 total)
# of Floors	4 at Lot 4, 5 at lots 104, 107
Facade	Brick
Notes	
¹ Likely construction crew working on building.	
Building Department records show 5 violations and 1 complaint for Lot 4, 4 violations for Lot 104, and 24 violations, 1 Environmental Control Board violation, and 2 oil burner applications (1912, 1933) for Lot 107.	
Sanborn addresses are 339-347 Kent Avenue.	

Historic Sanborn Map Notes	
Lot 4:	Hair & Rag Bailing & Storage (~1996~1965), American National Bag and Burlap Co. (~1950~1947), vacant/no information (~1935), Waddell & Co. Sand Paper Factory/store/no information (~1918~1904), two stores (~1887)
Lot 104:	storage/vacant above 2nd floor (~1996~1965), American National Bag and Burlap Co. (~1950~1947), Burlap Bag Storage (~1935), Waddell and Co. Sand Paper Factory (~1918~1887)
Lot 107:	manufacturing (~1996~1965), American Bag and Burlap Co. (~1950~1947), storage (~1935), Waddle and Co. Sand Paper Factory (~1918~1904), vacant (~1887)

Comments
Fuel oil fill along S. 5th Street.
Loading dock on west end of building at Lot 4, cinder blocks on loading dock, vents.
Propane tanks in alley to the south as well as hurricane doors along Kent Avenue in front of overhead door
Building at Lot 104 has roof drains and vents.
Shaft in building at Lot 107, building is under renovation - possibly conversion to residential
Loading dock and two doorways along Kent Avenue at Lot 107.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	321
Block #	2441
Tax Lots	41, 47
Address	29 South 5th Street
Name	Spencer Corp/GMI Corp/None
Land use	Industrial/Vacant Lot
Lot Area	11,570



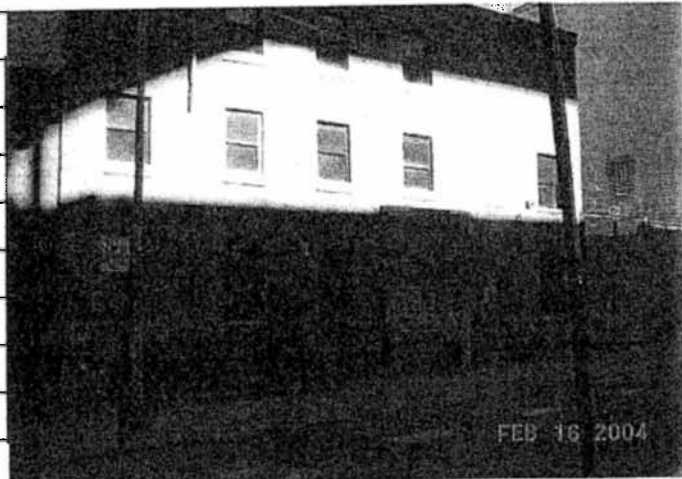
Building Information	
East	Vacant building?
West	Metal Shop Tin Shop Group 485 South 4th Street
North	Royal/Williamsburg Feather/ Residential
South	Williamsburg Bridge
Slope	West
# of Buildings	One at Lot 41
# of Floors	One
Facade	Brick
Notes	No Building Department records were identified for either lot. Sanborn addresses are 29-39 South 5th Street Lot 41 has an alley for storage/parking. A grill with propane, dumpster, table, chairs, and storage containers were observed at Lot 47. Lot 47 is secured by a chain link fence w/razor wire.

Historic Sanborn Map Notes	
Lot 41:	warehouse (~1996--1989), The Empire Can Co. (~1935--1918), American Printing Ink Works/dwelling (~1904), compound and store on the west side of lot (~1887), no information provided on 1987 to 1947 maps.
Lot 47:	dwelling (~1887), no information provided on 1996 to 1904 maps.
Nearby Historic Sites of Potential Concern	
Havemeyers and Elders at 30-34 South 4th St (north) ~1887. Lot contains gas tank, gas works and coal shed	
Listed Sites Nearby	
300 Kent Ave., Williamsburg Bridge, NYSDOT Contract BRC253BB Small Quantity Generator Reporting Violation Wythe Ave/South 5th Street Vault 5511 Transformer Spills(2)	

Comments	
A roof vent, gas vent, possible old oil fill/vent was observed at Lot 41.	
The occupant uses Lot 41 as a warehouse for speaker parts.	
There are three large overhead doors, two smaller doors, one personal entry door - all roll up at Lot 41.	
Listed Site Nearby	
373 Wythe, Chromium Plating and Polishing - Fuel Oil UST, Small Quantity Generator, LTANKS, Small Quantity Generator Regulation Violations.	

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	2/15/2004
E-Designation	On-Site Concern
Site #	321.1
Block #	2441
Tax Lot	38
Address	45 South 5th Street
Name	None
Land use	Industrial/Residential
Lot Area	7,460



Building Information	
East	4 Story Residence at 47 South 5th
West	Spencer Corp/GMI Corp
North	3-story Residence, 34-46 South 5th
South	Williamsburg Bridge
Slope	West
# of Buildings	2
# of Floors	3 and 1
Facade	
Notes	
Sanborn addresses are 41-45 South 5th Street	
Building Department records show 1 violation, 2 complaints, and 6 Environmental Control Board violations.	

Historic Sanborn Map Notes
Manufacturing/storage with an elevator (~1996-~1977)
Vacant (~1965)
Lyon Mfg. Co. - patent medicine manufacturing (~1950-~1904)
Unidentified compound (~1887)
Nearby Historic Sites of Potential Concern
American Painting and Ink Works at 31-35 South 5th Street ~1904
Brooklyn Stove Lining Co. with paints and old gas tank at 30-44 South 4th Street ~1904
Havemeyers and Elders with gas tank, S&S Works and coal shed at 32-34 South 4th Street ~1887

Comments
An alley separates the buildings on the lot. One building has a basement, roof drains, and a large overhead door near the center of the building. A vent in exists in the south wall of the building. The smaller building has a vent on the west wall. The alley is asphalt and is protected by large metal door. There appears to be residences on the 2nd and 3rd floors.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	322
Block #	2441
Tax Lot	12
Address	34 South 4th Street
Name	Williamsburg Feather Corp/Royal Feather Corp
Land use	Industrial
Lot Area	8,921



Building Information	
East	3-story Residential
West	Metal Shop Tin Shop Group 485 South 4th Street
North	Domino Sugar parking
South	Warehouse/Residential under renovation
Slope	To west
# of Buildings	1
# of Floors	1
Facade	Brick
Notes	
Sanborn addresses are 30-34 South 4th Street.	
Building Department records show 2 complaints.	

Historic Sanborn Map Notes	
No information (~1996~1981)	
Bottle works/private garage with a gasoline tank (~1980-~1947)	
Rag warehouse/private garage (~1935)	
American Sugar Refining Co. with machine shop/dwelling (~1918)	
Brooklyn Stove Lining Co. - fire brick manufacturing/dwelling (~1904), old gas tank and paints stored on site	
Havemeyers and Elders/dwelling with a gas tank, gas works and coal shed on lot (~1887)	
Nearby Historic Sites of Potential Concern	
Furniture Mfg at 36-46 South 4th St (west) ~1950~1947.	
National Building & Chemical Co. at 36-46 S. 4th St (east) ~1918.	

Comments
A sewer vent, a gas vent, and an air vent were observed in the building wall.
The building has two large overhead doors and two personnel entry doors.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	Concern within 400 feet of Site
Site #	323
Block #	2441
Tax Lot	24
Address	390 Wythe Avenue
Name	None
Land use	Industrial/Residential
Lot Area	9,450



Building Information	
East	4-story Residential
West	Metal Shop Tin Shop Group
	485 South 4th Street
North	G&G Scrap Metal
South	Brick/Stone mason storage
Slope	West
# of Buildings	1
# of Floors	6
Façade	Brick
Notes	
Sanborn addresses are 52-58 South 4th Street	
and 386-394 Wythe Avenue.	
Building Department records show 26 violations, 3	
complaints, 7 Environmental Control Board	
violations, and 3 oil burner applications (1937, 1939,	
1986).	

Historic Sanborn Map Notes	
Manufacturing with elevators and a boiler room vault in the	
sidewalk (~1996~1947)	
Machinery storage with two elevators (~1935)	
Jag J. Hatchett Candy Factory (~1918~1904)	
No information (~1887)	
Nearby Historic Sites of Potential Concern	
Havemeyers and Elders at 30-34 South 4th St (west)	
~1887. Lot contains gas tank, gas works and coal shed	

Comments
The building has a basement. There is a former loading dock on South 4th Street. The building address is also 50
South 4th Street.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	Concern within 400 feet of Site
Site #	324
Block #	2442
Tax Lot	11
Address	68/74 South 4th Street
Name	A.M. Food Dist. 72 South 4th
Land use	Industrial
Lot Area	11,883



Building Information	
East	4-story Residential
West	4-story Residential
North	3 to 4 story Residential
South	The Shop, Inc.
Slope	West
# of Buildings	1
# of Floors	1
Facade	Cinder block
Notes	
Sanborn addresses are 68-74 South 1st Street.	
Building Department records show 1 violation, 4 complaints, and 2 Environmental Control Board violations.	

Historic Sanborn Map Notes
Warehouse (~1996~1986)
No information (~1984)
Vacant and Open Structure (~1982~1977)
Two dwellings/vacant and open (~1965)
Four dwellings along South 4th Street (~1950~1887)
Nearby Historic Sites of Potential Concern
Solvent storage west of lot ~1965

Comments
The Site is secured by a fence with barbed wire. There are four truck bays with a loading dock and a dumpster near the west bay. A vault or drain exists near the center of the bays. A large overhead door exists on the eastern side of the building. A personal entry door also exists on the eastern wall.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	325
Block #	2442
Tax Lot	21
Address	88 South 4th Street
Name	None - not occupied
Land use	Vacant Building
Lot Area	989



Building Information	
East	Residential, 3 story
West	Residential, 4-story 86 South 4th Street
North	Residential 3 story
South	Garage/story residential 326 Berry Street
Slope	west
# of Buildings	1
# of Floors	4
Façade	Brick
Notes	
Building Department records show 5 complaints and	
1 Environmental Control Board violation.	

Historic Sanborn Map Notes	
Dwelling (~1996--1887)	

Comments	
The building appears to be derelict and needs repair. A fuel oil fill port and vent line were observed near the northeast corner of the building.	

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	326
Block #	2442
Tax Lot	25
Address	334 Berry Street
Name	Tung Fa Noodle Inc.
Land use	Industrial/Residential
Lot Area	11,000



Building Information	
East	Residential ⁽¹⁾
West	The Shop, Inc. 69 South 5th Street
North	3-story residential, 332 Berry Street
South	Williamsburg Bridge
Slope	To west
# of Buildings	1
# of Floors	7
Facade	Concrete
Notes	
Sanborn addresses are 334-346 Berry Street and	
81-87 South 5th Street.	
Building Department records show 54 violations, 3	
complaints, 13 Environmental Control Board violations,	
and 2 oil burner applications (1933, 1970).	

Historic Sanborn Map Notes
Manufacturing (~1996--1918)
Five dwellings/two stores (~1904)
Three dwellings/two stores (~1887)
Nearby Historic Sites of Potential Concern
Junk yard to the west of lot ~1965.
Century Paint and Wallpaper east of lot (Block 2443)
~1904.
Listed Site
Karl & Gail Inc., 338 Berry St. - SQG with no violations,
FINDS

Comments
32 fill ports were observed on Berry Street. Air vents exist on the east side of the building. Vaults and sewer vents exist along Berry Street. Vents also exist along South 5th Street and in the alley at the west side of the building. A machine shop is near the southwest corner of the building. A loading dock exists at the north end of the alley. The alley has a gravel base and there is a stack in the alley. Containers were observed on the loading dock.
(a) Also City of New York Landmarks Preservation Commission Salvage Warehouse

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	327
Block #	2443
Tax Lots	6, 37, 41
Address	99-101 South 5th St/330 Berry St
Name	Salvage Warehouse and Vacant Lot
Land use	Industrial/Vacant Lots
Site Area	15,421



<u>Building Information</u>	
East	Residence, 109 South 5th Street
West	French Products/Tung Fa Noodle
North	building under renovation/residence
South	Williamsburg Bridge/Residence
Slope	West-southwest
# of Buildings	One at Lot 6
# of Floors	1
Façade	Brick
Notes	Lots 37 and 41 are vegetated and gravel, enclosed by a chain link fence with a gated entrance on South 5th Street. Building Department records show 6 violations and an oil burner application (1952) at Lot 6, 5 violations and 1 ECB at Lot 37, and 3 complaints at Lot 41. Sanborn addresses are 339-341 Berry, 99-107 S5th.

<u>Historic Sanborn Map Notes</u>	
Lot 6:	NYC Dept. of Corrections Garage (~1996~1947), Water Purveyors Bureau (~1935~1904), wagon shed/stables (~1887)
Lot 37:	vacant & open/dwelling (~1965), two dwellings (~1950~1887), no information on 1996 to 1977 maps
Lot 41:	auto body (~1992~1950), warehouse (~1947~1935), dwelling (~1887), no information provided on 1996 to 1993 and 1918 to 1904 maps
Nearby Historic Sites of Potential Concern	
Century paint and wallpaper Co. west of site ~1904.	
Flashlight and battery Mfg. east of site ~1918.	
Filling station to the west of site ~1965~1935.	

<u>Comments</u>
Scrap metal storage on Lots 37, 41 solid waste, lumber, scrap metal stored outside of lots along fence, land/sea trailer at west side of lots, 55-gallon drum observed on site.
Vent pipe and fill hole on Berry Street, drainage pipe in wall of building at Lot 6, steel grate in sidewalk leading to a ladder that accesses the basement.
Nearby Listed Sites
333 Berry St., Local Transfer Station - Regulated Transfer Station, 338 Berry St. Karl & Gail Inc. - SQG
98-116 South 4th St. - Fuel Oil AST, Spill, SVOCs detected in soils, owner entered a VCP.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	328
Block #	2443
Tax Lot	13
Address	100 South 4th Street
Name	Building Under Renovation
Land use	Vacant Building
Lot Area	21,150



Building Information	
East	Empty vacant lot
West	Vacant warehouse
North	Residence/warehouse, 107-117 North 4th Street
South	Residence, 109 South 5th Street
Slope	To west
# of Buildings	1
# of Floors	2
Facade	Concrete
Notes	
Sanborn addresses are 94-114 South 4th Street.	
Building Department records show 24 violations, 9 complaints, 3 Environmental Control Board violations, and 3 oil burner applications (1901, 1972, 1973).	

Historic Sanborn Map Notes	
Gretsch Building No. 2/Manufacturing (~1996--~1950)	
Gretsch Building No. 2/manufacturing with celluloid works (~1947--~1935)	
Gretsch Building No. 2/Interstate Electric Co. (~1918)	
F. Gretsch Musical Instruments/dwellings (~1904)	
J&RS Hillson Factory/dwelling (~1887)	
Nearby Historic Sites of Potential Concern	
Auto repair east of lot, garage south of lot and filling station east of lot ~ 1965--~1935.	
Flashlight and Battery Manufacturing south of lot ~1918.	
Century Paint and Wallpaper Co. south of lot ~1904.	

Comments
A monitoring well was observed in the sidewalk about 20 feet from the northeast corner of the building
Listed Site
El Puente, 100 South 4th Street - VCP, Facility ID #V00094-2.
Camin Industries Inc., 104-114 South 4th Street - SQG, FINDS
Unnamed facility, 104 South 4th Street and 98 South 4th Street - Spills #8602718, #9611887.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	329
Block #	2443
Tax Lot	23
Address	364 Bedford Avenue
Name	Vacant Empty Lot
Land use	Automotive
Lot Area	7,452



Building Information	
East	Residence/store, 351 Bedford St
West	Large building being renovated
North	Residence/store, 362 Bedford St
South	Residence/store, 370 Bedford St
Slope	To south and west
# of Buildings	NA
# of Floors	NA
Façade	NA
Notes	
Sanborn addresses are 118-120 South 4th Street and 364-368 Bedford Avenue.	
Building Department records show 3 violations, 4 complaints, and 2 Environmental Control Board violations.	

Historic Sanborn Map Notes
Auto repair (~1996--1977)
Filling station (~1965)
Parking (~1950)
No information (~1947)
Five stores (~1935--1904)
Three stores/King County Bank (~1887)
Nearby Historic Sites of Potential Concern
Flashlight and Battery Mfg. south of lot ~1918.

Comments
C&D material and solid waste, including lumber and empty 55 gal pail were observed on the site.
A junked boat was observed on the site.
A concrete slab exists throughout the site.
There are gated entrances on Bedford Avenue and South 4th Street and the lot is enclosed by a chain link fence.
Nearby Listed Sites
98-116 South 4th St. - Fuel Oil AST, Spill, SVOCs detected in soils. Owner entered a VCP.

Environmental Impact Statement
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Type	Potential Development
Date	11/13/2003
Date Observed	On-Site Concern
E-Designation	330
Block #	2443
Tax Lots	29, 30
Address	376-378 Bedford Avenue
Name	Oilvio Refrigeration
Land use	Commercial/Industrial/Residential
Lot Area	6,991



<u>Building Information</u>	
East	Appliance Storage/residence
West	Residence/Store, 115 South 5th St
North	Residence, 374 Bedford Avenue
South	Williamsburg Bridge ramp
Slope	Southwest
# of Buildings	One at each lot (2 total)
# of Floors	Three at Lot 29, one at Lot 30
Facade	Brick at lot 29, masonry at lot 30
Notes	
Building Department records show 5 violations at Lot 29 and no records were identified for Lot 30.	
Sanborn addresses are 376-380 Bedford Avenue and 119-127 South 5th Street.	

<u>Historic Sanborn Map Notes</u>
Lot 29: commercial/3rd floor residential (~1996--1977), store (~1965--1947), laundry (~1905), club (~1887), no information was provided on the 1935 and 1918 maps.
Lot 30: commercial/parking (~1996--1977), machine shop/filling station/auto repair (~1965), store/filling station/auto repair (~1950), store (~1947--1935), closed paper factory (~1918), store (~1904), hall (~1887)

<u>Comments</u>
Old/used appliances stored on the 1st floor at lot 29.
A vault door exists in the sidewalk on the south side of the building at Lot 29.
Some staining was observed in southern portion of lot 30. Vents exist on the southern wall and roof drains were observed along building at Lot 30.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected/Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	331
Block #	2444
Tax Lots	2, 3, 4, 5
Address	359-365 Bedford Avenue
Name	None (old appliance storage), parking
Land use	Vacant Lots/Parking/Residence - Commercial
Site Area	9,200



Building Information	
East	Residence, 376 Bedford Avenue
West	Residence, 808 South 5th Street
North	Residence, 337 Bedford Avenue
South	Residence, 367 Bedford Avenue
Slope	To south
# of Buildings	One at Lot 5
# of Floors	3
Façade	Brick
Notes	
Building Department records show 2 oil burner applications (1902, 1909) for Lot 2, 1 violation and 2 oil burner applications (1903, 1912) for Lot 3, 1 complaint for Lot 4, and 2 violations and 1 complaint for Lot 5.	

Historic Sanborn Map Notes	
Lot 2: dwelling (~1977~1887), no information was provided on 1996 to 1979 maps	
Lot 3: dwelling (~1965~1887), no information was provided on 1996 to 1977 maps.	
Lot 4: dwelling (~1935~1887), no information was provided on 1996 to 1947 maps.	
Lot 5: club/residential (~1996~1979), store (~1977~1904), dwelling (~1887)	
Nearby Historic Sites of Potential Concern	
Farber Inc at 101-131 (east) South 5th Street, fabricators of electrical chrome products ~1965~1918.	

Comments
Lots 2 and 3 are used for the storage of old (used) household appliances. A pole barn exists on the south side of lot 2. Lots 2 and 3 have concrete surfaces, are enclosed by corrugated steel sheeting with an overhead door near the center of the lots. Lot 4 has an asphalt surface and is enclosed by an iron gate.
Large fill port was observed at Lot 2 along Bedford, with a possible vent pipe about 25 feet north of fill port.
Three trucks and three cars were parked in lot 4. Solid waste, metal waste, car battery were also observed in lot 4.
A vault was observed in the sidewalk along Bedford Avenue at Lot 5.
Address for Lot 3 is 361 Bedford Avenue based on the Sanborn maps.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	332
Block #	2444
Tax Lot	11
Address	141 South 5th Street
Name	Residence
Land use	Industrial/Residential
Lot Area	25,300



Building Information	
East	Parking lot
West	Residence, 808 Driggs Avenue
North	Residence/parking lot, South 4th St.
South	Williamsburg Bridge
Slope	To southeast
# of Buildings	1
# of Floors	4
Facade	Brick
Notes	
Building Department records show 38 violations, 5 complaints, 18 Environmental Control Board violations, and an oil burner application (1989).	
Sanborn addresses are 141-151 5th Street and 138 South 4th Street.	

Historic Sanborn Map Notes
Manufacturing and storage flats (~1996-~1965)
S. W. Farber Mfg. Electric & Chrome Products (~1950-~1935)
S. W. Farber Mfg. Electric & Chrome Products/Franciscan Bros. (~1918)
No information (~1904)
Five dwellings/laundry (~1887)
Nearby Historic Sites of Potential Concern
gas tank/auto repair at 155 South 5th Street (southeast of the site) ~1996-~1950
Nearby Listed Sites
145 South 4th Street PBS UST
155 South 4th Street - Cuel Realty Corp
347 Bedford Spills - Repeated gasoline odor in sewers

Comments
A private garage exists on South 5th Street.
A large chimney exists near the center of the building roof along South 5th Street.
The building is a former manufacturing facility and is currently residential. The front of the building is enclosed by an iron fence.
Listed Site
Kvest LLC, 141 South 5th Street - PBS UST (fuel oil)
Unnamed facility, 141 South 5th Street - Spills #9501027 (gasoline)

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	333
Block #	2444
Tax Lot	28
Address	808 Driggs Avenue
Name	Residence and Store
Land use	Industrial/Residential
Lot Area	4,950



Building Information	
East	Residence, 805 Driggs Avenue
West	Parking Lot
North	Residence/parking, 804 Driggs Ave.
South	Williamsburg Bridge
Slope	To southeast
# of Buildings	1
# of Floors	6
Façade	Plaster and concrete
Notes	
Building Department records show 17 violations, 5 complaints, 3 Environmental Control Board violations, and 4 oil burner applications (1946, 1968, 1970, 1973). Sanborn addresses are 808-810 Driggs Avenue and 157-167 South 5th Street.	

Historic Sanborn Map Notes
Industrial flat built in 1922 (~1996~1935)
Subdivided with a dwelling on a portion of the lot and no information for the remainder of the lot (~1918~1904)
Subdivided into multiple dwellings (~1887)
Nearby Historic Sites of Potential Concern
gas tank/auto repair at 155 South 5th St (west) ~1996-~1950
Nearby Listed Sites
141-155 South 5th Street Spills - Oil/Gasoline dumped into the fire drain

Comments
Vents were observed on the south and east walls of the building.
A former loading dock was observed along South 5th Street.
A former fill port and vent pipe were observed next to the basement staircase. The staircase to the basement is along South 5th Street near the southwest corner. A catch basin exists in the sidewalk along Driggs Avenue.
A vent pipe was observed on the roof.

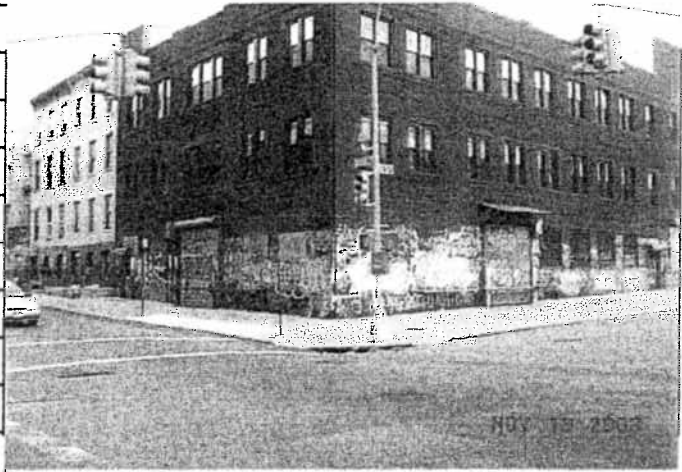
Site Observation Sheet
Greenpoint-Williamsburg Rezoning
CEQR # 04DCP003K

Site Observation Sheet

Greenpoint-Williamsburg Rezoning

CEQR # 04DCP003K

Site Type	Potential Development
Date Observed	11/13/2003
E-Designation	On-Site Concern
Site #	334
Block #	2446
Tax Lot	68
Address	805 Driggs Avenue
Name	Fan Club Industries/Residences
Land use	Industrial/Residential
Lot Area	5,500



<u>Building Information</u>	
East	Holy Trinity Catholic Church
West	Residential, 808 Driggs Avenue
North	Residential, 803 Driggs Avenue
South	Williamsburg Bridge
Slope	To east
# of Buildings	1
# of Floors	3
Façade	Brick
Notes	

Building Department records show 6 violations, 2
Environmental Control Board violations, and an oil
burner application (1948).
Sanborn addresses are 805-809 Driggs Avenue and
169-175 South 5th Street.

Historic Sanborn Map Notes

Spice grinding (~1996~1965)

Garage with a gasoline tank at southwest corner on 1950

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map (~1950~1918)
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Two dwellings (~1904-~1887)

Nearby Listed Sites

788 Driggs Avenue - New Diez Cleaners

Small Quantity Generator

Comments	

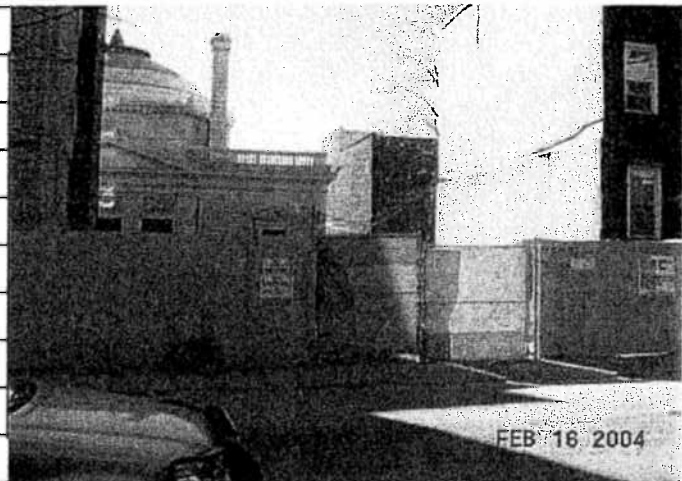
A vent exists in the sidewalk along Driggs Avenue near the northwest corner of the building.

A vent pipe was observed on the roof.

Overhead doors exist on the South 5th Street and Driggs Avenue sides of the building.

Environmental Impact Statement
 Site Observation Sheet
 Greenpoint-Williamsburg Rezoning
 CEQR # 04DCP003K

Site Type	Projected Development
Date Observed	2/16/2004
E-Designation	Concern within 400 feet of Site
Site #	335
Block #	2446
Tax Lot	78
Address	176 South 4th Street
Name	WMSBG Building Towers LLC
Land use	Vacant Lot
Lot Area	4,200



<u>Building Information</u>	
East	Morton Apts., 6 Story Residence
West	Residence, 174 South 4th Street
North	Chickenbone Café, Bar
South	Holy Trinity Church
Slope	East
# of Buildings	None
# of Floors	NA
Façade	NA
Notes	
Building Department records show one violation.	
Sanborn address is 176-178 South 4th Street.	

<u>Historic Sanborn Map Notes</u>
No information (~1996~1981)
Residential (~1980~1978)
Apartments (~1965)
Open & Vacant (~1950~1947)
Dwelling (~1935~1887)

<u>Comments</u>
The developer or owner of the Site is WNSBG Building Towers LLC at 517 Flushing, Brooklyn, NY
The contractor at the Site is Precision Contracting of NY, at 543 Bedford Avenue, Rm 13 # 20.
The lot is secured by a chain link/wood fence. The front of the lot is excavated to about 1 floor down, with exposed footings and a sump or an elevator shaft.

APPENDIX E

**Draft Zoning Text:
Proposed Amendment to Article VI Chapter 2
Special Regulations Applying in the Waterfront Area**

PROPOSED AMENDMENT TO ARTICLE VI CHAPTER 2
SPECIAL REGULATIONS APPLYING IN THE WATERFRONT AREA

Underlined matter is new, to be added;

Matter in ~~Strikeout~~ is old, to be deleted;

Matter within # # is defined in Section 12-10;

* * * indicates where unchanged text appears in the Zoning Resolution

* * *

62-20

SPECIAL USE REGULATIONS

* * *

62-29

Special Use Regulations for Waterfront Access Plan BK-1

All Use Group 6 and 9 #uses# delineated in Section 62-212 (Waterfront-Enhancing Uses) not otherwise permitted, shall be a permitted use on any parcel identified in Waterfront Access Plan BK-1, provided that such use is limited to not more than 10,000 square feet of #floor area# per establishment; the total amount of #floor area# used for such #uses# does not exceed two per cent of the total amount of #floor area# permitted on such parcel; and such #uses# are located below the level of the first #story# ceiling of a #building# or are located on a #pier# or #platform#.

Additionally, Docks for water taxis (Use Group 6) and Docks or mooring facilities for non-commercial pleasure boats (Use Group 6) shall be a permitted use on any parcel identified in Waterfront Access Plan BK-1.

* * *

62-30

SPECIAL BULK REGULATIONS

All #zoning lots# within #waterfront blocks# shall comply with the #bulk# regulations of this Section. For the purposes of this Section, non-#waterfront blocks# included in Waterfront Access Plan BK-1 shall be considered to be #waterfront blocks#. Existing non-complying buildings or other structures shall be subject to the provisions of Article V (Non-Conforming Uses and non-complying Buildings).

* * *

62-35

Special Bulk Regulations within Waterfront Access Plan BK-1

Within Waterfront Access Plan BK-1 the Special Bulk Regulations of this section are further modified as delineated herein.

62-351

Special floor area, lot coverage and residential density distribution regulations

Within any parcel, and between any adjacent parcels which are under single fee ownership and with respect to which each party having any interest therein is a party in interest (as defined in (e) of the definition of a #zoning lot# in Section 12-10), identified in Waterfront Access Plan BK-1; the total #floor area# and #lot coverage# permitted pursuant to Section 62-32 and the residential density permitted pursuant to Section 23-22 may be located anywhere within such parcel or between such parcels without regard to #zoning lot lines# or district boundaries provided that such location of #floor area#, #lot coverage# or residential density complies with Section 62-31 and Section 62-34 as modified by Section 62-352.

62-352

Special Height and Setback Regulations

The provisions of Section 62-341 are modified as follows:

- (a) Paragraph (c)(1) (Maximum base height) shall be modified in R6 Districts to permit a maximum base height of 65 feet or six #stories#, whichever is less.
- (b) Paragraph (c)(2) (Maximum #building# height) shall not apply. In lieu thereof, the maximum #building# height in an R6 District shall be 65 feet or six #stories#, whichever is less, within 100 feet of Commercial Street, West Street, Dupont Street, Franklin Street and Kent Avenue. Beyond 100 feet of such streets and any other portions of an R6 District, the maximum #building# height in shall be 110 feet. In R8 Districts, the maximum #building# height shall be 210 feet, except that for #zoning lots developed# with multiple #buildings# or portions of #buildings# that exceed a height of 200 feet, not more than half of such #buildings# or portions of #buildings# may exceed a height of 210 feet to a maximum #building# height of 310 feet. Such maximum #building# heights of 110 feet, 210 feet and 310 feet may be exceeded by a penthouse portion of a #building#, provided any #story# of a #building# within such penthouse portion does not exceed 85 percent of the gross area of the highest #story# of the same #building# entirely below a height of 110 feet, 210 feet or 310 feet, as applicable, and the maximum height of such penthouse portion does not exceed 40 feet.
- (c) Paragraphs (c)(3) (#Floor area# distribution) and (c)(5) (Additional setback provisions for high #buildings#) shall not apply.
- (d) Paragraph (c)(4) (Maximum #residential# tower size) shall not apply. In lieu thereof, each #residential story# of a #building# located entirely above a height of 85 feet shall not exceed a gross area of 8,100 square feet in an R6 District and 11,000 square feet in an R8 District.
- (e) Paragraph (c)(6) shall not apply. In lieu thereof, the maximum length of any #story# of a #building# that exceeds a height of 65 feet in an R6 District or 85 feet in an R8 District shall not exceed 170 feet. Such length shall be measured by inscribing within a rectangle the outermost walls at the level of each #story# entirely above such heights. Any side of such rectangle shall not exceed 170 feet.
- (f) Paragraph (c)(7) (Ground floor streetscape provisions) shall not apply. In lieu thereof, all off-street parking spaces located within 50 feet of a #street#, a #visual corridor# containing a private road, and a #shore public walkway#, #upland connection# or #supplemental public access area# and which are located on a #story# that is above the #base plane# shall be within facilities that are located behind #commercial#, #community facility# or #residential floor area# so that no portion of such parking facility, other than entrances and exits, is visible from such #streets#, #visual corridors# or publicly accessible open spaces. Such #floor area# shall have a minimum depth of 25 feet. Seventy percent of the surface area of the facade of a facility containing parking spaces which are not otherwise required to be behind such #floor area# shall be

composed of the same materials as the facade of the #building# in which it is located.

- (vii) Any roof of a facility containing off-street parking spaces, not otherwise covered by a #building#, which is larger than 400 square feet shall be landscaped and accessible for the recreational use of the occupants of the building in which it is located. Hard surfaced areas shall not cover more than 60 percent of such roof area.
- (viii) The #streetwall# of a #building# on any #zoning lot# fronting on Commercial Street, West Street and Kent Avenue shall be located within eight feet of, and extend along 70 percent of such #street line# to a minimum height of 40 feet.
- (1) All #developments#, conversions, and #enlargements# or #extensions# which increase the existing #floor area# by more than 10 percent, shall provide along the entire #street# length of the #zoning lot#, one tree for every 25 feet of # street# frontage. Such trees shall be of at least three-inch caliper at the time of planting and be placed at approximately equal intervals except where the Commissioner of Buildings determines that such tree planting would be unfeasible. Such trees shall be planted in accordance with the standards of the Department of Parks and Recreation.

* * *

62-50

SPECIAL PARKING AND LOADING REGULATIONS

* * *

62-57

Special Parking and Loading Regulations for Waterfront Access Plan BK-1

Within Waterfront Access Plan BK-1 the Special Parking and Loading Regulations of this section are further modified as follows:

- (a) The provisions of Section 62-511 and Section 62-521 shall not be applicable.

- (b) #Accessory# off-street parking spaces for #uses# permitted pursuant to Section 62-29 shall be provided in conformity with the regulations of Sections 36-21, 36-22 and 36-232 for C2-4 districts.
- (c) Any required #accessory# off-street parking spaces provided for #uses# located on a parcel identified in Waterfront Access Plan BK-1 may be located anywhere within such parcel.

* * *

62-70

SPECIAL REVIEW PROVISIONS

* * *

62-711

Waterfront public access and visual corridors

* * *

- (e) for the #development# of a park, a site plan and all other applicable data have been submitted showing compliance with the provisions of Section 62-416 (Special regulations for zoning lots that include parks).

A certification pursuant to paragraph (c) of this section, for any parcel identified in Waterfront Access Plan BK-1, may provide for the phased implementation of all required public access areas provided that an amount of public access area proportionate to the amount of #floor area# being developed on the parcel is provided in each phase. Additionally, for any #development# located within 200 feet of a #shore public walkway#, the initial phase and each subsequent phase, shall also provide a minimum of 200 linear feet of #shore public walkway# and any adjacent supplemental area, one #upland connection# through or adjacent to the entire parcel to such required portion of the #shore public walkway# and, shall have at least one other connection from such required portion of the #shore public walkway# to an

adjacent #shore public walkway#, a #street# or another #upland connection#. For any #development# located entirely beyond 200 feet of a #shore public walkway#, the initial phase and each subsequent phase, shall also provide a minimum of 100 linear feet of #shore public walkway#, and one #upland connection# through or adjacent to the entire parcel to such required portion of the #shore public walkway#.

A certificate pursuant to paragraphs (b) or (c) of this Section shall be granted on condition that an acceptable restrictive declaration is executed and filed pursuant to Section 62-14 (Requirements for Recordation).

* * *

62-80

WATERFRONT ACCESS PLANS

* * *

62-812

Elements of a Waterfront Access Plan

A Waterfront Access Plan may:

- (i) on #zoning lots# where public access or #visual corridors# are required pursuant to the provisions of Sections 62-40 and 62-60, modify the size, configuration, location or design of required waterfront public access areas or #visual corridors# within certain designated areas in order to address local conditions, provided such plan does not impose a public access or #visual corridor# requirement on any #zoning lot# greater than would otherwise be required pursuant to the provisions of Sections 62-40 or 62-60. For the purpose of determining the amount of public access, the highest standard applicable to a zoning lot may be applied regardless of any specific #use# permitted or proposed for such #zoning lot#. Within Waterfront Access Plan BK-1, the public access and #visual corridor# requirements for any parcel located within the Waterfront

Access Plan may be determined by aggregating the public access and #visual corridor# requirements of each zoning lot within the parcel and such aggregated requirements may be modified within such parcel without regard to #zoning lot lines#;

* * *

62-83

Borough of Brooklyn

The following Waterfront Access Plans are hereby established within the Borough of Brooklyn. All applicable provisions of Article VI, Chapter 2, remain in effect within the areas delineated by such plans, except as expressly set forth otherwise in the plans:

BK-1: Greenpoint/ Williamsburg, as set forth in Section 62-831.

* * *

62-831

Waterfront Access Plan BK-1:

Greenpoint-Williamsburg

Maps BK-1a through BK-1c in paragraph (g) of this Section show the boundaries of the area comprising the Greenpoint-Williamsburg Waterfront Access Plan and the location of certain features mandated or permitted by the Plan. The plan area has been divided into parcels consisting of tax blocks and lots and other lands as established on (date of adoption), as follows:

Parcel 1: Block 2472, Lot 350

Parcel 2: Block 2472, Lot 400

Parcel 3: Block 2472, Lot 410

Parcel 4: Block 2472, Lot 425

Parcel 5a: Block 2472, Lot 100

Parcel 5b: Block 2472, Lot 32 and Block 2494, Lot 6

- Parcel 5c: Block 2472 Lot 2, Block 2494 Lot 1, Block 2502 Lot 1,
Block 2510 Lot 1 and Block 2520 Lot 57
- Parcel 6: Block 2472, Lot 75
- Parcel 7: Block 2520, Lot 1
- Parcel 8: Block 2530, Lots 55 and 56
- Parcel 9: Block 2530, Lots 1
- Parcel 10: Block 2538, Lot 1
- Parcel 11: Block 2543, Lot 1
- Parcel 12: Block 2556, Lots 41
- Parcel 13: Block 2556 Lot 1, Block 2564 Lot 1, Block 2567 Lot 1 and Block 2570 Lot 36
- Parcel 14: Block 2570, Lot 1
- Parcel 15: Block 2590, Lot 1
- Parcel 16: Block 2590, Lot 210
- Parcel 17: Block 2590, Lot 215
- Parcel 18: Block 2590, Lot 22
- Parcel 19: Block 2590, Lot 25
- Parcel 20: Block 2590, Lot 100 and Block 2277, Lot 1
- Parcel 21: Block 2287, Lot 1,16 and 30 and Block 2294 Lots 1 and 5
- Parcel 22: Block 2301, Lots 1, 50, 60 & 70
- Parcel 23: Block 2316, Lot 46
- Parcel 24: Block 2308, Lot 1 and Block 2316, Lot 1
- Parcel 25: Block 2324, Lot 1 & Block 2332, Lot 1
- Parcel 26: Block 2340, Lot 1
- Parcel 27: Block 2348, Lot 1

(a) Area wide modifications:

The following provisions shall apply to all #developments# required to provide public access,
pursuant to Section 62-40 (REQUIREMENTS FOR WATERFRONT PUBLIC ACCESS AND
VISUAL CORRIDORS):

- (1) Paragraph (c) of Section 62-412 (Requirements for public access on piers) is applicable.

except that a minimum of 15 feet are required along each water edge.

- (2) The provisions of Section 62-61 (Design Options and Methodology) shall be inapplicable. In lieu thereof, the following provisions shall apply:
 - (i) All required public access areas and #visual corridors# shall comply with the general requirements set forth in Section 62-62 (General Requirements for Public Access Areas) and the specific requirements as set forth in this Section.
 - (ii) #Upland connections#, #visual corridors#, public access areas on #piers# and public access areas in conjunction with #floating structures# shall comply with the design requirements set forth in Sections 62-64 through 62-66, inclusive.
 - (iii) Public access areas are subject to the design reference standards set forth in Section 62-67 and paragraph (d) of this Section.
- (3) The provisions of Section 62-623 (Supplemental public access areas) shall be inapplicable. In lieu thereof, the following provisions shall apply:
 - (i) A required #supplemental public access area# shall be directly connected to either a #pier# public access area, an #upland connection# or a #shore public walkway# on either its landward or seaward side and its pedestrian circulation zone shall be contiguous with the adjacent pedestrian circulation zone.
 - (ii) A buffer zone shall only be required where a #supplemental public access area# adjoins a non-publicly accessible portion of a #zoning lot#, in which case its minimum width shall be 15 feet.
- (4) #Street# Treatment

All #streets# adjacent to a #shore public walkway# or #supplemental public access area# shall be improved as a continuation of such #shore public walkway# or #supplemental

public access area#, pursuant to the design requirements of paragraph (b) of this Section, inclusive.

(b) Specific design requirements for shore public walkway prototypes

The provisions of Section 62-63 (Specific Design Requirements for Public Access Prototypes) shall be inapplicable. In lieu thereof the following provisions for #shore public walkways# shall apply:

(1) Greenpoint-Williamsburg Shore Public Walkway-Prototype I

- (i) One circulation path with a minimum clear width of 12 feet is required.
The path must be within ten feet of the seaward edge of the #shore public walkway#, except when rip rap, beach or other shoreline materials are provided in a publicly accessible area seaward of the path.
- (ii) A minimum of one linear foot of seating shall be provided for every 100 square feet of #shore public walkway#. At least 60 percent of the required seating shall be landward of the required circulation path.
- (iii) A minimum of 50 percent of the pedestrian circulation zone, excluding the required circulation path, shall be planting area. Rip rap, beach or other shoreline materials may be counted as an equivalent to planting area.
- (iv) One shade tree is required for every 1,200 square feet of #shore public walkway# and one small or ornamental tree shall be required for every 750 square feet of #shore public walkway#. Trees may be located either in the pedestrian circulation zone landward of the required circulation path or in the buffer zone. Fifty percent of required shade trees shall be located within 10 feet of the required clear path.

(2) Greenpoint-Williamsburg Shore Public Walkway-Prototype II

- (i) The provisions of 62-621 (Shore public walkways) shall apply except that a #shore public walkway# shall have a minimum 30 foot pedestrian circulation zone and a minimum 15 foot buffer zone.
- (ii) One circulation path with a minimum clear width of 12 feet is required.
The path must be within ten feet of the seaward edge of the #shore public walkway#, except when rip rap, beach or other shoreline materials are provided in a publicly accessible area seaward of the path, in which case, the path shall be located within 20 feet of the shoreline.
A secondary circulation path may be provided, with a minimum width of 10 feet. Connecting paths having a minimum width of ten feet shall be provided between the two circulation paths at intervals not to exceed 100 feet.
- (iii) A minimum of one linear foot of seating shall be provided for every 70 square feet of #shore public walkway#.
- (iv) A minimum of 70 percent of the pedestrian circulation zone, excluding the required circulation path and transition zones, shall be planting area. A minimum of 50 percent of this planting area must be improved as lawn according to the provisions of Section 62-675 (Planting and trees).
- (v) One shade tree is required for every 1,900 square feet of #shore public walkway# and shall be located in the pedestrian circulation zone. In addition, one shade, small or ornamental tree shall be required for every 850 square feet of #shore public walkway# and may be located either in the pedestrian circulation zone or in the buffer zone. Fifty percent of required shade trees shall be located within 10 feet of the required clear path.
- (3) Greenpoint-Williamsburg Supplemental Public Access - Waterfront Plaza
 - (i) The entire #supplemental public access area# shall be a pedestrian circulation zone, except for any buffer zone required by paragraph (a)(3)(ii) of this Section.
 - (ii) There shall be at least one circulation path throughout the #supplemental public

access area#. Such path shall provide access to the primary entrance of any building or #use# that is within or adjacent to the #supplemental public access area#.

The required circulation path shall have a minimum clear width of ten feet and any other circulation path shall have a minimum clear width of six feet.

Within a transition zone, the minimum aggregate width of clear path along any side of the #supplemental public access area# shall be equal to 50 percent of the length of the intersection between the two public access areas, and any single path providing access between waterfront public access areas shall have a minimum width of 10 feet.

- (iii) A minimum of one linear foot of seating shall be provided for every 40 square feet of pedestrian circulation zone. Fifty percent of required seating shall be under shade throughout the day.
- (iv) A minimum of 25 percent of the pedestrian circulation zone shall be planting area.
- (v) Four trees shall be required for the first 2,500 square feet of #supplemental public access area#, at least two of which shall be shade trees. For each additional 750 square feet, one additional shade, ornamental or small tree shall be required. Small or ornamental trees located within the pedestrian circulation zone shall not be counted toward the minimum requirements.

(4) Greenpoint-Williamsburg Supplemental Public Access - Waterfront Park

- (i) The entire #supplemental public access area# shall be a pedestrian circulation zone, except for any buffer zone required by paragraph (a)(3)(ii) of this Section.
- (ii) There shall be at least one circulation path throughout the #supplemental public access area#. Such path shall provide access to the primary entrance of any building or #use# that is within or adjacent to the #supplemental public access

area#.

The required circulation path shall have a minimum clear width of ten feet and any other circulation path shall have a minimum clear width of six feet.

Within a transition zone, the minimum aggregate width of clear path along any side of the #supplemental public access area# shall be equal to 50 percent of the length of the intersection between the two public access areas, and any single path providing access between waterfront public access areas shall have a minimum width of 10 feet.

- (iii) A minimum of one linear foot of seating shall be provided for every 50 square feet of pedestrian circulation zone. Fifty percent of required seating shall be under shade throughout the day.
- (iv) A minimum of 60 percent of the pedestrian circulation zone shall be planting area with no more than 30 percent of the planting area in raised planting beds. At least 35 percent of the #supplemental public access area# shall be lawn in compliance with the standards set forth in paragraph (c)(5) of Section 62-675 (Planting and trees).
- (v) Four trees shall be required for the first 2,500 square feet of #supplemental public access area#, at least two of which shall be shade trees. For each additional 750 square feet, one additional shade, ornamental or small tree shall be required. Small or ornamental trees located within the pedestrian circulation zone shall not be counted toward the minimum requirements.

(c) Amenities

In parcels where #supplemental public access area# is required, no more than fifteen percent of public access area may be reduced if playgrounds and other amenities are provided in accordance with paragraphs (c)(1) and (c)(2) of this Section.

(1) Playgrounds

A playground shall have a minimum size of 1,000 square feet and, if applicable, there shall be a minimum of 400 feet between any two playground areas. For every five square feet of playground area provided, the total amount of required public access may be reduced by the rate of one square foot.

(2) Other amenities

A reduction in the total amount of required public access area shall be permitted according to the following table. The number and variety of such amenities shall be determined upon certification.

<u>Amenity</u>	<u>Square feet reduction</u>
<u>Picnic table</u>	<u>22 sq. ft.</u>
<u>Chess table</u>	<u>20 sq. ft.</u>
<u>Telescope</u>	<u>10 sq. ft.</u>
<u>Art</u>	<u>50 - 200 sq. ft.</u>
<u>Fountain/water feature</u>	<u>50 - 200 sq. ft.</u>
<u>Shade structure</u>	<u>50 - 200 sq. ft.</u>

(d) Public access design reference standards

Section 62-67 is hereby modified by the following provisions.

(1) Guardrails

The provisions of paragraph (a) Section 62-671 (Guardrails, gates and other protective barriers) shall be inapplicable. In lieu thereof the following provisions for guardrails shall apply:

- (i) Guardrails shall be located within waterfront public access areas continuously along any bulkhead, stabilized shore or the water edges of a #pier# or #platform# that is located within 50 feet of a circulation path; and continuously along any grade level change of 30 inches or grader adjoining or within 10 feet of a

circulation path. However, guardrails shall not be required landward of any rip rap, beach or any other shoreline material that is at least 10 feet wide. If any protective barrier is provided adjacent to any rip rap, beach or other shoreline material, they shall not exceed a height of 21 inches or shall consist of a bollard and chain device.

Guardrails shall not be required at access points to WD #uses# and #development# on #floating structures#. The minimal protective barrier at such locations shall be a swing gate, bollard and chain or similar device.

- (ii) Guardrails shall comply with illustration A1, alternatively illustration A2 may be used in #piers#.

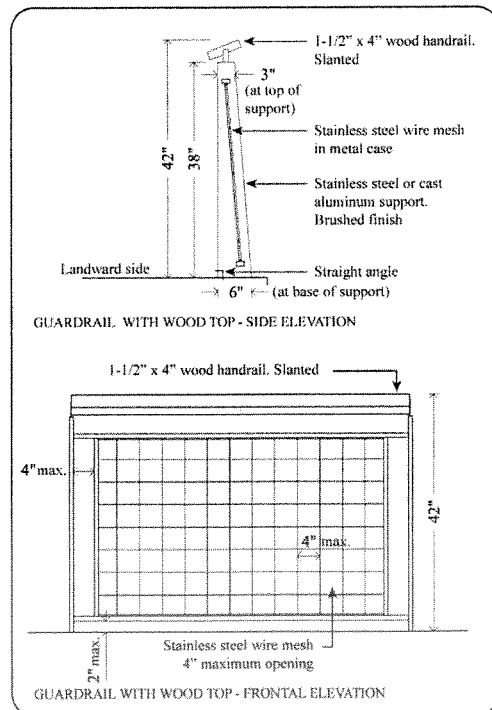


Illustration A1

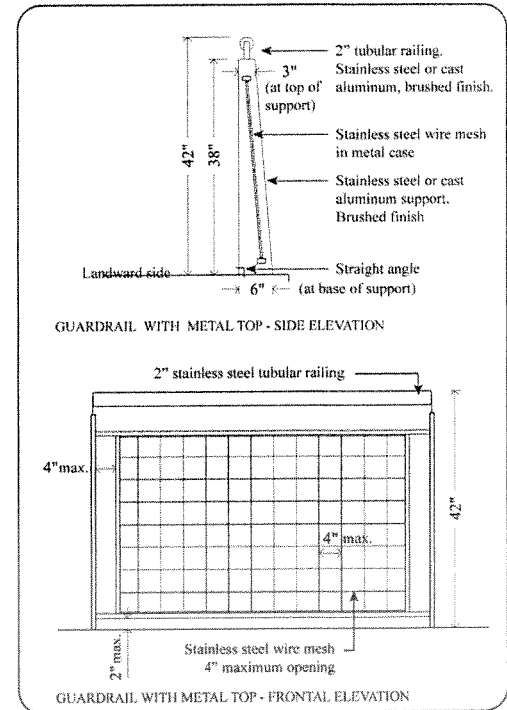


Illustration A2 (Alternate for piers)

All guardrail components and hardware shall be in stainless steel or cast aluminum, as applicable.

(2) Seating

In addition to the provisions of Section 62-672, at least fifty percent of the required

seating along any #shore public walkway# or #supplemental public access area# shall comply with illustration B1 or B2 below.

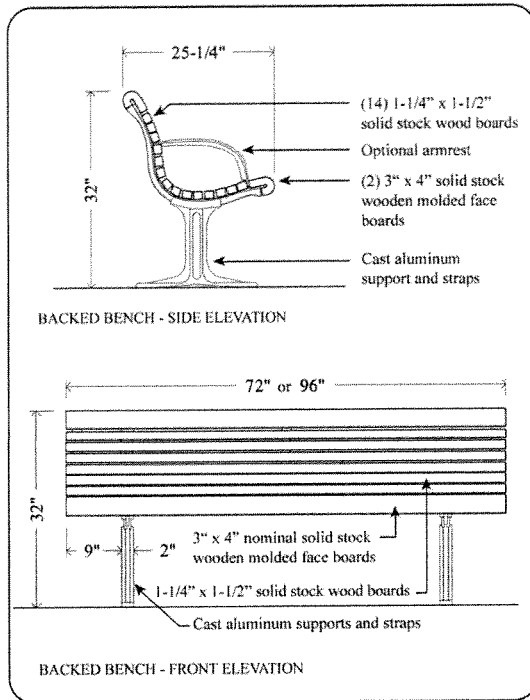


Illustration B1

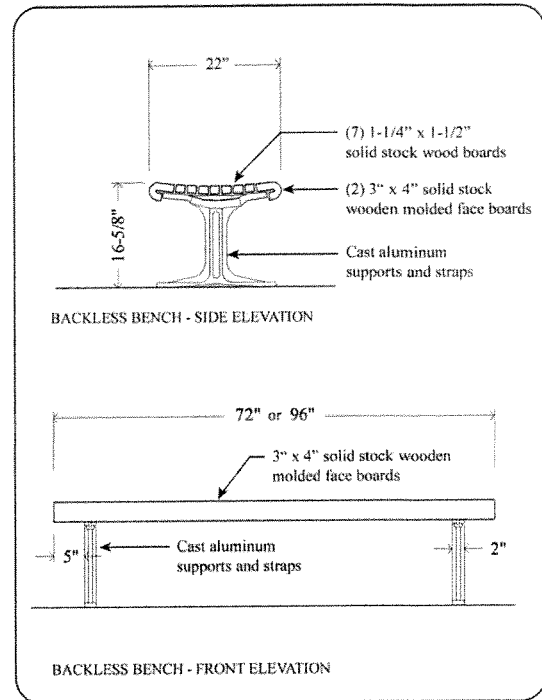


Illustration B2

All wood boards shall be made of Redwood, Jarrah or Ipe, have eased edges and ends and be treated for external use without stain or varnish.

All supports and backstraps shall be 713 tenzallo alloy cast aluminum, with a rust inhibitor and a top coat finish of thermosetting polyester powdercoat that is ultra-violet, chip and flake resistant. Metal components shall have a light gray or aluminum color.

(3) Lighting

In addition to the provisions of Section 62-673, the required lighting along any public access area shall comply with illustration C1 below.

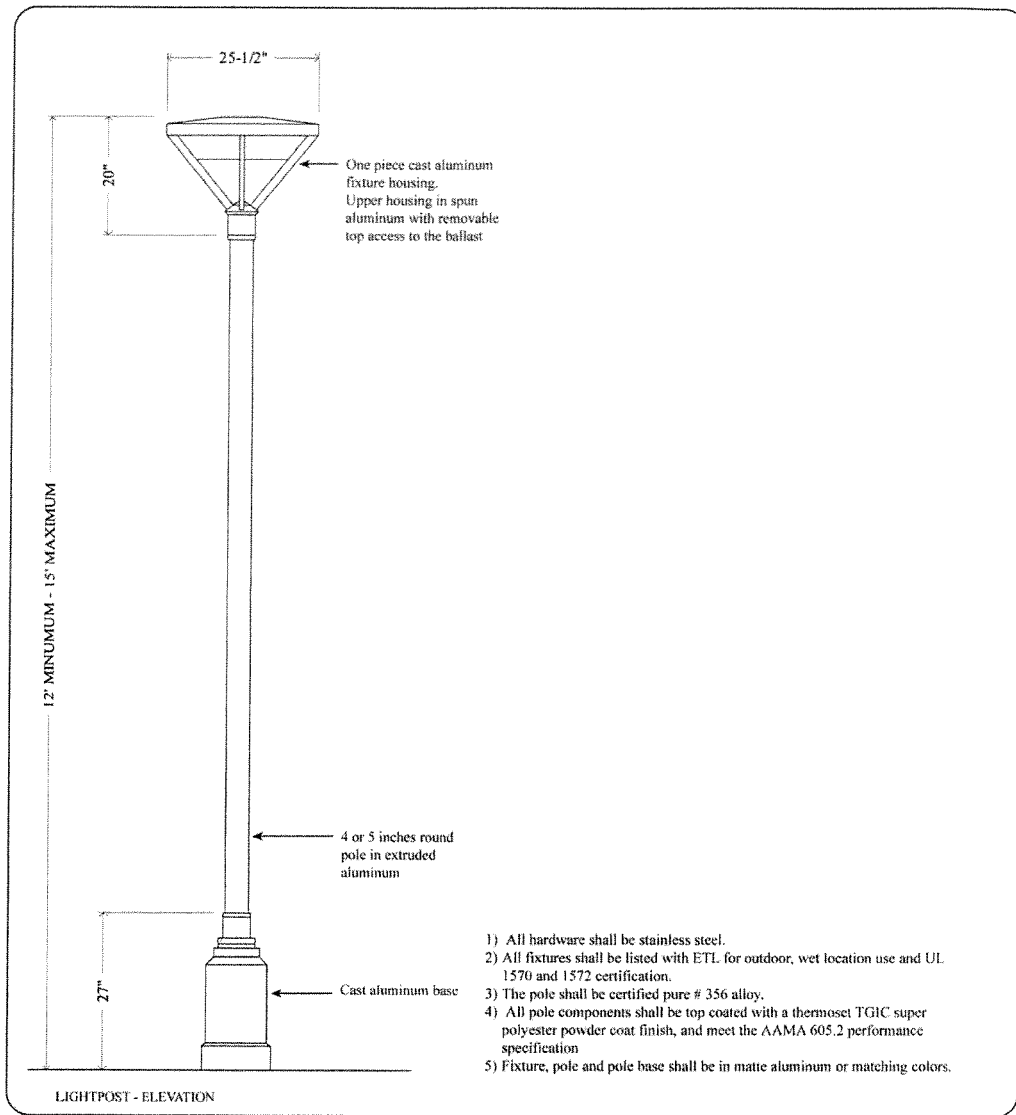


Illustration C1

(4) Planting and trees

The provisions of paragraph (c)(6) (Container planting) of Section 62-675 shall be inapplicable, unless a structural or environmental necessity is demonstrated at the time of certification.

(5) Paving

In addition to the provisions of Section 62-676, the paving for the required clear path within the #shore public walkway# shall be gray. At least fifty percent of all other paved areas within the #shore public walkway# and #supplemental public access areas# shall be

paved in the same color range.

(e) Special public access provisions by parcel

The provisions of Sections 62-41 (Requirements for waterfront public access) and 62-60 (DESIGN STANDARDS FOR THE WATERFRONT AREA) are modified at the following designated locations which are shown on Map BK-1b in paragraph (g) of this Section:

(1) Parcels 1 and 2

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply to all new #development#.

In the event of any #enlargement#, #extension# or change of #use# within existing #buildings or other structures#, a #shore public walkway# shall occupy the entire area between the seaward edge and the existing #building or other structure# but need not be wider than 40 feet. The #shore public walkway# shall have a minimum clear path of 10 feet. No seating, planting or buffer zone shall be required. If seating and planting are provided, they shall comply with the provisions of Sections 62-672 and 62-675. In addition to the lighting design requirements of paragraph (c)(3) of this Section, lighting fixtures may be mounted on existing #buildings or other structures#.

(ii) #Supplemental public access area#

The requirements for #supplemental public access area# shall be waived.

(2) Parcels 3 and 4

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

An #upland connection# shall be provided between Commercial Street and the #shore public walkway# within a flexible location along the #lot line# between Parcels 3 and 4. Whichever parcel is developed first shall provide an #upland connection# along the #lot line# between the two parcels. The width of the #upland connection# may be utilized by the developer of the remaining parcel in the computation necessary to comply with the requirements of a #visual corridor# along the #lot line# between the two parcels, according to the provisions of paragraph (f)(1) of this Section. If both parcels are developed concurrently, then the requirements may be divided equally along the #lot line# between the parcels.

(3) Parcel 5a(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

An #upland connection# shall be provided between Commercial Street and the #shore public walkway# within the flexible location indicated on Map BK-1b in paragraph (g) of this Section.

The eastern boundary of such flexible area shall be 110 feet from the shared lot line of Parcel 4 and its western boundary shall be 200 feet from the shared lot line of Parcels 5b and 6.

(iii) #Supplemental public access area#

The #supplemental public access area# shall abut the #shore public walkway# continuously along its longest side, and shall also abut the required #upland connection# where it meets the #shore public walkway#. The #upland

connection#, however, may cut across the #supplemental public access area# provided that no area shall be less than 5,000 square feet. All #supplemental public access areas# shall have a minimum width to depth ratio of 1.0 to 1.0 and a maximum width to depth ratio of 2.0 to 1.0. In no event shall the #supplemental public access area# be deeper than 100 feet. The requirements for Waterfront Plaza described in paragraph (b)(3) of this Section shall apply.

Alternatively, a portion of the required #supplemental public access area# that is a minimum of 5,000 square feet may abut the #shore public walkway# continuously along the longest side provided that it also abuts a publicly accessible private drive connecting the #shore public walkway# to Commercial Street. Such publicly accessible private drive shall be improved to the standards of an #upland connection# as required by Section 62-641, but shall not be counted towards satisfying the required amount of public access area on the site. The requirements for Waterfront Park described in paragraph (b)(4) of this Section shall apply.

(4) Parcel 5b

#Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(5) Parcel 5c

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

Two #upland connections# shall be provided between West Street and the #shore public walkway#, one located within the prolongation of the #street lines# of

Eagle Street, the other located within the prolongation of the #street lines# of Green Street.

(iii) #Supplemental public access area#

Two #supplemental public access areas# shall be provided on Parcel 5c.

A #supplemental public access area# shall be bounded by the southern boundary of the required Green Street #upland connection#, the #shore public walkway#, the southern boundary of Parcel 5c and the northern prolongation of the eastern boundary of the #shore public walkway# required in Parcel 7. The requirements for Waterfront Plaza described in paragraph (b)(3) of this Section shall apply.

The remaining required #supplemental public access area# shall be provided either on the #pier# or distributed evenly as a widening of the pedestrian circulation zone of the #shore public walkway# located between the Eagle Street and Green Street #upland connections#. If any #supplemental public access area# is located on the #pier#, the planting requirements for Waterfront Plaza described in paragraph (b)(3) of this Section shall apply, except that trees may be substituted by a shading element at a rate of 450 sq. ft. of shade element per tree.

(iv) #Pier# public access

Public access shall be provided on the Green Street #pier# pursuant to the requirements of Section 62-412 and of paragraph (a)(1) of this Section.

(6) Parcel 5

In the event that Parcels 5a, 5b and 5c are merged into one parcel, they shall be known as Parcel 5 and be subject to the following requirements:

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

One #upland connection# shall be provided between Commercial Street and the #shore public walkway# within the flexible location indicated on Map BK-1b in paragraph (g) of this Section. The eastern boundary of such flexible area shall be 110 feet from the shared lot line of Parcel 4 and its western boundary shall be 200 feet from the shared lot line of Parcel 6.

Two #upland connections# shall be provided between West Street and the #shore public walkway#, each located within the prolongation of the #street lines# of Eagle Street and Green Street, respectively.

(iii) #Supplemental public access area#

Two #supplemental public access areas# shall be provided.

A #supplemental public access area# shall be bounded by the southern boundary of the required Green Street #upland connection#, the #shore public walkway#, the southern boundary of Parcel 5 and the northern prolongation of the eastern boundary of the #shore public walkway# required in Parcel 7. The requirements for Waterfront Plaza described in paragraph (b)(3) of this Section shall apply.

The remaining of the required #supplemental public access area# shall be located within the area bounded by the western prolongation of the north #street line# of Dupont Street, the #shore public walkway#, the northern prolongation of the eastern boundary of Parcel 6 and Parcel 6 . The requirements for Waterfront Park described in paragraph (b)(4) of this Section shall apply.

(iv) #Pier# public access

Public access shall be provided on the Green Street #pier# pursuant to the requirements of Section 62-412 and of paragraph (a)(1) of this Section

(7) Parcel 7

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply, except that any portion of the required #shore public walkway# where the distance between the shoreline and the boundaries of Parcel 7 is less than 17 feet shall be improved entirely as clear path.

(ii) #Supplemental public access area#

The requirement for a #supplemental public access area# on Parcel 7 is waived.

(8) Parcels 9, 10 and 11

(i) #Shore public walkway#

The requirements for Prototype II described in paragraph (b)(2) of this Section shall apply.

(ii) #Supplemental public access area#

For each parcel, the #supplemental public access area# requirements shall be provided to widen the pedestrian circulation zone of the #shore public walkway#, evenly distributed along the entire length of such #shore public walkway#.

(9) Parcel 13

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

An #upland connection# shall be provided between West Street and the #shore public walkway# located within the prolongation of the #street lines# of Milton Street.

(iii) #Supplemental public access area#

A #supplemental public access area# shall be bounded by the southern #street line# of Greenpoint Avenue, the #shore public walkway# and the northern boundary of the required Milton Street #upland connection#. The requirements for Waterfront Park described in paragraph (b)(4) of this Section shall apply.

(10) Parcel 14

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

An #upland connection# shall be provided between West Street and the #shore public walkway# located within the prolongation of the #street lines# of Calyer Street.

(iii) #Supplemental public access area#

A #supplemental public access area# shall be distributed evenly along the #shore public walkway# between the southern boundary of the required Calyer Street #upland connection# and the prolongation of the northern #street line# of Quay Street. The requirements for Waterfront Park described in paragraph (b)(4) of this Section shall apply.

(11) Parcel 15

An #upland connection# shall be provided within the prolongation of the #street lines# of West Street, connecting Quay Street to Parcel 20.

(12) Parcels 19, 20, 21 and 22

Parcels 19, 20, 21 and 22 shall be designated as public parks as of (date of adoption).

(13) Parcel 24

Prototype I described in paragraph (b)(1) of this Section shall apply.

(14) Parcel 25

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

An #upland connection# shall be provided between West Street and the #shore public walkway# located within the prolongation of the #street lines# of North 6th Street.

(iii) #Supplemental public access area#

Two #supplemental public access areas# shall be provided.

One #supplemental public access area# shall be provided along the prolongation of the southern #street line# of North 7th Street and the #shore public walkway#. Such public access area shall be a minimum of 3,000 square feet in area and shall have a minimum depth of 90 feet from the southern #street line# of North 7th

Street. The entire #supplemental public access area#, excluding the required buffer, shall be developed as clear circulation path.

A minimum of one linear foot of seating shall be required for every 40 square feet of pedestrian circulation zone and shall be located in the required buffer zone. Four trees shall be required, at least two of which are shade trees. Small or ornamental trees located within the buffer zone shall not be counted toward the minimum requirements.

The remaining required #supplemental public access area# shall be located either on the #pier# or parallel to the #shore public walkway#. The requirements for Waterfront Plaza described in paragraph (b)(3) of this Section shall apply. If any #supplemental public access area# is located on the #pier#, the planting requirements for Waterfront Plaza shall apply, except that trees may be substituted by a shading element at a rate of 450 sq. ft. of shade element per tree.

(iv) #Pier# public access

Public access shall be provided on the North 6th Street #pier# pursuant to the requirements of Section 62-412 and of paragraph (a)(1) of this Section.

(15) Parcel 26

(i) #Shore public walkway#

The requirements of Section 62-411 (Requirements for shore public walkways) shall apply, except that the minimum required width of the #shore public walkway# shall be reduced to 34 feet between North 5th Street and the northern edge of the required #upland connection# at the prolongation of North 4th Street. The quantity of public access eliminated from the #shore public walkway# as a result of this width reduction shall be located in the triangle formed between the #shore public walkway#, the southern #street line# of the North 4th Street #upland connection# and the bulkhead line. The entirety of the #shore public walkway# shall be improved pursuant to the requirements for Prototype I described in

paragraph (b)(1) of this Section.

(ii) #Upland connections#

An #upland connection# shall be provided between Kent Avenue and the #shore public walkway# located within the prolongation of the #street lines# of North 4th Street.

(16) Parcel 27

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply to all new #development#.

In the event of any #enlargement#, #extension# or change of #use# within existing #buildings or other structures#, a #shore public walkway# shall occupy the entire area between the seaward edge and the existing #building or other structure#, but shall not need to be wider than 40 feet.

Notwithstanding the requirements of Paragraph (c) of Section 62-62 (General Requirements for Public Access), the #shore public walkway# may be located within the #building or other structure#, and the obstructions permitted by Section 62-626, paragraph (a), shall include any supporting structural elements of the #building or other structure# and its related appurtenances. Additionally, the #shore public walkway# shall have a minimum clear path of 12 feet. No seating, planting or buffer zone shall be required. If seating and planting are provided, they shall comply with the provisions of Sections 62-672 and 62-675. In addition to the lighting design requirements of paragraph (c)(3) of this Section, lighting fixtures may be mounted on existing #buildings or other structures#.

(ii) #Supplemental public access area#

The requirements for #supplemental public access# shall be waived.

(f) Special visual corridor provisions by parcel

The designated locations for #visual corridors# pursuant to this Plan are shown on Map BK-1c in paragraph (g) of this Section and shall be as follows:

(1) Parcels 3 and 4

A #visual corridor# shall be provided through Parcels 3 and 4 to the pierhead line within a flexible area along the #lot lines# between them.

Whichever parcel develops second shall complete the required clearance to comply with the #visual corridor# requirements along the #upland connection# already provided in accordance with the requirements of paragraph (e)(2)(ii) of this Section. If both parcels are developed concurrently, then the requirements can be divided equally along the #lot line# between the parcels.

(2) Parcel 5a

A #visual corridor# shall be provided through Parcel 5a to the pierhead line within the flexible location zone indicated on Map BK-1c in paragraph (g) of this Section. The eastern boundary of such flexible area shall be 110 feet from the shared lot line of Parcel 4 and its western boundary shall be 200 feet from the shared lot line of Parcels 5b and 6.

(3) Parcel 5b

Two #visual corridors# shall be provided through Parcel 5b to the pierhead line as the prolongation of the #street lines# of West Street and Dupont Street, respectively.

(4) Parcel 5c

(i) Two #visual corridors# shall be provided through Parcel 5c to the pierhead line as the prolongation of the #street lines# of Eagle Street and Green Street.

(ii) Permitted obstructions on #piers#, per Section 62-65 paragraph (b), shall be

permitted obstructions along the #visual corridor# along Green Street.

(5) Parcel 5

In the event that Parcels 5a, 5b and 5c are merged into one parcel, they shall be known as Parcel 5, subject to the following #visual corridors# requirements:

(i) One #visual corridor# shall be provided through Parcel 5 to the pierhead line within the flexible location zone indicated on Map BK-1c in paragraph (g) of this Section. The eastern boundary of such flexible area shall be 110 feet from the shared lot line of Parcel 4 and its western boundary shall be 200 feet from the shared lot line of Parcel 6.

Four #visual corridors# shall be provided through Parcel 5 to the pierhead line, each located as the prolongation of the #street lines# of West Street, Dupont Street, Eagle Street and Green Street, respectively.

(ii) Permitted obstructions on #piers#, per Section 62-65 paragraph (b), shall be allowed along the #visual corridor# along Green Street.

(6) Parcel 13

Two #visual corridors# shall be provided through Parcel 13 to the pierhead line as the prolongation of the #street lines# of Milton Street and Oak Street, respectively.

(7) Parcel 14

A #visual corridor# shall be provided through Parcel 14 as the prolongation of the #street lines# of Oak Street.

(8) Parcel 15

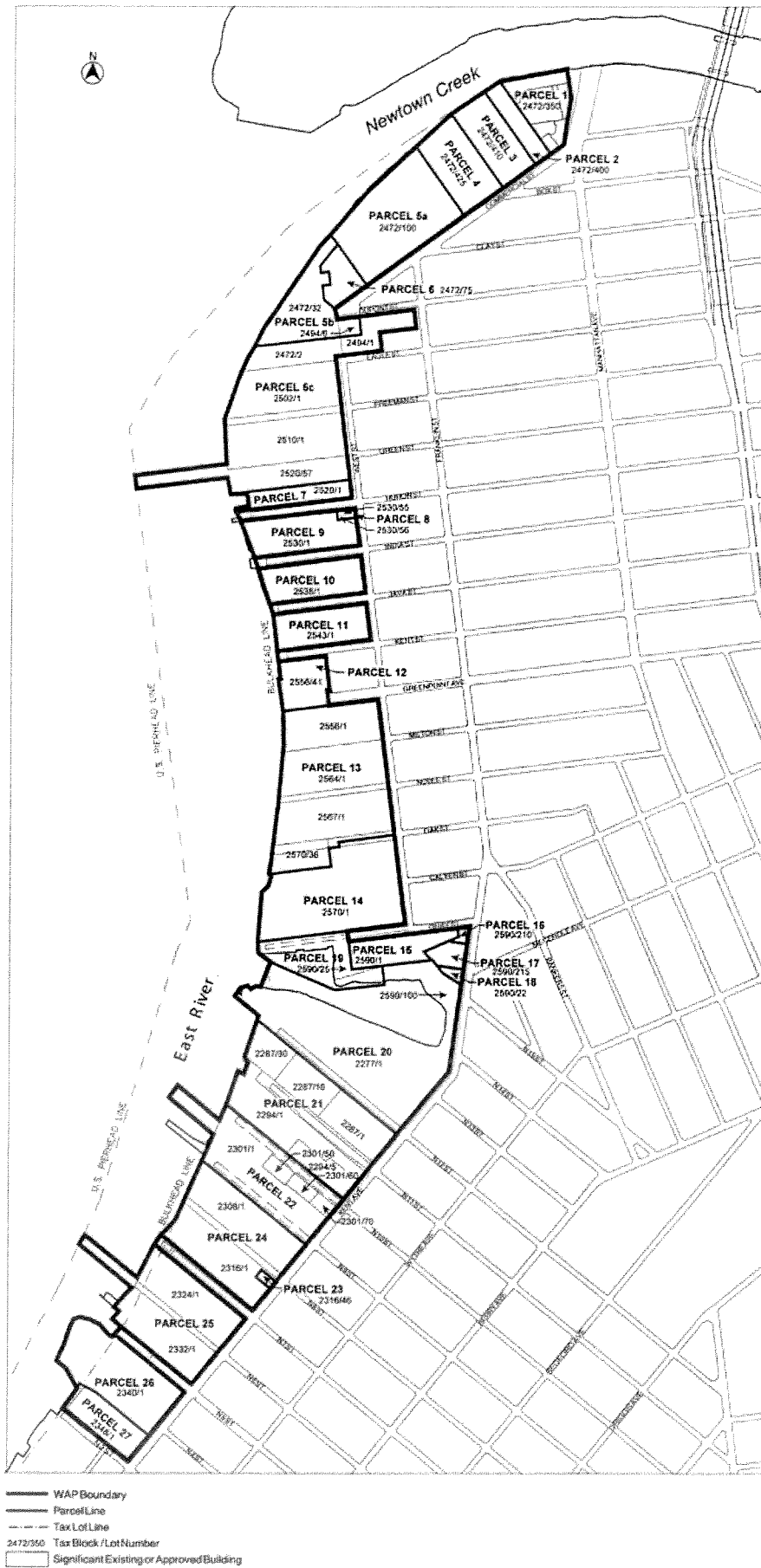
A #visual corridor# shall be provided through Parcel 15 as the prolongation of the #street lines# of West Street.

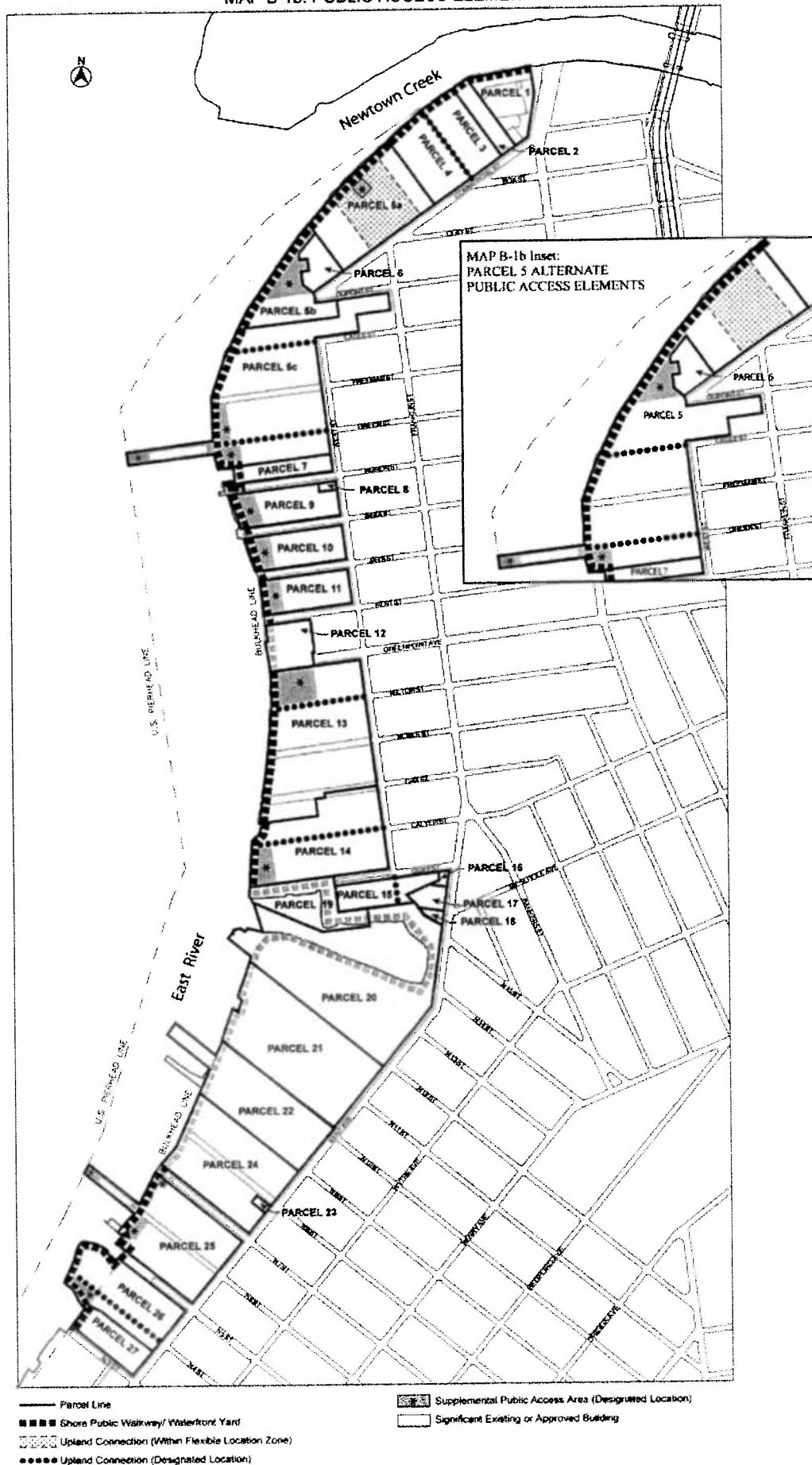
(9) Parcel 25

A #visual corridor# shall be provided through Parcel 25 as the prolongation of the #street lines# of North 6th Street.

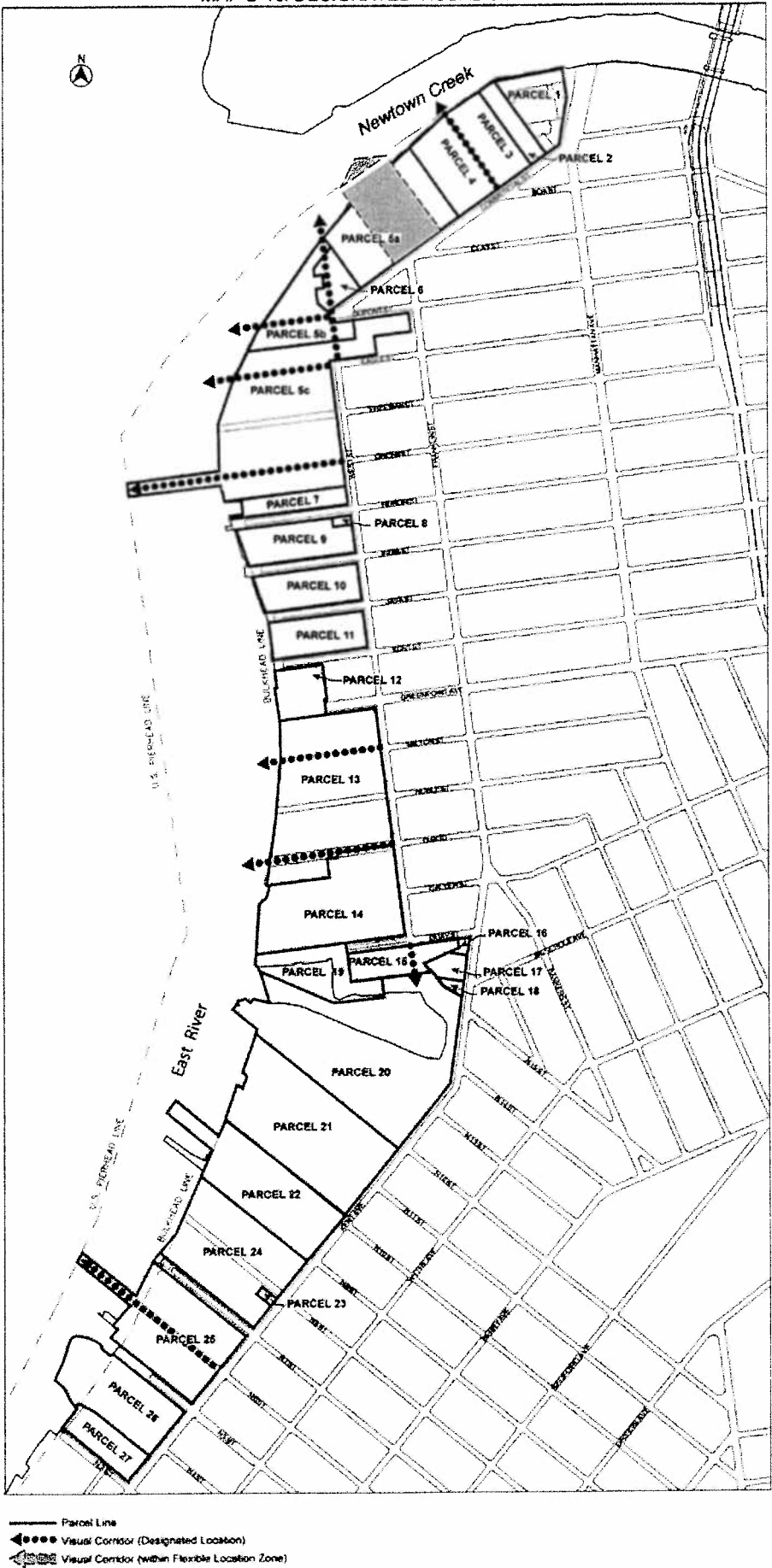
(g) Greenpoint - Williamsburg Waterfront Access Plan Maps

MAP B-1a: PARCEL DESIGNATION





MAP B-1c: DESIGNATED VISUAL CORRIDORS



* * *

ARTICLE IX: SPECIAL PURPOSE DISTRICTS

Chapter 7

Special Northside Mixed Use District

(delete entire chapter)

* * *

ARTICLE X: SPECIAL PURPOSE DISTRICTS

Chapter 8

Special Franklin Street Mixed Use District

(delete entire chapter)

* * *

ARTICLE XII: SPECIAL MIXED USE DISTRICTS SPECIFIED

* * *

Chapter 3

#Special Mixed Use District - 8#

Greenpoint - Williamsburg, Brooklyn

The #Special Mixed Use District - 8# is established in Greenpoint - Williamsburg in Brooklyn as indicated on the #zoning maps#.

APPENDIX F

Draft Zoning Text for Revised AHBI Alternative

**PROPOSED AMENDMENT TO ARTICLE VI CHAPTER 2
SPECIAL REGULATIONS APPLYING IN THE WATERFRONT AREA**

Underlined matter is new, to be added;

Matter in ~~Strikeout~~ is old, to be deleted;

Matter within # # is defined in Section 12-10;

* * * indicates where unchanged text appears in the Zoning Resolution

* * *

23-145

For residential buildings developed or enlarged pursuant to the Quality Housing Program

R6 R7 R8 R9

In the districts indicated, the maximum #lot coverage# and the maximum #floor area ratio# for any #residential building# on a #zoning lot developed# or #enlarged# pursuant to the Quality Housing Program shall be as set forth in the following table and the maximums for #developments#, or #enlargements# where permitted, located within 100 feet of a #wide street# in R6, R7 or R8 Districts without a letter suffix outside the #Manhattan Core#, shall be as designated by the same district with an asterisk. In an R6 District inside the #Manhattan Core# located within 100 feet of a #wide street#, the maximums shall be indicated by the same district with a double asterisk.

MAXIMUM LOT COVERAGE AND FAR
FOR QUALITY HOUSING BUILDINGS
(in percent)

(TABLE)

The #floor area ratios# in the table above may be increased in certain R6 and R7 Districts within Community District 1, Borough of Brooklyn, pursuant to Section 23-90 (INCLUSIONARY HOUSING).

* * *

23-90**INCLUSIONARY HOUSING****23-91****General Provisions**

R10

~~In the district indicated, a~~ An Inclusionary Housing program is established in those areas designated in Section 23-92 (Applicability) to preserve and to promote a mixture of low to upper income housing within neighborhoods experiencing a shift from mixed to upper income housing and thus to promote the general welfare. The requirements of this program are set forth in Sections 23-90 through 23-9495.

23-92**Applicability****23-921****R10 Districts**

The Inclusionary Housing Program shall apply in R10 Districts.

23-922**Community District 1, Borough of Brooklyn**

The Inclusionary Housing Program shall apply in the following areas of Community District 1 in the Borough of Brooklyn located north of the Williamsburg Bridge, Washington Plaza, Borinquen Place and Grand Street:

- (a) Waterfront Access Plan BK-1, as set forth in Section 62-352;
- (b) all #Special Mixed Use Districts#;
- (c) all R6A, R6B and R7A Districts; and

(d) the following R6 areas:

- (1) the #block# bounded by Havemeyer Street, North Sixth Street, Metropolitan Avenue and North Fifth Street;
- (2) the #block# bounded by Roebling Street, North Fifth Street, Havemeyer Street and Metropolitan Avenue;
- (3) those #blocks# bounded by Wythe Avenue, Grand Street, Berry Street and South Third Street;
- (4) those #blocks# and portions of #blocks# bounded by Bedford Avenue, North 1st Street, Driggs Street, Fillmore Place, Roebling Street, and a line coincident with the centerline of the long dimension of the #blocks# bounded by Bedford Avenue, Grand Street, Roebling Street and South First Street; and
- (5) that portion of the #block# bounded by Franklin Street, Huron Street, Manhattan Avenue and India Street that is within 100 feet of Franklin Street and 100 feet of India Street.

23-92 23-93

Definitions

For the purposes of the Inclusionary Housing program, matter in italics is defined either in Section 12-10 (DEFINITIONS) or in this Section.

* * *

Fair rent

* * *

At initial occupancy of any #lower income housing#, no portion of the #fair rents# shall be for the

payment of the principal or interest on any debt, and the #lower income housing# shall not secure any debt and shall be free of all liens, except liens for real estate taxes, water charges and sewer rents and other governmental charges for which payment is not yet due. #Fair rents# may be used for the payment of principal or interest of debt only if such debt was incurred after the date of initial occupancy and is for a capital improvement to such #lower income housing# other than those capital improvements set forth in the #lower income housing plan#.

In Community District 1, Borough of Brooklyn, at initial occupancy of any #lower income housing#, a portion of the #fair rents# may be for the payment of the principal or interest on debt, and such housing may secure debt, provided that, as of the date of the approval of the #lower income housing plan#, the Commissioner of Housing Preservation and Development finds that the total annual rent, when such interest and principal payments are deducted, is in compliance with the requirements of Section 23-95(c) of this Resolution, and provided that the lender agrees to enter into a written agreement which subordinates such debt.

Lower income household

A "lower income household" is a #family# having an income equal to or less than the income limits (the "80 Percent of SMSA Limits") for New York City residents established by the U.S. Department of Housing and Urban Development pursuant to Section 3(b)(2) of the United States Housing Act of 1937, as amended, for lower income families receiving housing assistance payments.

In Community District 1, Borough of Brooklyn, for the purposes of Section 23-953 (Preservation option), #lower income households# shall also include all existing households in tenancy, provided such households occupy units that are within a #building# in which rents for all occupied units are regulated by City and State law, and the aggregate maximum permitted annual rent roll for such occupied units, divided by the number of occupied units, is less than 30 percent of the applicable income limit for a #lower income household# as provided in this Section. In determining the applicable income limit for such #lower income households#, the Commissioner of Housing Preservation and Development may make adjustments, consistent with U. S. Department of Housing and Urban Development regulations, for the number of persons residing in each unit.

Lower income housing

"Lower income housing" are #standard units# occupied or to be occupied by #lower income households#. #Lower income housing# shall not include #standard units# assisted under city, state or federal programs, except where such assistance is in the form of:

- (a) real estate tax abatements and exemptions which are specifically limited to the #lower income housing#; or
- (b) operating assistance that the Commissioner of the Department of Housing Preservation and Development determines will be used to enable households with incomes of not more than 62.5 percent of the "80 Percent of SMSA Limits" to afford such #lower income housing#.

However, in Community District 1, Borough of Brooklyn, #lower income housing# shall include #standard units# assisted under city, state or federal programs.

Lower income housing plan

The "lower income housing plan", is the plan accepted by the Commissioner of Housing Preservation and Development, which sets forth the developer's plans for creating and maintaining the specified #lower income housing# pursuant to this program, including but not limited to, choice of #administering agent#, tenant selection, rent levels in the #lower income housing# and income verification of tenants pursuant to Section ~~23-94~~ 23-95 paragraphs (b), (c) and (d) of this Resolution.

* * *

Floor Area Compensation

23-941

In R10 Districts

The #floor area ratio# of a #development# may be increased from 10.0 to a maximum of 12.0 at the rate set forth in this Section, if the developer of such #development# provides #lower income housing# pursuant to Section 23-94 23-95 (Lower Income Housing Requirements).

For each square foot of #floor area# provided for #lower income housing# pursuant to the options listed in Column A and which meets the requirements set forth in Section 23-94 23-95, the #floor area# of the #development# may be increased by the number of square feet set forth in Column B.

* * *

23-942

In Community District 1, Borough of Brooklyn

The provisions of this Section 23-942 shall apply in the designated areas set forth in Section 23-922, except within Waterfront Access Plan Bk-1. The base #floor area ratio# of any #building developed# or #enlarged# pursuant to the Quality Housing Program, or, in #Special Mixed Use Districts#, pursuant to paragraph (b) of Section 123-662, may be increased to the maximum #floor area ratio# set forth in the table below if the developer of such #development# provides #lower income housing# pursuant to Section 23-95 (Lower Income Housing Requirements).

<u>District</u>	<u>Base</u> <u>#floor area ratio#</u>	<u>Maximum</u> <u>#floor area ratio#</u>
<u>R6B</u>	<u>2.0</u>	<u>2.2</u>
<u>R6*</u>	<u>2.2</u>	<u>2.42</u>
<u>R6A</u>	<u>3.0</u>	<u>3.6</u>
<u>R6**</u>	<u>3.0</u>	<u>3.6</u>
<u>R7A</u>	<u>4.0</u>	<u>4.6</u>

* for #zoning lots#, or portions thereof, beyond 100 feet of a #wide street#

** for #zoning lots#, or portions thereof, within 100 feet of a #wide street#

For each square foot of #floor area# provided for #lower income housing# pursuant to the options listed in Column A and which meets the requirements set forth in Section 23-95, the #floor area# of the #development# or #enlargement# may be increased by the number of square feet set forth in Column B.

OPTIONS

<u>Column A</u>	<u>Column B</u>
<u>On-site New Construction</u>	<u>2.0</u>
<u>On-site Substantial Rehabilitation</u>	<u>2.0</u>
<u>Off-site New Construction (Private Site)</u>	<u>2.0</u>
<u>Off-site New Construction (Public Site)*</u>	<u>2.0</u>
<u>Off-Site Substantial Rehabilitation</u>	<u>2.0</u>
<u>(Private Site)</u>	
<u>Off-Site Substantial Rehabilitation</u>	<u>2.0</u>
<u>(Public Site)*</u>	
<u>Preservation</u>	<u>2.0</u>

* Public sites are those made available for this program by a public agency at nominal cost

Each structure erected and recorded as a separate building at the Department of Buildings as of (effective date of amendment) may be considered individually in determining if lower income housing provided pursuant to this program shall be considered as substantial rehabilitation or preservation.

23-94 23-95

Lower Income Housing Requirements

R10

To qualify for the increased #floor area#, #compensated developments# must provide #lower income housing# for the life of the increased #floor area# in the #compensated development# pursuant to one or more of the options listed in Section ~~23-941, 23-942 and 23-943~~, 23-951, 23-952 and 23-953 and such #lower income housing# must meet each of the requirements set forth below.

* * *

23-941 23-951

On-site new construction option

To qualify for this option, the designated #lower income housing# shall meet the following requirements.

- (a) The #lower income housing# shall be located in newly constructed #floor area# in the #compensated development#. The #lower income housing# shall be maintained and leased to #lower income households# for the life of the increased #floor area#.
- (b) #Dwelling units# designated as #lower income housing# shall be distributed throughout the #development#. No #story# shall contain more than two such units unless at least 80 percent of all #stories# contain two such units. The size of the designated #lower income housing# units shall at least be distributed among the various size units in proportion to the total distribution of unit size within the #building# in the following categories of unit sizes:

- under 600 net square feet
- 600 - 749 net square feet
- 750 - 949 net square feet
- 950 - 1149 net square feet
- 1150 or more net square feet

In Community District 1, Borough of Brooklyn, the requirements of this paragraph (b) may be waived by the Commissioner of Housing Preservation and Development to facilitate the #development# of #lower income housing#.

~~23-942~~ 23-952

Substantial rehabilitation and off-site new construction options

To qualify for one or more of these options, the designated #lower income housing# shall meet the following requirements:

- (a) The #lower income housing# shall be located either:
 - (1) within the same Community District as the #compensated development#; or
 - (2) within an adjacent Community District and within a one-half mile radius of the #compensated development#.

For the new construction option the #lower income housing# shall be in a new #building#. For the substantial rehabilitation options, the #lower income housing# shall be in an existing #building# in which, prior to the submission of the #lower income housing plan# pursuant to this Section, any #residential# portion not in public ownership had been entirely vacant for not less than three years.

However, in Community District 1, Borough of Brooklyn, #lower income housing# shall be located only within such Community District, and the administering agent shall not be required to verify the income of households in tenancy as of the date upon which the Commissioner of Housing Preservation and Development approves the #lower income housing plan#.

* * *

~~23-943~~ 23-953

Preservation option

To qualify for this option, the designated #lower income housing# shall meet the following requirements.

- (a) The #lower income housing# shall be located either:
 - (1) within the same Community District as the #compensated development#; or
 - (2) within an adjacent Community District and within a one-half mile radius of the #compensated development#.

The #lower income housing# shall be in an existing occupied #residential# or #mixed building#. Only #standard units# occupied by #lower income households# shall be #lower income housing#. For each #standard unit# designated as #lower income housing# the #administering agent# shall verify the income of the household in tenancy.

However, in Community District 1, Borough of Brooklyn, #lower income housing# shall be located only within such Community District, and the administering agent shall not be required to verify the income of households in tenancy as of the date upon which the Commissioner of Housing Preservation and Development approves the #lower income housing plan#.

* * *

62-20

SPECIAL USE REGULATIONS

* * *

62-29

Special Use Regulations for Waterfront Access Plan BK-1

All Use Group 6 and 9 #uses# delineated in Section 62-212 (Waterfront-Enhancing Uses) not otherwise permitted, shall be a permitted use on any parcel identified in Waterfront Access Plan BK-1, provided that such use is limited to not more than 10,000 square feet of #floor area# per establishment; the total amount of #floor area# used for such #uses# does not exceed two per cent of the total amount of #floor area# permitted on such parcel; and such #uses# are located below the level of the first #story# ceiling of a #building# or are located on a #pier# or #platform#.

Additionally, Docks for water taxis (Use Group 6) and Docks or mooring facilities for non-commercial pleasure boats (Use Group 6) shall be a permitted use on any parcel identified in Waterfront Access Plan BK-1.

* * *

62-30

SPECIAL BULK REGULATIONS

All #zoning lots# within #waterfront blocks# shall comply with the #bulk# regulations of this Section. For the purposes of this Section, non-#waterfront blocks# included in Waterfront Access Plan BK-1 shall be considered to be #waterfront blocks#. Existing non-complying buildings or other structures shall be subject to the provisions of Article V (Non-Conforming Uses and non-complying Buildings).

* * *

62-31

Bulk Computations on Waterfront Zoning Lots

* * *

- (b) #Floor area#, #dwelling units# or #rooming units# generated by existing #piers# or #platforms# within the #seaward lot# may be located anywhere on the #zoning lot# provided the amount on the #upland lot# does not exceed the maximum for the district on such portion of the #zoning

lot# by more than 20 percent. No #bulk# distribution from the #seaward lot# shall be permitted for new #piers# or #platforms#, except within Waterfront Access Plan BK-1. Such # bulk# distribution shall be permitted for new portions of #piers# located within Waterfront Access Plan BK-1, provided that such new portion of the #pier# is accessed from a portion of an existing #pier# containing not less than 25 percent of the #water coverage# of such existing #pier# and that the #water coverage# of the new and existing portions of the #pier# does not exceed the #water coverage# of the existing #pier#.

* * *

62-35

Special Bulk Regulations within Waterfront Access Plan BK-1

Within Waterfront Access Plan BK-1, the special #bulk# regulations of this Chapter are further modified as set forth in this Section 62-35, inclusive.

62-351

Special floor area regulations

(a) Maximum permitted #floor area ratio#

In R6 Districts, the maximum permitted #floor area ratio# for any #zoning lot# containing #residences# shall be 2.43. In R8 Districts, the maximum permitted #floor area ratio# for any #zoning lot# containing #residences# shall be 5.5. In R6 and R8 Districts, the maximum permitted #floor area ratio# for any #zoning lot# containing #residences# may be increased for #developments# and #enlargements# that provide lower income housing pursuant to Section 62-352.

(b) #Buildings# used for #accessory# off-#street# parking spaces

The #floor area# of a #building# shall not include floor space used for #accessory# off-street

park ing spaces provided in any #story# located not more than 33 feet above the height of the #base plane#.

62-352

Inclusionary Housing

The provisions of Section 23-90 (INCLUSIONARY HOUSING) shall apply in R6 and R8 Districts within Waterfront Access Plan BK-1 as modified in this Section.

(a) Definitions

Fair rent

At initial occupancy of #lower income housing# that is occupied by a #moderate income household# or a #middle income household# as defined in this Section, "fair rent" is an annual rent for each such housing equal to not more than either the public assistance shelter allowance if the #family# receives public assistance, or 30 percent of the annual income of the tenant of such housing (the "30 Percent Standard").

Upon renewal of a lease for such an existing tenant in #lower income housing#, #fair rent# (the "Rent Stabilization Standard") is not more than the then-current #fair rent# for such housing plus a percentage increase equal to the percentage increase for a renewal lease of the same term permitted by the Rent Guidelines Board for units subject to the rent stabilization law.

After initial occupancy, upon rental of #lower income housing# to a new tenant, #fair rent# is not more than the higher of:

- (1) the then-currently applicable "30 Percent Standard"; or
- (2) the Rent Stabilization Standard.

In order for rent to be #fair rent#, the following must also apply:

There shall be no additional charge to the tenant for the provision of heat and electric service.

except that the Commissioner of Housing Preservation and Development may approve a #lower income housing plan# making a #lower income, #moderate income# or #middle income household# responsible for the payment of utilities as long as the sum of:

- (1) the initial #fair rent#; and
- (2) the monthly costs of a reasonable compensation for these utilities, by an energy conservative household of modest circumstances consistent with the requirements of a safe, sanitary and healthful living environment do not exceed 30 percent of said #lower income#, #moderate income# or #middle income household's# income.

At initial occupancy of any #lower income housing# occupied by a #moderate income# or #middle income household#, a portion of the #fair rents# may be for the payment of the principal or interest on debt, and such housing may secure debt, provided that, as of the date of the approval of the #lower income housing plan#, the Commissioner of Housing Preservation and Development finds that the total annual rent, when such interest and principal payments are deducted, is in compliance with the requirements of Section 23-95(c) of this Resolution, and provided that the lender agrees to enter into a written agreement which subordinates such debt.

Lower income housing

For the purposes of this Section, "lower income housing" shall include #standard units# occupied or to be occupied by #lower income#, #moderate income# or #middle income households#.

Moderate income household

For the purposes of this Section 62-352, a "moderate income household" is a #family# having an income equal to or less than the following proportion:

of the income limits (the “80 Percent of SMSA Limits”) for New York City residents established by the U. S. Department of Housing and Urban Development pursuant to Section 3(b)(2) of the United States Housing Act of 1937, as amended, for lower income families receiving housing assistance payments.

Middle income household

For the purposes of this Section 62-352, a “middle income household” is a #family# having an income equal to or less than the following proportion:

175

80

of the income limits (the “80 Percent of SMSA Limits”) for New York City residents established by the U. S. Department of Housing and Urban Development pursuant to Section 3(b)(2) of the United States Housing Act of 1937, as amended, for lower income families receiving housing assistance payments.

(b) Floor area increase

The maximum permitted #floor area ratio# on a #zoning lot# containing #residences# may be increased in R6 Districts from 2.43 to 2.75, and in R8 Districts from 5.5 to 6.5, provided that:

- (1) at least 15% of the total #floor area# on the #zoning lot# is occupied by #lower income households#, or
- (2) at least 10% of the total #floor area# on the #zoning lot# is occupied by #lower income households# and at least 10% of the total #floor area# on the #zoning lot# is occupied by #moderate income households#, or

- (3) at least 10% of the total #floor area# on the #zoning lot# is occupied by #lower income households# and at least 15% of the total #floor area# on the #zoning lot# is occupied by #middle income households#.

(c) Lower Income Housing Requirements

#Developments# that increase #floor area# in accordance with the provisions of this Section shall comply with the lower income housing requirements of Section 23-95, except as modified in this paragraph (c).

- (1) The provisions of Section 23-95(b) shall apply, except that in addition, incoming households of #standard units# in #lower income housing# may be #moderate# and #middle income households#, and sublessees of a #moderate# or #middle income household# may also be a #moderate# or #middle income household#.

Furthermore, on and after the issuance of a certificate of occupancy for #lower income housing#, the #administering agent# shall have a duty to rent such housing to #lower#, #moderate# or #middle income households#, as provided in this Section.

This duty to rent shall be satisfied by the #administering agent#, if such agent has in fact rented all such units to #lower#, #moderate# or #middle income households#, as provided in this Section, or has, in good faith, made a continuing public offer to rent such units at rents no greater than the rents authorized by this program or otherwise at law.

- (2) The provisions of Section 23-95(d) shall apply, except that prior to renting #lower income housing#, the #administering agent# shall verify the income of each household to occupy such housing, to assure that the households are #lower#, #moderate# or #middle income households# as provided by this Section. The #administering agent# shall submit an affidavit to the Commissioner of Housing Preservation and Development upon initial occupancy and annually thereafter attesting that all incoming occupants of #lower income housing# are #lower#, #moderate# or #middle income households# as required by the provisions of this Section.

- (3) Section 23-951(a) shall apply, except that the #lower income housing# shall be maintained and leased to #lower#, #moderate# or #middle income households#, as provided in this Section, for the life of the increased #floor area#.

62-353

Special floor area, lot coverage and residential density distribution regulations

Within any parcel identified in Section 62-381, and with respect to any such parcels which are adjacent to each other and which are under single fee ownership and with respect to which each party having any interest therein is a party in interest (as defined in (e) of the definition of a #zoning lot# in Section 12-10) or with respect to which each party in interest (as defined in (f)(4) of the definition of a #zoning lot# in Section 12-10) has executed a declaration declaring that the properties are to be develop as a single parcel or has waived its right to execute such declaration, the total #floor area# and #lot coverage# permitted pursuant to Section 62-351 or 62-352 and the residential density permitted pursuant to Section 23-22 may be located anywhere within such parcel or between such parcels without regard to #zoning lot lines# or district boundaries provided that such location of #floor area#, #lot coverage# or residential density complies with Section 62-31 and Section 62-34 as modified by Section 62-354.

62-354

Special Height and Setback Regulations

The provisions of Section 62-341 are modified as follows:

- (a) Paragraph (c)(1) (Maximum base height) shall be modified in R6 Districts to permit a maximum base height of 65 feet or six #stories#, whichever is less. However, for #buildings or other structure# located on a #zoning lot# with more than 100 feet of frontage on a #street# in R6 Districts, not less than 20 percent of such frontage shall exceed a maximum base height of 55 feet or 5 #stories#, whichever is less.
- (b) Paragraph (c)(2) (Maximum #building# height) shall not apply. In lieu thereof, the maximum #building# height in an R6 District shall be 65 feet or six #stories#, whichever is less, within 100

feet of Commercial Street, West Street, Dupont Street, Franklin Street and Kent Avenue. Beyond 100 feet of such #streets# and any other portions of an R6 District, the maximum #building# height in shall be 110 feet. In R8 Districts, the maximum #building# height shall be 210 feet, except that for #zoning lots developed# with multiple #buildings# or portions of #buildings# that exceed a height of 200 feet, not more than half of such #buildings# or portions of #buildings# may exceed a height of 210 feet to a maximum #building# height of 310 feet. Such maximum #building# heights of 110 feet, 210 feet and 310 feet may be exceeded by a penthouse portion of a #building#, provided any #story# of a #building# within such penthouse portion does not exceed 85 percent of the gross area of the highest #story# of the same #building# entirely below a height of 110 feet, 210 feet or 310 feet, as applicable, and the maximum height of such penthouse portion does not exceed 40 feet.

For #developments# that provide #lower income housing# pursuant to Section 62-352, the increased #floor area# permitted for such #developments# may exceed the height limits of an R8 District set forth in this paragraph (b) provided that the maximum building height shall be 260 feet, except that for #zoning lots developed# with multiple #buildings# or portions of #buildings# that exceed a height of 250 feet, not more than half of such #buildings# or portions of #buildings# may exceed a height of 260 feet to a maximum #building# height of 360 feet. Such maximum #building# heights of 260 feet and 360 feet may be exceeded by a penthouse portion of a #building#, provided any #story# of a #building# within such penthouse portion does not exceed 85 percent of the gross area of the highest #story# of the same #building# entirely below a height of 260 feet or 360 feet, as applicable, and the maximum height of such penthouse portion does not exceed 40 feet.

- (c) Paragraphs (c)(3) (#Floor area# distribution) and (c)(5) (Additional setback provisions for high #buildings#) shall not apply.
- (d) Paragraph (c)(4) (Maximum #residential# tower size) shall not apply. In lieu thereof, each #residential story# of a #building# located entirely above a height of 85 feet shall not exceed a gross area of 8,100 square feet in an R6 District and 11,000 square feet in an R8 District. If such #residential story# of a #building# is located partially in an R6 District and partially in an R8 District, it shall not exceed a gross area of 11,000 square feet and any portion located in an R6 district shall not exceed a gross area of 8,100 square feet.

- (e) Paragraph (c)(6) shall not apply. In lieu thereof, the maximum length of any #story# of a #building# that exceeds a height of 85 feet shall not exceed 170 feet. Such length shall be measured by inscribing within a rectangle the outermost walls at the level of each #story# entirely above such heights. Any side of such rectangle shall not exceed 170 feet.
- (f) Paragraph (c)(7) (Ground floor streetscape provisions) shall not apply. In lieu thereof, all off-street parking spaces located within 50 feet of a #street#, a #visual corridor# containing a private road, and a #shore public walkway#, #upland connection# or #supplemental public access area# and which are located on a #story# that is above the #base plane# shall be within facilities that are located behind #commercial#, #community facility# or #residential# floor space so that no portion of such parking facility, other than entrances and exits, is visible from such #streets#, #visual corridors# or publicly accessible open spaces. Such floor space shall have a minimum depth of 25 feet. Up to 5 percent of such floor space may be used for mechanical equipment provided that no floor space used for mechanical equipment is located within 15 feet of the #street wall# of the #building# below a height of 15 feet above the #base plane#, and that no exhaust vents are located on the street wall of the #building# below a height of 15 feet above the #base plane#. The remainder of such floor space shall be used for #commercial#, #community facility# or #residential floor area#. Seventy percent of the surface area of the facade of a facility containing parking spaces which are not otherwise required to be behind such #floor area# shall be composed of the same materials as the facade of the #building# in which it is located.
- (g) Any roof of a facility containing off-street parking spaces, not otherwise covered by a #building#, which is larger than 400 square feet shall be landscaped. Up to 5 percent of such roof area may be used for mechanical equipment provided that such mechanical equipment is screened from view by a fence which is at least 75 percent opaque or by at least 3 feet of dense planting. Up to 25 percent of such roof area may be accessible solely from an adjacent #dwelling unit# and the remaining roof area shall be accessible for the recreational use of the occupants of the building in which it is located. Hard surfaced areas shall not cover more than 60 percent of such roof area.
- (h) At least 70 percent of the width of the #streetwall# of a #building# or #buildings# fronting on a

portion of a #street#, #upland connection# or #visual corridor# which is not adjacent to a #shore public walkway# or #supplemental public access area# shall be located within eight feet of such #street line# and extend to a minimum height of 30 feet.

- (i) All #developments#, conversions, and #enlargements# or #extensions# which increase the existing #floor area# by more than 10 percent, shall provide along the entire #street# length of the #zoning lot#, one tree for every 25 feet of # street# frontage. Such trees shall be of at least three-inch caliper at the time of planting and be placed at approximately equal intervals except where the Department of Parks and Recreation determines that such tree planting would be unfeasible. Such trees shall be planted in accordance with the standards of the Department of Parks and Recreation.

* * *

62-50

SPECIAL PARKING AND LOADING REGULATIONS

* * *

62-57

Special Parking and Loading Regulations for Waterfront Access Plan BK-1

Within Waterfront Access Plan BK-1 the Special Parking and Loading Regulations of this section are further modified as follows:

- (a) The provisions of Section 62-511 and Section 62-521 shall not be applicable.
- (b) #Accessory# off-street parking spaces for #uses# permitted pursuant to Section 62-29 shall be provided in conformity with the regulations of Sections 36-21, 36-22 and 36-232 for C2-4 districts.
- (c) Any required #accessory# off-street parking spaces provided for #uses# located on a parcel identified in Waterfront Access Plan BK-1 may be located anywhere within such parcel.

* * *

62-70

SPECIAL REVIEW PROVISIONS

* * *

62-711

Waterfront public access and visual corridors

* * *

- (e) for the #development# of a park, a site plan and all other applicable data have been submitted showing compliance with the provisions of Section 62-416 (Special regulations for zoning lots that include parks).

A certification pursuant to paragraph (c) of this section, for any parcel identified in Waterfront Access Plan BK-1, may provide for the phased implementation of all required public access areas provided that an amount of public access area proportionate to the amount of #floor area# being developed on the parcel is provided in each phase. Additionally, for any #development# located within 200 feet of a #shore public walkway#, the initial phase and each subsequent phase, shall also provide a minimum of 200 linear feet of #shore public walkway# and any adjacent #supplemental public access area# located between such #development# and the required #shore public walkway#, one #upland connection# through or adjacent to the entire parcel to such required portion of the #shore public walkway# and, shall have at least one other connection from such required portion of the #shore public walkway# to an adjacent #shore public walkway#, a #street# or another #upland connection#. For any #development# located entirely beyond 200 feet of a #shore public walkway#, the initial phase and each subsequent phase, shall also provide a minimum of 100 linear feet of #shore public walkway#, and one #upland connection# through or adjacent to the entire parcel to such required portion of the #shore public walkway#. However, no public access area needs to be provided for a phase consisting of a #development # in which all included #residential# units are affordable units for a #lower income household# as defined in section 23-93 or a #moderate income household# or a #middle income

household# as defined in section 62-352.

A certificate pursuant to paragraphs (b) or (c) of this Section shall be granted on condition that an acceptable restrictive declaration is executed and filed pursuant to Section 62-14 (Requirements for Recordation).

* * *

62-80

WATERFRONT ACCESS PLANS

* * *

62-812

Elements of a Waterfront Access Plan

A Waterfront Access Plan may:

- (i) on #zoning lots# where public access or #visual corridors# are required pursuant to the provisions of Sections 62-40 and 62-60, modify the size, configuration, location or design of required waterfront public access areas or #visual corridors# within certain designated areas in order to address local conditions, provided such plan does not impose a public access or #visual corridor# requirement on any #zoning lot# greater than would otherwise be required pursuant to the provisions of Sections 62-40 or 62-60. For the purpose of determining the amount of public access, the highest standard applicable to a zoning lot may be applied regardless of any specific #use# permitted or proposed for such #zoning lot#. Within Waterfront Access Plan BK-1, the public access and #visual corridor# requirements for any parcel located within the Waterfront Access Plan may be determined by aggregating the public access and #visual corridor# requirements of each zoning lot within the parcel and such aggregated requirements may be modified within such parcel without regard to #zoning lot lines#;

* * *

62-83

Borough of Brooklyn

The following Waterfront Access Plans are hereby established within the Borough of Brooklyn. All applicable provisions of Article VI, Chapter 2, remain in effect within the areas delineated by such plans, except as expressly set forth otherwise in the plans:

BK-1: Greenpoint/ Williamsburg, as set forth in Section 62-831.

* * *

62-831**Waterfront Access Plan BK-1:****Greenpoint-Williamsburg**

Maps BK-1a through BK-1c in paragraph (g) of this Section show the boundaries of the area comprising the Greenpoint-Williamsburg Waterfront Access Plan and the location of certain features mandated or permitted by the Plan. The plan area has been divided into parcels consisting of tax blocks and lots and other lands as established on (date of adoption), as follows:

<u>Parcel 1:</u>	<u>Block 2472, Lot 350</u>
<u>Parcel 2:</u>	<u>Block 2472, Lot 400</u>
<u>Parcel 3:</u>	<u>Block 2472, Lot 410</u>
<u>Parcel 4:</u>	<u>Block 2472, Lot 425</u>
<u>Parcel 5a:</u>	<u>Block 2472, Lot 100</u>
<u>Parcel 5b:</u>	<u>Block 2472, Lot 32 and Block 2494, Lot 6</u>
<u>Parcel 5c:</u>	<u>Block 2472 Lot 2, Block 2494 Lot 1, Block 2502 Lot 1,</u> <u>Block 2510 Lot 1 and Block 2520 Lot 57</u>
<u>Parcel 6:</u>	<u>Block 2472, Lot 75</u>
<u>Parcel 7:</u>	<u>Block 2520, Lot 1</u>
<u>Parcel 8:</u>	<u>Block 2530, Lots 55 and 56</u>

<u>Parcel 9:</u>	<u>Block 2530, Lots 1</u>
<u>Parcel 10:</u>	<u>Block 2538, Lot 1</u>
<u>Parcel 11:</u>	<u>Block 2543, Lot 1</u>
<u>Parcel 12:</u>	<u>Block 2556, Lots 41</u>
<u>Parcel 13:</u>	<u>Block 2556 Lot 1, Block 2564 Lot 1, Block 2567 Lot 1 and Block 2570 Lot 36</u>
<u>Parcel 14:</u>	<u>Block 2570, Lot 1</u>
<u>Parcel 15:</u>	<u>Block 2590, Lot 1</u>
<u>Parcel 16:</u>	<u>Block 2590, Lot 210</u>
<u>Parcel 17:</u>	<u>Block 2590, Lot 215</u>
<u>Parcel 18:</u>	<u>Block 2590, Lot 22</u>
<u>Parcel 19:</u>	<u>Block 2590, Lot 25</u>
<u>Parcel 20:</u>	<u>Block 2590, Lot 100 and Block 2277, Lot 1</u>
<u>Parcel 21:</u>	<u>Block 2287, Lot 1, 16 and 30 and Block 2294 Lots 1 and 5</u>
<u>Parcel 22:</u>	<u>Block 2301, Lots 1, 50, 60 & 70</u>
<u>Parcel 23:</u>	<u>Block 2316, Lot 46</u>
<u>Parcel 24:</u>	<u>Block 2308, Lot 1 and Block 2316, Lot 1</u>
<u>Parcel 25:</u>	<u>Block 2324, Lot 1 & Block 2332, Lot 1</u>
<u>Parcel 26:</u>	<u>Block 2340, Lot 1</u>
<u>Parcel 27:</u>	<u>Block 2348, Lot 1</u>

(a) Area wide modifications:

The following provisions shall apply to all #developments# required to provide public access, pursuant to Section 62-40 (REQUIREMENTS FOR WATERFRONT PUBLIC ACCESS AND VISUAL CORRIDORS):

- (1) Paragraph (c) of Section 62-412 (Requirements for public access on piers) is applicable, except that a minimum of 15 feet are required along each water edge.
- (2) The provisions of Section 62-61 (Design Options and Methodology) shall be inapplicable. In lieu thereof, the following provisions shall apply:
 - (ii) All required public access areas and #visual corridors# shall comply with the

general requirements set forth in Section 62-62 (General Requirements for Public Access Areas) and the specific requirements as set forth in this Section.

- (ii) #Upland connections#, #visual corridors#, public access areas on #piers# and public access areas in conjunction with #floating structures# shall comply with the design requirements set forth in Sections 62-64 through 62-66, inclusive.
- (iii) Public access areas are subject to the design reference standards set forth in Section 62-67 and paragraph (d) of this Section.

(3) The provisions of Section 62-623 (Supplemental public access areas) shall be inapplicable. In lieu thereof, the following provisions shall apply:

- (i) A required #supplemental public access area# shall be directly connected to either a #pier# public access area, an #upland connection# or a #shore public walkway# on either its landward or seaward side and its pedestrian circulation zone shall be contiguous with the adjacent pedestrian circulation zone.
- (ii) A buffer zone shall only be required where a #supplemental public access area# adjoins a non-publicly accessible portion of a #zoning lot#, in which case its minimum width shall be 15 feet.

(4) #Street# Treatment

All #streets# adjacent to a #shore public walkway# or #supplemental public access area# shall be improved as a continuation of such #shore public walkway# or #supplemental public access area#, pursuant to the design requirements of paragraph (b) of this Section, inclusive.

(b) Specific design requirements for Public Access Prototypes

The provisions of Section 62-63 (Specific Design Requirements for Public Access Prototypes) shall be inapplicable. In lieu thereof the following provisions for #shore public walkways# and

#supplemental public access areas# shall apply:

(1) Greenpoint-Williamsburg Shore Public Walkway-Prototype I

- (i) One circulation path with a minimum clear width of 12 feet is required.
The path must be within ten feet of the seaward edge of the #shore public walkway#, except when rip rap, beach or other shoreline materials are provided in a publicly accessible area seaward of the path.
- (ii) A minimum of one linear foot of seating shall be provided for every 100 square feet of #shore public walkway#. At least 60 percent of the required seating shall be landward of the required circulation path.
- (iii) A minimum of 50 percent of the pedestrian circulation zone, excluding the required circulation path, shall be planting area. Rip rap, beach or other shoreline materials may be counted as an equivalent to planting area.
- (iv) One shade tree is required for every 1,200 square feet of #shore public walkway# and one small or ornamental tree shall be required for every 750 square feet of #shore public walkway#. Trees may be located either in the pedestrian circulation zone landward of the required circulation path or in the buffer zone. Fifty percent of required shade trees shall be located within 10 feet of the required clear path.

(2) Greenpoint-Williamsburg Shore Public Walkway-Prototype II

- (i) The provisions of 62-621 (Shore public walkways) shall apply except that a #shore public walkway# shall have a minimum 30 foot pedestrian circulation zone and a minimum 15 foot buffer zone.
- (ii) One circulation path with a minimum clear width of 12 feet is required.
The path must be within ten feet of the seaward edge of the #shore public walkway#, except when rip rap, beach or other shoreline materials are provided in a publicly accessible area seaward of the path, in which case, the path shall be

located within 20 feet of the shoreline.

A secondary circulation path may be provided, with a minimum width of 10 feet. Connecting paths having a minimum width of ten feet shall be provided between the two circulation paths at intervals not to exceed 100 feet.

- (iii) A minimum of one linear foot of seating shall be provided for every 70 square feet of #shore public walkway#.
- (iv) A minimum of 70 percent of the pedestrian circulation zone, excluding the required circulation path shall be planting area. A minimum of 50 percent of this planting area must be improved as lawn according to the provisions of Section 62-675 (Planting and trees).
- (v) One shade tree is required for every 1,900 square feet of #shore public walkway# and shall be located in the pedestrian circulation zone. In addition, one shade, small or ornamental tree shall be required for every 850 square feet of #shore public walkway# and may be located either in the pedestrian circulation zone or in the buffer zone. Fifty percent of required shade trees shall be located within 10 feet of the required clear path.

(3) Greenpoint-Williamsburg Supplemental Public Access - Waterfront Plaza

- (i) The entire #supplemental public access area# shall be a pedestrian circulation zone, except for any buffer zone required by paragraph (a)(3)(ii) of this Section.
- (ii) There shall be at least one circulation path throughout the #supplemental public access area#. Such path shall provide access to the primary entrance of any building or #use# that is within or adjacent to the #supplemental public access area#.

The required circulation path shall have a minimum clear width of ten feet and any other circulation path shall have a minimum clear width of six feet.

Within a transition zone, the minimum aggregate width of clear path along any side of the #supplemental public access area# shall be equal to 50 percent of the length of the intersection between the two public access areas, and any single path providing access between waterfront public access areas shall have a minimum width of 10 feet.

- (iii) A minimum of one linear foot of seating shall be provided for every 40 square feet of pedestrian circulation zone. Fifty percent of required seating shall be under shade throughout the day.
- (iv) A minimum of 25 percent of the pedestrian circulation zone shall be planting area.
- (v) Four trees shall be required for the first 2,500 square feet of #supplemental public access area#, at least two of which shall be shade trees. For each additional 750 square feet, one additional shade, ornamental or small tree shall be required. Small or ornamental trees located within the pedestrian circulation zone shall not be counted toward the minimum requirements.

(4) Greenpoint-Williamsburg Supplemental Public Access - Waterfront Park

- (i) The entire #supplemental public access area# shall be a pedestrian circulation zone, except for any buffer zone required by paragraph (a)(3)(ii) of this Section.
- (ii) There shall be at least one circulation path throughout the #supplemental public access area#. Such path shall provide access to the primary entrance of any building or #use# that is within or adjacent to the #supplemental public access area#.

The required circulation path shall have a minimum clear width of ten feet and any other circulation path shall have a minimum clear width of six feet.

Within a transition zone, the minimum aggregate width of clear path

along any side of the #supplemental public access area# shall be equal to 50 percent of the length of the intersection between the two public access areas, and any single path providing access between waterfront public access areas shall have a minimum width of 10 feet.

- (iii) A minimum of one linear foot of seating shall be provided for every 50 square feet of pedestrian circulation zone. Fifty percent of required seating shall be under shade throughout the day.
- (iv) A minimum of 60 percent of the pedestrian circulation zone shall be planting area with no more than 30 percent of the planting area in raised planting beds. At least 35 percent of the #supplemental public access area# shall be lawn in compliance with the standards set forth in paragraph (c)(5) of Section 62-675 (Planting and trees).
- (v) Four trees shall be required for the first 2,500 square feet of #supplemental public access area#, at least two of which shall be shade trees. For each additional 750 square feet, one additional shade, ornamental or small tree shall be required. Small or ornamental trees located within the pedestrian circulation zone shall not be counted toward the minimum requirements.

(c) Amenities

In parcels where #supplemental public access area# is required, no more than fifteen percent of public access area may be reduced if playgrounds and other amenities are provided in accordance with the following provisions.

(1) Playgrounds

A playground shall have a minimum size of 1,000 square feet and, if applicable, there shall be a minimum of 400 feet between any two playground areas. For every five square feet of playground area provided, the total amount of required public access may be reduced by the rate of one square foot.

(2) Other amenities

A reduction in the total amount of required public access area shall be permitted according to the following table.

<u>Amenity</u>	<u>Square feet reduction</u>
<u>Picnic table</u>	<u>22 sq. ft. per table, to a max. of 200 sq. ft.</u>
<u>Chess table</u>	<u>20 sq. ft. per table, to a max. of 200 sq. ft.</u>
<u>Telescope</u>	<u>10 sq. ft. per telescope, to a max. of 50 sq. ft.</u>
<u>Fountain/water feature</u>	<u>150 sq. ft. per feature, to a max. of 300 sq. ft.</u>
<u>Shade structure</u>	<u>150 sq. ft. per structure, to a max. of 300 sq. ft.</u>

(d) Public access design reference standards

Section 62-67 is hereby modified by the following provisions.

(1) Guardrails

The provisions of paragraph (a) Section 62-671 (Guardrails, gates and other protective barriers) shall be inapplicable. In lieu thereof the following provisions for guardrails shall apply:

- (i) Guardrails shall be located within waterfront public access areas continuously along any bulkhead, stabilized shore or the water edges of a #pier# or #platform# that is located within 50 feet of a circulation path; and continuously along any grade level change of 30 inches or greater adjoining or within 10 feet of a circulation path. However, guardrails shall not be required landward of any rip rap, beach or any other shoreline material that is at least 10 feet wide. If any protective barrier is provided adjacent to any rip rap, beach or other shoreline material, they shall not exceed a height of 21 inches or shall consist of a bollard and chain device.

Guardrails shall not be required at access points to WD #uses# and

#development# on #floating structures#. The minimal protective barrier at such locations shall be a swing gate, bollard and chain or similar device.

- (ii) Guardrails shall comply with illustration A1; alternatively, illustration A2 may be used in #piers#.

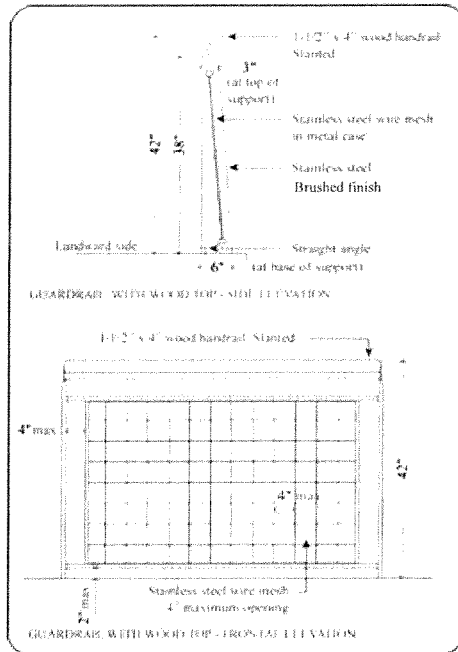


Illustration A1

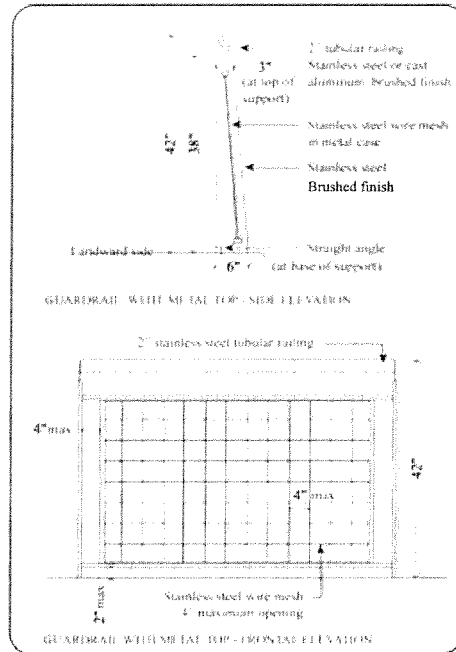


Illustration A2 (Alternate for piers)

All guardrail components and hardware shall be in stainless steel or cast aluminum, as applicable.

(2) Seating

In addition to the provisions of Section 62-672, at least fifty percent of the required seating along any #shore public walkway# or #supplemental public access area# shall comply with illustration B1 or B2 below.

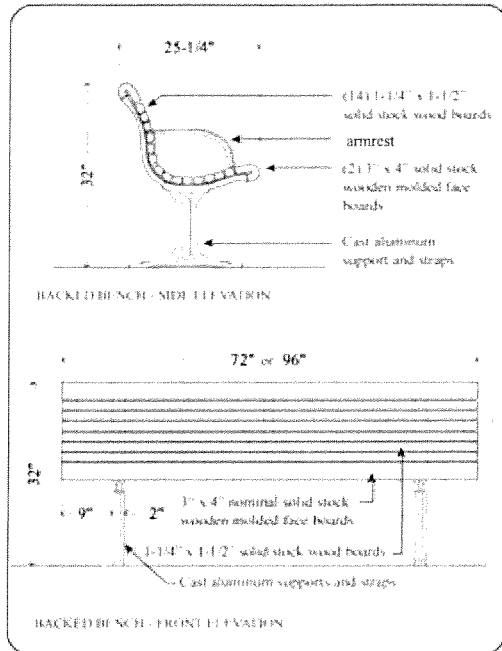


Illustration B1

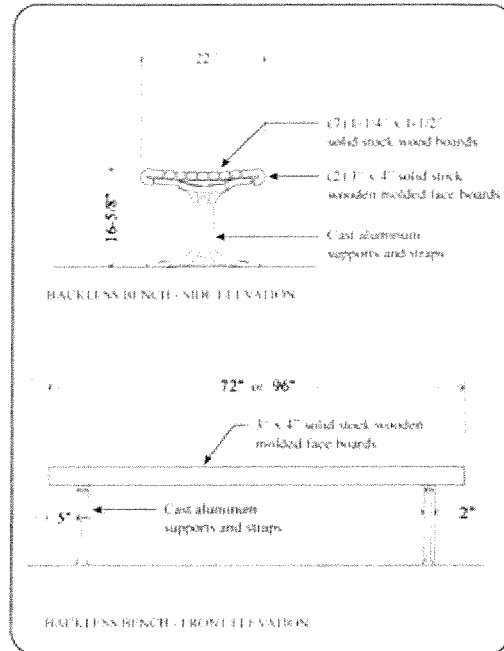


Illustration B2

All wood boards shall be made of Redwood, Jarrah or Ipe, have eased edges and ends and be treated for external use without stain or varnish.

All supports and backstraps shall be 713 tenzalloys cast aluminum, with a rust inhibitor and a top coat finish of thermosetting polyester powdercoat that is ultra-violet, chip and flake resistant. Metal components shall have a light gray or aluminum color.

(3) Lighting

In addition to the provisions of Section 62-673, the required lighting along any public access area shall comply with illustration C1 below.

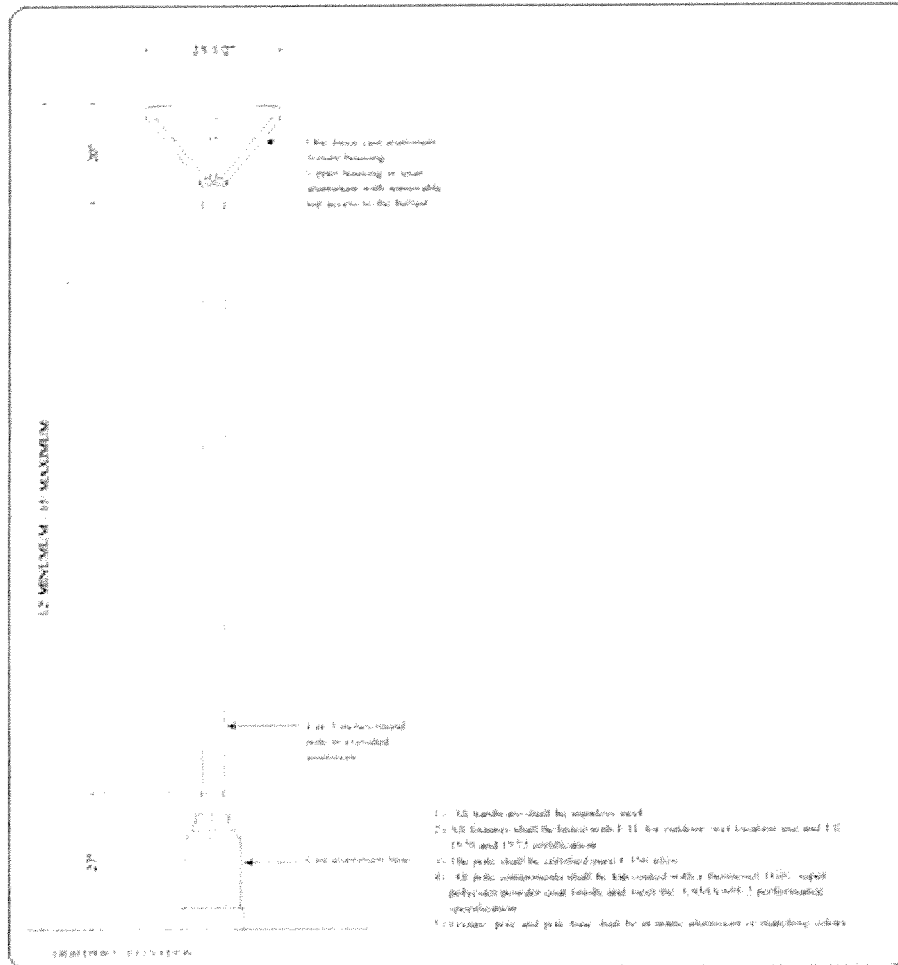


Illustration C1

(4) Planting and trees

The provisions of paragraph (c)(6) (Container planting) of Section 62-675 shall be inapplicable, unless a structural or environmental necessity is demonstrated at the time of certification.

(5) Paving

In addition to the provisions of Section 62-676, the paving for the required clear path within the #shore public walkway# shall be gray. At least fifty percent of all other paved areas within the #shore public walkway# and #supplemental public access areas# shall be

paved in the same color range.

(e) Special public access provisions by parcel

The provisions of Sections 62-41 (Requirements for waterfront public access) and 62-60 (DESIGN STANDARDS FOR THE WATERFRONT AREA) are modified at the following designated locations which are shown on Map BK-1b in paragraph (g) of this Section:

(1) Parcels 1 and 2

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply to all new #development#.

In the event of any #enlargement#, #extension# or change of #use# within existing #buildings or other structures#, a #shore public walkway# shall occupy the entire area between the seaward edge and the existing #building or other structure# but need not be wider than 40 feet. The #shore public walkway# shall have a minimum clear path of 10 feet. No seating, planting or buffer zone shall be required. If seating and planting are provided, they shall comply with the provisions of Sections 62-672 and 62-675. In addition to the lighting design requirements of paragraph (c)(3) of this Section, lighting fixtures may be mounted on existing #buildings or other structures#.

(ii) #Supplemental public access area#

The requirements for #supplemental public access area# shall be waived.

(2) Parcels 3 and 4

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section

shall apply.

(ii) #Upland connection#

An #upland connection# shall be provided between Commercial Street and the #shore public walkway# within a flexible location along the #lot line# between Parcels 3 and 4. Whichever parcel is developed first shall provide an #upland connection# along the #lot line# between the two parcels. The width of the #upland connection# may be utilized by the developer of the remaining parcel in the computation necessary to comply with the requirements of a #visual corridor# along the #lot line# between the two parcels, according to the provisions of paragraph (f)(1) of this Section. If both parcels are developed concurrently, then the requirements may be divided equally along the #lot line# between the parcels.

(3) Parcel 5a

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

An #upland connection# shall be provided between Commercial Street and the #shore public walkway# within the flexible location zone indicated on Map BK-1b in paragraph (g) of this Section.

The eastern boundary of such flexible location zone shall be 110 feet from the shared lot line of Parcel 4 and its western boundary shall be 200 feet from the shared lot lines of Parcels 5b and 6.

(iii) #Supplemental public access area#

The #supplemental public access area# shall abut the #shore public walkway# continuously along its longest side, and shall also abut the required #upland connection# where it meets the #shore public walkway#. The #upland connection#, however, may cut across the #supplemental public access area# provided that no area shall be less than 5,000 square feet. All #supplemental public access areas# shall have a minimum width to depth ratio of 1.0 to 1.0 and a maximum width to depth ratio of 2.0 to 1.0. In no event shall the #supplemental public access area# be deeper than 100 feet. The requirements for Waterfront Plaza described in paragraph (b)(3) of this Section shall apply.

Alternatively, a portion of the required #supplemental public access area# that is a minimum of 5,000 square feet may abut the #shore public walkway# continuously along the longest side provided that it also abuts a publicly accessible private drive connecting the #shore public walkway# to Commercial Street. Such publicly accessible private drive shall be improved to the standards of an #upland connection# as required by Section 62-641, but shall not be counted towards satisfying the required amount of public access area on the site. The requirements for Waterfront Park described in paragraph (b)(4) of this Section shall apply.

(4) Parcel 5b

#Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(5) Parcel 5c

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

Two #upland connections# shall be provided between West Street and the #shore public walkway#, one each located within the prolongation of the #street lines# of Eagle Street, and Green Street, respectively.

(iii) #Supplemental public access area#

Two #supplemental public access areas# shall be provided on Parcel 5c.

A #supplemental public access area# shall be bounded by the southern boundary of the required Green Street #upland connection#, the #shore public walkway#, the southern boundary of Parcel 5c and the northern prolongation of the eastern boundary of the #shore public walkway# required in Parcel 7. The requirements for Waterfront Plaza described in paragraph (b)(3) of this Section shall apply.

The remaining required #supplemental public access area# shall be provided either on the #pier# or distributed evenly as a widening of the pedestrian circulation zone of the #shore public walkway# located between the Eagle Street and Green Street #upland connections#. If any #supplemental public access area# is located on the #pier#, the planting requirements for Waterfront Plaza described in paragraph (b)(3) of this Section shall apply, except that trees may be substituted by a shading element at a rate of 450 sq. ft. of shade element per tree.

(iv) #Pier# public access

Public access shall be provided on the Green Street #pier# pursuant to the requirements of Section 62-412 and of paragraph (a)(1) of this Section.

(6) Parcel 5

In the event that Parcels 5a, 5b and 5c are merged into one parcel, they shall be known as Parcel 5 and be subject to the following requirements:

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

One #upland connection# shall be provided between Commercial Street and the #shore public walkway# within the flexible location zone indicated on Map BK-1b in paragraph (g) of this Section. The eastern boundary of such flexible location zone shall be 110 feet from the shared lot line of Parcel 4 and its western boundary shall be 200 feet from the shared lot line of Parcel 6.

Two #upland connections# shall be provided between West Street and the #shore public walkway#, each located within the prolongation of the #street lines# of Eagle Street and Green Street, respectively.

(iii) #Supplemental public access area#

Two #supplemental public access areas# shall be provided.

A #supplemental public access area# shall be bounded by the southern boundary of the required Green Street #upland connection#, the #shore public walkway#, the southern boundary of Parcel 5 and the northern prolongation of the eastern boundary of the #shore public walkway# required in Parcel 7. The requirements for Waterfront Plaza described in paragraph (b)(3) of this Section shall apply.

The remaining of the required #supplemental public access area# shall be located within the area bounded by the western prolongation of the north #street line# of Dupont Street, the #shore public walkway#, the northern prolongation of the eastern boundary of Parcel 6 and Parcel 6 . The requirements for Waterfront Park described in paragraph (b)(4) of this Section shall apply.

(iv) #Pier# public access

Public access shall be provided on the Green Street #pier# pursuant to the requirements of Section 62-412 and of paragraph (a)(1) of this Section.

(7) Parcel 7

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply, except that any portion of the required #shore public walkway# where the distance between the shoreline and the boundaries of Parcel 7 is less than 17 feet shall be improved entirely as clear path.

(ii) #Supplemental public access area#

The requirement for a #supplemental public access area# on Parcel 7 is waived.

(8) Parcels 9, 10 and 11

(i) #Shore public walkway#

The requirements for Prototype II described in paragraph (b)(2) of this Section shall apply.

(ii) #Supplemental public access area#

For each parcel, the #supplemental public access area# requirements shall be provided to widen the pedestrian circulation zone of the #shore public walkway#, evenly distributed along the entire length of such #shore public walkway#.

(9) Parcel 13

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

An #upland connection# shall be provided between West Street and the #shore public walkway# located within the prolongation of the #street lines# of Milton Street.

(iii) #Supplemental public access area#

A #supplemental public access area# shall be bounded by the southern #street line# of Greenpoint Avenue, the #shore public walkway# and the northern boundary of the required Milton Street #upland connection#. The requirements for Waterfront Park described in paragraph (b)(4) of this Section shall apply.

(10) Parcel 14

(i) #Shore public walkway#

The area between the prolongation of the northern #street line# of Calyer Street and the prolongation of the northern boundary of the required Calyer Street #upland connection# shall be improved pursuant to the requirements of Prototype II described in paragraph (b)(2) of this Section. The remaining required #shore public walkway# shall be improved pursuant to the requirements of Prototype I as described in paragraph (b)(1) of this Section.

(ii) #Upland connection#

An #upland connection# shall be provided between West Street and the #shore public walkway#. The southern boundary of such #upland connection# shall be defined by a line between the intersection of the prolongation of the southern #street line# of Calyer Street and the western #street line# of West Street, and a

point on the easterly boundary of the #shore public walkway# 30 feet north of the northern #street line# of Quay Street

(iii) #Supplemental public access area#

Two #supplemental public access areas# shall be provided. A #supplemental public access area# with a minimum of 9,000 square feet shall be provided between the prolongation of the northern #street line# of Calyer Street and the prolongation of the northern boundary of the required Calyer Street #upland connection# to widen the pedestrian circulation zone of the #shore public walkway#.

The remaining requirements for #supplemental public access area# shall be located in the area bounded by the southern boundary of the required Calyer Street #upland connection#, the #shore public walkway# and the southern boundary line of the parcel. The requirements for Waterfront Park described in paragraph (b)(4) of this Section shall apply.

(11) Parcel 15

An #upland connection# shall be provided within the prolongation of the #street lines# of West Street, connecting Quay Street to Parcel 20.

(12) Parcels 19, 20, 21 and 22

Parcels 19, 20, 21 and 22 shall be designated as public parks as of (date of adoption).

(13) Parcel 24

#Shore public walkway#

Prototype I described in paragraph (b)(1) of this Section shall apply.

(14) Parcel 25

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply.

(ii) #Upland connection#

An #upland connection# shall be provided between West Street and the #shore public walkway# located within the prolongation of the #street lines# of North 6th Street.

(iii) #Supplemental public access area#

Two #supplemental public access areas# shall be provided.

One #supplemental public access area# shall be provided along the prolongation of the southern #street line# of North 7th Street and the #shore public walkway#. Such public access area shall be a minimum of 3,000 square feet in area and shall have a minimum depth of 90 feet from the southern #street line# of North 7th Street. The entire #supplemental public access area#, excluding the required buffer, shall be developed as clear circulation path.

A minimum of one linear foot of seating shall be required for every 40 square feet of pedestrian circulation zone and shall be located in the required buffer zone. Four trees shall be required, at least two of which are shade trees. Small or ornamental trees located within the buffer zone shall not be counted toward the minimum requirements.

The remaining required #supplemental public access area# shall be located either on the #pier# or abut the #shore public walkway# continuously along its longest side, and shall also abut the required #upland connection# where it meets the

#shore public walkway#. At least 70 percent of the required #supplemental public access# shall have a width to depth ratio of 2 to 1. The requirements for Waterfront Plaza described in paragraph (b)(3) of this Section shall apply. If any #supplemental public access area# is located on the #pier#, the planting requirements for Waterfront Plaza shall apply, except that trees may be substituted by a shading element at a rate of 450 sq. ft. of shade element per tree.

(iv) #Pier# public access

Public access shall be provided on a #pier# located at the western terminus of North 6th Street pursuant to the requirements of Section 62-412 and of paragraph (a)(1) of this Section.

(15) Parcel 26

(i) #Shore public walkway#

The requirements of Section 62-411 (Requirements for shore public walkways) shall apply, except that the minimum required width of the #shore public walkway# shall be reduced to 34 feet between North 5th Street and the northern boundary of the required #upland connection# at the prolongation of North 4th Street. The quantity of public access eliminated from the #shore public walkway# as a result of this width reduction shall be located in the triangle formed between the #shore public walkway#, the southern #street line# of the North 4th Street #upland connection# and the bulkhead line. The entirety of the #shore public walkway# shall be improved pursuant to the requirements for Prototype I described in paragraph (b)(1) of this Section.

(ii) #Upland connections#

An #upland connection# shall be provided between Kent Avenue and the #shore public walkway# located within the prolongation of the #street lines# of North 4th Street.

(16) Parcel 27

(i) #Shore public walkway#

The requirements for Prototype I described in paragraph (b)(1) of this Section shall apply to all new #development#.

In the event of any #enlargement#, #extension# or change of #use# within existing #buildings or other structures#, a #shore public walkway# shall occupy the entire area between the seaward edge and the existing #building or other structure#, but shall not need to be wider than 40 feet.

Notwithstanding the requirements of Paragraph (c) of Section 62-62 (General Requirements for Public Access), the #shore public walkway# may be located within the #building or other structure#, and the obstructions permitted by Section 62-626, paragraph (a), shall include any supporting structural elements of the #building or other structure# and its related appurtenances. Additionally, the #shore public walkway# shall have a minimum clear path of 12 feet. No seating, planting or buffer zone shall be required. If seating and planting are provided, they shall comply with the provisions of Sections 62-672 and 62-675. In addition to the lighting design requirements of paragraph (c)(3) of this Section, lighting fixtures may be mounted on existing #buildings or other structures#.

(ii) #Supplemental public access area#

The requirements for #supplemental public access# shall be waived.

(f) Special visual corridor provisions by parcel

The designated locations for #visual corridors# pursuant to this Plan are shown on Map BK-1c in paragraph (g) of this Section and shall be as follows:

(1) Parcels 3 and 4

A #visual corridor# shall be provided through Parcels 3 and 4 to the pierhead line within a flexible area along the #lot lines# between them.

Whichever parcel develops second shall complete the required clearance to comply with the #visual corridor# requirements along the #upland connection# already provided in accordance with the requirements of paragraph (e)(2)(ii) of this Section. If both parcels are developed concurrently, then the requirements can be divided equally along the #lot line# between the parcels.

(2) Parcel 5a

A #visual corridor# shall be provided through Parcel 5a to the pierhead line within the flexible location zone indicated on Map BK-1c in paragraph (g) of this Section. The eastern boundary of such flexible area shall be 110 feet from the shared lot line of Parcel 4 and its western boundary shall be 200 feet from the shared lot line of Parcels 5b and 6.

(3) Parcel 5b

Two #visual corridors# shall be provided through Parcel 5b to the pierhead line as the prolongation of the #street lines# of West Street and Dupont Street, respectively.

(4) Parcel 5c

(i) Three #visual corridors# shall be provided through Parcel 5c to the pierhead line as the prolongation of the #street lines# of West Street, Eagle Street and Green Street.

(ii) Permitted obstructions on #piers#, per Section 62-65 paragraph (b), shall be permitted obstructions along the #visual corridor# along Green Street.

(5) Parcel 5

In the event that Parcels 5a, 5b and 5c are merged into one parcel, they shall be known

as Parcel 5, subject to the following #visual corridors# requirements:

(i) One #visual corridor# shall be provided through Parcel 5 to the pierhead line within the flexible location zone indicated on Map BK-1c in paragraph (g) of this Section. The eastern boundary of such flexible area shall be 110 feet from the shared lot line of Parcel 4 and its western boundary shall be 200 feet from the shared lot line of Parcel 6.

Four #visual corridors# shall be provided through Parcel 5 to the pierhead line, each located as the prolongation of the #street lines# of West Street, Dupont Street, Eagle Street and Green Street, respectively.

(ii) Permitted obstructions on #piers#, per Section 62-65 paragraph (b), shall be allowed along the #visual corridor# along Green Street.

(6) Parcel 13

Two #visual corridors# shall be provided through Parcel 13 to the pierhead line as the prolongation of the #street lines# of Milton Street and Oak Street, respectively.

(7) Parcel 14

A #visual corridor# shall be provided through Parcel 14 as the prolongation of the #street lines# of Oak Street.

(8) Parcel 15

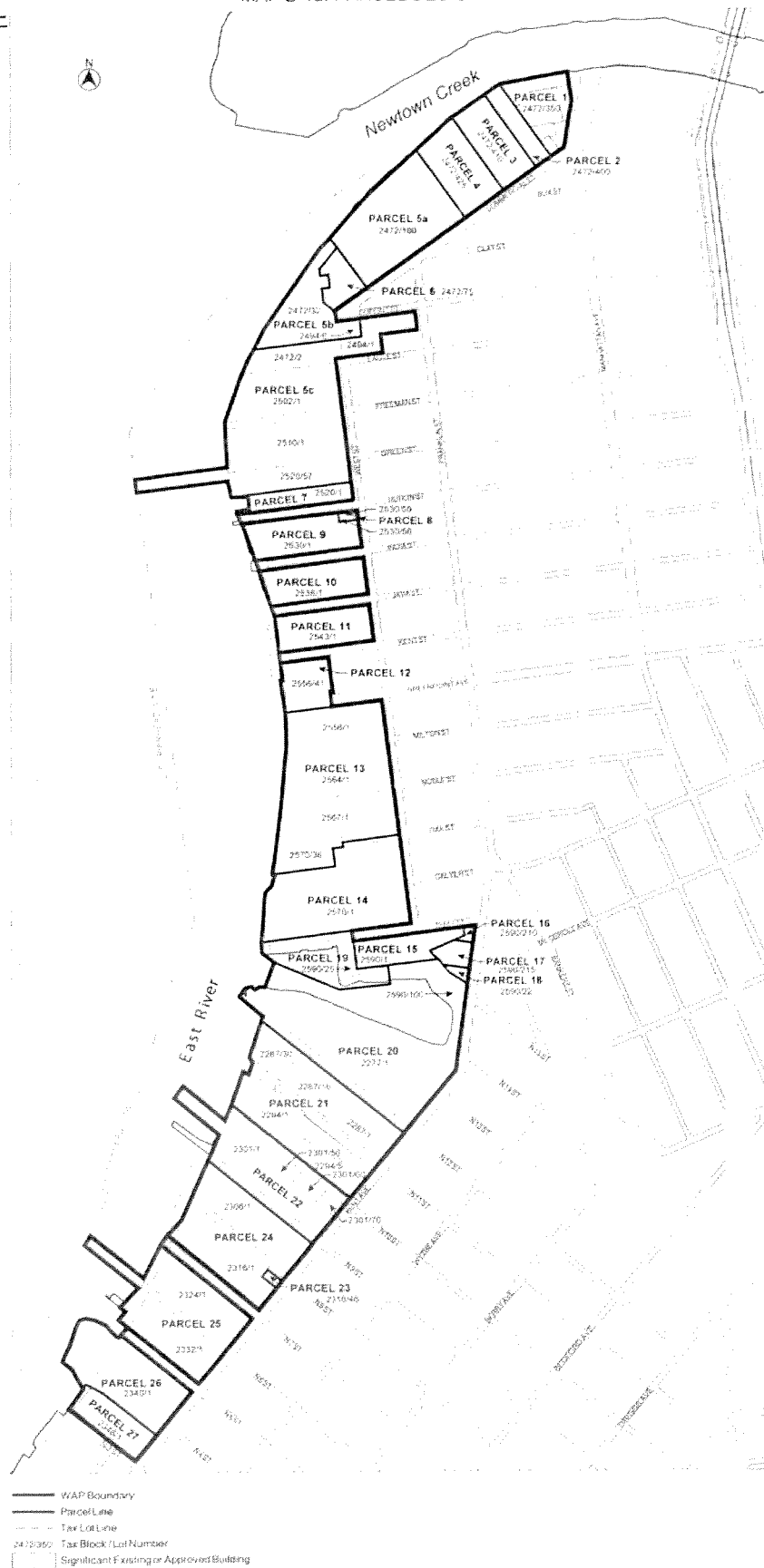
A #visual corridor# shall be provided though Parcel 15 as the prolongation of the #street lines# of West Street.

(9) Parcel 25

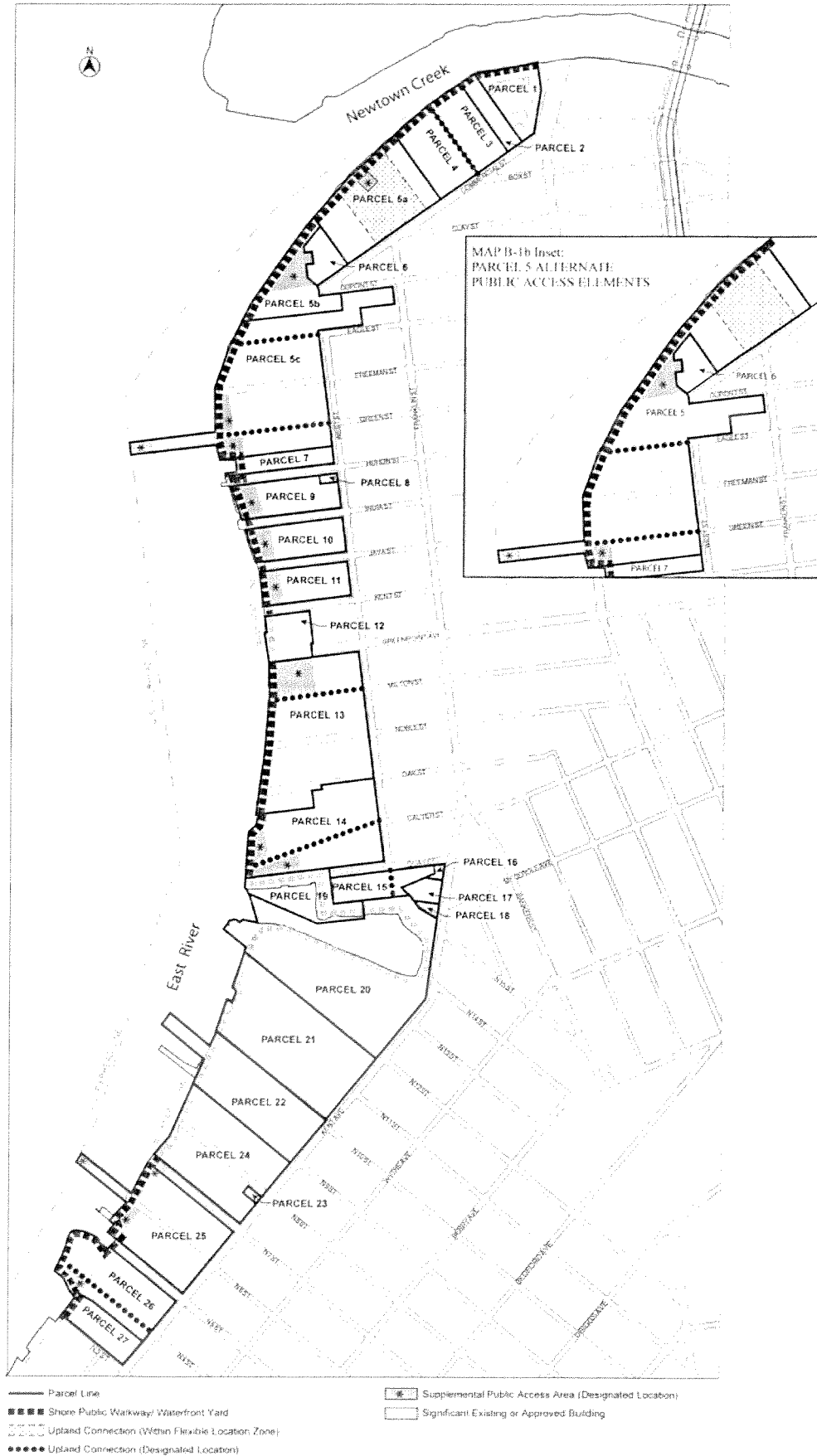
A #visual corridor# shall be provided through Parcel 25 as the prolongation of the #street lines# of North 6th Street.

(g) Greenpoint -

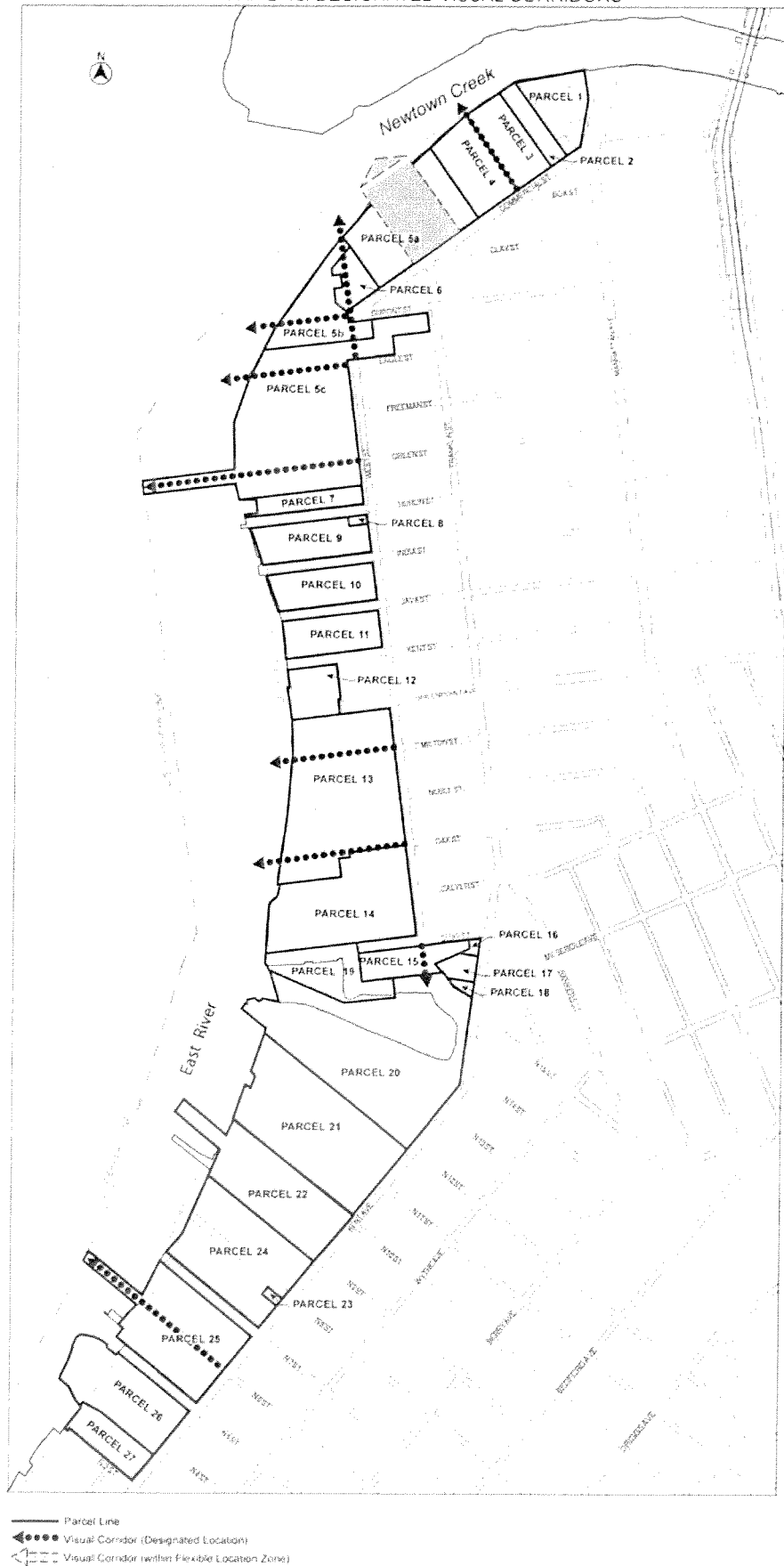
MAP B-1a: PARCEL DESIGNATION



MAP B-1b: PUBLIC ACCESS ELEMENTS



MAP B-1c: DESIGNATED VISUAL CORRIDORS



* * *

ARTICLE IX: SPECIAL PURPOSE DISTRICTS

Chapter 7

Special Northside Mixed Use District

(delete entire chapter)

* * *

ARTICLE X: SPECIAL PURPOSE DISTRICTS

Chapter 8

Special Franklin Street Mixed Use District

(delete entire chapter)

* * *

ARTICLE XII: SPECIAL MIXED USE DISTRICTS SPECIFIED

* * *

Chapter 3

#Special Mixed Use District# - 8

Greenpoint-Williamsburg, Brooklyn

The #Special Mixed Use District# - 8 is established in Greenpoint-Williamsburg in Brooklyn as indicated on the #zoning maps#.

POTENTIAL DEVELOPMENT SITES FOR RAHBI ALTERNATIVE

							NO ACTION				WITH ACTION										INCREMENT			
Site Number	Block	Tax/Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Max. FAR w/ Bonus	Potential Residential Floor Area w/ Bonus	Potential Commercial Floor Area	Potential Housing Units with bonus	Potential Commercial Floor Area	Potential Housing Units w/ Bonus					
1	2472	410	Industrial	106,036	M3-1	0.75	---	0	0	0	New Construction	R6	2.43	2.75	291,599	0	292	0	292					
2	2472	425	Automotive*	123,206	M3-1	0.1	---	0	0	0	New Construction	R6	2.43	2.75	338,817	0	339	0	339					
	2472	32	Vehicle and Open Storage	125,611	M3-1	0	---	0	0	0	New Construction	R6/R8	4	4.54	570,274	0	570	0	570					
	2494	6	Industrial* Sludge tank /lot	11,700	M3-1	0	---	0	0	0	New Construction	R6/R8	4	4.54	53,118	0	53	0	53					
3.1				137,311			---	0	0	0					623,392	0	623	0	623					
3.2	2472	100	Vehicle and Open Storage	266,579	M3-1	0	---	0	0	0	New Construction	R6/R8	4	4.7	1,252,921	0	1,253	0	1,253					
	2482	1	Vacant Lot	1,971	M1-1	0	---	0	0	0	New Construction	M1-1/R6	2.2	2.42	4,770	0	5	0	5					
	2482	4	Vacant Lot	1,627	M1-1	0	---	0	0	0	New Construction	M1-1/R6	2.2	2.42	3,937	0	4	0	4					
	2482	6	Vacant Lot	1,667	M1-1	0	---	0	0	0	New Construction	M1-1/R6	2.2	2.42	4,034	0	4	0	4					
4				5,265			---	0	0	0					12,741	0	13	0	13					
	2482	7	Industrial	4,229	M1-1	0.86	---	0	0	0	New Construction	M1-1/R6	2.2	2.42	10,234	0	10	0	10					
	2482	8	Industrial	2,779	M1-1	0.04	---	0	0	0	New Construction	M1-1/R6	2.2	2.42	6,725	0	7	0	7					
5				7,008			---	0	0	0					16,959	0	17	0	17					
6	2482	53	Industrial	9,270	M1-1	1.02	---	0	0	0	New Construction	M1-1/R6	2.2	2.42	22,433	0	22	0	22					
7	2482	21	Industrial	24,200	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	3.6	87,120	0	87	0	87					
	2482	39	Residential/Commercial	2,500	M1-1	1.35	Continued Residential	0	0	2	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	7					
	2482	26	Industrial	35,800	M1-1	1.09	---	0	0	0	New Construction	M1-1/R6A	3	3.6	128,880	0	129	0	129					
8				38,300			---	0	0	2					137,880	0	138	0	136					
	2483	61	Parking	2,500	M1-1	0	---	0	0	0	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	9					
	2483	62	Residential	2,500	M1-1	0.98	Continued Residential	0	0	3	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	6					
9				5,000			---	0	0	3					18,000	0	18	0	15					
	2483	14	Residential	2,500	M1-1	0.64	Continued Residential	0	0	2	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	7					
	2483	15	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	3.6	18,000	0	18	0	18					
11				7,500			---	0	0	2					27,000	0	27	0	25					
	2483	20	Residential	2,500	M1-1	0.56	Continued Residential	0	0	1	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	8					
	2483	19	Industrial	2,567	M1-1	0.97	---	0	0	0	New Construction	M1-1/R6A	3	3.6	9,241	0	9	0	9					
	2483	17	Industrial	4,933	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	3.6	17,759	0	18	0	18					
12				10,000			---	0	0	1					36,000	0	36	0	35					
	2483	60	Automotive	2,500	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	9					
	2483	59	Residential	2,500	M1-1	1.5	Continued Residential	0	0	5	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	4					
13				5,000			---	0	0	5					18,000	0	18	0	13					
14	2483	48	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	3.6	18,000	0	18	0	18					
16	2483	45	Industrial	7,500	M1-1	1	---	0	0	0	New Construction	M1-1/R6	3	3.6	27,000	0	27	0	27					
	2487	17	Industrial	23,000	M1-1	1.19	---	0	0	0	New Construction	M1-1/R6A	3	3.6	82,800	0	83	0	83					
	2487	20	Industrial	2,500	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	9					
	2487	18	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	3.6	18,000	0	18	0	18					
	2487	21	Industrial	5,500	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	3.6	19,800	0	20	0	20					
	2487	72	Industrial	12,500	M1-1	1.15	---	0	0	0	New Construction	M1-1/R6A	3	3.6	45,000	0	45	0	45					
	2487	10	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	3.6	18,000	0	18	0	18					
	2487	12	Industrial	10,000	M1-1	1.14	---	0	0	0	New Construction	M1-1/R6A	3	3.6	36,000	0	36	0	36					
17				63,500			---	0	0	0					228,600	0	229	0	229					
18	2503	1	Industrial/Residential	57,775	M1-1	1.8	---	0	0	0	Conversion	M1-1/R6A	3	N/A	52,100	0	38	0	38					
	2511	12	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	R6B	2	2.2	11,000	0	11	0	11					
	2511	14	Residential	2,500	M1-1	1	---	0	0	0	New Construction	R6B	2	2.2	5,500	0	6	0	6					
	2511	11	Industrial	2,500	M1-1	1	---	0	0	0	New Construction	R6B	2	2.2	5,500	0	6	0	6					
20				10,000			---	0	0	0					22,000	0	22	0	22					
21	2511	31	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	R6B	2	2.2	11,000	0	11	0	11					
	2512	52	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	3.6	18,000	0	18	0	18					
	2512	54	Residential	2,500	M1-1	1.4	Continued Residential	0	0	2	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	7					
23				7,500			---	0	0	2					27,000	0	27	0	25					
24	2520	1	Industrial	57,475	M3-1	0.65	---	0	0	0	New Construction	R6	2.43	2.75	158,056	0	158	0	158					
25	2521	1	Industrial	6,000	M1-1	0.5	---	0	0	0	New Construction	M1-1/R6A	3	3.6	21,600	0	22	0	22					
	2521	5	Parking	2,500	M1-1	0	New Construction	0	2,500	0	(see projected tables)	M1-1/R6A	3	3.6	9,000	0	9	0	9					
	2521	6	Parking	1,500	M1-1	0	New Construction	0	1,500	0		M1-1/R6A	3	3.6	5,400	0	5	0	5					
	2521	7	Parking	1,500	M1-1	0	New Construction	0	1,500	0		M1-1/R6A	3	3.6	5,400	0	5	0	5					
26				5,500			---	0	5,500	0					19,800	0	20	0	20					
	2521	11	Residential	2,500	M1-1	0.77	Continued Residential	0	0	2	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	7					
	2521	12	Industrial	2,500	M1-1	1	---	0	0	0	New Construction	R6B	2	2.2	5,500	0	6	0	6					
	2521	13	Automotive	2,500	M1-1	1	---	0	0	0	New Construction	R6B	2	2.2	5,500	0	6	0	6					
27				7,500			---	0	0	2					20,000	0	20	0	18					
28	2521	32	Industrial	5,625	R6/FR	0.89	New Construction	13,669	0	14	New Construction	R6B	2	2.2	12,375	0	12	0	-2					
	2522	18	Industrial	10,000	M1-1	1	---	0	0	0	New Construction	M1-1/R6A	3	3.6	36,000	0	36	0	36					
	2522	16	Industrial	6,575	M1-1	1.22	---	0	0	0	New Construction	M1-1/R6A	3	3.6	23,670	0	24	0	24					
31				16,575			---	0	0	0					59,670	0	60	0	60					
32	2522	24	Industrial	20,536	M1-1	1.12	---	0	0	0	Conv/New Const	M1-1/R6A	3	3.6	45,000	0	45	0	45					
	2530	55	Industrial	2,450	M3-1	1.37	---	0	0	0	New Construction	R6/R8	4	4.7	11,515	0	12	0	12					
	2530	56	Industrial	2,550	M3-1	1.39	---	0	0	0	New Construction	R6/R8	4	4.7	11,985	0	12	0	12					
	2530	1	Industrial	107,956	M3-1	0.36	---	0	0	0	New Construction	R6/R8	4	4.7	507,393	0	507	0	507					
34				112,956			---	0	0	0					530,893	0	531	0	531					
	2531	3	Residential	2,500	M1-1	1.08	---	0	0	0	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	9					
	2531	1	Vacant Lot	2,500	M1-1	0	New Construction	0	2,500	0	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	9					
	2531	2	Vacant Lot	2,500	M1-1	0	New Construction	0	2,500	0	New Construction	M1-1/R6A	3	3.6	9,000	0	9	0	9					
35				7,500			---	0	5,000	0					27,000	0	27	0	27					
	2531	110	Residential	1,875	M1-1	0.99	---	0	0	0	New Construction	R6B	2	2.2	4,125	0	4	0	4					
	2531	10	Residential																					

POTENTIAL DEVELOPMENT SITES FOR RAHBI ALTERNATIVE (cont'd)

							NO ACTION				WITH ACTION				INCREMENT				
Site Number	Block	Tax/Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Max. FAR w/ Bonus	Potential Residential Floor Area w/ Bonus	Potential Commercial Floor Area	Potential Housing Units with bonus	Potential Commercial Floor Area	Potential Housing Units w/ Bonus
38				5,000				0	5,000	0					11,000	0	12	0	12
40	2532	1	Industrial	9,500	M1-1	1	—	0	0	0	New Construction	R6	2.2	2.42	22,990	0	23	0	23
41	2538	1	Industrial	108,843	M3-1	0.5	—	0	0	0	New Construction	R6/R8	4	4.7	511,562	0	512	0	512
	2539	1	Industrial	15,000	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	3.6	54,000	0	54	0	54
	2539	8	Residential*	2,300	M1-1	0.73	Continued Residential	0	0	2	New Construction	R6B	2	2.2	5,060	0	5	0	3
42				17,300				0	0	2					59,060	0	59	0	57
44	2543	1	Industrial	102,390	M3-1	0.26	—	0	0	0	New Construction	R6/R8	4	4.7	481,233	0	481	0	481
46	2549	10	Industrial	9,120	M1-1	0.92	—	0	0	0	New Construction	M1-1/R6A	3	3.6	32,832	0	33	0	33
47	2549	14	Industrial	10,050	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	3.6	36,180	0	36	0	36
48	2549	25	Industrial	4,750	M1-1	0.95	—	0	0	0	New Construction	M1-1/R6A	3	3.6	17,100	0	17	0	17
49	2549	28	Industrial	9,950	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	3.6	35,820	0	36	0	36
50	2549	36	Vacant Building	10,100	M1-1	3.19	—	0	0	0	Conversion	M1-1/R6A	3	N/A	32,250	0	23	0	23
	2556	46	Industrial	4,117	M3-1	1	—	0	0	0	New Construction	R6	2.43	2.75	11,322	0	11	0	11
	2556	45	Industrial	18,145	M3-1	0.98	—	0	0	0	New Construction	R6	2.43	2.75	49,899	0	50	0	50
51				22,262				0	0	0					61,221	0	61	0	61
	2556	57	Vacant Lot	1,579	M3-1	0	New Construction	0	1,500	0	New Construction	R6	2.43	2.75	4,342	0	4	0	4
	2556	58	Vacant Lot	7,544	M3-1	0.64	New Construction	0	7,500	0	New Construction	R6	2.43	2.75	20,746	0	21	0	21
	2556	55	Vacant Lot	3,350	M3-1	0.87	New Construction	0	3,000	0	New Construction	R6	2.43	2.75	9,213	0	9	0	9
52				12,473				0	12,000	0					34,301	0	34	0	34
	2557	1	Industrial	10,500	M1-1	3.84	—	0	0	0	Conversion	M1-1/R6A	3	N/A	40,300	0	29	0	29
	2557	3	Industrial	7,078	M1-1	3.97	—	0	0	0	Conversion	M1-1/R6A	3	N/A	28,120	0	20	0	20
53				17,578				0	0	0					68,420	0	68	0	68
54	2557	7	Industrial	23,300	M1-1	1.1	—	0	0	0	New Construction	M1-1/R6A	3	3.6	83,880	0	84	0	84
55	2557	24	Industrial	30,825	M1-1	3.71	—	0	0	0	Conversion	M1-1/R6A	3	3.6	102,414	0	74	0	74
	2562	39	Industrial	3,400	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	3.6	12,240	0	12	0	12
	2562	37	Industrial	3,178	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	3.6	11,441	0	11	0	11
58				6,578				0	0	0					23,681	0	23	0	23
59	2562	29	Industrial	15,000	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	3.6	54,000	0	54	0	54
61	2568	1	Industrial	79,000	M3-1	1.27	—	0	0	0	New Construction	M1-1/R6A	3	3.6	284,400	0	284	0	284
62	2570	1	Vacant Lot	323,781	M3-1	0.36	—	0	0	0	New Construction	R6/R8	4	4.7	1,521,771	0	1,522	0	1,522
	2571	1	Industrial	18,125	M3-1	1.38	—	0	0	0	New Construction	M1-1/R6A	3	3.6	65,250	0	65	0	65
	2571	9	Residential	1,625	M1-1	0.97	—	0	0	0	New Construction	M1-1/R6A	3	3.6	5,850	0	6	0	6
63				19,750				0	0	0					71,100	0	70	0	70
64	2571	18	Industrial	5,000	M1-1	1	—	0	0	0	New Construction	M1-1/R6B	2	2.2	11,000	0	11	0	11
65	2589	5	Industrial	17,550	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	3.6	63,180	0	63	0	63
66	2589	13	Industrial	18,537	M1-1	1	—	0	0	0	New Construction	M1-1/R6A	3	3.6	66,733	0	67	0	67
67	2590	1	Industrial	79,843	M3-1	0.9	—	0	0	0	New Construction	R6/R8	4	4.7	375,262	0	375	0	375
	2590	210	Parking	5,604	M3-1	0.29	—	0	0	0	New Construction	R6	2.43	2.75	15,411	0	15	0	15
	2590	222	Commercial	7,651	M3-1	1	—	0	0	0	New Construction	R6	2.43	2.75	21,040	0	21	0	21
	2590	215	Commercial	24,682	M3-1	0.55	—	0	0	0	New Construction	R6	2.43	2.75	67,876	0	68	0	68
68				37,937				0	0	0					104,327	0	104	0	104
69	2644	43	Industrial	5,000	R6/N	1	New Construction	12,150	0	12	New Construction	M1-2/R6	2.2/3	2.42/3.6	12,100	0	12	0	0
70	2679	46	Industrial/Residential	15,000	R6/N	0.4	New Construction	36,450	0	36	New Construction	M1-2/R6	2.2/3	2.42/3.6	36,300	0	36	0	0
71	2697	16	Automotive	5,689	R6/N	0.88	New Construction	13,824	0	14	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	13,767	0	14	0	-0
72	2697	7	Automotive	8,000	R6/N	1	New Construction	19,440	0	19	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	19,360	0	19	0	0
73	2697	1	Industrial	6,868	R6/N	0.97	New Construction	16,689	0	17	New Construction	M1-2/R6	2.2/3.00	2.42/3.6	16,621	0	17	0	-0
74	2698	1	Automotive	13,789	R6/N	0.32	New Construction	33,507	0	34	New Construction	M1-2/R6A	3	3.6	49,640	0	50	0	16
75	2698	5	Industrial	5,000	R6/N	0	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	6
76	2698	7	Industrial	10,200	R6/N	0.98	New Construction	24,786	0	25	New Construction	M1-2/R6A	3	3.6	36,720	0	37	0	12
	2698	15	Industrial	500	R6/N	1	New Construction	1,215	0	1	New Construction	M1-2/R6A	3	3.6	1,800	0	2	0	1
	2698	11	Industrial	7,400	R6/N	1.14	New Construction	17,982	0	18	New Construction	M1-2/R6A	3	3.6	26,640	0	27	0	9
77				7,900				19,197	0	19					28,440	0	29	0	10
	2698	25	Industrial	1,937	R6/N	1	New Construction	4,707	0	5	—	M1-2/R6B	2	N/A	0	0	0	0	-5
	2698	26	Industrial	10,206	R6/N	1.15	New Construction	24,801	0	25	—	M1-2/R6B	2	N/A	0	0	0	0	-25
78				12,143				29,508	0	30					0	0	0	0	-30
79	2699	9	Industrial	6,401	R6/N	1	New Construction	15,554	0	16	New Construction	R6B	2	2.2	12,802	0	13	0	-3
	2699	15	Industrial/Residential	4,164	R6/N	0.71	New Construction	10,119	0	10	New Construction	R6B	2	2.2	9,161	0	9	0	-1
	2699	17	Industrial	4,048	R6/N	0	New Construction	9,837	0	10	New Construction	R6B	2	2.2	8,906	0	9	0	-1
80				8,212				19,956	0	20					18,066	0	18	0	-2
	2701	2	Automotive	2,204	R6/N	0	New Construction	5,356	0	5	New Construction	R6B	2	2.2	4,849	0	5	0	-0
	2701	1	Automotive	2,580	R6/N	0	New Construction	6,269	0	6	New Construction	R6B	2	2.2	5,676	0	6	0	-0
	2701	50	Automotive	4,575	R6/N	0	New Construction	11,117	0	11	New Construction	R6B	2	2.2	10,065	0	10	0	-1
81				9,359				22,742	0	22					20,590	0	21	0	-1
	2713	13	Industrial	9,120	R6/N	0.96	New Construction	22,162	0	22	New Construction	M1-2/R6	2.2/3.00	2.42/3.6	22,070	0	22	0	0
	2713	9	Industrial	5,625	R6/N	1	New Construction	13,669	0	14	New Construction	M1-2/R6	2.2/3.00	2.42/3.6	13,613	0	14	0	-0
82				14,745				35,831	0	36					35,683	0	36	0	-0
83	2713	1	Industrial	7,183	R6/N	0.99	New Construction	17,455	0	17	New Construction	M1-2/R6	2.2/3.00	2.42/3.6	17,383	0	17	0	0
84	2714	33																	

POTENTIAL DEVELOPMENT SITES FOR RAHBI ALTERNATIVE (cont'd)

							NO ACTION			WITH ACTION					INCREMENT				
Site Number	Block	Tax/Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Max FAR w/ Bonus	Potential Residential Floor Area w/ Bonus	Potential Commercial Floor Area	Potential Housing Units with bonus	Potential Commercial Floor Area	Potential Housing Units w/ Bonus
88				10,000				24,300	0	24					36,000	0	36	0	12
	2719	32	Industrial	6,750	R6/N	0.95	New Construction	16,403	0	16	New Construction	M1-2/R6A	3	3.6	24,300	0	24	0	8
	2719	31	Residential	1,875	R6/N	0.83	New Construction	4,556	0	5	New Construction	M1-2/R6A	3	3.6	6,750	0	7	0	2
				8,625				20,959	0	21					31,050	0	31	0	10
	2720	41	Industrial	2,050	R6/N	0.97	New Construction	4,982	0	5	New Construction	R6B	2	2.2	4,510	0	5	0	-0
	2720	19	Automotive	6,300	R6/N	1	New Construction	15,309	0	15	New Construction	R6B	2	2.2	13,860	0	14	0	-1
91				8,350				20,291	0	20					18,370	0	18	0	-2
	2720	44	Industrial	2,050	R6/N	0.98	New Construction	4,982	0	5	---	R6B	2	N/A	0	0	0	0	-5
	2720	43	Industrial	2,050	R6/N	0.98	New Construction	4,982	0	5	---	R6B	2	N/A	0	0	0	0	-5
	2720	46	Parking	2,400	R6/N	0.37	New Construction	5,832	0	6	---	R6B	2	N/A	0	0	0	0	-6
	2720	45	Residential	2,400	R6/N	1.02	New Construction	5,832	0	6	Continued Residential	R6B	2	N/A	0	0	0	0	-6
				8,900				21,628	0	22					0	0	0	0	-22
	2724	1	Automotive	3,715	M1-1/N	1.13	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	12,934	0	13	0	13
	2724	33	Commercial	590	M1-1/N	0	---	0	0	0	New Construction	M1-2/R6	2.2/3	2.42/3.6	6,372	0	6	0	6
	2724	34	Commercial	4,995	M1-1/N	0.77	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	17,392	0	17	0	17
	2724	37	Vacant Building	3,120	M1-1	0	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	10,863	0	11	0	11
	2724	30	Residential	2,500	M1-1/N	0.64	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2/3	2.42/3.6	13,310	0	13	0	11
	2724	31	Commercial	5,000	M1-1/N	0.19	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	17,410	0	17	0	17
				19,920				0	0	2					78,282	0	78	0	76
93				5,500	M1-1/N	0.86	---	0	0	0	New Construction	M1-2/R6	2.2/3	2.42/3.6	13,310	0	13	0	13
	2724	12	Industrial	1,950	M1-1/N	1	---	0	0	0	New Construction	M1-2/R6B	2	2.2	4,290	0	4	0	4
	2724	7	Automotive	2,350	M1-1/N	0.8	---	0	0	0	New Construction	M1-2/R6	2.2/3	2.42/3.6	5,687	0	6	0	6
94				9,800				0	0	0					23,287	0	23	0	23
95	2724	18	Industrial	8,800	M1-1/N	1	---	0	0	0	New Construction	M1-2/R6	2.43	2.43	21,384	0	21	0	21
	2727	47	Residential	3,741	R6	0.66	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2	2.42	9,053	0	9	0	7
	2727	1	Automotive	19,440	M1-1	0.1	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	64,249	0	64	0	64
96				23,181				0	0	2					73,302	0	73	0	71
97	2289	14	Industrial/Residential	36,000	M1-2	1.05	---	0	0	0	New Construction	M1-2/R6A	3	3.6	129,600	0	130	0	130
99	2290	10	Industrial	25,000	M1-2/N	1.37	---	0	0	0	New Construction	M1-2/R6A	3	3.6	90,000	0	90	0	90
101	2291	17	Commercial	20,000	M1-2/N	1.74	---	0	0	0	Conversion/New Const	M1-2/R7A	4	4.6	92,000	0	82	0	82
	2292	29	Industrial	10,000	R6/N	1	Conversion/New Const	14,300	0	14	Conversion/New Const	M1-2/R6A	3	3	20,000	0	20	0	6
	2292	33	Automotive	2,500	R6/N	1	New Construction	6,075	0	6	New Construction	M1-2/R6A	3	3.6	2,500	0	3	0	-4
102				12,500				20,375	0	20					22,500	0	23	0	3
	2292	12	Industrial	7,500	R6/N	0.92	New Construction	18,225	0	18	New Construction	M1-2/R6A	3	3.6	27,000	0	27	0	9
	2292	11	Parking	2,500	R6/N	0	New Construction	6,075	0	6	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	3
103				10,000				24,300	0	24					36,000	0	36	0	12
104	2721	8	Industrial	5,000	R6/N	0.26	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	6
	2722	36	Residential	2,500	R6/N	1.14	Continued Residential	0	0	3	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	6
	2722	34	Industrial	5,000	R6/N	1	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	6
106				7,500				12,150	0	15					27,000	0	45	0	30
107	2722	8	Commercial	5,000	R6/N	1	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	6
	2722	16	Industrial	2,498	R6/N	0.76	New Construction	6,070	0	6	New Construction	M1-2/R6A	3	3.6	8,993	0	9	0	3
	2722	13	Industrial	10,000	R6/N	1	New Construction	24,300	0	24	New Construction	M1-2/R6A	3	3.6	36,000	0	36	0	12
	2722	15	Industrial	2	R6/N	0	New Construction	5	0	0	New Construction	M1-2/R6A	3	3.6	7	0	0	0	0
109				12,500				30,375	0	30					45,000	0	45	0	15
112	2722	25	Industrial	5,000	R6/N	0.99	New Construction	12,150	0	12	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	6
113	2723	1	Industrial	10,000	M1-1/N	40000	---	0	0	0	Conversion	M1-2/R6A	3	N/A	40,000	0	29	0	29
	2723	7	Industrial	14,422	M1-1/N	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	51,919	0	52	0	52
	2723	5	Vacant Lot	578	M1-1/N	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	2,081	0	2	0	2
114				15,000				0	0	0					54,000	0	54	0	54
	2723	30	Residential	2,500	M1-1/N	0.42	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2/3	2.42/3.6	6,050	0	6	0	4
	2723	29	Vacant Building	2,500	M1-1/N	1	---	0	0	0	New Construction	M1-2/R6	2.2/3	2.42/3.6	6,050	0	6	0	6
115				5,000				0	0	2					12,100	0	12	0	10
	2723	33	Automotive	2,958	M1-1/N	1	---	0	0	0	New Construction	M1-2/R6	2.2/3	3.6	10,649	0	11	0	11
	2723	36	Industrial	2,500	M1-1/N	0.63	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9
116				5,458				0	0	0					19,649	0	20	0	20
	2723	38	Industrial	15,000	M1-1/N	0.98	---	0	0	0	New Construction	M1-2/R6A	3	3.6	54,000	0	54	0	54
	2723	37	Residential	2,500	M1-1/N	1.35	Continued Residential	0	0	4	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	5
117				17,500				0	0	4					63,000	0	63	0	59
118	2296	14	Industrial/Residential	45,000	M1-2	2.91	---	0	0	0	Conversion	M1-2/R6A	3	N/A	32,750	0	24	0	24
120	2297	1	Automotive	29,450	M1-2/N	0.23	---	0	0	0	New Construction	M1-2/R6A	3	3.6	106,020	0	106	0	106
121	2298	31	Industrial	5,000	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	18
122	2298	29	Residential	5,000	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	18
123	2298	13	Industrial	10,000	M1-2	1.4	---	0	0	0	New Construction	M1-2/R6A	3	3.6	36,000	0	36	0	36
124	2298	21	Industrial	10,000	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	36,000	0	36	0	36
125	2299	1	Industrial	20,000	M1-2	0.54	---	0	0	0	New Construction	M1-2/R6A	3	3.6	72,000	0	72	0	72
126	2299	9	Industrial	38,000	M1-2	1.02	---	0	0	0	New Construction	M1-2/R6A	3	3.6	136,800	0	137	0	137
127	2299	21	Industrial	18,000	M1-2	0.5	---	0	0	0	New Construction	M1-2/R6A	3	3.6	64,800	0	65	0	65
	2300	1	Industrial	2,500	M1-2/N	0.4	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,0				

POTENTIAL DEVELOPMENT SITES FOR RAHBI ALTERNATIVE (cont'd)

							NO ACTION				WITH ACTION				INCREMENT				
Site Number	Block	Tax/Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Max. FAR w/ Bonus	Potential Residential Floor Area w/ Bonus	Potential Commercial Floor Area	Potential Housing Units with bonus	Potential Commercial Floor Area	Potential Housing Units w/ Bonus
132				6,225															
	2731	36	Residential	2,500	M1-2/N	0.48	Continued Residential	0	0	2	New Construction	M1-2/R6B	2	2.2	5,500	0	6	0	4
	2731	35	Parking	2,500	M1-2/N	0	—	0	0	0	New Construction	M1-2/R6B	2	2.2	5,500	0	6	0	6
133				5,000						2					11,000		11		9
134	2732	33	Industrial/Residential	5,000	R6/N	1.5	—	0	0	0	New Construction	M1-2/R6A	3	3.6	5,850	0	6	0	6
135	2732	5	Industrial/Residential	6,900	M1-2/N	2.95	—	0	0	0	Conversion	M1-2/R6A	3	N/A	6,097	0	4	0	4
	2732	27	Industrial	7,500	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A	3	3.6	27,000	0	27	0	27
	2732	30	Industrial	7,500	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A	3	3.6	27,000	0	27	0	27
136				15,000						0					54,000		54		54
	2733	6	Residential	2,500	M1-1/N	0.79	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2	2.42	6,050	0	6	0	4
	2733	10	Automotive	2,823	M1-1/N	0	—	0	0	0	New Construction	M1-2/R6	3	3.6	10,163	0	10	0	10
	2733	7	Automotive	5,000	M1-1/N	0.5	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	16,035	0	16	0	16
137				10,323						2					32,248		32		30
	2734	5	Industrial	1,700	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3	3.6	6,120	0	6	0	6
	2734	11	Automotive	3,395	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3	3.6	12,222	0	12	0	12
	2734	3	Residential	2,500	C8-1	0.66	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2	2.42	6,050	0	6	0	4
	2734	4	Industrial	2,300	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3	3.6	8,280	0	8	0	8
	2734	7	Industrial	7,960	C8-1	0.88	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	27,247	0	27	0	27
138				17,855						2					59,919		60		58
139	2734	13	Vacant Building	1,821	C8-1	1.85	—	0	0	0	Reactivation	M1-2/R6	3	N/A	3,375	0	3	0	3
	2734	35	Industrial	7,700	C8-1	1	—	0	0	0	New Construction	M1-2/R6	2.2	2.42	18,634	0	19	0	19
	2734	38	Industrial	370	C8-1	0	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	1,114	0	1	0	1
140				8,070						0					19,748		20		20
	2304	36	Parking	2,500	R6/N	0	New Construction	6,075	0	6	—	R6B	2	2.2	0	0	0	0	-6
	2304	37	Residential	2,500	R6/N	1.1	New Construction	6,075	0	6	Continued Residential	R6B	2	2.2	0	0	0	0	-6
141				5,000				12,150		12					0		0		-12
	2304	14	Industrial	1,875	R6(M1-2)/	0	—	0	0	0	New Construction	R6A	3	3.6	6,750	0	7	0	7
	2304	10	Industrial	4,375	R6(M1-2)/	1.33	—	0	0	0	New Construction	R6A	3	3.6	15,750	0	16	0	16
	2304	13	Industrial	1,875	R6(M1-2)/	0	—	0	0	0	New Construction	R6A	3	3.6	6,750	0	7	0	7
	2304	12	Industrial	1,875	R6(M1-2)/	1.5	—	0	0	0	New Construction	R6A	3	3.6	6,750	0	7	0	7
142				10,000						0					36,000		36		36
	2305	17	Vacant Lot	2,500	M1-2	0	New Construction	0	500	0	— (see projected sites)	M1-2/R6A	3	3.6	0	0	0	0	0
	2305	15	Industrial	2,500	M1-2	1	Conversion	0	2,500	0	— (see projected sites)	M1-2/R6A	3	3.6	0	0	0	0	0
	2305	16	Vacant Lot	2,500	M1-2	0.06	New Construction	0	2,500	0	— (see projected sites)	M1-2/R6A	3	3.6	0	0	0	0	0
144				7,500					5,500	0					0		0		0
	2306	30	Industrial	9,860	M1-2	1.01	—	0	0	0	New Construction	M1-2/R6A	3	3.6	35,496	0	35	0	35
	2306	15	Industrial	15,600	M1-2	0.99	—	0	0	0	New Construction	M1-2/R6A	3	3.6	56,160	0	56	0	56
	2306	1	Automotive	10,092	M1-2	0.99	—	0	0	0	New Construction	M1-2/R6A	3	3.6	36,331	0	36	0	36
	2306	28	Industrial	2,500	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9
	2306	11	Industrial	9,450	M1-2	0.99	—	0	0	0	New Construction	M1-2/R6A	3	3.6	34,020	0	34	0	34
	2306	27	Industrial	2,500	M1-2	0.8	—	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9
146				50,002						0					180,007		180		180
147	2306	9	Industrial	5,000	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	18
	2307	33	Industrial	7,517	M1-2	1.16	—	0	0	0	New Construction	M1-2/R6A	3	3.6	27,061	0	27	0	27
	2307	36	Industrial	2,500	M1-2	0.73	—	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9
	2307	31	Automotive	4,933	M1-2	0.46	—	0	0	0	New Construction	M1-2/R6A	3	3.6	17,759	0	18	0	18
	2307	38	Industrial	7,500	M1-2	1	—	0	0	0	Conversion/New Const	M1-2/R6A	3	3.6	15,000	0	15	0	15
149				22,450						0					68,820		69		69
150	2307	1	Industrial/Residential	30,000	M1-2	0.85	—	0	0	0	New Construction	M1-2/R6A	3	3.6	108,000	0	108	0	108
	2307	16	Industrial	4,048	M1-2	0.96	—	0	0	0	New Construction	M1-2/R6A	3	3.6	14,573	0	15	0	15
	2307	14	Industrial	4,642	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	3.6	16,711	0	17	0	17
	2307	19	Industrial	6,435	M1-2	1	—	0	0	0	New Construction	M1-2/R6A	3	3.6	23,166	0	23	0	23
151				15,125						0					54,450		54		54
	2307	25	Residential	3,600	M1-2	1.04	Continued Residential	0	0	5	New Construction	M1-2/R6A	3	3.6	12,960	0	13	0	8
	2307	27	Industrial	11,150	M1-2	1.11	—	0	0	0	New Construction	M1-2/R6A	3	3.6	40,140	0	40	0	40
152				14,750						5					53,100		53		48
	2736	48	Industrial	1,733	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A+B	3.00/2.00	3.6/2.2	4,856	0	5	0	5
	2736	9	Industrial	14,490	M1-2/N	0.83	—	0	0	0	New Construction	M1-2/R6B	2	2.2	31,878	0	32	0	32
	2736	1	Industrial	18,850	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6A	3	3.6	67,860	0	68	0	68
153				35,073						0					104,594		105		105
	2736	20	Industrial	7,487	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6B	2	2.2	16,471	0	16	0	16
	2736	23	Industrial	2,510	M1-2/N	1	—	0	0	0	New Construction	M1-2/R6B	2	2.2	5,522	0	6	0	6
154				9,997						0					21,993		22		22
	2737	10	Vacant Building	2,315	M1-2/N	0.99	—	0	0	0	New Construction	M1-2/R6	3	3.6	8,334	0	8	0	8
	2737	11	Industrial	3,485	M1-2/N	0.64	—	0	0	0	New Construction	M1-2/R6	3	3.6	12,546	0	13	0	13
155				5,800						0					20,880		21		21
	2738	3	Residential/Commercial	2,500	C8-1	0.52	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2	2.42	6,050	0	6	0	4
	2738	5	Automotive	6,100	C8-1	0.99	—	0	0	0	New Construction	M1-2/R6	3	3.6	21,960	0	22	0	22
156				8,600						2					28,010		28		26
157	2738	10	Industrial	5,462	C8-1	0.99	—	0	0	0	New Construction	M1-2/R6	3	3.6	19,663	0	20	0	20
	2738	13	Automotive	5,000	C8-1	1.5	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	17,410	0	17	0	17
	2738	15	Automotive	2,500	C8-1	1	—	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	8,018	0	8	0	8
158				7,500						0					25,428		25		25
	2738	24	Residential	2,500	C8-1	0.47	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2	2.42	6,050	0	6	0	4
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POTENTIAL DEVELOPMENT SITES FOR RAHBI ALTERNATIVE (cont'd)

							NO ACTION			WITH ACTION							INCREMENT			
Site Number	Block	Tax/Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Max. FAR w/ Bonus	Potential Residential Floor Area w/ Bonus	Potential Commercial Floor Area	Potential Housing Units with bonus	Potential Commercial Floor Area	Potential Housing Units w/ Bonus	
162	2310	9	Parking	1,667	R6/N	0	New Construction	4,051	0	4	New Construction	R6B	2	2.42	4,034	0	4	0	0	
	2310	11	Residential	1,667	R6/N	0.84	New Construction	4,051	0	4	New Construction	R6B	2	2.42	4,034	0	4	0	0	
				5,001				12,153	0	12					12,102	0	12	0	0	
164	2313	1	Industrial/Residential	7,800	M1-2	1.5	---	0	0	0	New Construction	M1-2/R6A	3	3.6	28,080	0	28	0	28	
	2313	7	Industrial	7,500	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	27,000	0	27	0	27	
	2313	5	Industrial	7,338	M1-2	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	26,417	0	26	0	26	
165				14,838				0	0	0					53,417	0	53	0	53	
	2313	22	Residential	2,500	M1-2	0.57	Continued Residential	0	0	3	New Construction	M1-2/R6B	2	2.2	5,500	0	6	0	3	
	2313	13	Industrial	10,000	M1-2	0.75	---	0	0	0	New Construction	M1-2/R6A	3	3.6	36,000	0	36	0	36	
166	2313	11	Parking	10,000	M1-2	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	36,000	0	36	0	36	
				22,500				0	0	3					77,500	0	78	0	75	
	167	2313	15	Industrial	3,000	M1-2	3	---	0	0	0	Conversion	M1-2/R6A	3	N/A	9,000	0	9	0	9
168	2313	23	Industrial	2,500	M1-2	0.5	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9	
	2313	24	Automotive	5,000	M1-2	1	---	0	0	0	New Construction	M1-2/R5A	3	3.6	18,000	0	18	0	18	
	2313	26	Industrial	2,500	M1-2	1.3	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9	
169				7,500				0	0	0					36,000	0	36	0	36	
	2313	29	Parking	2,531	M1-2	0.48	New Construction	0	2,000	0	New Construction	M1-2/R6A	3	3.6	9,112	0	9	0	9	
	2313	28	Parking	2,500	M1-2	0	New Construction	0	2,000	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9	
170	2313	27	Residential	2,500	M1-2	1.04	Continued Residential	0	0	1	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	8	
				5,031				0	4,000	1					27,112	0	27	0	26	
	170	2314	1	Industrial	17,500	M1-2/N	0.99	---	0	0	0	New Construction	M1-2/R6A	3	3.6	63,000	0	63	0	63
173	2315	21	Industrial	9,375	NZS/N	1.22	---	0	0	0	New Construction	M1-2/R6	3	3.6	33,750	0	34	0	34	
	2741	8	Parking	2,500	M1-2/N	0	New Construction	0	2,500	0	---	(see projected sites) M1-2/R5A	3	3.6	0	0	0	0	0	
	2741	3	Parking	10,000	M1-2/N	0.06	New Construction	0	10,000	0	---	(see projected sites) M1-2/R6A	3	3.6	0	0	0	0	0	
174	2741	7	Industrial	2,500	M1-2/N	1	Conversion	0	2,500	0	---	(see projected sites) M1-2/R6A	3	3.6	0	0	0	0	0	
				15,000				0	15,000	0					0	0	0	0	0	
	175	2741	47	Industrial	9,360	M1-2/N	0.96	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	31,486	0	31	0	31
176	2741	13	Residential/Commercial	6,543	M1-2/N	0.69	Continued Residential	0	0	1	New Construction	M1-2/R6	2.2	2.42	15,834	0	16	0	15	
	177	2741	15	Parking	5,000	M1-2/N	0	---	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	16,035	0	16	0	16	
	178	2741	19	Automotive	6,050	M1-2/N	0.18	---	0	0	0	New Construction	M1-2/R6	3	3.6	21,780	0	22	0	22
179	2742	4	Automotive	1,545	C8-1	0	---	0	0	0	New Construction	M1-2/R6	3	3.6	5,562	0	6	0	6	
	2742	2	Automotive	4,885	C8-1	0.85	---	0	0	0	New Construction	M1-2/R6	3	3.6	17,586	0	18	0	18	
	2742	5	Automotive	600	C8-1	0	---	0	0	0	New Construction	M1-2/R6	3	3.6	2,160	0	2	0	2	
180	2742	9	Parking	8,546	C8-1	0	---	0	0	0	New Construction	M1-2/R6	3	3.6	30,766	0	31	0	31	
				15,576				0	0	0					56,074	0	56	0	56	
	180	2742	15	Industrial/Residential	5,000	C8-1	3.25	---	0	0	0	Conversion	M1-2/R6	3	N/A	4,063	0	4	0	4
181	2742	20	Industrial	5,100	C8-1	1	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	13,546	0	14	0	14	
	2742	17	Industrial	7,400	C8-1	1	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	23,733	0	24	0	24	
				12,500				0	0	0					37,278	0	37	0	37	
182	2742	35	Industrial	5,000	C8-1	1	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	17,705	0	18	0	18	
	2746	41	Industrial	2,500	C8-1	0.38	---	0	0	0	New Construction	M1-2/R6	3	3.6	9,000	0	9	0	9	
	2746	42	Industrial	2,500	C8-1	1	---	0	0	0	New Construction	M1-2/R6	3	3.6	9,000	0	9	0	9	
183	2746	40	Residential	2,500	C8-1	0.55	Continued Residential	0	0	1	New Construction	M1-2/R6	2.2	2.42	6,050	0	6	0	5	
				7,500				0	0	1					24,050	0	24	0	23	
	184	2746	39	Residential/Commercial	11,500	C8-1	0.8	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2/3.00	2.42/3.6	40,043	0	40	0	38
186	2317	13	Vacant Lot	2,500	M3-1	0	New Construction	0	2,500	0	---	(see projected sites) M1-2/R6B	2	2.2	0	0	0	0	0	
	2317	12	Vacant Lot	2,500	M3-1	0.4	New Construction	0	2,500	0	---	(see projected sites) M1-2/R6B	2	2.2	0	0	0	0	0	
				5,000				0	5,000	0					0	0	0	0	0	
187	2317	17	Vacant Lot	2,500	M3-1	0	---	0	0	0	New Construction	M1-2/R6B	2	2.2	5,500	0	6	0	6	
	2317	16	Residential	2,500	M3-1	0.9	Continued Residential	0	0	2	New Construction	M1-2/R6B	2	2.2	5,500	0	6	0	4	
				5,000				0	0	2					11,000	0	12	0	10	
188	2317	18	Industrial/Residential	10,000	M3-1	1	---	0	0	0	New Construction	M1-2/R6B	2	2.2	22,000	0	22	0	22	
	189	2319	31	Commercial	19,740	NZS/N	1	New Construction	47,998	0	48	New Construction	R6B	2	2.2	43,428	0	43	0	-5
	2321	14	Industrial	2,500	R6/N	1	New Construction	6,075	0	6	New Construction	R6B	2	2.2	5,500	0	6	0	-1	
192	2321	13	Residential	2,500	R6/N	0.4	New Construction	6,075	0	6	New Construction	R6B	2	2.2	5,500	0	6	0	-1	
				5,000				12,150	0	12					11,000	0	12	0	8	
	195	2322	1	Industrial/Residential	12,500	M1-2/N	2.7	---	0	0	0	Conversion	M1-2/R6A	3	N/A	11,239	0	8	0	8
196	2322	6	Industrial/Residential	12,500	M1-2/N	2.56	---	0	0	0	Conversion	M1-2/R6A	3	N/A	10,656	0	8	0	8	
	2322	28	Industrial/Residential	5,067	M1-2/N	1.48	---	0	0	0	New Construction	M1-2/R6A	3	3.6	18,241	0	18	0	18	
	2322	10	Industrial	2,500	M1-2/N	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9	
197	2322	11	Industrial/Residential	17,500	M1-2/N	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	63,000	0	63	0	63	
	2322	30	Industrial	7,500	M1-2/N	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	27,000	0	27	0	27	
				32,567				0	0	0					117,241	0	117	0	117	
198	2323	10	Industrial	10,183	M1-2/N	0.99	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	24,643	0	25	0	25	
	2323	9	Parking	5,800	M1-2/N	0.19	---	0	0	0	New Construction	M1-2/R6A/6	3.00/2.43	3.6/2.2	30,404	0	30	0	30	
				15,983				0	0	0					55,047	0	55	0	55	
199	2325	5	Industrial	2,500	M3-1	0.91	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9	
	2325	103	Vacant Lot	3,500	M3-1	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	12,600	0	13	0	13	
	2325	4	Industrial	2,500	M3-1	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9	
200				8,500				0	0	0					30,600	0	31	0	31	
	2325	12	Industrial	5,000	M3-1	1	---	0	0	0	New Construction	M1-2/R6B	2	2.2	11,000	0	11	0	11	
	2325	11	Residential	2,500	M3-1	1	---	0	0	0	New Construction	M1-2/R6B	2	2.2	5,500	0	6	0	6	
201				7,500				0	0	0					16,500	0	17	0	17	
	2325	26	Vacant Lot	2,500	M3-1	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9	
	2325	24	Industrial	2,500	M3-1	1.04	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9	
202	2325	25	Industrial	2,500	M3-1	1.15	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9	
				7,500				0	0	0					27,000	0	27	0	27	
	2325	27	Vacant Lot	2,500	M3-1	0	New Construction	0	2,000	0	(see projected tables)	M1-2/R5A	3	3.6	0	0	0	0	0	
203	2325	28	Vacant Lot	2,500	M3-1	0	New Construction	0	2,000	0		M1-2/R6A	3	3.6	0	0	0	0	0	
	2325	29	Industrial	2,500	M3-1	0.8	Conversion (Comm.)	0	2,500	0		M1-2/R6A	3	3.6	0	0	0	0	0	

POTENTIAL DEVELOPMENT SITES FOR RAHBI ALTERNATIVE (cont'd)

							NO ACTION			WITH ACTION			INCREMENT						
Site Number	Block	Tax/Lot	Land Use*	Lot Area	Existing Zoning	Existing FAR	Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Max. FAR w/ Bonus	Potential Residential Floor Area w/ Bonus	Potential Commercial Floor Area	Potential Housing Units with Bonus	Potential Commercial Floor Area	Potential Housing Units w/ Bonus
203				7,500				0	6,500	0					0	0	0	0	0
	2325	31	Vacant Lot	2,500	M3-1	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9
	2325	32	Residential	2,500	M3-1	1.05	Continued Residential	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	4
204				5,000				0	0	5					18,000	0	18	0	13
	2326	33	Industrial	1,250	M1-2	0.9	---	0	0	0	New Construction	M1-2/R6A	3	3.6	4,500	0	5	0	5
	2326	32	Residential/Commercial	2,200	M1-2	1.2	Continued Residential	0	0	2	New Construction	M1-2/R6A	3	3.6	7,920	0	8	0	6
	2326	34	Vacant Lot	3,750	M1-2	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	13,500	0	14	0	14
	2326	35	Residential	2,500	M1-2/N	1.28	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9
205				9,700				0	0	2					34,920	0	35	0	33
	2326	19	Industrial	13,333	M1-2	0.78	Comm. Conversion	0	10,000	0	---	(see projected sites) M1-2/R6B	2	2.2	0	0	0	0	0
	2326	17	Residential	2,500	M1-2	0.8	Continued Residential	0	0	4	New Construction	M1-2/R6B	2	2.2	5,500	0	6	0	2
	2326	18	Industrial	2,500	M1-2	1	---	0	0	0	---	(see projected sites) M1-2/R6B	2	2.2	0	0	0	0	0
206				18,333				0	10,000	4					5,500	0	6	0	2
207	2327	2	Industrial	10,495	R6(M1-2)/	1.07	Conv/New Const	25,503	0	26	Conv/New Const	M1-2/R6A	3	3.6	37,782	0	38	0	12
	2327	18	Residential	2,500	R6/N	0.96	New Construction	6,075	0	6	New Construction	R6B	2	2.2	5,500	0	6	0	-1
	2327	16	Industrial	1,900	R6/N	1	New Construction	4,617	0	5	New Construction	R6B	2	2.2	4,180	0	4	0	-1
	2327	17	Industrial	2,500	R6/N	0.98	New Construction	6,075	0	6	New Construction	R6B	2	2.2	5,500	0	6	0	-1
209				6,900				16,767	0	17					15,180	0	15	0	-2
	2327	34	Residential	2,117	R6(M1-2)/	1.18	Continued Residential	0	0	3	New Construction	M1-2/R6A	3	3.6	7,621	0	8	0	5
	2327	31	Residential	2,000	R6(M1-2)/	1.5	Continued Residential	0	0	3	New Construction	M1-2/R6A	3	3.6	7,200	0	7	0	4
	2327	19	Industrial	12,000	R6(M1-2)/	0.81	New Construction	29,160	0	29	New Construction	M1-2/R6A+B	3.00/2.00	3.6/2.2	35,640	0	36	0	7
210				16,117				29,160	0	35					50,461	0	50	0	15
	2331	7	Residential	2,500	M1-2/N	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	6,050	0	6	0	6
	2331	8	Industrial	2,500	M1-2/N	0.75	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	6,050	0	6	0	6
212				5,000				0	0	0					12,100	0	12	0	12
213	2331	42	Industrial/Residential	10,000	M1-2	2.45	---	0	0	0	Conversion	M1-2/R6	3.00/2.20	N/A	22,050	0	16	0	16
214	2333	1	Industrial	40,000	M3-1	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	144,000	0	144	0	144
	2334	40	Industrial	5,000	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	18
	2334	50	Industrial	5,000	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	18
	2334	45	Industrial	5,000	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	18
	2334	1	Industrial	5,000	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	18
	2334	28	Industrial	5,000	M1-2	1.25	---	0	0	0	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	18
	2334	3	Industrial	5,000	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	18,000	0	18	0	18
	2334	30	Industrial	15,000	M1-2	0.98	---	0	0	0	New Construction	M1-2/R6A	3	3.6	54,000	0	54	0	54
215				45,000				0	0	0					162,000	0	162	0	162
	2334	23	Industrial	7,544	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	27,158	0	27	0	27
	2334	22	Vacant Building	2,492	M1-2	0.95	---	0	0	0	New Construction	M1-2/R6A	3	3.6	8,971	0	9	0	9
216				10,036				0	0	0					36,130	0	36	0	36
	2335	10	Vacant Building	4,000	R6(M1-2)/	0.99	New Construction	9,720	0	10	Conversion/New Const	M1-2/R6A	3	3	12,000	0	12	0	2
	2335	6	Commercial	4,000	R6(M1-2)/	0.38	New Construction	9,720	0	10	New Construction	M1-2/R6A	3	3.6	14,400	0	14	0	4
	2335	12	Residential	2,000	R6(M1-2)/	1.3	Continued Residential	0	0	4	New Construction	M1-2/R6A	3	3.6	7,200	0	7	0	3
217				10,000				19,440	0	24					33,600	0	34	0	10
219	2337	20	Industrial	6,990	R6/N	1	New Construction	16,986	0	17	New Construction	R6B	2	2.2	15,378	0	15	0	-2
221	2339	7	Industrial	7,920	R6(M1-2)/	1	New Construction	19,246	0	19	New Construction	R6A/R6	3.00/2.43	3.6/2.2	41,517	0	42	0	23
222	2340	1	Industrial	214,329	M3-1	0.25	---	0	0	0	New Construction	R6/R8	4	4.7	1,007,346	0	1,007	0	1,007
223	2341	9	Industrial	54,850	M3-1	1.08	---	0	0	0	New Construction	M1-2/R6A	3	3.6	197,460	0	197	0	197
225	2342	16	Automotive	7,500	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	27,000	0	27	0	27
	2342	23	Industrial	6,200	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	22,320	0	22	0	22
	2342	26	Residential	2,408	M1-2	1.22	Continued Residential	0	0	3	New Construction	M1-2/R6A	3	3.6	8,669	0	9	0	6
226				8,608				0	0	3					30,989	0	31	0	28
	2343	18	Parking	2,500	R6/N	1	New Construction	6,075	0	6	New Construction	R6B	2	2.2	5,500	0	6	0	-1
	2343	19	Residential	2,500	R6/N	0.9	New Construction	6,075	0	6	New Construction	R6B	2	2.2	5,500	0	6	0	-1
228				5,000				12,150	0	12					11,000	0	11	0	-1
229	2344	5	Industrial	13,750	M1-2/N	2.68	---	0	0	0	New Construction	M1-2/R6B	2	2.2	30,250	0	30	0	30
231	2344	25	Industrial	15,250	M1-2/N	0.98	---	0	0	0	New Construction	M1-2/R6B	2	2.2	33,550	0	34	0	34
232	2344	16	Industrial	5,792	M1-2/N	1	---	0	0	0	New Construction	M1-2/R6B	2	2.2	12,742	0	13	0	13
233	2346	30	Industrial	11,325	N(M1-2)/R6	1	---	0	0	0	New Construction	R6	2.2/3.0	2.42/3.6	37,764	0	38	0	38
234	2346	26	Automotive	5,944	M1-2/N	1.13	---	0	0	0	New Construction	R6	2.2/3.0	2.42/3.6	21,398	0	21	0	21
237	2350	2	Industrial	9,000	M1-2	0.39	---	0	0	0	New Construction	M1-2/R6A	3	3.6	32,400	0	32	0	32
238	2350	4	Industrial/Residential	27,000	M1-2	3.26	---	0	0	0	Conversion	M1-2/R6A	3	N/A	52,800	0	38	0	38
239	2350	24	Industrial	9,000	M1-2	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	32,400	0	32	0	32
	2351	40	Industrial	15,140	M1-2	0.94	---	0	0	0	New Construction	M1-2/R6B	2	2.2	33,308	0	33	0	33
	2351	1	Industrial	10,492	M1-2	1	---	0	0	0	New Construction	M1-2/R6B	2	2.2	23,082	0	23	0	23
241				25,632				0	0	0					56,390	0	56	0	56
242	2351	28	Industrial	15,753	M1-2	0.86	---	0	0	0	New Construction	M1-2/R6B	2	2.2	34,857	0	35	0	35
243	2352	20	Industrial	7,500	M1-2	0	---	0	0	0	New Construction	M1-2/R6B	2	2.2	16,500	0	17	0	17
	2353	6	Vacant Lot	3,500	M1-2	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	8,470	0	8	0	8
	2353	8	Vacant Lot	1,500	M1-2	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	3,630	0	4	0	4
24																			

POTENTIAL DEVELOPMENT SITES FOR RAHBI ALTERNATIVE (cont'd)

							NO ACTION				WITH ACTION							INCREMENT			
Site Number	Block	TaxLot	Land Use*	Lot Area	Existing Zoning	Existing FAR	Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Max. FAR w/ Bonus	Potential Residential Floor Area w/ Bonus	Potential Commercial Floor Area	Potential Housing Units with bonus	Potential Commercial Floor Area	Potential Housing Units w/ Bonus		
248	2357	21	Vacant Lot	2,210	M3-1	0.07	---	0	0	0	New Construction	M1-2/R6A	3	3.6	7,956	0	8	0	8		
	2357	24	Industrial	2,269	M3-1	1.21	---	0	0	0	New Construction	M1-2/R6A	3	3.6	8,168	0	8	0	8		
				13,694			---	0	0	0					49,298	0	49	0	49		
249	2358	1	Commercial	4,600	M1-1	0.42	---	0	0	0	New Construction	M1-2/R6A	3	3.6	16,560	0	17	0	17		
	2358	38	Vacant Lot	1,580	M1-1	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	5,688	0	6	0	6		
				6,180			---	0	0	0					22,248	0	22	0	22		
250	2358	4	Industrial	8,400	M1-1	1.14	---	0	0	0	New Construction	M1-2/R6A	3	3.6	30,240	0	30	0	30		
	2358	36	Vacant Lot	2,113	M1-1	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	7,607	0	8	0	8		
				10,513			---	0	0	0					37,847	0	38	0	38		
251	2358	29	Industrial	8,108	M1-1	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	29,189	0	29	0	29		
	2358	6	Industrial	8,225	M1-1	1.07	---	0	0	0	New Construction	M1-2/R6A	3	3.6	29,610	0	30	0	30		
	2358	31	Industrial	4,113	M1-1	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	14,807	0	15	0	15		
252				20,446			---	0	0	0					73,606	0	74	0	74		
	2358	11	Industrial	5,925	M1-1	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	21,330	0	21	0	21		
	2358	15	Industrial	1,940	M1-1	0.32	---	0	0	0	New Construction	M1-2/R6A	3	3.6	6,984	0	7	0	7		
253	2358	14	Industrial	1,954	M1-1	1.45	---	0	0	0	New Construction	M1-2/R6A	3	3.6	7,034	0	7	0	7		
				9,819			---	0	0	0					35,348	0	35	0	35		
	2358	22	Industrial	5,550	M1-1	0.35	---	0	0	0	New Construction	M1-2/R6A	3	3.6	19,980	0	20	0	20		
254	2358	25	Industrial	3,938	M1-1	0.5	---	0	0	0	New Construction	M1-2/R6A	3	3.6	14,177	0	14	0	14		
	2358	27	Vacant Lot	1,983	M1-1	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	7,139	0	7	0	7		
	2358	24	Residential	1,940	M1-1	1.07	Continued Residential	0	0	3	New Construction	M1-2/R6A	3	3.6	6,984	0	7	0	4		
	2358	28	Vacant Lot	1,998	M1-1	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	7,193	0	7	0	7		
255				9,859			---	0	0	3					35,492	0	35	0	32		
	2363	3	Industrial	10,800	M3-1	0.95	---	0	0	0	New Construction	M1-2/R6A	3	3.6	38,880	0	39	0	39		
	2363	2	Industrial	1,807	M3-1	0.39	---	0	0	0	New Construction	M1-2/R6A	3	3.6	6,505	0	7	0	7		
256				12,607			---	0	0	0					45,385	0	45	0	45		
	2363	38	Industrial	4,758	M3-1	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	17,129	0	17	0	17		
	2363	36	Vacant Lot	4,670	M3-1	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	16,812	0	17	0	17		
257				9,428			---	0	0	0					33,941	0	34	0	34		
	2363	9	Industrial/Commercial	28,575	M3-1	1.18	---	0	0	0	New Construction	M1-2/R6A	3	3.6	102,870	0	103	0	103		
	2363	28	Vacant Lot	2,322	M3-1	0	---	0	0	0	New Construction	M1-2/R6A	3	3.6	8,359	0	8	0	8		
258				30,897			---	0	0	0					111,229	0	111	0	111		
	2363	26	Automotive/Industrial	4,200	M3-1	0.71	---	0	0	0	New Construction	M1-2/R6A	3	3.6	15,120	0	15	0	15		
	2363	20	Vacant Lot	2,500	M3-1	0.12	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,000	0	9	0	9		
259				6,700			---	0	0	0					24,120	0	24	0	24		
	2366	1	Parking	7,950	M1-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	19,239	0	19	0	19		
	2366	32	Industrial	13,867	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	33,558	0	34	0	34		
261	2366	16	Industrial	2,811	M1-1	1.05	---	0	0	0	New Construction	M1-2/R6	3	3.6	10,120	0	10	0	10		
	2366	21	Vacant Lot	5,822	M1-1	1	---	0	0	0	New Construction	M1-2/R6	3	3.6	20,959	0	21	0	21		
				8,633			---	0	0	0					31,079	0	31	0	31		
262	2367	7	Industrial/Residential	7,200	M1-1	2.11	---	0	0	0	Conversion	M1-2/R6	3	N/A	3,800	0	3	0	3		
	2367	15	Industrial	6,400	M1-1	0.43	---	0	0	0	New Construction	M1-2/R6	3	3.6	23,040	0	23	0	23		
	2367	27	Vacant Lot	1,474	M1-1	0	---	0	0	0	New Construction	M1-2/R6	3	3.6	5,306	0	5	0	5		
263	2367	28	Automotive	7,000	M1-1	1	---	0	0	0	New Construction	M1-2/R6	3	3.6	25,200	0	25	0	25		
				8,474			---	0	0	0					30,506	0	31	0	31		
	2368	19	Automotive	3,413	M1-1	0.99	---	0	0	0	New Construction	M1-2/R6	3	3.6	12,287	0	12	0	12		
264	2368	18	Residential	2,255	M1-1	0.93	Continued Residential	0	0	3	New Construction	M1-2/R6	2.2	2.42	5,457	0	5	0	2		
	2368	21	Automotive	989	M1-1	0	---	0	0	0	New Construction	M1-2/R6	3	3.6	3,560	0	4	0	4		
	2368	22	Industrial	2,130	M1-1	0.61	---	0	0	0	New Construction	M1-2/R6	3	3.6	7,668	0	8	0	8		
265				8,787			---	0	0	3					28,972	0	29	0	26		
	2368	31	Vacant Lot	1,465	M1-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	3,545	0	4	0	4		
	2368	32	Vacant Lot	1,685	M1-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	4,078	0	4	0	4		
266	2368	34	Residential	2,288	M1-1	1.08	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2	2.42	5,537	0	6	0	4		
	2368	33	Vacant Lot	2,325	M1-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	5,627	0	6	0	6		
				7,763			---	0	0	2					18,786	0	19	0	17		
267	2369	6	Vacant Lot	1,829	M1-1	0	---	0	0	0	New Construction	M1-2/R6	3	3.6	6,584	0	7	0	7		
	2369	4	Vacant Lot	4,600	M1-1	0	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	12,489	0	12	0	12		
	2369	7	Vacant Lot	1,600	M1-1	0	---	0	0	0	New Construction	M1-2/R6	3	3.6	5,760	0	6	0	6		
268				8,029			---	0	0	0					24,833	0	25	0	25		
	2369	14	Industrial	10,300	M1-1	0.82	---	0	0	0	New Construction	M1-2/R6	2.2/3.00	2.42/3.6	29,028	0	29	0	29		
	2369	19	Automotive	17,604	M1-1	0.09	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	59,219	0	59	0	59		
269	2369	27	Industrial	5,800	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	14,036	0	14	0	14		
	2369	38	Vacant Lot	4,025	M1-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	9,741	0	10	0	10		
	2369	37	Vacant Lot	2,277	M1-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	5,510	0	6	0	6		
270				6,302			---	0	0	0					15,251	0	15	0	15		
	2369	40	Industrial/Residential	20,313	M1-1	6.2	---	0	0	0	Conversion	M1-2/R6	2.2	N/A	100,800	0	73	0	73		
	2371	3	Industrial	2,625	M1-1	1	---	0	0	0	New Construction	M1-2/R6	3	3.6	9,450	0	9	0	9		
271	2371	10	Automotive	21,000	M1-1	0.07	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	71,883	0	72	0	72		
	2371	5	Industrial	11,016	M1-1	1	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	37,265	0	37	0	37		
	2371	1	Industrial	3,017	M1-1	1	---	0	0	0	New Construction	M1-2/R6	3	3.6	10,861	0	11	0	11		
272				37,858			---	0	0	0					129,459	0	129	0	129		
	2371	40	Vacant Building*	4,400	M1-1	2.68	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	10,648	0	11	0	11		
	2371	42	Industrial	11,735	M1-1	0.96	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	28,399	0	28	0	28		
273																					

POTENTIAL DEVELOPMENT SITES FOR RAHBI ALTERNATIVE (cont'd)

							NO ACTION			WITH ACTION							INCREMENT		
Site Number	Block	TaxLot	Land Use*	Lot Area	Existing Zoning	Existing FAR	Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Max FAR w/ Bonus	Potential Residential Floor Area w/ Bonus	Potential Commercial Floor Area	Potential Housing Units with bonus	Potential Commercial Floor Area	Potential Housing Units w/ Bonus
	2374	27	Industrial	1,169	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	2,829	0	3	0	3
	2374	31	Industrial	7,500	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	18,150	0	18	0	18
	2374	28	Industrial	2,793	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	6,759	0	7	0	7
285				11,482			---	0	0	0					27,738	0	28	0	28
286	2375	1	Industrial	5,000	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	12,100	0	12	0	12
287	2375	5	Industrial	7,500	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	18,150	0	18	0	18
288	2375	10	Industrial	5,060	M1-1	0.99	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	12,245	0	12	0	12
289	2375	12	Industrial	5,908	M1-1	1.02	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	18,947	0	19	0	19
290	2375	16	Industrial	15,000	M1-1	0.83	---	0	0	0	New Construction	M1-2/R6	3	3.6	54,000	0	54	0	54
291	2378	40	Commercial	4,650	M3-1	0.97	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	11,253	0	11	0	11
	2378	3	Industrial	1,998	M3-1	0.99	---	0	0	0	New Construction	M1-2/R6A	3	3.6	7,193	0	7	0	7
	2378	2	Industrial	2,225	M3-1	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	8,010	0	8	0	8
	2378	1	Industrial	2,625	M3-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	6,353	0	6	0	6
292			6,848			---	0	0	0					21,555	0	22	0	22	
293	2378	11	Industrial	15,800	M3-1	1.01	---	0	0	0	New Construction	M1-2/R6A	3	3.6	56,880	0	57	0	57
294	2378	14	Industrial	10,000	M3-1	1.04	---	0	0	0	New Construction	M1-2/R6A	3	3.6	36,000	0	36	0	36
	2378	21	Industrial	11,705	M3-1	1.02	---	0	0	0	Conversion/New Const	M1-2/R6A/6	3.00/2.43	3.6/2.2	21,654	0	22	0	22
	2378	26	Industrial	4,105	M3-1	1	---	0	0	0	Conversion/New Const	M1-2/R6	2.2	2.42	4,926	0	5	0	5
				15,810			---	0	0	0					26,580	0	27	0	27
	2378	29	Industrial	6,069	M3-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	14,687	0	15	0	15
	2378	32	Industrial	2,441	M3-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	5,907	0	6	0	6
				8,510			---	0	0	0					20,594	0	21	0	21
	2378	35	Vacant Lot	3,131	M3-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	7,577	0	8	0	8
	2378	36	Residential	3,200	M3-1	0.94	---	0	0	2	New Construction	M1-2/R6	2.2	2.42	7,744	0	8	0	6
				6,331			---	0	0	2					15,321	0	16	0	14
297	2379	42	Vacant Lot	2,083	M1-1	0	---	0	0	0	New Construction	R6A	3	3.6	7,499	0	7	0	7
	2379	44	Vacant Lot	1,331	M1-1	0	---	0	0	0	New Construction	R6A	3	3.6	4,792	0	5	0	5
	2379	43	Vacant Lot	2,080	M1-1	0	---	0	0	0	New Construction	R6A	3	3.6	7,488	0	7	0	7
				5,494			---	0	0	0					19,778	0	19	0	19
	2379	9	Industrial	9,175	M1-1	1.14	---	0	0	0	New Construction	M1-2/R6A	3	3.6	33,030	0	33	0	33
	2379	8	Industrial	2,700	M1-1	1	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,720	0	10	0	10
				11,875			---	0	0	0					42,750	0	43	0	43
299	2379	12	Industrial	2,559	M1-1	0.98	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,212	0	9	0	9
	2379	13	Industrial	2,520	M1-1	0.99	---	0	0	0	New Construction	M1-2/R6A	3	3.6	9,072	0	9	0	9
				5,079			---	0	0	0					18,284	0	18	0	18
	2379	16	Industrial	4,350	M1-1	0.99	---	0	0	0	New Construction	M1-2/R6A	3	3.6	15,660	0	16	0	16
	2379	19	Industrial	6,980	M1-1	0.97	---	0	0	0	New Construction	M1-2/R6A	3	3.6	25,128	0	25	0	25
				11,330			---	0	0	0					40,788	0	41	0	41
	2379	27	Industrial	3,185	M1-1	1	---	0	0	0	New Construction	R6A	3	3.6	11,466	0	11	0	11
	2379	24	Industrial	5,058	M1-1	0.16	---	0	0	0	New Construction	M1-2/R6A	3	3.6	18,209	0	18	0	18
				8,243			---	0	0	0					29,675	0	29	0	29
	2381	14	Vacant Lot	1,488	C8-2	0	---	0	0	0	New Construction	R6	2.2	2.42	3,601	0	4	0	4
	2381	16	Vacant Lot	5,373	C8-2	0	---	0	0	0	New Construction	R6	2.2	2.42	13,003	0	13	0	13
	2381	15	Vacant Lot	1,456	C8-2	0	---	0	0	0	New Construction	R6	2.2	2.42	3,524	0	4	0	4
				8,317			---	0	0	0					20,127	0	21	0	21
304	2382	28	Vacant Building*	1,794	C8-2	1.52	---	0	0	0	Reactivation	R6	2.2	N/A	2,730	0	3	0	3
305	2384	8	Industrial	14,600	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	35,332	0	35	0	35
	2384	25	Vacant Lot	1,600	C8-2	0	---	0	0	0	New Construction	R6	2.2	2.42	3,872	0	4	0	4
	2384	23	Vacant Lot	1,600	C8-2	0	---	0	0	0	New Construction	R6	2.2	2.42	3,872	0	4	0	4
	2384	22	Vacant Lot	2,500	C8-2	0	---	0	0	0	New Construction	R6	2.2	2.42	6,050	0	6	0	6
	2384	24	Vacant Lot	1,800	C8-2	0	---	0	0	0	New Construction	R6	2.2	2.42	4,356	0	4	0	4
				7,500			---	0	0	0					18,150	0	18	0	18
	2386	7	Industrial	10,000	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	24,200	0	24	0	24
	2386	12	Industrial	5,200	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	12,584	0	13	0	13
	2386	14	Industrial	4,800	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	11,616	0	12	0	12
				20,000			---	0	0	0					48,400	0	48	0	48
	2387	7	Vehicle and Open Storage	12,983	M1-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	31,419	0	31	0	31
	2387	12	Automotive	1,876	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	4,540	0	5	0	5
	2387	6	Vehicle and Open Storage	1,765	M1-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	4,271	0	4	0	4
309			16,624			---	0	0	0					40,230	0	40	0	40	
	2388	32	Vacant Lot	1,685	M1-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	4,078	0	4	0	4
	2399	1	Automotive	18,250	M1-1	0.09	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	60,316	0	60	0	60
	2399	8	Automotive	4,313	M1-1	0.52	---	0	0	0	New Construction	M1-2/R6	3	3.6	15,527	0	16	0	16
				22,563			---	0	0	0					75,843	0	76	0	76
	2411	1	Industrial	17,660	M1-1	0.21	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	58,366	0	58	0	58
	2411	12	Parking	3,200	M1-1	0	---	0	0	0	New Construction	M1-2/R6	3.00/2.20	3.6/2.42	8,688	0	9	0	9
311			20,860			---	0	0	0					67,054	0	67	0	67	
312	2390	15	Vacant Building	2,500	M3-1	2.4	---	0	0	0	Reactivation	M1-2/R6	2.2	N/A	6,000	0	6	0	6
	2390	17	Vacant Lot	2,500	M3-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	6,050	0	6	0	6
	2390	16	Vacant Lot	2,500	M3-1	0	---	0	0	0	New Construction	M1-2/R6	2.2	2.42	6,050	0	6	0	6
				5,000			---	0	0	0					12,100	0	12	0	12
	2393	23	Residential	2,500	C8-2	1.05	---	0	0	2	New Construction	R6	2.2	2.42	6,050	0	6	0	4
	2393	24	Vacant Lot	2,500	C8-2	0	---	0	0	0	New Construction	R6	2.2	2.42	6,050	0	6	0	6
				5,000			---	0	0	2		</							

POTENTIAL DEVELOPMENT SITES FOR RAHBI ALTERNATIVE (cont'd)

							NO ACTION				WITH ACTION							INCREMENT			
Site Number	Block	TaxLot	Land Use*	Lot Area	Existing Zoning	Existing FAR	Development Type	Potential Residential Floor Area	Potential Commercial Floor Area	Potential Housing Units	Development Type	Proposed Zoning	Prop. Max FAR	Max. FAR w/ Bonus	Potential Residential Floor Area w/ Bonus	Potential Commercial Floor Area	Potential Housing Units with bonus	Potential Commercial Floor Area	Potential Housing Units w/ Bonus		
318	2416	27	Vacant Lot	5,350	M1-1	0	---	0	0	0	New Construction	R6	2.2/3.0	2.42/3.6	12,947	0	13	0	13		
	2428	30	Industrial	4,500	M1-2	1	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	10,890	0	11	0	11		
	2428	28	Industrial	1,500	M1-2	1	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	3,630	0	4	0	4		
	2428	29	Industrial	1,500	M1-2	1	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	3,630	0	4	0	4		
319				7,500			---	0	0	0					18,150	0	18	0	18		
	2441	47	Vacant Lot	1,010	M1-2	0	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	2,444	0	2	0	2		
	2441	41	Industrial	10,560	M1-2	1.09	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	25,555	0	26	0	26		
321				11,570			---	0	0	0					27,999	0	28	0	28		
322	2441	12	Industrial	8,921	M1-2	1.06	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	21,589	0	22	0	22		
323	2441	24	Industrial/Residential	9,450	M1-2	6	---	0	0	0	Conversion	M1-2/R6	2.2/3.0	N/A	9,469	0	7	0	7		
324	2442	11	Industrial	11,883	M1-1	0.63	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	28,757	0	29	0	29		
325	2442	21	Vacant Building	989	M1-1	2.41	---	0	0	0	Reactivation	M1-2/R6	2.2/3.0	N/A	2,387	0	2	0	2		
326	2442	25	Industrial/Residential	11,000	M1-1	6.69	---	0	0	0	Conversion	M1-2/R6	2.2/3.0	N/A	55,166	0	40	0	40		
	2443	6	Industrial*	10,000	M1-1	1	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	24,200	0	24	0	24		
	2443	37	Vacant Lot*	4,250	M1-1	0	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	10,285	0	10	0	10		
	2443	41	Vacant Lot*	1,171	M1-1	0	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	2,834	0	3	0	3		
327				15,421			---	0	0	0					37,319	0	37	0	37		
329	2443	23	Automotive	7,452	M1-1	0.16	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	18,034	0	18	0	18		
	2443	30	Industrial	4,269	M1-1	0.71	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	10,331	0	10	0	10		
	2443	29	Industrial	2,722	M1-1	0.85	---	0	0	0	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	6,587	0	7	0	7		
330				6,991			---	0	0	0					16,918	0	17	0	17		
	2444	4	Parking	2,300	M1-1	0	---	0	0	0	--- (see projected sites)	M1-2/R6	2.2/3.0	2.42/3.6	0	0	0	0	0		
	2444	2	Vacant Lot	2,300	M1-1	0	---	0	0	0	--- (see projected sites)	M1-2/R6	2.2/3.0	2.42/3.6	0	0	0	0	0		
	2444	5	Residential/Commercial	2,300	M1-1	1.1	Continued Residential	0	0	2	New Construction	M1-2/R6	2.2/3.0	2.42/3.6	5,566	0	6	0	4		
	2444	3	Vacant Lot	2,300	M1-1	0	---	0	0	0	--- (see projected sites)	M1-2/R6	2.2/3.0	2.42/3.6	0	0	0	0	0		
331				9,200			---	0	0	2					5,566	0	6	0	4		
332	2444	11	Industrial/Residential	25,300	M1-1	1.83	---	0	0	0	Conversion	M1-2/R6	2.2/3.0	N/A	11,550	0	8	0	8		
333	2444	28	Industrial/Residential	4,950	M1-1	5.58	---	0	0	0	Conversion	M1-2/R6	2.2/3.0	N/A	9,206	0	7	0	7		
334	2446	68	Industrial/Residential	5,500	M1-1	2.88	---	0	0	0	Conversion	M1-2/R6	2.2/3.0	N/A	5,275	0	4	0	4		
				5,008,700					876,660	73,500	979					17,270,307	0	17,124	0	16,145	

* city-owned parcel

APPENDIX H

Written Comments Received on the DEIS

MARTIN MALAVE DILAN
SENATOR, 17TH DISTRICT
ASSISTANT MINORITY LEADER
FOR CONFERENCE OPERATIONS



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CONSUMER PROTECTION
EDUCATION
ENERGY & TELECOMMUNICATIONS
JUDICIARY
TOURISM, RECREATION
& SPORTS DEVELOPMENT
TRANSPORTATION

January 19, 2005
Statement for the
Rezoning Public Hearing from
Senator Martin Malave Dilan

I want to speak to you today on an issue at the heart of our community's interest. As the Greenpoint/Williamsburg rezoning process continues, the community's voice has been clearly heard - they are not satisfied with the city's proposal. I want to make sure that my voice is heard as well. After reviewing the city's rezoning proposal, I find it unsatisfactory and not representative of our community's needs and interests.

The city's proposal will create thousands of luxury units beyond the means of affordability for the majority of the members of our community. It will inevitably increase the population and alter the make up of our community. Yet, the plan does not include a net increase in parks and open space - which is already scarce and overcrowded. It does not address the transportation issues Greenpoint and Williamsburg are facing at this time. Such problems will only become more severe if this rezoning plan is implemented. Furthermore, if implemented the plan will cause thousands of viable local manufacturing and "creative economy" jobs to cease. This is unacceptable. We need a rezoning plan that works with and for our community. One which will benefit our community rather than impose hardships.

The most important issue in this rezoning process seems to be the creation of sufficient affordable housing. We all know that affordable housing is essential in this community, our neighbors are being displaced everyday because of the increasing rents. Therefore, we need to make sure that the rezoning plan

mandates a 40% affordability on all the developers. We can not leave anything to chance. Giving incentives to the developers is nice, but it is not a guarantee! And we deserve a guarantee.

Another problem is that when setting the standards for affordable housing the city did not take in to account the fact that the median income of North Brooklyn families is \$11,000 less than the citywide median. This needs to be corrected and the standards for affordability set according to the appropriate income median. The city also needs to make sure that our community is prepared to handle the population influx this rezoning will bring. The city's plan needs to implement sufficient park and open space, hospitals, schools and mass transit to address the influx of new residents. Furthermore, the plan does not include sufficient park and open space in the North Greenpoint area and makes no mention of the G train. These needs have to be taken into account and implemented into the plan.

Unless the city's plan is significantly altered to incorporate the community's needs and interests, I cannot and will not support the proposal in its current form.



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

CHAIRMAN
Housing

COMMITTEES
Rules

Commerce, Industry & Economic Development
Social Services

Subcommittee on Mitchell-Lama
Subcommittee on Problems of Elderly Minority
Subcommittee on Affordable Housing

O.J. LOPEZ
5th Assembly District
Kings County

Amanda Burden, Chairperson
New York City Planning Commission
22 Reade Street
New York, NY 10007

October 29, 2004

Dear Commissioner Burden:

I am writing this letter to express my concerns regarding the proposed rezoning of the Greenpoint/Williamsburg waterfront, specifically pertaining to the issues of affordable housing and the potential for significant residential displacement. I appreciate your willingness to meet with me and community members, and I laud the changes to the proposal that you have made thus far. Despite these changes, I believe that many aspects of this proposal remain extremely problematic. My questions and concerns are centered around five key issues: guaranteeing affordability both on and off the waterfront, development of housing on publicly held land, census data and displacement figures, housing preservation strategies, and community input into the rezoning review process.

Guaranteeing affordability

The revised Affordable Housing Bonus and Incentives (AHBI) Program is an improvement over the AHBI originally presented in the certified Draft Environmental Impact Statement. However, it is my firm position that the incentives model is insufficient. Without a guarantee for a significant portion of new affordable units, community residents have no recourse or leverage if a developer chooses not to participate in the program.

HPD has argued that incentives are so appealing to developers that the rezoning will result in ample affordable housing. However, according to HPD, mandating affordability is not feasible because of fluctuations in the market. This position guarantees to developers that their projects will be market-viable, but refuses to guarantee affordable housing to the community. The guarantee of a significant number of affordable units is necessary to prevent tens of thousands of families from the risk of losing their homes due to the rezoning.

It is critical that affordability is guaranteed on the waterfront, as well as in upland areas, in order to ensure that waterfront views are not a privilege reserved only for the wealthy. The rezoning proposal has shown a commitment to allowing equal access to waterfront parks, open space and other resources; it must make a similar commitment to allowing equal access to waterfront residential units for people from a range of socio-economic classes.

Construction on publicly held land

One option presented in the DEIS is that of building an estimated 1100 units, 500-750 of which would be affordable, on publicly-held land in Williamsburg and Greenpoint. Public land presents an excellent opportunity for construction, but these properties are extremely scarce in the neighborhoods impacted by the rezoning.

Through discussions with HPD, I have learned that the Greenpoint hospital, the Department of Citywide Administrative Services sludge sites, church land and other unconfirmed NYCHA and MTA sites are being considered for acquisition for this project. The Greenpoint hospital is one viable option. I would also urge you to consider the Broadway Triangle Urban Renewal Area as another promising location for affordable housing development.

The sludge sites, however, are extremely contaminated and are years away from being suitable for construction; and lack of public information regarding the other unconfirmed sites are a cause for concern. A clear inventory of the public land that is suitable for development is critical in order to critique the viability of this option. I request a clarification of the publicly held land that is being considered for development, as well as an assessment of the likelihood of acquiring each potential site.

Of the 1100 units projected for construction on public land, only 500 to 750 of those units would be affordable. Development on publicly held land is often 100% affordable due to the zero acquisition cost of public property. The high potential for displacement in the study area makes it critical that HPD consider constructing 100% affordable units on public sites. I am also concerned that HPD has included existing affordable development already in the pipeline on public property and church land in its figure of 500 to 750 affordable units, thereby inflating the number of new affordable units.

Census data and methodology

The DEIS, in its assessment of the issue of displacement and the need for affordable housing, relies on 2000 census data, and determines that 2,510 residents are vulnerable to indirect displacement. These numbers significantly underestimate the actual number of residents who will be displaced by the proposed action.

In examining indirect displacement, the DEIS evaluates each census tract within the proposed action area, the primary study area and the secondary study area. Specifically,

the analysis examines the average household income of renters in small buildings (1-4 units) in each census tract in the study area, and compares this figure to the average household income for residents in all renter-occupied units in Brooklyn. In any census tract in which the average renter income is greater than the borough-wide average, the analysis determines that there are zero vulnerable residents in that census tract.

Among the many problems with this methodology, the analysis uses the average renter income, and not the median renter income. The average income is easily weighted by renters with significantly higher incomes, and is therefore less reflective of the actual economic situation of residents in these tracts. The study does not consider that the average renter income underestimates the vulnerability of low-income residents in a particular census tract. There is no analysis examining the percentage of people in a census tract paying more than 30% of their income towards rent, a standard figure for determining whether an apartment is affordable and a better measure of potential vulnerability.

The analysis determines that none of the census tracts in the secondary study area are vulnerable to indirect displacement citing distance from the rezoning area, historic development patterns, localized real estate factors, and unique relationships between landlords and tenants as more likely to exert influence on displacement than market pressure. Drastic displacement is already occurring within the secondary study area and has been significantly exacerbated due to the neighborhood's changing demographics in the past several years. To assume that people within the greater Williamsburg and Greenpoint community will not be displaced in significant numbers due to this rezoning is to completely ignore the reality of the housing crisis in these neighborhoods.

Lastly, the CEQR technical manual defines indirect displacement as significant if the proposed action exacerbates an already existing trend of displacement. However, the DEIS consistently uses the influx of higher-income residents to the area in the past 10 years as justification for the rezoning and as a means to underemphasize the impact of displacement. For example, in Census tract 519, 19% of the population is below the poverty line, and, as determined by the DEIS, the average renter income is less than the borough-wide average. The DEIS states that due to illegal loft conversions and variances granted since the 2000 census data, the average renter income in this tract is likely to be higher than reflected in the data used, and therefore higher than the borough-wide average. Based on this information, the DEIS assumes that in fact there are zero vulnerable units in this census tract, thereby using the already existing trend of displacement to minimize potential vulnerability.

The DEIS's severe underestimation of the number of residents displaced by the proposed action is extremely problematic because it leads to a miscalculation of the amount of affordable housing needed to mitigate the displacement. Even if every developer chooses to maximize the affordable housing incentives, the number of available affordable units will fall far short of accommodating the massive number of displaced residents. The apparent effort of the DEIS to downplay the number of displaced residents creates an atmosphere of public distrust, and undermines the

credibility of other aspects of the report. It is crucial that City Planning re-assess the number of residents displaced by the proposed action, and that HPD create a viable affordable housing plan to accommodate a more realistic assessment of displaced residents.

Housing Preservation

Along with the construction of new affordable housing units, the preservation of existing affordable housing is an equally important goal. I appreciate that HPD has taken steps in the new Waterfront Inclusionary and Upland Inclusionary programs to encourage the preservation of already existing affordable units. I would like more information regarding the details and administration of this program. A program of this nature is a massive administrative undertaking, and I am interested in who would be responsible for administering this program and guaranteeing that these units do in fact remain affordable. I am concerned that the preservation strategy would have an adverse impact by further exacerbating an already tight market. A revised EIS is necessary to fully evaluate the impact of the preservation option on this community.

In addition to housing preservation, another important means of preventing displacement is through homeownership programs that help middle-income families buy their own homes. Homeownership is essential to create stability for middle-income families who are vulnerable to the sky rocketing rental market in the proposed study area. It is vital that HPD implement home ownership programs in the impacted areas as a means to mitigate displacement.

Community Involvement

As mentioned above, I appreciate your willingness to meet with me and community members regarding the rezoning issue, and to maintain an open dialogue pertaining to our concerns. However, the largely piece-meal process of disseminating information about the waterfront rezoning makes it extremely difficult for community residents and elected officials to review and critique the proposal and DEIS. For example, the Community Board's opportunity to review and submit recommendations on the rezoning proposal is severely limited by the fact that the Uniform Land Use Review Procedure (ULURP) clock is not pushed back to accommodate the continual revisions of the application and DEIS. The Community Board is not given the opportunity to review a fully updated proposal and EIS, thereby precluding it from providing relevant, specific and concrete recommendations.

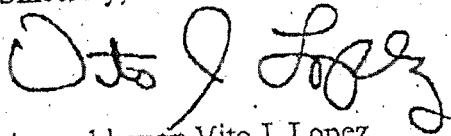
I would appreciate responses to the following questions, discussed above:

- 1. An inventory of all existing public and privately held land in the rezoning area and study areas, including land that is being considered for acquisition and development
- 2. An assessment of the likelihood of acquiring each potential site.

3. An assessment of the City's plans for the Domino Sugar site. Because this site was purchased by a non-profit entity, it provides an excellent opportunity for affordable housing development.
- An explanation of the census data and methodology used in determining residential displacement figures, and a response to my request for a new assessment of residential displacement.
- More information regarding the details and administration of the housing preservation program, and a response to my request for a full Environmental Impact Statement of the preservation program in the study area.

Thank you for your consideration of my concerns. I look forward to your response.

Sincerely,



Assemblyman Vito J. Lopez

cc. Daniel L. Doctoroff, Deputy Mayor
Shaun Donovan, Commissioner NYC Housing Preservation and Development
Bishop John Sullivan
Brooklyn Community Board #1 Rezoning Task Force



VITO J. LOPEZ
53rd Assembly District
Kings County

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

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COMMITTEES
Rules

Commerce, Industry & Economic Development
Social Services

Subcommittee on Mitchell-Lama
Subcommittee on Problems of Elderly Minority
Subcommittee on Affordable Housing

Testimony before the New York City Planning Commission
Presented by Assemblyman Vito J. Lopez
January 19, 2005
Re: Greenpoint-Williamsburg Waterfront Rezoning

Good afternoon and thank you to Chairperson Burden and members of the City Planning Commission. My name is Vito J. Lopez and for the last 20 years I have represented the communities of Williamsburg and Bushwick in the New York State Assembly. I appear before you today to voice my strong opposition to the current Greenpoint-Williamsburg waterfront rezoning proposal. I commend the changes made to the rezoning proposal thus far and the hard work of the Departments of City Planning and Housing Preservation and Development; however, I feel these changes have not gone far enough. My concerns are focused on the issues of affordable housing and the potential for significant residential displacement as a result of the rezoning.

New York City is currently facing a severe and worsening housing crisis. The city vacancy rate is 2.97%, and more than a quarter of households are paying more than 50% of their household income towards rent. There is no doubt that our city's poor and working class are the hardest hit by this crisis.

The rezoning proposal will introduce thousands of new luxury units into the low and middle-income neighborhoods of Williamsburg and Greenpoint. The long term residents of these neighborhoods need and deserve a compelling affordable housing plan that fits their unique needs. The influx of residents from significantly higher socio-economic backgrounds will exacerbate the already severe problems of gentrification and displacement. The rezoning proposal provides no firm guarantee of affordable housing to community residents.

It is essential that this proposal create a real guarantee that at least 40% of all 10,000 newly constructed units are affordable to community residents. The 40% should comprise 25% affordable units on the waterfront (2,500 units) and an additional 1,500 affordable units on public land. Without this guarantee, I urge the City Planning Commission to reject this proposal.

The guarantee of 40% affordability can be met by developing public land as 100% affordable, by significantly deepening the incentives for affordable development both on the waterfront and in upland areas, and by preserving already existing affordable units. The residents of Williamsburg and Greenpoint need a guarantee and not just incentives to achieve the 25% threshold of affordable units on the waterfront. This guarantee can be met through the 80/20 program (common to Manhattan housing development) or a legally binding memorandum of understanding between developers and the City.

Public land provides an excellent opportunity for affordable housing development. The community needs a legally binding commitment and a clear and accurate timeline for the development of affordable units on public land. To date, the administration's proposal for the development of public land is extremely vague and demonstrates no clear development timeline.

The current incentives for the development of new affordable units are not nearly deep enough to guarantee that developers will take advantage of them. By beginning with a high base FAR, the proposal guarantees to developers that their projects will be market-viable, but refuses to guarantee affordable housing to the community. The proposal must drastically lower the base FAR in order to guarantee the development of affordable units.

In addition to new development, the preservation of existing units can also ameliorate displacement. I urge the Commission to adopt anti-harassment provisions such as those that exist in the Clinton Special District.

As a component of the rezoning agreement, I am asking the City to create a Greenpoint-Williamsburg Waterfront Housing Development Corporation. The development corporation would consist of appointed community members, representatives of elected officials and representatives of the Departments of City Planning and Housing Preservation and Development, and its role would be to oversee the Greenpoint-Williamsburg development and to ensure that the needs of the community and the affordability commitments are met.

In summary, I urge the Commission to:

1. Guarantee 40% affordability through a combination of 25% affordable waterfront units and 1,500 affordable units on public land. The City must provide a legally-binding commitment and a clear timeline for development of affordable units.

2. Establish a Greenpoint-Williamsburg Waterfront Housing Development Corporation comprised of community leaders, religious leaders, elected officials or their representatives, and HPD and City Planning representatives in order to monitor and oversee the development of the affordable units.
3. If guaranteed affordability cannot or will not be part of the final agreement, the rezoning proposal should be set aside, withdrawn or defeated.

In closing, I am also concerned about the impact that the proposed rezoning will have on job retention and economic development, transportation, and parks and open space. I support Community Board One's rezoning proposal recommendations on these issues.

Thank you for hearing my testimony and for your consideration of my concerns.



The Public Advocate for the City of New York

Betsy Gotbaum
Public Advocate

Contact: Anat Jacobson, Press Secretary
212-669-4743 or 646-321-4400
James Vlasto, Communications Director
212-669-4166 or 917-414-2915

Testimony of Public Advocate Betsy Gotbaum for City Planning Commission Hearing on the Proposed Rezoning of Greenpoint/Williamsburg, 1/19/04

Thank you, Chair Burden.

Nearly a year ago, testifying before the State Assembly on this rezoning, I said that the fundamental question is whether the redevelopment of Greenpoint-Williamsburg will meet the needs of working families.

I believe I can now answer that question. The rezoning will bring more public and retail space, seamless waterfront access, and most importantly, additional housing to this already-thriving neighborhood. But in its current form, the plan does not do nearly enough to provide the improved transportation, ample green space, and opportunities for affordable living that members of the community need and deserve. The plan should be changed to reflect these needs before it is approved by the Planning Commission.

For months, Mayor Bloomberg focused his attention on his plan for the West Side of Manhattan. I believe he did so at the expense of neighborhoods outside of Manhattan. It doesn't take an expert to notice that the Administration's approach to the West Side has been far more lavish than its approach to Greenpoint-Williamsburg.

For example, the Mayor intends to spend billions, and have the MTA spend billions more, on an extension of the 7 line that he says will stimulate business and tourism on the West Side. Meanwhile, his Greenpoint-Williamsburg plan includes no significant enhancement of the area's public transportation service, which is already at capacity. The only anticipated improvements are the widening of the stairwell at the Bedford Avenue subway station and private water taxi service but no public transportation to the waterfront.

Brooklynites know how bad the L line can get at rush hour. Bringing new residents to Greenpoint-Williamsburg without enhancing public transportation is more than just a bad idea. It's a slap in the face.

The administration has applied the same double standard to the allotment of green space. On the West Side, the Mayor and Deputy Mayor have insisted on a massive boulevard park between 10th and 11th Avenues. In Greenpoint-Williamsburg, the Mayor is calling for a paltry .7 [point-seven] acres of green space per 1000 residents despite the fact that the City Planning Commission has set 2.5 acres per 1000 residents as a guideline for future development. On the West Side, the City is using public bonds to assure the creation of green space. In Greenpoint-Williamsburg, it is taking a piecemeal approach, relying on individual developers to act on its promises.

And where the Environmental Impact Statement for the West Side provides for new schools to accommodate the anticipated influx of residents, the EIS for Greenpoint-Williamsburg does nothing to alleviate the strain on neighborhood schools.

The message is loud and clear: If you live in Brooklyn, your tax dollar buys you less park space and less relief from crowded subways and overcrowded classrooms.

Then there's the city's most vital long-term need: housing, specifically affordable housing. Affordable housing should be the focus of every major redevelopment the City undertakes, and while the administration's plan for Greenpoint-Williamsburg calls for new housing, it does not satisfy community demand for aggressive affordable housing development.

Moreover, the Environmental Impact Statement acknowledges that the rezoning plan will lead to gentrification, which will push out approximately 2,500 current residents. Light industries will also suffer. Galleries, artisans, and light manufacturing have thrived in Greenpoint-Williamsburg and helped contribute to the revitalization of the neighborhood. They should not be pushed out anymore than residents should.

The EIS probably underestimates the effect of gentrification, and the mitigation it proposes—essentially throwing money at the community boards—is inadequate to say the least. The administration just doesn't get it. A one-time pay-off is no compensation for a working family that is being priced out of its neighborhood.

In order to offset secondary displacement, the administration could take the suggestion of Councilmember Yassky and institute an anti-harassment policy that would prevent landlords from forcing out current residents. Members of the West Side community fought for such a policy and won, but so far, Mayor Bloomberg is still playing favorites and withholding in Brooklyn what he granted in Manhattan.

I would like to conclude by reiterating that I support, in principle, the rezoning of Greenpoint-Williamsburg, just as I support, in principle, the rezoning of the West Side. It is entirely possible for the City to adopt a plan that accommodates the need for growth in Greenpoint-Williamsburg while ensuring the neighborhood is affordable, attractive, and well-served by public transportation and schools. The current proposal is not that plan. The Community Board has voted against it; Borough President Markowitz has voted against it; and Councilmember Yassky, who represents the community, has expressed grave reservations.

I urge the Planning Commission to roll up its sleeves and work with the community to achieve a Greenpoint-Williamsburg we can all be proud of for decades to come.



OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

**Testimony by Brooklyn Borough President Marty Markowitz
To the City Planning Commission
Regarding the Williamsburg Greenpoint Rezoning
January 19, 2005**

Good morning Chairwoman Burden and members of the City Planning Commission.

Today, with block after block of abandoned buildings and vacant lots, the Greenpoint and Williamsburg waterfront is a relic from the industrial revolution. Yet I, along with the residents of these communities and the City, recognize it as a treasure awaiting discovery.

After many years of effort, Community Board One prepared plans for the Williamsburg waterfront and for Greenpoint. The plans, adopted by the Planning Commission, called for the development of new housing, the preservation of jobs, the creation of more parks and waterfront public access.

But a plan is a like recipe – it's good to read but you can't eat it. It takes great chefs to make a great meal – and it takes people with vision and skill to make a plan a reality. We are very lucky that Mayor Bloomberg has the best "chefs" in town -- Amanda Burden, Shaun Donovan and their staffs. With the input of residents, business people and elected officials, they have put forward a bold vision for Greenpoint and Williamsburg that will create 10,000 new housing units, transform the waterfront and create a new waterfront park.

The matter before the Planning Commission is not whether new housing or parks are needed – I think there is a consensus on that – but rather how the plan will benefit all Brooklyn residents, especially the current residents of Greenpoint and Williamsburg.

To achieve this, three key issues must be resolved by the Planning Commission, the City Council and the Administration: how to protect area residents from displacement; how to guarantee affordable housing; and how to preserve jobs. I have the following specific recommendations.

Regarding displacement - today, long-term residents of Williamsburg and Greenpoint are being priced out of their own homes. This will become a crisis as the zoning changes accelerate the development of market rate housing. You must not allow long-term residents to be forced out of their neighborhoods or forced out of Brooklyn or even forced out of the city altogether.

I urge the Commission to take the following actions:

- incorporate the anti-harassment text recommended by Community Board 1; and,
- fifty percent of the affordable units should be reserved for Greenpoint and Williamsburg residents particularly for those who become displaced.

Regarding affordable housing – Over 86 percent of Greenpoint and Williamsburg residents rent their homes – and 80 percent pay less than \$750 each month for rent. I can assure you that the rents for the new apartments will be at least triple that amount. If I could choose, I would recommend an 80-20 solution for housing; **eighty** percent being affordable to Brooklyn residents. In the not too distant past we had programs like Mitchell-Lama and funding from Washington in support of local affordable housing. Unfortunately, under President Bush and the Republican leadership in Congress, the likelihood of seeing federal funding is bleak and the state is faced with a \$6 billion deficit. The city has proposed several worthwhile actions that will encourage affordable housing. However, I recognize the harsh economic realities of today and that is why I have asked for a **guaranteed** minimum of thirty percent affordable housing.

There are steps that can and should be taken by the Planning Commission to achieve this guarantee. One solution mirrors the agreement between the Administration and the City Council for the redevelopment of the West Side. You can adapt that voluntary bonus for Greenpoint and Williamsburg by reducing the amount of square feet that can be developed "as-of-right." You can demand a larger slice of the pie from developers, especially inland, where the Administration has proposed that only 3 to 7 percent of the housing be affordable.

However, even more can and should be done to guarantee affordable housing:

- the Administration can invest capital budget funds in the construction of infrastructure, including paying for the waterfront esplanade – this has the added bonus of getting the esplanade now;
- it can develop the publicly controlled sites entirely for affordable housing; and,
- the Administration and the City Council can ask the State Legislature to exclude the granting of "421-A" tax abatements for new residential development in Greenpoint and Williamsburg unless the projects include affordable housing.

The next key issue is jobs. There are scores of small companies employing hundreds of people in the area proposed for rezoning. I do not think that it is the City's intent to facilitate the demise of these companies – but that is precisely what will happen if the current zoning plan is approved. Existing businesses and jobs must be preserved. Further, we have something in Brooklyn that every other city envies - a burgeoning creative economy of small businesses that produce specialty products. The unique synergy of the many creative businesses in Greenpoint and Williamsburg and their customer base in Manhattan must be allowed to flourish. You can achieve this by keeping the existing zoning for selective blocks in effect. There is a map in my recommendation report that shows the blocks where many of these small businesses are located. I urge the Commission to identify them and make the necessary corrections before the plan goes to the City Council.

Despite my recommendations and those of Community Board One against the plan as proposed, the Administration and I are not far apart, and I would fully and actively support the plan with the amendments I have proposed. This opportunity to reclaim our waterfront and provide affordable housing comes but once in a lifetime – if you are fortunate. We must make it work for Brooklyn today – and for generations to come – because once the developers are gone, we will all have to live with it.

In the past six months, City Planning and HPD have done a great deal to refine the plan in order to encourage and facilitate affordable housing, but we are not there yet! I am optimistic that the final plan will be one that I will be able to support, that it will reflect all of my recommendations, and that it will be celebrated by the Greenpoint and Williamsburg community, along with the rest of Brooklyn and all of New York City! To that end, I pledge to continue working with the Administration and Council Member David Yassky to ensure that the community's concerns are fully addressed.

When this plan is modified by protecting residents from displacement; by guaranteeing affordable housing; by preserving jobs, by providing more open space such as renovating McCarren Park, and by addressing other quality-of-life issues by reopening Engine Company 212 and increasing service on the "L" subway – we will proudly stand together to celebrate a great and lasting achievement. Chairperson Amanda Burden is a true visionary. Commissioner Shaun Donovan really understands how we can provide housing for all New Yorkers. Under their leadership major strides will be made when the Commission votes in March to adopt a plan that reflects the vision that I share with the Greenpoint and Williamsburg communities. I place my trust now with the City Planning Commission to amend the plan as set forth in my recommendations.

Thank you.

Brooklyn Borough President Recommendation

CITY PLANNING COMMISSION

22 Reade Street, New York, NY 10007
FAX # (212) 720-3356

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
2. Send one copy with any attachments to the applicants representatives as indicated on the Notice of Certification.

APPLICATION # 040415 MMK, 040416 MMK, 040417 MMK, 040418 MMK, 050110 ZRK, 050110(A) ZRK, 050111 ZMK

DESCRIPTION In the matter of an application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter, for an amendment to the zoning map, as described as application Nos. 040415 MMK, 040416 MMK, 040417 MMK, 040418 MMK, 050110 ZRK, 050110 (A) ZRK and 050111 ZMK in the "Notice of Certification Pursuant to the Uniform Land Use Review Procedure," submitted and on file in the Department of City Planning, 22 Reade Street, New York, NY,;

1. Eliminating several special mixed use districts
2. Changing zoning districts
3. Establishing zoning districts
4. Elimination of mapped streets
5. Changing the official city map
6. Mapping park land

In the Williamsburg and Greenpoint sections of Community District 1.

COMMUNITY DISTRICT NO.

1

BOROUGH OF BROOKLYN

RECOMMENDATION

- ☐ APPROVE
☐ APPROVE WITH MODIFICATIONS/CONDITIONS
☒ DISAPPROVE WITH MODIFICATIONS/CONDITIONS
☐ DISAPPROVE

EXPLANATION OF RECOMMENDATION – MODIFICATIONS/CONDITIONS

- ☒ RECOMMENDATION ATTACHED
☐ RECOMMENDATION TO FOLLOW


BOROUGH PRESIDENT

January 12, 2005

DATE

ATTACHMENT

**Borough President of Brooklyn Marty Markowitz
Recommendation Report Greenpoint Williamsburg Rezoning Plan
040415 MMK, 040416 MMK, 040417 MMK, 040418 MMK,
050110 ZRK, 050110(A) ZRK, 050111 ZMK**

PUBLIC HEARING

On December 9, 2005, Brooklyn Borough President Marty Markowitz held a public hearing on the Greenpoint Williamsburg Rezoning Plan for the above referenced ULURP applications. There were 56 speakers at the hearing, in addition to the representative of the Department of City Planning (DCP). Speakers included Congressmember Nydia Velazquez; Council Member David Yassky; the Chair of Community Board One (CB1) and a representative of Council Member Diana Reyna. Of the speakers, six spoke in favor of the plan, with the majority of the remainder spoke out against with a few seeking to raise specific issues but not suggesting any recommendations..

Following the hearing, the Borough President received seven written testimonies, including two in favor of the plan.

Issues raised to support the plan included: that the plan would revitalize underutilized properties through the creation of investment opportunities for housing construction and opportunities for open space and improving public access to the waterfront; incentives to facilitate affordable housing; opportunities for water taxi service; rezoning to prevent noxious uses; a means to create of thousand of construction jobs.

Issues raised against supporting the plan as proposed include: the lack of a means to protect residents and businesses from displacement; the lack of a commitment to achieve forty percent of the housing being affordable to area residents and a lack of a guarantee that affordable housing would actual result from the rezoning; the abysmal condition of McCarren Park; the lack of commitment to acquire and develop the proposed park in Williamsburg along the East River and Bushwick Inlet; the risk placed on the future of the Greenpoint Monitor Museum; the absence of a means to provide continuous public waterfront access now; the lack of parkland proposed for Greenpoint; difficiencies and omissions in the Waterfront Access Plan (WAP); the excessive building heights that would be permitted; lack of means to encourage the burgeoning creative economy; inadequate fire, EMS and public transportation services.

CONSIDERATION

The Mayor and his agencies, the Department of City Planning (DCP), under the direction of its Chair Amanda Burden, and the Department of Housing Preservation (HPD), led by Commissioner Shaun Donovan, should be congratulated for recognizing that the Greenpoint and Williamsburg waterfront is a treasure awaiting its discovery. No other great city has kept its dormant waterfront as a long-standing relic from the industrial revolution. Sadly, the residents of Greenpoint and Williamsburg continue to witness a crumbling waterfront that precludes public enjoyment of this asset-in-waiting.

To many in the community, it appears like the Administration has developed a proposal that best serves the constituency of Manhattan. The Borough President has taken the view that this project must also serve Brooklyn residents and especially the current residents of Williamsburg and Greenpoint. In the following report, he has laid out his consideration and recommendation; a proposal that best serves the residents of Brooklyn. It is these residents that are most deserving of the benefits to be reaped through reclaiming this waterfront.

If the Borough President was able to choose his preferred solution, he would recommend an 80 to 20 solution for housing, eighty percent being affordable to Brooklynites. The Borough President recognizes the harsh economic realities of today. With little public funding for housing, the City must create residual value through zoning changes and housing finance programs, and yet development funding is highly dependant on the private sector willing to take substantial risk.

It is unfortunate that the Federal government has virtually abandoned its recognition of decent housing being a fundamental right for its residents.

Zoning Text and Map Amendments

Housing

Protection from Displacement

The residential neighborhoods of Greenpoint and Williamsburg, including areas within and beyond the area of the proposed zoning, are largely comprised of small buildings that are not subject to rent protection laws.

While the communities have had stable residential populations for most of recent history, proximity to Manhattan and once-affordable rents has led to the recent growth of a creative, youthful population and has added to the desirability of the neighborhoods. As more and more people "discover" Greenpoint and Williamsburg, rents have climbed substantially in many unregulated apartments. Many long-time residents are unfortunately being displaced.

While the proposed rezoning is anticipated to generate 10,000 new housing units in the next decade, the Borough President remains concerned that the ongoing upward trend in market rent will continue unabated. While there is an expectation that a percentage of the new housing could be set aside as affordable housing, this is not a fair and just compensation to those households that do have the financial means to remain in these neighborhoods. The Borough President believes that any zoning

proposal approved to facilitate housing must include adequate provisions to protect current residents from displacement. The Borough

President concurs with the recommendations of Community Board One calling for "anti-harassment" provisions based on those that exist for the Special Clinton District.

Guarantee Affordable Housing

The administration should be commended for a major policy breakthrough encouraging affordable housing as part of an area-wide rezoning proposal. In addition, the administration is proposing to provide city-owned properties and funding resources to create affordable housing. However, the steps taken still fall far short of generating the amount of affordable housing needed to thwart upward pressures on residents resulting from improvements in the neighborhood. While the rezoning proposes to improve the quality of life in the neighborhood, there is a real threat that existing residents will not be able to enjoy the benefits of that growth.

The administration believes that utilization of its proposed incentives to produce affordable housing is adequate, but it is not in a position to guarantee that developers would opt to utilize the zoning incentives. This is inadequate as it does not guarantee protections from rising prices as the rezoning comes to fruition.

One way the city has proposed generating guaranteed affordable housing is by utilizing its already-controlled assets such as city-owned land. The Borough President believes that the administration must make units developed on such sites 100 per cent affordable. In addition to the typical financing subsidies, the administration should devote adequate funding from the capital budget to offset costs to deal with adverse site conditions. In order to demonstrate its commitment to developing such sites for affordable housing, the Borough President urges that disposition applications be filed with the Department of City Planning prior to action being taken by the City Council on the proposed rezoning.

Mandatory inclusionary zoning is the most explicit tool the city could use to ensure the development of affordable housing. The Borough President recognizes that such a tool cannot be considered at this point as part of the actions before the City Planning Commission and City Council. He believes that there are alternative tools used alone or in any combination that nevertheless would produce a significant number of guaranteed affordable housing units.

First, the administration should invest capital budget funds on private sites directly to off-set housing development costs. Second, for the waterfront sites, the administration could invest capital budget funds in infrastructure development to help offset private sector site development costs. For example, the city should pay for the waterfront public access improvement, bulkheads, streets and utilities in exchange for the production of affordable housing. Third, the administration could modify the proposed voluntary bonus incentive by increasing the portion of the development dependent on the floor area incentive bonus. The as-of-right portion of the

development, which one would expect to be developed entirely for affluent households, would be substantially reduced to create a more compelling incentive to provide affordable housing. The addition of the incentive also creates value in additional floor area that can be marketed at the discretion of developers.

It is possible to stimulate higher percentages of affordable housing by simultaneously

reducing the as-of-right permitted floor area and increasing the amount of floor area permitted if the affordable housing option is chosen. This is particularly the case with the inland sites where the incentive as proposed, only yields three to seven percent of the units being affordable. The Borough President believes that these sites can absorb a greater share of affordable development while remaining economically viable.

Another means to meet provide certainty is through legislation to establish a 421-a tax exemption exclusion zone. Housing developers in Brooklyn are ordinarily able to receive a 25-year tax abatement through a ministerial filing with HPD. In exclusion zones, the 421-a tax exemption may only be granted when a development includes affordable housing. The Borough President believes that such a zone should be established for the area subject to the proposed Special Regulations Applying in the Waterfront Area between Manhattan Avenue and the Williamsburg Bridge. The establishment of an exclusion zone requires legislation by the State Senate and the Assembly and home rule approval by the City Council. Therefore, the Mayor and the City Council should work together to create the exclusion zone.

The Borough President strongly believes the use of such tools will produce both certainty and increase the amount of affordable housing to meet the expectations of the community.

Further Concern Regarding Displaced Residents

The need for affordable housing is often demonstrated by the number of applicants responding to notices of the availability of affordable housing units. It is not uncommon to learn that there were one hundred applicants for each apartment available. The City has taken a step in improving the opportunity for community residents to be selected for such housing by increasing the local community district preference to fifty percent. While this is a laudable change, how does this benefit those who will be displaced from Greenpoint and Williamsburg and are not able to find accommodations that they can afford within community District One? The Borough President believes that it is time for a radical shift in City policy that results in adequate consideration for those who become displaced to be able to return to their community.

Open Space

Renovate McCarren Park

McCarren park's enviable location between Greenpoint and Williamsburg, make it the prime active recreational resource for area residents. Unfortunately, its ever

increasing popularity for youth and adult recreational leagues has compromise quality of its playing surfaces. Consecutive dry days result in a dust bowl, rainy weather creates a mud bowl. The effect of the pool being closed makes an entire section of the park unusable.

Even without a rezoning, these communities deserve a comprehensive renovation of McCarren Park. The rezoning will only result in further degradation as population increases, particularly in the time period before other parks are developed. While improvements are in the works for portions of the park, much more needs to be done. State-of-the art technology for playing surfaces would maximize the life expectancy of the fields. Overhead lighting

would enable the hours of playing fields to be extended so that more people can use the park. The Borough President believes that substantial capital budget funding should be set-aside for a renovation design program developed in conjunction with the community, Community Board One and the area's affected local elected officials. The Parks Department estimates the cost of such improvements to be at least \$20 million.

Provide more parks for Greenpoint

While the administration's proposal to create a large waterfront park in Williamsburg is laudable (see recommendation below concerning park and street mappings), the amount of new parkland proposed does not improve the overall open space to population ratio, given the expected population increases. In addition, while the majority of the development anticipated is expected to occur in Greenpoint, the siting of the new waterfront park is more proximate to the residents of Williamsburg, leaving Greenpoint residents poorly served. While the amount of park land proposed appears to be sufficient for the development expected in the next decade, without adequate planning, continuing development will result in further strain on the existing and proposed parks.

Therefore, the Borough President believes that planning for more parkland in Greenpoint must begin now. A recently released study by Greenpoint Waterfront Association for Parks and Planning, Inc. (GWAPP) provides a good framework for the future development of open space. One priority site is the city-owned parcel along Newtown Creek that is currently being utilized for bus storage by the Metropolitan Transportation Authority (MTA). The MTA's bus depot is an undervalued use of waterfront space in this growing neighborhood; it is not a water-dependent use. Therefore, the city should work with the MTA and the State to find a more suitable location for the depot and redevelop the site as a park. Other sites that should be leveraged for open space include the city-owned sites used at one time for the Greenpoint Lumber Exchange and the site of the sludge tank. A park could be sited at these locations to form an enlarged Barge Park or be "swapped" for land adjacent to the MTA bus depot.

Provide Public Waterfront Access Now

The Zoning Resolution's Special Regulations Applying in Waterfront Areas is usually an effective and fiscally prudent method to create waterfront public access. The Borough President believes that it is not sufficient in Williamsburg and Greenpoint, because it would result in a patchwork of disjointed segments of public access strips developed over the next few decades. This is an unacceptable paradigm for the provision of public open space in an area already heavily deprived of such facilities.

CB1 has made recommendations that if implemented, would result in uninterrupted public waterfront access in the next few years. It recommended that there be an immediate public development of the entire shore public walkway funded through the City's capital budget, North Brooklyn Bond Fund or other means. The Borough President clearly supports the use of capital budget funds as the best way to achieve continuous public waterfront access in the most expeditious manner. In lieu of such funds being made available, the Borough President also would support the creation of a bond fund. This proposal would work by having developers reimburse the bond fund as they build housing on the land adjacent to the public access area.

Improve Waterfront Access Plan (WAP) provisions per CB1 recommendations

The Department of City Planning (DCP) has proposed the establishment of a WAP for the Greenpoint-Williamsburg waterfront.

The plan includes novel use of supplemental access areas. The WAP specifies the location of such areas to enable the creation of larger adjacent open spaces. One excellent example of this is the park at the site of the former WNYC transmitter, the acreage of which will be doubled by the supplemental access rules. The Borough President is also pleased that the plan also encourages the development of playgrounds.

The recommendations of CB1 include other ideas that merit incorporation into the WAP. These recommendations include ideas to enhance natural habitat areas; enhance planting (including tree cover) requirements; promote fishing and boating; require environmentally sound features; and, provide for seamless transitions between properties separated by street ends. These recommendations should be incorporated to the fullest extent possible during the review process. Those items that can not be incorporated during this process should be addressed through a follow-up commitment by DCP to make further revisions.

Jobs

Preserve existing businesses and jobs; and, encourage expansion of burgeoning creative economy

Trends have depicted an overall loss of employment for the areas proposed by DCP to be rezoned. There appears to be consensus that the waterfront parcels should be developed for needed housing and open space. There is some dispute, however,

about the impact of rezoning inland blocks that may result in the loss of jobs. The loss could occur as existing leases of viable businesses come up for renewal and as business owners that own their buildings are enticed to sell for residential conversion and close or move the business. Speculation of the zoning change and recently approved variances have already led to such results. A rezoning would only accelerate these losses.

At risk is the burgeoning creative economy comprised of small companies that produce specialty products. These companies fear losing the advantage of the unique synergy of many creative businesses in Williamsburg and proximity to their customer base in Manhattan. If the parts of this local economy are threatened and the synergy of creative business disturbed, the viability of these firms and the jobs they have created is at risk.

For blocks with a significant residential presence, stifling market trends is not warranted. However, the Borough President believes that the New York Industrial Retention Network (NYIRN), in collaboration with the North Brooklyn Alliance (NBA), has developed a strategy that can stem the loss of viable businesses and provide opportunities to encourage expansion of the burgeoning creative economy. This multi-prong strategy calls for the deletion from the rezoning proposal of certain manufacturing blocks that have been proposed for mixed use (see attached map) development. In addition, NYIRN and NBA recommends that blocks in Manufacturing zoning districts with a floor area ratio on one, be increased to two. Taken together, these actions provide real estate conditions more favorable to preserving and encouraging businesses. Therefore, the Borough President

believes that it is important to give serious consideration to removing many or all of the blocks as delineated by NYIRN and then follow-up with a rezoning to maximize the density of the Manufacturing districts.

Preserve Community Character

Reduce permitted height adjacent to parks and historic districts

The proposed rezoning introduces contextual zoning district designations to replace existing regulations that do not mandate building height limits. Current zoning in the existing district has resulted in the as-of-right approval of a residential building that rises to a reported 178 feet. The three contextual districts proposed by DCP have limits of 50, 70 and 80 feet.

One concern is that even heights of 70 and 80 feet could adversely affect historic neighborhoods and inland parks. CB1 recommended that areas opposite inland parks and historic districts be designated in the district limiting heights to 50 feet. The rationale of CB1 was based on maximizing light and air surrounding parks and best reflecting the height of buildings in the Greenpoint Historic District. The Borough President concurs with the recommendations as specified by CB1.

Preserve community character in areas outside the proposed rezoning

There have been reports of an as-of-right building approval for construction of a structure to a height of 178 feet in Williamsburg. The same zoning district that permitted that structure exists adjacent to the areas being proposed by DCP for rezoning. Real estate speculation is immune to the artificial boundaries of rezoning actions. Real estate speculators are already seeking or have assembled properties to be able to replicate the above noted high-rise. The DCP rezoning was not more encompassing as originally proposed. However, while it is possible that one or more out-of-context buildings may be constructed in the near-term, the Borough President believes that it is of the utmost importance to close the window of potential irreversible harm for the blocks beyond the area of this proposed rezoning. Therefore, DCP should proceed at once to begin to evaluate an appropriate contextual zoning solution.

Public Services

Reinstate Engine 212 and provide a new ladder company

Fire response times have already been creeping up with the closing of Engine Company 212 and the growth that has already occurred in the neighborhoods. With a projection of 10,000 units new housing, including a dozen or so buildings of up to 40 stories, the burden on maintaining fire service will be difficult.

Because of the potential for several new tall buildings and the proportional increase in population, the Borough President believes that Engine 212 should be reinstated and housed with a newly established ladder company in a state-of-the-art facility. Establishing a budget and beginning site selection for such a facility should begin now as it would take several years to get such a facility constructed. By then the existing firehouses would be burdened with several thousand new households and multiple high-rise construction sites that will impose additional demand for emergency services. The Borough President believes that there is sufficient industrially zoned land to secure a site for a dual company firehouse.

Provide permanent EMS facilities

Several community districts in the city have had the benefit of receiving a permanent facility for EMS services. Brooklyn Community District One remains an area that does not have such a facility. CB1 has recommended that the former home of Engine Company 212 be renovated for that purpose. With the addition of 10,000 housing units in the next decade, the Borough President believes that it is appropriate to start to allocate resources to provide a permanent EMS facility. Because the former home of Engine Company 212 is in the jurisdiction of the Fire Department, the Borough President believes that this is a good location to include as a possible site for such a facility.

Transportation

Improve G and L service

Subway service is the responsibility of the MTA New York City Transit. However, the Mayor is represented on the MTA board, and policy decisions by the City can have major bearing of the quality and quantity of subway service and facility improvements. The rezoning is likely to hasten the pace of growth for both Greenpoint and Williamsburg. Already, demand during rush hour has contributed to crowded platforms as riders try to find space on packed train cars. Future demand needs to be anticipated in the transportation planning process.

Data shows that the G train ridership is already growing, but the MTA continues to cut service, by shortening the trains and restricting service through to Queens Plaza. As the ridership of the G grows, the MTA must follow up with physical improvements and increased frequency.

The L train ridership grew by more than 20% between 1999 and 2003, and that growth is evidenced by the crowds at stations and in cars. Service frequency will need to be increased as growth in ridership continues.

It is important for the administration to become a strong advocate for the community if there is to be any realistic expectation that the MTA would provide the appropriate level of service and facility improvements, should the anticipated 10,000 or more new units be added to these communities in the decades to come.

In addition, as each waterfront development takes place, the Department of Transportation should monitor the potential for improving/expanding ferry service to provide the means to utilize waterborne transit as a supplement to subway capacity/service.

Park Mapping

Eliminate parcels owned by the Greenpoint Monitor Museum

DCP has submitted four separate applications that collectively would form the boundaries of a new park along the East River and around Bushwick Inlet. The applications would eliminate all streets mapped within the area of the proposed park. One of the four applications (040416 MMK) involves property under the ownership of the Greenpoint Monitor Museum. The museum, established since 1996, received the property through a donation in December 2003. Subsequently it has received financial commitments from

several elected officials to pursue site clean-up and the development of a master plan. The community supports the development of this museum into a permanent facility.

The Borough President does not see the benefit of mapping the property and placing the museum at risk. Therefore, the museum property should be deleted from the park mapping action. Subsequently DCP should extend the WAP to encompass the museum's property. It should also either amend the zoning map to a district that allows a museum as-of-right or amend the WAP to achieve such a result in the existing manufacturing district.

Initiate acquisition and improvements starting in FY 06

The proposed park mappings are the first step towards developing a new park along the East River and the Bushwick Inlet. Additional steps include site acquisition and site development. Substantial funding commitments are needed to make this park a reality. The Borough President urges the City to allocate the funds in the city's capital budget now, with funds allocated for each year of the four-year capital commitment.

RECOMMENDATIONS

Zoning Text and Map Amendments

Be it resolved that the Borough President of the Borough of Brooklyn, pursuant to section 197-c of the New York City Charter, recommends disapproval of the applications subject to the following conditions:

Disapproval with the following conditions:

- 1) protect residents from displacement
- 2) guarantee that a minimum of 30% of housing units are affordable to area residents

Be it further resolved that the President of the Borough of Brooklyn calls on the City Planning Commission and/or City Council to take the following actions:

Housing - Displacement

- 1) Give preference for affordable housing to those being displaced

Open space

- 1) Renovate McCarren Park,
- 2) Provide more parks for Greenpoint,
- 3) Provide Public Waterfront Access Now,
- 4) Improve Waterfront Access Plan (WAP) provisions per CB1 recommendations

Jobs

- 1) Preserve existing businesses and jobs; and, encourage expansion of burgeoning creative economy

Preserve community character:

- 1) Reduce permitted height adjacent to parks and historic districts,
- 2) Preserve community character in other areas outside the area proposed rezoning

Continued...

Public Services

- 1) Reinstate Engine 212 and provide a new ladder company,
- 2) Provide permanent EMS facilities

Transportation

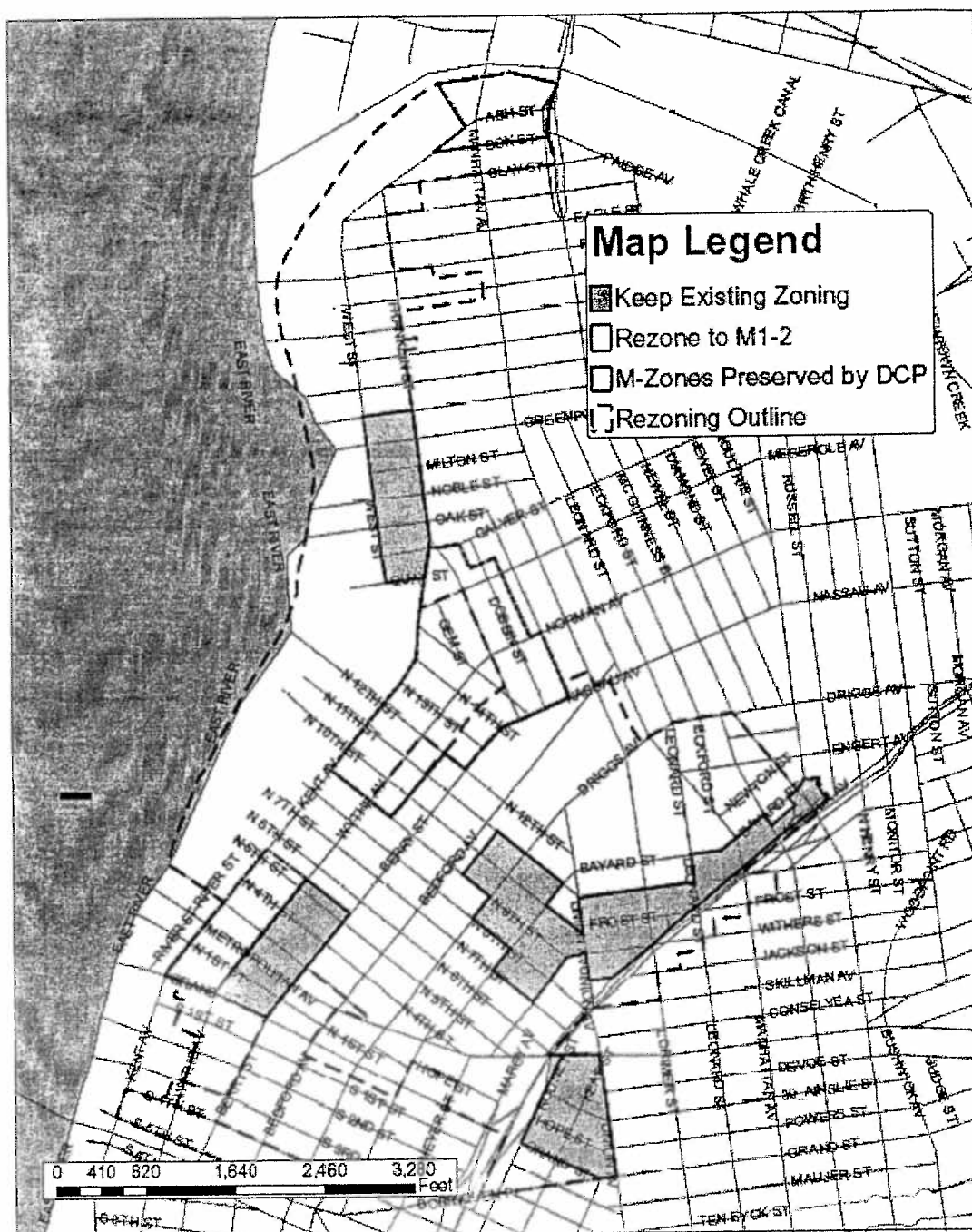
- 1) Improve G and L service

RECOMMENDATION

Park Mapping

Approve Park Mapping with the following conditions

- 1) Eliminate parcels owned by the Greenpoint Monitor Museum
- 2) Initiate acquisition and improvements starting in FY 06



Attached Map - Employment Preservation Blocks

OFFICE OF THE
COMMISSIONER
JAN 27 2005



CITY OF NEW YORK

January 27, 2005

Ms. Amanda M. Burden
Chair
City Planning Commission
22 Reade Street
New York, New York 1007

Dear Commissioner Burden:

We commend you and you fellow members of the Commission for seriously entertaining all those who testified at Wednesday's hearing on the Greenpoint and Williamsburg rezoning proposal. The letter is meant to serve as a follow-up to a matter raised by Commissioner Battaglia.

Commissioner Battaglia noted that the recommendation shared by the Borough President and by Community Board One (CBI) calling for anti-displacement regulations would be out-of-scope. As Borough President Markowitz noted, it is essential that if the rezoning be approved, that it be done right or not at all. Though, Borough President Markowitz committed to exploring this further with CBI and this letter serves as our joint position.

We understand that technically the City Council would not have the opportunity to approve anti-displacement text at this time. However, we understand that as part of the Hudson Yards approval, the Administration committed to several follow up corrective actions. One of those actions would be to make the anti-displacement zoning text of the Clinton Special District applicable to the Special Hudson Yards District. We would expect no less of a commitment for Greenpoint and Williamsburg. Therefore, we ask that the Department of City Planning to commence work on such a text amendment for these neighborhoods.

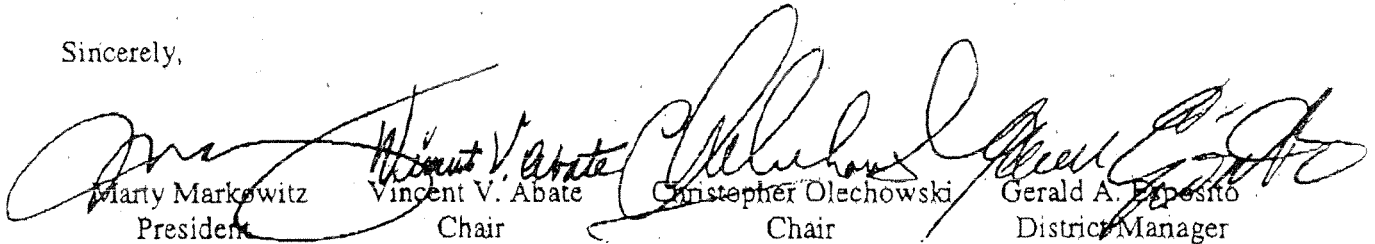
We would urge the City Council to accept such a commitment to proceed with this and other follow up actions for certain items out of scope. If the actions before the Commission towards achieving a guaranteed percentage of affordable housing, open space, job preservation and enhancement and heights are reconciled at the Council, then commitments to address what is out-of-scope would suffice.

In addition to committing to crafting anti-harassment text for Greenpoint and Williamsburg based on the recommendations of CBI, other examples of follow up corrective ULURP actions should include but not be limited to: enhancing the waterfront access plan per CBI recommendations; disposition of city-owned sites for affordable housing; contextual zoning of blocks adjacent to the rezoning; mapping of commercial overlays per CBI recommendations; mapping of parkland (i.e. MTA bus depot); rezoning M1-1 districts to M1-2; etc.

We would hope that with your leadership, the Department of City Planning would be amenable to going on the record with such commitments when the Commission makes its recommendations known to the City Council in mid-March.

As always, thank you and your staff for the dedication in bringing forth land use actions that with modifications, will allow all concerned to benefit by subsequent development of the treasured waterfront and vibrant waterfront neighborhoods.

Sincerely,


Marty Markewitz Vincent V. Abate Christopher Olechowski Gerald A. Eposito
President Chair Chair District Manager

Borough of Brooklyn Community Board One CB1 Rezoning Task Force Community Board One

cc.: Honorable David Yassky
City Planning Commissioners
Regina Myer, Director-Brooklyn Office
Department of City Planning

MM/rb

THE COUNCIL OF THE CITY OF NEW YORK

DISTRICT OFFICE
444 SOUTH 5TH STREET
BROOKLYN, NY 11211
718.963-3141 (PHONE)
718-964-4527 (FAX)

CITY HALL OFFICE
250 BROADWAY, ROOM 1740
NEW YORK, NY 10007
212.788.7095 (PHONE)



DIANA REYNA
COUNCILMEMBER, 34TH DISTRICT

CHAIR-SUB COMMITTEE
PUBLIC HOUSING

COMMITTEES:

ECONOMIC DEVELOPMENT
HOUSING
RULES, PRIVILEGES, & ELECTIONS
STANDARDS & ETHICS
TRANSPORTATION
WOMEN'S ISSUES

My name is Laura Imperiale, I am here representing Council Member Reyna and presenting testimony on her behalf. First I would like to thank Commissioner Amanda Burden and the Department of City Planning for the opportunity to testify on behalf of the Greenpoint / Williamsburg community.

CM Reyna would like to express her gratitude for the hard work on behalf of the many community groups, residents, and the Dept. of City Planning in their efforts to find a fair and equitable balance for the proposed rezoning project. Everyone can acknowledge that crafting a plan like this one requires immense effort, particularly in a diverse community such as ours. Balancing all of the interests in our community is, as you all may know, a difficult and time-consuming process.

It is unarguable that revitalizing Greenpoint / Williamsburg is a great opportunity for our local residential and business community. It would improve the quality of life and offer immeasurable gains that would benefit generations to come. However, what counts as "affordable" has not been adequately addressed by the Department of City Planning Re-Zoning Plan. The issue still remains the same: how do we foster economic growth without displacing low-income, moderate-income

families, and small business markets? I know that the current proposal calls for affordable housing measures. But, what exactly entails "affordable housing"? Does it mean that only those that earn above \$75,000 a year can "afford" to live in Greenpoint / Williamsburg? \$75,000 year is not affordable for the thousands of low and middle-income individuals that live in this community. Council Member Reyna's approach to this issue is to require that at least 40% of the housing units created by the Rezoning Plan be guaranteed to be affordable, attainable, and inclusive for current low and moderate-income residents.

We appreciate the Department's effort to address the issues raised by the community. However, the only way we are going to close this housing gap is by ensuring that new units created are *mandated* to be affordable. Furthermore, we believe there will need to be a 50% housing availability requirement for residents in CB#1.

Everyone knows that job creation is a key ingredient in economic revitalization. Having decent jobs and a strong economic base is the impetus communities need to foster great change. But, there is a problem when jobs are not created for the benefit of the local community. We must assist industries in maintaining existing jobs while new industries are being introduced. This will only create a better Greenpoint / Williamsburg.

It is also pertinent to point out the need to preserve, enhance, and increase the quality of our public open spaces, natural habitats, and parkland. We call on the City to ensure that the entire waterfront esplanade guarantees full, open, and convenient public access that will not be inhibited by developers and private

landowners. The ability to enjoy a serene sunset and the shade of foliage is a pure public good, and as such, it should be a guaranteed public service.

Council Member Reyna will continue to work with her fellow elected officials, the Department of City Planning, local community groups, and other relevant stakeholders to package and proactively promote combinations of financing mechanisms to ensure that affordable housing and sound job creation objectives are met. We look forward to continuing the dialogue.

We all have a responsibility to do the work that will lead to greater participation and more affordable housing for Greenpoint and Williamsburg. After all, having a place to live and a job to provide for your family shouldn't be a luxury—it should be a right. Let's make the American Dream a reality for thousands in the community.

Thank you once again for this open forum. I appreciate the opportunity to speak on this issue.

DAVID YASSKY
COUNCIL MEMBER, 10th DISTRICT
BROOKLYN

DISTRICT OFFICE
134 COURT STREET, 11th FLOOR
BROOKLYN, NY 11201
TEL 718-520-
FAX 718 443-6420

CITY HALL OFFICE
200 BROADWAY, 11th FLOOR
NEW YORK, NY 10007
TEL 212 741-7344
FAX 212 741-6711



THE COUNCIL
OF
THE CITY OF NEW YORK

CHAIR
SELECT COMMITTEE
WATER FRONTS

COMMITTEES

CONTRACTS

EDUCATION

MENTAL HEALTH

PUBLIC SAFETY

SANITATION & SOLID WASTE MANAGEMENT

SELECT COMMITTEE

LOWER MANHATTAN REDEVELOPMENT

February 16, 2005

Amanda Burden, Chair
Department of City Planning
22 Reade St.
New York, NY 10007-1216

Dear Chair Burden,

As you may know, New York City's sewage system captures both sanitary sewage and stormwater runoff. The sewage system delivers this combined sewage to one of the City's fourteen sewage treatment plants. In about half of all rainstorms, however, untreated combined sewage is discharged directly into New York City waterways. These incidents, called Combined Sewer Overflows (CSOs), send bacteria, toxins, excess nutrients and trash into City waterways, impairing the human health and ecological function of the waters. I believe that this rezoning action should be viewed as an opportunity to reduce the total volume of CSOs by incorporating "green development" technologies to reduce stormwater runoff entering the City's sewer system.

According to the draft environmental impact statement (DEIS) of the Greenpoint-Williamsburg rezoning proposal, the full build-out of the rezoning proposal will increase the amount of sanitary sewage flows to 3.1 million gallons per day from a baseline of 0.95 million gallons per day, an increase of 2.22 million gallons. Currently, Newtown Creek receives an estimated 2.7 billion gallons of CSOs per year and the East River receives an even higher volume of CSOs. The DEIS, moreover, failed to demonstrate how the additional sanitary sewage flows anticipated from the rezoning proposal will not increase the volume of CSOs entering these already-impaired waterways.

I am very concerned that the increase in sanitary sewage flows anticipated in the rezoning proposal will increase the volume of CSOs occurring in both Newtown Creek and the East River, a potential hazard to the health of New Yorkers.

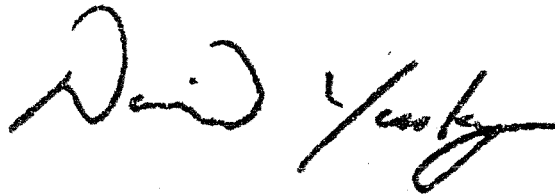
I am requesting that the Department of City Planning conduct a study to analyze the impact of CSOs on water quality under the proposed rezoning. As you know, such a study was conducted for the Hudson Yards Plan and included in the final environmental impact assessment. In its analysis of the Greenpoint-Williamsburg proposal, however, the City should also consider the effect that other rezoning actions and major building developments

will have on the sewage collection system and, in turn, water quality. For instance, the recent rezoning of downtown Brooklyn and the planned development of the World Trade Center site in lower Manhattan will both increase demand on the sewage collection system.

Additionally, I am requesting that, upon the completion of the aforementioned study, the Department of City Planning create a plan to address any increases in the volume of CSOs. This plan should detail how the City will reduce the volume of CSO events citywide.

As with the overall rezoning proposal, I very much look forward to working with you and your staff on this concern and its solutions. Given the time constraints of the rezoning process, I hope that we can meet to discuss this concern soon. Please contact Matt Gorton at 718-875-5200 to schedule a meeting at your earliest convenience. If you have any questions please contact Neal Kronley at 212-788-9475 or Neal.Kronley@council.nyc.nyc.us.

Sincerely,



Council Member David Yassky

cc:

Hon. Gifford Miller, New York City Council
 Dan Doctoroff, Deputy Mayor for Economic Development and Rebuilding
 Emily Lloyd, Commissioner, Department of Environmental Protection
 Regina Myer, Brooklyn Director, Department of City Planning
 Joe Chan, Office of the Deputy Mayor for Economic Development and Rebuilding
 Alex Mathiesen, Riverkeeper
 Reed Super, Columbia Law School
 Steven Lenard, Department of City Planning

Community/Borough Board
Recommendation

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
FAX # (212) 720-3356

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
2. Send a copy of the completed form with any attachments to the applicant's representative as indicated on the Notice of Certification, one copy to the Borough President, and one copy to the Borough Board, when applicable.

APPLICATION # C 040415 MMK

DOCKET DESCRIPTION

IN THE MATTER OF an application, submitted by the New York City Department of City Planning and the Department of Parks and Recreation pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 *et. seq.* of the New York City Administrative Code, for an amendment to the City Map involving:

- the elimination, discontinuance and closing of a portion of North 12th Street between Kent Avenue and the United States Pierhead Line;
- the establishment of Inlet Park;
- the delineation of sewer corridors;
- the adjustment of grades necessitated thereby; and
- any acquisition or disposition of real property related thereto,

Community District 1, Borough of Brooklyn, in accordance with Map Nos. Y-2673 and V-2674 dated September 28, 2004 and signed by the Borough President.

COMMUNITY BOARD NO. 1
BOROUGH Brooklyn

BOROUGH BOARD _____

DATE OF PUBLIC HEARING 11-16-04
WAS QUORUM PRESENT? XXX YES _____ NO

LOCATION Van Arsdale HS
257 North 6th Street

(A public hearing shall require a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.)

VOTE ADOPTING RECOMMENDATION TAKEN
DATE 12-6-04

LOCATION 211 Ainslie Street
Brooklyn, NY 11211

RECOMMENDATION

 APPROVE XXX APPROVE WITH MODIFICATIONS/CONDITIONS
 DISAPPROVE DISAPPROVE WITH MODIFICATIONS/CONDITIONS

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary)

See Attached Report

CITY PLANNING COMMISSION
2004 DEC 13 PM 3:10
DEPT. OF CITY PLANNING

VOTING :

IN FAVOR 37 AGAINST 0 ABSTAINING 0 1 Present
TOTAL MEMBERS APPOINTED TO BOARD 46

Vincent V. Albate
COMMUNITY/BOROUGH BOARD OFFICER

12-7-04
DATE

Chairman
TITLE

Memo

To: Chairman Vincent Abate, Members of Community Board 1
 From: Ward Dennis, ULURP Committee
 CC:
 Date: 29 November 2004
 Re: Park resolution

In the Matter of:

In the matter of applications #C040415 MMK; #C040416 MMK; #C040417 MMK; and #C040418 MMK, the Land Use Committee of Community Board #1, Brooklyn.

Significant Factors:

The following factors are noted as significant to this application:

- o Greenpoint and Williamsburg neighborhoods are suffering an acute shortage of parks, open space and waterfront access;
- o The applications under consideration include changes to the City Map to demap portions of North 9th, North 10th, North 11th, and North 12th Streets, and a portion of Quay Street west of Kent Avenue and to map the resultant 45.5-acre parcel between North 9th Street to the south and the northern edge of Bushwick Inlet to the north as park;
- o The proposed park would include approximately 17.7 acres of land under water, for a net area of 27.8 acres;
- o The proposed park is a component of 197a plans previously adopted by the Community Board and the Department of City Planning for the Greenpoint Williamsburg and Greenpoint neighborhoods;
- o The proposed park does not address the acute shortage of park land in North Greenpoint;
- o The proposed applications do not in any way guarantee the acquisition of the park by the City;
- o If the City does not acquire and develop these sites as parkland immediately following the proposed street demapping, these sites will remain vulnerable to private assemblage, environmentally noxious uses and inappropriate development;
- o The Rezoning Task Force of Community Board #1 has recommended that the property donated by Motiva on the north side of Bushwick Inlet be used for the creation of a USS Monitor Museum.

Committee Recommendation:

The ULURP committee recommends that Community Board #1, Brooklyn, endorse the recommendations of the Rezoning Task Force and supports the above-referenced applications to create a new park within our community, with the following conditions:

1. That the City map additional parkland in Northern Greenpoint as called for by the Rezoning Task Force of Community Board #1. Specifically, we request that the City:
 - Meet North Greenpoint's active parkland needs by expanding Barge Park as follows:
 - Map Block 2472 Lot 32 as parkland;
 - Swap Block 2494 Lot 6 to developer of Parcel 3 as part of expansion of Barge Park onto Lot 100 Block 2472;

- Agency release of MTA Block 2494 Lot 425 for use to achieve community parks & open space goals either through a park mapping, or by being "swapped" with the owner of the adjacent lot 100 for 3/4 of lot 100 to expand the existing Barge Park.
 - Create new park on parcel 62. Map Block 2570 Lot 1 as parkland. (former Continental Iron Works)
 - Create new park on Parcel 67. Map Block 2590 Lot 1 as parkland.
 - Create new park on Parcel 68. Map Block 2590 Lots 210, 222 & 215 as parkland.
2. That the City guarantee acquisition and development of all (4) segments of the "Olympic Park" and identify a budget line for this acquisition.
 3. That prior to a parks mapping, the City present documentation that the property donated by Motiva to the Monitor Museum will be used in the creation of the *USS Monitor Museum*

Recommendation adopted by a vote (6 in favor and 2 opposed) of the ULURP Committee of Community Board #1, Brooklyn, 22 November 2004.

**Community/Borough Board
Recommendation**

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
FAX # (212) 720-3356

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.

2. Send a copy of the completed form with any attachments to the applicant's representative as indicated on the Notice of Certification, one copy to the Borough President, and one copy to the Borough Board, when applicable.

APPLICATION # C 040416 MMK

DOCKET DESCRIPTION

IN THE MATTER OF an application, submitted by the New York City Department of City Planning and the Department of Parks and Recreation pursuant to Sections 197-c and 199 of the New York City Charter, for an amendment to the City Map involving:

- the elimination of a portion of Quay Street between West Street and the United States Bulkhead Line;
- the establishment of Inlet Park;
- the delineation of a sewer corridor;
- the adjustment of grades necessitated thereby; and
- any acquisition or disposition of real property related thereto,

Community District 1, Borough of Brooklyn, in accordance with Map No. Y-2675 dated September 28, 2004 and signed by the Borough President.

COMMUNITY BOARD NO. 1
BOROUGH Brooklyn

BOROUGH BOARD _____

DATE OF PUBLIC HEARING 11-16-04

LOCATION Van Arsdale HS
257 North 6th Street

WAS QUORUM PRESENT? XXX YES NO

(A public hearing shall require a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.)

VOTE ADOPTING RECOMMENDATION TAKEN

DATE 12-6-04

LOCATION 211 Ainslie Street
Brooklyn, NY 11211

RECOMMENDATION

APPROVE XXX APPROVE WITH MODIFICATIONS/CONDITIONS
DISAPPROVE DISAPPROVE WITH MODIFICATIONS/CONDITIONS

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary)

See Attached Report.

CITY PLANNING COMMISSION
DEC 13 PM 3:10
DEPT OF CITY PLANNING

VOTING :

IN FAVOR 37 AGAINST 0
TOTAL MEMBERS APPOINTED TO BOARD 46

ABSTAINING 0 1 Present

12-7-04

DATE

Vincent V. Abate
COMMUNITY/BOROUGH BOARD OFFICER

Chairman

TITLE

Memo

To: Chairman Vincent Abate, Members of Community Board 1
 From: Ward Dennis, ULURP Committee
 CC:
 Date: 29 November 2004
 Re: Park resolution

In the Matter of:

In the matter of applications #C040415 MMK; #C040416 MMK; #C040417 MMK; and #C040418 MMK, the Land Use Committee of Community Board #1, Brooklyn.

Significant Factors:

The following factors are noted as significant to this application:

- o Greenpoint and Williamsburg neighborhoods are suffering an acute shortage of parks, open space and waterfront access;
- o The applications under consideration include changes to the City Map to demap portions of North 9th, North 10th, North 11th, and North 12th Streets, and a portion of Quay Street west of Kent Avenue and to map the resultant 45.5-acre parcel between North 9th Street to the south and the northern edge of Bushwick Inlet to the north as park;
- o The proposed park would include approximately 17.7 acres of land under water, for a net area of 27.8 acres;
- o The proposed park is a component of 197a plans previously adopted by the Community Board and the Department of City Planning for the Greenpoint Williamsburg and Greenpoint neighborhoods;
- o The proposed park does not address the acute shortage of park land in North Greenpoint;
- o The proposed applications do not in any way guarantee the acquisition of the park by the City;
- o If the City does not acquire and develop these sites as parkland immediately following the proposed street demapping, these sites will remain vulnerable to private assemblage, environmentally noxious uses and inappropriate development;
- o The Rezoning Task Force of Community Board #1 has recommended that the property donated by Motiva on the north side of Bushwick Inlet be used for the creation of a USS Monitor Museum.

Committee Recommendation:

The ULURP committee recommends that Community Board #1, Brooklyn, endorse the recommendations of the Rezoning Task Force and supports the above-referenced applications to create a new park within our community, with the following conditions:

1. That the City map additional parkland in Northern Greenpoint as called for by the Rezoning Task Force of Community Board #1. Specifically, we request that the City:
 - Meet North Greenpoint's active parkland needs by expanding Barge Park as follows:
 - Map Block 2472 Lot 32 as parkland;
 - Swap Block 2494 Lot 6 to developer of Parcel 3 as part of expansion of Barge Park onto Lot 100 Block 2472;

- Agency release of MTA Block 2494 Lot 425 for use to achieve community parks & open space goals either through a park mapping, or by being "swapped" with the owner of the adjacent lot 100 for 3/4 of lot 100 to expand the existing Barge Park.
 - Create new park on parcel 62. Map Block 2570 Lot 1 as parkland. (former Continental Iron Works)
 - Create new park on Parcel 67. Map Block 2590 Lot 1 as parkland.
 - Create new park on Parcel 68. Map Block 2590 Lots 210, 222 & 215 as parkland.
2. That the City guarantee acquisition and development of all (4) segments of the "Olympic Park" and identify a budget line for this acquisition.
 3. That prior to a parks mapping, the City present documentation that the property donated by Motiva to the Monitor Museum will be used in the creation of the *USS Monitor Museum*

Recommendation adopted by a vote (6 in favor and 2 opposed) of the ULURP Committee of Community Board #1, Brooklyn, 22 November 2004.

Community/Borough Board
Recommendation

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
FAX # (212) 720-3356

INSTRUCTIONS

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2. Send a copy of the completed form with any attachments to the applicant's representative as indicated on the Notice of Certification, one copy to the Borough President, and one copy to the Borough Board, when applicable.

APPLICATION # C 040417 MMK

DOCKET DESCRIPTION

IN THE MATTER OF an application, submitted by the New York City Department of City Planning and the Department of Parks and Recreation pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 et. seq. of the New York City Administrative Code, for an amendment to the City Map involving:

- the elimination, discontinuance and closing of a portion of North 11th Street between Kent Avenue and the United States Pierhead Line;
- the establishment of Inlet Park;
- the delineation of a sewer corridor;
- the adjustment of grades necessitated thereby; and
- any acquisition or disposition of real property related thereto,

Community District 1, Borough of Brooklyn, in accordance with Map Nos. Y-2676 and V-2677 dated September 28, 2004 and signed by the Borough President.

COMMUNITY BOARD NO. 1

BOROUGH Brooklyn

BOROUGH BOARD _____

DATE OF PUBLIC HEARING 11-16-04

WAS QUORUM PRESENT? XXX YES _____ NO

LOCATION Van Arsdale HS
257 North 6th St.

(A public hearing shall require a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.)

DATE ADOPTING RECOMMENDATION TAKEN

DATE 12-6-04

LOCATION 211 Ainslie St., Bklyn NY

11211

RECOMMENDATION

 APPROVE XXX APPROVE WITH MODIFICATIONS/CONDITIONS
 DISAPPROVE DISAPPROVE WITH MODIFICATIONS/CONDITIONS

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary)

See attached report.

CITY PLANNING COMMISSION
2004 DEC 13 PM 3:11
DEPT. OF CITY PLANNING

VOTING :

IN FAVOR 37 AGAINST 0 ABSTAINING 0 1 Present

TOTAL MEMBERS APPOINTED TO BOARD 46

Vincent P. Abate
COMMUNITY/BOROUGH BOARD OFFICER

DATE 12/7/04

Chairman
TITLE

Memo

To: Chairman Vincent Abate, Members of Community Board 1
 From: Ward Dennis, ULURP Committee
 CC:
 Date: 29 November 2004
 Re: Park resolution

In the Matter of:

In the matter of applications #C040415 MMK; #C040416 MMK; #C040417 MMK; and #C040418 MMK, the Land Use Committee of Community Board #1, Brooklyn.

Significant Factors:

The following factors are noted as significant to this application:

- o Greenpoint and Williamsburg neighborhoods are suffering an acute shortage of parks, open space and waterfront access;
- o The applications under consideration include changes to the City Map to demap portions of North 9th, North 10th, North 11th, and North 12th Streets, and a portion of Quay Street west of Kent Avenue and to map the resultant 45.5-acre parcel between North 9th Street to the south and the northern edge of Bushwick Inlet to the north as park;
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- o If the City does not acquire and develop these sites as parkland immediately following the proposed street demapping, these sites will remain vulnerable to private assemblage, environmentally noxious uses and inappropriate development;
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Committee Recommendation:

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 - Create new park on Parcel 67. Map Block 2590 Lot 1 as parkland.
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2. That the City guarantee acquisition and development of all (4) segments of the "Olympic Park" and identify a budget line for this acquisition.
 3. That prior to a parks mapping, the City present documentation that the property donated by Motiva to the Monitor Museum will be used in the creation of the *USS Monitor Museum*

Recommendation adopted by a vote (6 in favor and 2 opposed) of the ULURP Committee of Community Board #1, Brooklyn, 22 November 2004.

Community/Borough Board
Recommendation

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
FAX # (212) 720-3356

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
2. Send a copy of the completed form with any attachments to the applicant's representative as indicated on the Notice of Certification, one copy to the Borough President, and one copy to the Borough Board, when applicable.

APPLICATION # C 040418 MMK

DOCKET DESCRIPTION

IN THE MATTER OF an application, submitted by the New York City Department of City Planning and the Department of Parks and Recreation pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 *et. seq.* of the New York City Administrative Code, for an amendment to the City Map involving:

- the elimination, discontinuance and closing of portions of North 9th Street and North 10th Street between Kent Avenue and the United States Pierhead Line;
- the establishment of Inlet Park;
- the adjustment of grades necessitated thereby; and
- any acquisition or disposition of real property related thereto,

Community District 1, Borough of Brooklyn, in accordance with Map Nos. W-2690 and V-2691 dated September 28, 2004 and signed by the Borough President.

COMMUNITY BOARD NO. 1
BOROUGH Brooklyn

BOROUGH BOARD _____

DATE OF PUBLIC HEARING 11-16-04
WAS QUORUM PRESENT? XXX YES NO

LOCATION Van Arsdale HS
257 North 6th St.
(A public hearing shall require a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.)

VOTE ADOPTING RECOMMENDATION TAKEN
DATE 12-9-04

LOCATION 211 Ainslie Street
Brooklyn, NY 11211

RECOMMENDATION

 APPROVE XXX APPROVE WITH MODIFICATIONS/CONDITIONS
 DISAPPROVE DISAPPROVE WITH MODIFICATIONS/CONDITIONS

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary)

See attached report.

VOTING :
IN FAVOR 37 AGAINST 0
TOTAL MEMBERS APPOINTED TO BOARD 46

ABSTAINING 0 1 Present

DATE 12-7-04

Vincent P. Abate
COMMUNITY/BOROUGH BOARD OFFICER
Chairman
TITLE _____

Memo

To: Chairman Vincent Abate, Members of Community Board 1
 From: Ward Dennis, ULURP Committee
 CC:
 Date: 29 November 2004
 Re: Park resolution

In the Matter of:

In the matter of applications #C040415 MMK; #C040416 MMK; #C040417 MMK; and #C040418 MMK, the Land Use Committee of Community Board #1, Brooklyn.

Significant Factors:

The following factors are noted as significant to this application:

- o Greenpoint and Williamsburg neighborhoods are suffering an acute shortage of parks, open space and waterfront access;
- o The applications under consideration include changes to the City Map to demap portions of North 9th, North 10th, North 11th, and North 12th Streets, and a portion of Quay Street west of Kent Avenue and to map the resultant 45.5-acre parcel between North 9th Street to the south and the northern edge of Bushwick Inlet to the north as park;
- o The proposed park would include approximately 17.7 acres of land under water, for a net area of 27.8 acres;
- o The proposed park is a component of 197a plans previously adopted by the Community Board and the Department of City Planning for the Greenpoint Williamsburg and Greenpoint neighborhoods;
- o The proposed park does not address the acute shortage of park land in North Greenpoint;
- o The proposed applications do not in any way guarantee the acquisition of the park by the City;
- o If the City does not acquire and develop these sites as parkland immediately following the proposed street demapping, these sites will remain vulnerable to private assemblage, environmentally noxious uses and inappropriate development;
- o The Rezoning Task Force of Community Board #1 has recommended that the property donated by Motiva on the north side of Bushwick Inlet be used for the creation of a USS Monitor Museum.

Committee Recommendation:

The ULURP committee recommends that Community Board #1, Brooklyn, endorse the recommendations of the Rezoning Task Force and supports the above-referenced applications to create a new park within our community, with the following conditions:

1. That the City map additional parkland in Northern Greenpoint as called for by the Rezoning Task Force of Community Board #1. Specifically, we request that the City:
 - Meet North Greenpoint's active parkland needs by expanding Barge Park as follows:
 - Map Block 2472 Lot 32 as parkland;
 - Swap Block 2494 Lot 6 to developer of Parcel 3 as part of expansion of Barge Park onto Lot 100 Block 2472;

- Agency release of MTA Block 2494 Lot 425 for use to achieve community parks & open space goals either through a park mapping, or by being "swapped" with the owner of the adjacent lot 100 for 3/4 of lot 100 to expand the existing Barge Park.
 - Create new park on parcel 62. Map Block 2570 Lot 1 as parkland. (former Continental Iron Works)
 - Create new park on Parcel 67. Map Block 2590 Lot 1 as parkland.
 - Create new park on Parcel 68. Map Block 2590 Lots 210, 222 & 215 as parkland.
2. That the City guarantee acquisition and development of all (4) segments of the "Olympic Park" and identify a budget line for this acquisition.
 3. That prior to a parks mapping, the City present documentation that the property donated by Motiva to the Monitor Museum will be used in the creation of the *USS Monitor Museum*

Recommendation adopted by a vote (6 in favor and 2 opposed) of the ULURP Committee of Community Board #1, Brooklyn, 22 November 2004.

Community/Borough Board
Recommendation

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
FAX # (212) 720-3356

INSTRUCTIONS

Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.

2. Send a copy of the completed form with any attachments to the applicant's representative as indicated on the Notice of Certification, one copy to the Borough President, and one copy to the Borough Board, when applicable.

APPLICATION # C 050111 ZMK

DOCKET DESCRIPTION

SEE ATTACHED

Related documents/applications:
#N 050110 ZRK; #C 040495 18 MMK

CITY PLANNING COMMISSION
2004 DEC 13 PM 3:10
DEPT. OF CITY PLANNING

COMMUNITY BOARD NO. 1

BOROUGH Brooklyn

BOROUGH BOARD _____

DATE OF PUBLIC HEARING Nov. 16, 2004

Harry Van Arsdale HS
LOCATION 257 North 6th St.

WAS QUORUM PRESENT? XXX YES _____ NO

(A public hearing shall require a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.)

ADOPTING RECOMMENDATION TAKEN

DATE Dec. 6, 2004

211 Ainslie Street
LOCATION Brooklyn, NY 11211

RECOMMENDATION

____ APPROVE _____ APPROVE WITH MODIFICATIONS/CONDITIONS
____ DISAPPROVE XXX DISAPPROVE WITH MODIFICATIONS/CONDITIONS

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary)

See attached report.

VOTING

IN FAVOR 37 AGAINST 0 ABSTAINING 0 1 Present

TOTAL MEMBERS APPOINTED TO BOARD 46

Vincent P. White
UNITY/BOROUGH BOARD OFFICER

Chairman

12-7-04

DATE

TITLE

Memo

To: Chairman Vincent Abate, Members of Community Board 1
From: ULURP Committee
CC:
Date: 30 November 2004
Re: Department of City Planning Applications # C050111 ZMK (and related #N050111 ZRK)
Amendment of the Zoning Map, Section Nos. 8d, 9b, 12c, 12d, 13a and 13b
and Zoning Text amendments

In the Matter of:

Zoning map changes and zoning text amendments to rezone 184 blocks of the Greenpoint and Williamsburg waterfront.

Significant Factors:

The following factors are noted as significant to this application:

- The existing zoning in the waterfront areas of Greenpoint and Williamsburg is outdated and does not allow for the best use of these areas.
- The Community Board and the Department of City Planning have previously adopted 197a plans for the rezoning of Greenpoint and Williamsburg.
- The creation of the 197a plans represented over a decade of planning, work and discussion by members of the Greenpoint and Williamsburg community.
- A vibrant community of manufacturers, artists and artisans continues to provide a substantial and important source of local jobs for the neighborhood.
- The Greenpoint and Williamsburg neighborhoods are suffering an acute shortage of affordable housing for residents of all income levels and demographics.
- The Greenpoint and Williamsburg neighborhoods are suffering an acute shortage of parks, open space and waterfront access.
- The existing residential character of much of Greenpoint and Williamsburg can best be defined as low-scale, low-density development; and
- The Rezoning Task Force appointed by the Community Board has studied in depth the current proposal for zoning text and map modifications presented by the Department of City Planning and has found that it does not adequately address the vital issues of economic development, affordable housing, parks and open space, and building height and bulk.
- The Rezoning Task Force appointed by the Community Board has presented a comprehensive proposal for rezoning Greenpoint and Williamsburg which addresses the community's needs in these areas and which conforms to the 197a plans previously adopted by the Community Board and the Department of City Planning.

Committee Discussion:

The Committee heard a presentation of the summary findings of the Rezoning Task Force, and was supportive of the Task Force's findings. The Committee agreed with the task force that these areas of our community are in need of rezoning, but that the Department of City Planning's current rezoning proposal does not meet the Community's needs.

The Committee commends the Rezoning Task Force for their tireless and thorough work in communicating the community's needs to the Department of City Planning.

The Committee also commends the Department of City Planning and Department of Housing Preservation and Development for their work and their continued willingness to meet with and listen to the needs of the Greenpoint and Williamsburg community.

Committee Recommendation:

The ULURP committee recommends that:

Community Board #1, Brooklyn, wholeheartedly endorse the need for rezoning in Greenpoint and Williamsburg, and endorse the rezoning proposal put forth by the Rezoning Task Force of Community Board #1;

Community Board #1, Brooklyn opposed the Department City Planning actions C05011ZMK (zoning text changes) and N05011ZRK (zoning map changes) in their current form;

Community Board #1, Brooklyn request that the Department of City Planning continue to work in good faith with the Rezoning Task Force to make such changes as are necessary to bring the City's rezoning proposal more in line with the 197a plans previously adopted by the Department of City Planning for these areas.

These recommendations were adopted unanimously (8-0) by the ULURP Committee of Community Board #1, Brooklyn, 22 November 2004.

Greenpoint-Williamsburg Rezoning:

ULURP Applications:

050111ZMK, N050110ZRK, 040415MMK, 040416MMK, 040417MMK, 040418MMK

Brooklyn Community Board 1 Position and Recommendations

Table of Contents

Introduction

Position Statement and Executive Summary of Recommendations

I. Applications: 050111ZMK, N050110ZRK

II. Applications: 040415MMK, 040416MMK, 040417MMK, 040418MMK

III. Additional Primary Issues

Full Recommendations

- Affordable Housing
- Economic Development
- Height and Bulk
- Parks and Open Space

Proposed Rezoning Map

Attached Reference Documents

Sample Affordable Housing Scenario

North Brooklyn Waterfront Access Plan Bond Fund

GWAPP Open Space Plan

Introduction Page 1 of 3

Brooklyn Community Board 1 – Greenpoint-Williamsburg Rezoning Position and Recommendations
Applications: 050111ZMK, N050110ZRK, 040415MMK, 040416MMK, 040417MMK, 040418MMK

I. Introduction

The Rezoning Task Force (RTF) of Community Board 1 was created by Chairman Vincent Abate in the summer of 2002 to analyze and respond to the Department of City Planning's rezoning proposal for approximately 1.5 miles of East River waterfront and adjacent upland areas in Greenpoint/Williamsburg. The RTF is made up of 16 voting members, of which four members also serve as chairs of the following sub-committees: Affordable Housing; Parks and Open Space; Height & Bulk; and Economic Development.

The RTF has worked tirelessly for over two years to respond to the City's rezoning plan for Greenpoint/Williamsburg. The RTF met with DCP on numerous occasions both in public forums as well as in smaller sub-committee meetings to communicate its concerns and put forward suggestions for improving the plan. Many excellent community leaders, urban planners, architects, and business leaders have joined the RTF in analyzing and debating the pros and cons of DCP's rezoning proposal and developing alternative recommendations, adhering above all to the guidelines set forth in the Greenpoint 197-a Plan and the Williamsburg Waterfront 197-a Plan. These plans, developed through an inclusive community planning process spanning almost 15 years, represent a broad consensus among all stakeholders in the district on how to balance diverse and sometimes competing needs and interests. They offered a chance for the existing community to, as one social scientist put it, "...[find] efficient trade-offs between economic growth and environmental quality [where] attention is on the total relationship between the human population of the urban region...and the sustainability of the resource base."¹

The major objectives of the 197-a plans, as summarized, are to:

- Create new opportunities for residential and commercial development while preserving the community's low-density, mixed-income, and mixed-use character;
- Support and strengthen existing diversity and historic mixed-use character by reusing vacant buildings with a mixture of residential, commercial, workshops, high performance businesses, studios and parks and open spaces;
- Significantly improve public waterfront access and increase the amount of public open space, both along the waterfront and in upland areas;
- Promote a clean and safe living and working environment; and
- Promote local economic development.

While DCP's rezoning proposal responds in some measure to the goals of the Greenpoint and Williamsburg 197-a plans, it falls far short of the community's expectations and fails to achieve the desired balance.

DCP has made some amendments to its rezoning plan over the past year in response to issues raised by the Task Force. However we believe that the current proposal still does not adequately conform to, or reflect, the recommendations outlined in the approved and adopted 197-a plans.

The question that the city fails to address is how to protect the existing community, comprised predominantly of working class families from diverse ethnic backgrounds and small businesses catering to local markets, from development that encourages displacement and threatens to reduce rather than improve the quality of people's lives through rising rents, shortages of parks and open

¹ Roseland, Mark, "Toward Sustainable Communities," New Society publishers, 1998, p. 15.

space, buildings that obliterate the existing neighborhood character, the displacement of small businesses, and traffic congestion coupled with inadequate public transportation.

It is a concern that not only focuses on this rezoning proposal but exposes the overarching problem that is slowly creeping into many communities throughout New York City, namely, that communities are being disproportionately reorganized rather than equitably revitalized.

It is no secret that a major driving force behind this ambitious rezoning plan is that our waterfront may very well serve as one of the main attractions for the 2012 Summer Olympics. The proposed Aquatic Swimming Complex would, no doubt, become a centerpiece for the Greenpoint/Williamsburg community. And we can all certainly agree that an Olympics in New York City would be an inspiring and unifying event for all New Yorkers. Rather than encouraging displacement and creating divisions between communities, the rezoning of Greenpoint and Williamsburg provides an opportunity to create the kind of diverse community based on mutual respect that is exemplified by the Olympic Games.

The following Position Statement clearly outlines our objections and disappointments with the City's proposal and our Recommendations present alternatives that we believe will benefit both existing and future community residents.

Christopher Olechowski, Chair
Community Board #1, Rezoning Task Force

POSITION STATEMENT and EXECUTIVE SUMMARY OF RECOMMENDATIONS

Brooklyn Community Board 1 ULURP Position and Recommendations

Greenpoint-Williamsburg Rezoning, Applications:

050111ZMK, N050110ZRK, 040415MMK, 040416MMK, 040417MMK, 040418MMK

I. Applications: 050111ZMK, N050110ZRK:

These applications include zoning map changes to replace existing M, C, and R6 districts as well as the Special Northside Mixed Use District and Special Franklin Street Mixed Use District with (on the waterfront) R6 and R8 districts with commercial overlays in selected areas and (on upland sites) MX, R6, R6A, and R6B, with commercial overlays in selected areas. Zoning text amendments are proposed in the form of a Waterfront Access plan (WAP) for the Greenpoint-Williamsburg waterfront

Vote: "No with text and map modifications" Although we believe that a rezoning of Greenpoint and Williamsburg could present a great opportunity for our local residential and business communities as well as the City as a whole, we believe that this rezoning proposal does not comply with the very basic goals of the 197-a plans which, as summarized, are to:

- Create new opportunities for residential and commercial development while preserving the community's low-density, mixed-income, and mixed-use character;
- Support and strengthen existing diversity and historic mixed-use character by reusing vacant buildings for a mixture of residential commercial and industrial uses, including workshops, high performance businesses, and studios;
- Significantly improve public waterfront access and increase the amount of public open space, both along the waterfront and in upland areas;
- Promote a clean and safe living and working environment; and
- Promote local economic development.

Our detailed response to the application and executive summary of recommendations are categorized into the following sub-areas: Affordable Housing, Economic Development, Height and Bulk, and Parks and Open Space.

1. "Affordable Housing"

Goal: At least 40% of the housing units created by the Rezoning Plan must be guaranteed to be affordable, attainable, and inclusive for current low and moderate-income residents of Greenpoint/Williamsburg.

Guaranteed: through written language in the rezoning plan that mandates inclusionary affordable housing

Affordable: to current residents of Community District 1 who cannot afford market prices including senior citizens and working families

Attainable: through marketing rules that allow access to all residents of Greenpoint/Williamsburg and provide priority for current residents. Fifty-percent (50%) of the affordable units should be reserved for residents of Community District 1.

Inclusive: with affordable housing included within market rate developments on the waterfront and in upland areas.

Consideration of Applications:

We acknowledge the presentation recently made by HPD and DCP and appreciate their effort to amend the zoning proposal to create a deeper level of affordability. However we are strongly convinced that the only way to ensure the development of a significant amount of affordable housing is through mandatory provisions and that the income targets do not meet the needs of this community district.

As with most communities in New York City, Greenpoint and Williamsburg suffer from a severe shortage of affordable housing. It is feared that without a rigorous, visionary and mandated Affordable Housing component, the rezoning may only exacerbate the situation. The Greenpoint-Williamsburg rezoning is a great opportunity to realize the Mayor's New Marketplace Plan and simply must guarantee a significant Affordable Housing component for the residents of Greenpoint and Williamsburg.

Primary Recommendations:

An Affordable Housing Special District, identified with suffix AH, shall be mapped as an overlay encompassing the entire Greenpoint-Williamsburg rezoning action area. It shall contain both inclusionary housing as well as anti-harassment provisions as follows:

- a. Forty percent (40%) of the apartments in each new development of 15 or more units (or equal to or greater than a gross developable floor area of 7,500 square feet) within the Affordable Housing Special District must be affordable to individuals and families within certain income bands, ranging from 25% of Area Median Income (50% of CB1 Area Median Income) to 150% of Area Median Income. See attached sample scenario (from MAD Proposal).
- b. Special anti-harassment provisions shall apply to all upland areas in the Rezoning Action Area for the purpose of preserving and improving existing affordable housing and preventing displacement of long-time community residents. These provisions, modeled on modified and improved Clinton Special District provisions, shall include additional language and resources to protect existing residents of buildings with fewer than six units. For a full description of the anti-harassment provisions, see the "Affordable Housing" recommendations in "Full Recommendations".

2. "Economic Development"

Goal:

To maintain a balance of residential and industrial uses in the mixed use areas of the Northside in Williamsburg and protect existing industrial businesses and jobs from displacement as a result of the proposed MX zoning, while improving the environmental and quality of life conditions throughout Greenpoint and Williamsburg.

Consideration of Applications:

The proposed Special Mixed Use District (MX-8) is not effective for maintaining a mixed-use neighborhood. The existing Mixed-Use (MX) language has historically favored residential development over industrial or commercial development. The proposed MX district will not maintain the mix of uses in the neighborhood that is crucial

APPENDIX G

RWCDS Tables for Revised AHBI Alternative - Projected and Potential Development Sites

[illegible]

(1) Estimate for Square Footage of the 1,100 MW TransGas Facility is based on information provided in the Article X Application material regarding proposed structures: Gas Turbine Building @ 400'x290'; Steam Turbine Building @ 175'x100'; existing Warehouse Building @ 265'x50'x3 stories; Water Demineralization & Deionization Building @ 126'x75'; and Gas Compressor Building @ 90'x50'

to sustaining a diverse community fabric and stable job base. The Mixed-Use designation needs to encourage high-performance and light industrial and/or commercial development while adequately addressing the needs of residential development.

Primary Recommendations:

- a. A Modified Special Mixed Use District (MX-8a), which pairs an M1 district with a R district and mandates that qualifying ground floors be occupied by uses listed in use group 11 and use groups 16 and 17 as modified, shall be mapped in areas currently zoned M(R) in the existing Special Northside Mixed Use District and areas currently zoned M3 and M1 in the Northside within the rezoning boundary. (See attached Proposed Rezoning Map for further clarification)

For a full description of the text modifications and modified allowable use groups, see attached zoning text description entitled, "Modified Special Mixed Use District (MX-8a and 8b)"

- b. A Modified Special Mixed Use District (MX-8b), which provides a modified list of use groups for the MX text, shall be mapped primarily in areas currently zoned R(M) in the existing Special Northside Mixed Use District and in parts of Greenpoint, as indicated in the attached proposed zoning map.
- c. DCP should immediately undertake a study to rezone the existing M1-1 area near the Bushwick Inlet, roughly bounded by North 12th street, Banker Street, Franklin Street, Guernsey Street, and Nassau Avenue, from M1-1 to M1-2 to allow for existing industrial businesses to expand.

3. "Height and Bulk"

Goal: To promote high-quality development, retain community character and accommodate both local and citywide needs through a comprehensive contextual development strategy for Greenpoint and Williamsburg. As shown on the attached Proposed Rezoning Map, such a strategy would:

- Maintain relative consistency of floor area ratios (F.A.R.) throughout the neighborhood;
- Ensure that new waterfront developments meld with their surroundings by limiting building heights and creating varying base heights to maintain the diverse street wall that defines this neighborhood and preserve the views of Manhattan from the upland areas;
- Discourage zoning lot assemblages in upland areas;
- Encourage adaptive re-use of existing manufacturing buildings and renewal of the existing housing stock.

Consideration of Applications:

The Height and Bulk of the proposed plan does not reflect the community's existing, or desired, character and scale. Greenpoint and Williamsburg are low-density, low-rise

neighborhoods. Although each community needs and desires the development that will accompany this rezoning, it is a priority that the new development is in harmony with the existing diverse neighborhood character and sufficiently protects existing buildings. Innovative and sustainable building practices should be encouraged.

Primary Recommendations:

- a. In the area governed by the Waterfront Access Plan map an F.A.R. of 3.4 with mandatory affordable housing provisions (see affordability requirements under "Affordable Housing").
- b. Permit additional waterfront development to an F.A.R. of 3.7 through amenity incentives (for the list of incentives, see full "Height and Bulk" recommendations in the "Full Recommendations").
- c. Establish the following "primary community corridors," to strengthen linkages between upland commercial districts, transit hubs and the waterfront.
 - Metropolitan Avenue; the BQE to the East River
 - North 6th Street; Bedford Avenue to the East River
 - Greenpoint Avenue, Manhattan Avenue to the East
 - Green Street; Manhattan Avenue to the East River

Upland blocks: Map each upland portion of the "primary community corridor" R6A with a C2-4 overlay.

Waterfront blocks: Continue the C2-4 overlay along the waterfront portions of the "primary community corridors". F.A.R. for the waterfront portions of the "primary community corridor" should follow the recommendations above.

- d. Map R6B in upland areas where there is a strong existing residential fabric and adjacent to and within the Greenpoint Historic District.
- e. Map R6B with a C1-4 overlay adjacent to McCarren Park, the NY State Park and the proposed park north of the Bushwick Inlet.
- f. Map R6, paired with MX zoning, instead of R6A, in the remainder of upland areas.

4. "Parks and Open Space"

Goal: Preserve, enhance, and increase quality of, quantity of, and access to public open space and natural habitats.

Consideration of Applications:

The Shore Public Walkway must be continuous and serve to celebrate and protect natural features. The Shore Public Walkway has the potential to be the most promising and vibrant amenity to the community resulting from the rezoning effort and to increase the development potential of difficult waterfront sites. Its potential is contingent on continuous implementation (as opposed to DCP's proposal that provides piecemeal private development). We call on the City to provide a guaranteed commitment to immediately develop the entire waterfront esplanade. We also call on the City to ensure that the entire waterfront esplanade guarantees full, open and convenient public access

that remains continuously open to the public without any closure or restriction by private developers or landowners.

The location and amount of Open Space fails to meet even the City's own standards. The amount of parkland and Open Space does not sufficiently accommodate the potential build out. The proposed amounts fall short of the DCP recommended open space per capita ratio, as well as the current Brooklyn average. Additionally, the lack of Open Space per capita creates a potential decrease of tree canopy cover that is already below agency standards and causes further environmental concerns. The current proposal is deficient in active open space at the north end of Greenpoint where the bulk of development would occur.

Primary Recommendation:

- a. Create More Parks & Open Space
 1. Meet N. Greenpoint active parkland needs by expanding Barge Park
 - Map Block 2472 Lot 32 as parkland
 - Swap Block 2494 Lot 6 to developer of Parcel 3 as part of expansion of Barge Park onto Lot 100 Block 2472.
 - Agency release of MTA Block 2472 Lot 425 for use to achieve community parks & open space goals either through a park mapping, or by being "swapped" with the owner of the adjacent lot 100 for 3/4 of lot 100 to expand the existing Barge Park
 2. Create new park on parcel 62. Map Block 2570 Lot 1 as parkland. (former Continental Iron Works)
 3. Create new park on Parcel 67. Map Block 2590 Lot 1 as parkland.
 4. Create new park on Parcel 68. Map Block 2590 Lots 210, 222 & 215 as parkland.
- b. Publicly develop the entire shore public walkway. If public funds within the City's fiscal budget are not available, the City should do no less than implement the North Brooklyn Bond Fund (See attachment).
- c. Historical and Natural Waterfront Preservation
 1. Create new park on parcel 62 and map Block 2570 Lot 1 as parkland, as stated above. This parcel is of great historic significance. Formerly the site of Continental Iron Works, the Civil War ironclad "Monitor" as well as six other Ironclad ships was built and launched into the East River from this site. In addition, Continental Iron Works embodied the industrial heritage of our waterfront community as they transitioned from ship building to manufacturer of complete "gas works" systems used to illuminate many buildings in the era prior to electricity. Continental Iron Works was primarily an open-air shipyard. As the vast majority of the extant site has simply been paved over and not built upon, it is quite likely archaeological remnants remain. As the Department of the Navy and the current presidential administration have provided significant financial resources to the recovery of the remains of the Monitor- there is no doubt this site should be preserved as a park adjacent to the Monitor Museum on the Bushwick Creek Inlet
 2. Modify WAP to preserve, create and enhance natural areas of habitat, especially at the Bushwick Inlet and along the shore public walkway.

II. Applications: 040415MMK, 040416MMK, 040417MMK, 040418MMK

These applications include City Map changes demapping portions of N9th, N10th, N11th, and N12th Streets, and a portion of Quay Street west of Kent Avenue and mapping the resultant 45.5-acre parcel between N9th Street to the south and the northern edge of Bushwick Inlet to the north as park. The proposed park would include approximately 17.7 acres of land under water, for a net of 27.8 acres.

Note: "Yes with conditions": Community Board 1 has major concerns that the parcel created by the proposed street demapping and park mapping actions, if not immediately acquired by the City and developed as public parkland, will remain vulnerable to private development of environmentally noxious uses and/or non-contextual residential development, severely exacerbating the community's drastic need for more public open space.

As conditions for approval of the above-stated mapping action, Community Board 1 requests the City to undertake the following:

1. Map additional parkland in Northern Greenpoint as stated above under "Create More Parks and Open Space"
2. Guarantee acquisition and development of all (4) segments of the "Olympic Park" and identify a budget line.
3. Prior to a parks mapping, the City must present documentation that the property donated by Motiva to the Monitor Museum will be used in the creation of the USS Monitor Museum

III. Additional Primary Issues:

1. Fire Protection

Since the closing of Engine Company 212 there has been a 53 second increase in structural fire response time. The City's proposed rezoning will add at least 8,257 dwelling units and 337,160 square feet of commercial space by the City's own calculations. The Board's policy calls for the creation of a new firehouse in the Northside area as there is no firehouse to serve the Northside community and the waterfront area. It has requested that a new state of the art facility that can house proper modern equipment (such as ladders for high rise buildings) be created to better service the community. The closed firehouse facility at 136 Wythe Avenue should be redeployed to provide vital EMS services to the Greenpoint-Williamsburg area.

2. Bushwick Inlet Power plant

Due to ongoing deliberations concerning the TransGas Energy Systems Article X Application to construct a 1,100 MWatt power plant at the Bushwick Inlet, Community Board 1 believes it is necessary to state in writing, that we do not under any circumstances support the construction of a power plant anywhere within Community District 1 and our statements on the City's proposed rezoning plan should never be misconstrued to imply so.

--end Position Statement and Executive Summary--

FULL RECOMMENDATIONS

Brooklyn Community Board 1 – ULURP Position and Recommendations

Greenpoint-Williamsburg Rezoning, Applications:

050111ZMK, N050110ZRK, 040415MMK, 040416MMK, 040417MMK, 040418MMK

The following recommendations are intended as modifications to DCP's proposed rezoning plan. Our recommendations are categorized into the following sub-areas: Affordable Housing, Economic Development, Height and Bulk, and Parks and Open Space and should be considered in tandem with the "Position Statement" on the proposed rezoning.

Note: Due to ongoing deliberations concerning the TransGas Energy Systems Article X Application to construct a 1,100 MWatt power plant at the Bushwick Inlet, Community Board 1 believes it is necessary to state in writing, as a preface to our ULURP recommendations, that we do not under any circumstances support the construction of a power plant anywhere within Community District 1 and our statements on the City's proposed rezoning plan should never be misconstrued to imply so.

AFFORDABLE HOUSING RECOMMENDATIONS

We acknowledge the presentation recently made by HPD and DCP and appreciate their effort to amend the zoning proposal to create a deeper level of affordability. However we are strongly convinced that the only way to ensure the development of a significant amount of affordable housing is through mandatory provisions and that the income targets do not meet the needs of this community district.

I. Zoning Text and Map Modifications

A. Affordable Housing Special District

Community Board 1 recommends a zoning text amendment to the Zoning Resolution creating a new special district, the Affordable Housing Special District, to be mapped as an overlay encompassing the entire Greenpoint-Williamsburg rezoning action area. The purpose of this special district, identified with the suffix AH, would be to guarantee that at least 40% of the housing units created through rezoning along the waterfront and in upland areas would be affordable to current low, moderate and middle-income residents and to preserve existing affordable housing in Community District 1. The Affordable Housing Special District would contain both inclusionary housing as well as anti-harassment provisions.

1. Inclusionary Housing Provisions

The mandatory inclusionary housing provisions of the new special district, detailed below, shall apply to any district in Greenpoint-Williamsburg that is being rezoned from a manufacturing (M3, M1) or commercial (C8) district or from the Special Northside Mixed Use District or Special Franklin Street Mixed Use District to a residence or mixed-use district with a residential floor area ratio (FAR) equivalent to or greater than 2.0.

- a. Forty percent (40%) of the apartments in each new development of 15 or more units (or equal to or greater than a gross developable floor area of 7,500 square feet) within the Affordable Housing Special District must be affordable to individuals and families within certain income

bands, ranging from 25% of Area Median Income (50% of CB1 Area Median Income) to 150% of Area Median Income.¹ See attached sample scenario (from MAD Proposal).

- b. For the purpose of calculating the total number of units in upland developments, each zoning lot on the effective date of rezoning shall be considered a separate development parcel. Condominium or cooperative housing units will be considered in the aggregate for purposes of meeting the 15 unit (or 7,500 square feet) threshold. If a developer merges contiguous lots or lots within the same or nearby blocks that constitutes "a project", the resulting developments would be considered one project for purposes of meeting the 15 unit threshold.
- c. If a developer is granted a floor area bonus for the provision of certain amenities, as described in the Board's Height and Bulk Recommendations, it must provide 40% affordable housing (as defined above) on any additional units. This is on top of the 40% mandatory affordability requirement of the Special District. If the additional permitted floor area results in the project meeting the 15 unit (or 7,500 square feet) affordability threshold, the entire project will be subject to the 40% affordable housing requirement.
- d. All developments within the area governed by the WAP must be economically integrated, with affordable units created on all parcels that exist on the effective date of rezoning.
- e. Upland developments could provide affordable units off-site provided that all of these units are located within Community Board 1 and that they amount to no less than 50% of the total number of units created both on-site and off-site, regardless of the sequence of construction.
- f. Developers may utilize existing housing subsidy programs to achieve all or part of the 40% affordable housing threshold (50% for off-site development).
- g. The obligation to maintain the affordable housing units shall be tied to the zoning lot containing such units, through a restricted covenant or deed restriction, and shall run for the life of the market rate development.
- h. Affordable housing provisions shall apply to both rental and homeownership units.
- i. Developers shall enter into an agreement with qualified not-for-profit entities to market and manage the affordable units in their development.
- j. At least 50% of the affordable units in each development must be reserved for current residents or people displaced from Community District 1.

Note: Public investment in the shore public walkway and related infrastructure would significantly lower development costs on waterfront sites, making affordable housing development more feasible in this area.

2. Anti-Harassment Provisions

Special anti-harassment provisions shall apply to all upland areas in the rezoning action area for the purpose of preserving and improving existing affordable housing and preventing displacement of long-time community residents. These provisions, modeled on modified and improved Clinton Special District provisions, shall include additional language and resources to protect existing residents of buildings with fewer than six units.

Within the Affordable Housing Special District no demolition permit or alteration permit for partial demolition of a residential building shall be issued by the Department of Buildings unless the building is deemed to be unsafe or the City Planning Commission has issued a special permit.

¹ Based upon an area median income used by HUD from the 2000 Census of \$62,800 for a family of four.

However, we recommend an alternate and simpler procedure for owners of one- or two-family buildings:

- In order to obtain a permit for demolition or partial demolition, owners of one- or two-family buildings shall be required only to certify that no apartment in their building is subject to rent regulation under the laws of the State of New York or has been subject to such regulation within the previous four years.

Issuance of a special permit would be contingent upon specific findings by the Commission, including the following:

- a. that the existing building (a) is not eligible for rehabilitation under any active publicly-aided program; (b) is to be demolished for the purpose of implementing a publicly assisted program for the construction of low-income housing (to occupy no less than 50% of the floor area permitted on the zoning lot as of the date of the special permit), and (c) is to be substantially preserved and requires an alteration permit to allow the removal and replacement of 20 percent or more of the floor area;
- b. that the owner notified the applicable governmental agency of its intention to demolish the building prior to evicting or otherwise terminating the occupancy of any tenant;
- c. that the eviction and relocation practices followed by the owner satisfy all applicable legal requirements and that no harassment has occurred;
- d. that, if harassment has occurred, all parties of interest have entered into a legal agreement approved by the Department of Housing Preservation and Development providing for either a floor area cure or a land cure;
- e. that the number of new dwelling units to be constructed and residential floor area of the new development is at least equal to the number of dwelling units and residential floor area to be demolished and;
- f. that development will commence within a period of twelve months from completion of relocation.

For the purpose of the Affordable Housing Special District harassment shall mean any conduct by or on behalf of the owner of a building containing residential units, which materially advanced demolition and development for which a permit is being sought, including the use of force, interruption or discontinuance of essential services, and failure to comply with provisions of the Housing Maintenance Code, either of which cause or are intended to cause lawful occupants to vacate their dwelling unit or waive any rights to occupancy of such unit.

II. Accompanying Recommendations

In addition to the above map and text modifications to DCP's proposed rezoning action, Community Board 1 submits the following recommendations for mitigation against potential adverse impacts:

1. Increase government support to non-profit community development corporations for development of affordable housing in Greenpoint-Williamsburg through a variety of affordable housing programs, including HUD's 202 Program for seniors; New York City's LAMP program; New York State's Housing Trust Fund/HOME/tax-credit programs; New York City's supportive housing program; and allocation of Section 8 vouchers.

2. Dispose all city-owned parcels remaining in Greenpoint and Williamsburg that are appropriate for affordable housing development by non-profit community development corporations, excluding those parcels desired for the creation of open space as stated in the "Parks and Open Space Recommendations" (Block 2494 Lot 6, Block 2472 Lot 32, and Block 2472 Lot 425).
3. In addition, various financial and tax incentive programs should be made available in areas where the existing R zoning is to remain in order to promote further affordable housing development on a voluntary basis.
4. Commit additional dedicated resources to the enforcement of rent regulations, housing codes and Fair Housing regulations in Greenpoint-Williamsburg in order to protect rent regulated tenants and units.
5. Protect tenants in unregulated housing (buildings under 6 units) by approving the Community Stability/Good Neighbor Tax Credit bill sponsored by Assemblyman Joseph Lentol that would provide a tax credit to landlords who keep tenants in place at below market rents.
6. Protect existing subsidized housing units in Greenpoint-Williamsburg (i.e. limited equity coops, Mitchell Lama, public housing, Section 8) and keep them affordable.
7. Protect existing live/work tenants in buildings that have been converted from manufacturing to residential use and are being legalized and upgraded

ECONOMIC DEVELOPMENT RECOMMENDATIONS

I. Zoning Text and Map Modifications: Recommended Modifications to the Existing Special Mixed Use District (MX) Zoning Text **Modified Special Mixed Use District (MX-8a and MX-8b)**

Community Board 1 recommends the following text modifications to the proposed special mixed-use district (MX-8) to create mixed use zones that:

- Improve the environmental and quality of life conditions in Greenpoint and the Williamsburg Northside
- Include provisions for retaining a balance of uses over time Williamsburg Northside
- Maintain ground floor industrial uses in the Williamsburg Northside

A. Modified Special Mixed Use District (MX-8a)

A Modified Special Mixed Use District (MX-8a), which pairs an M1 district with a R district, shall be mapped primarily in areas currently zoned M(R) in the existing Special Northside Mixed Use District and areas currently zoned M3 and M1 within the rezoning boundary in the Northside, except for areas near the Bushwick Inlet that are being rezoned to M1. (See attached Proposed Rezoning Map for further clarification)

1. The MX-8a district would:
 - a. Prohibit certain M uses currently permitted under MX that are deemed potentially incompatible with residential uses. However, existing businesses shall be grandfathered. (See "New Use Group M".)

- b. Mandate that ground floors are to be occupied only by use group 11 and use groups 16 and 17 as modified, except where a "primary community corridor" is mapped.¹
2. For all regulations pertaining to the MX-8a district, home occupation uses will be considered residential uses.
3. The MX-8a would adopt a new section entitled Special Provisions for Ground Floor Uses
 - a. In all buildings in the Special District, ground floor uses may only be occupied by uses listed in use group 11 and use groups 16 and 17 as modified.
 - b. Existing uses not listed in use group 11 or the modified use groups 16 and 17 would be grandfathered, but would not be allowed to expand and could only be replaced by uses listed in use group 11 and use groups 16 and 17 as modified.
 - c. Other uses currently existing on the ground floor as set forth in the DCP Draft Scope Existing Uses map shall be grandfathered.
 - d. Buildings that have other ground floor uses as set forth in the DCP Draft Scope Existing Uses map shall not be required to develop ground floor manufacturing space, even if such building is renovated.
 - e. The restriction of ground floor use to New Use Group M uses, shall not apply to:
 - a single lot development that prior to the effective date of this amendment did not exceed 3,000 sq. ft. of lot area
 - "art galleries, commercial" uses located on blocks with frontages not exceeding 230 feet or on blocks in designated commercial corridors, provided that the depth of such gallery space is within 100 feet of the #street line#.
 - Primary Community Corridors as described in Section C of the "Height and Bulk" recommendations.
4. New "As of Right" provisions for New Residential, Commercial and Community Facility Development in the MX-8a district:
 - Delete existing text (ZR Section 123-221)
 - Replace with:
 - a. New developments must have ground floor uses listed in use group 11 and use groups 16 and 17 as modified.
 - b. Uses listed in use groups 5, 6, 7, 8, 9 and 11, and use groups 16 and 17 as modified, are allowed on the upper floors of buildings in accordance with provisions in the MX text regulating the location of uses in mixed use buildings (ZR Section 123-31).
 - c. New developments, including conversions of existing buildings, development on an existing empty lot, and development on a lot where an existing building was demolished must adhere to the ground floor provisions as stipulated in the new Section of the MX-8a district.

¹ Primary Community Corridors is a concept created by the Brooklyn Community Board 1 Rezoning Task Force Height and Bulk Committee to encourage neighborhood retail, office, and other non-industrial uses on streets deemed important for the commercial development of the community.

B. Modified Special Mixed Use District (MX-8b)

A Modified Special Mixed Use District (MX-8b), which provides a modified list of use groups for the MX text, shall be mapped primarily in areas currently zoned R(M) in the existing Special Northside Mixed Use District and in parts of Greenpoint, as indicated in the attached proposed zoning map.

1. The MX-8b district would prohibit certain M uses currently permitted under MX that are deemed potentially incompatible with residential uses. However, existing businesses shall be grandfathered. (See attached list entitled, New Use Group M.)
2. Existing uses not listed in the use group 11 and use groups 16 and 17 as modified would be grandfathered but would not be allowed to expand and could only be replaced by industrial uses listed under use group 11 and use groups 16 and 17 as modified

C. New Use Group M – Allowable Uses

Use Groups 11

All uses

From Use Group 16A:

Animal hospitals or kennels

Building materials sales, open or enclosed, limited to 10,000 sq. ft. of lot area per establishment, provided that not more than 5,000 sq. ft. of such lot area is used for open storage

Carpentry, custom woodworking, or custom furniture making shops

Electrical, glazing, heating, painting, paper hanging, plumbing, roofing, or ventilating contractors' establishments, open or enclosed, with open storage limited to 5,000 square feet of lot area per establishment

Household or office equipment or machinery repair shops, such as refrigerators, washing machines, stoves, deep freezers or air conditioning units

Machinery rental or sales establishments

Glass cutting shops [note: exclude "mirror silvering"]

Motorcycle or motor scooter rental establishments

Sign painting shops, with no limitation on floor area per establishment

Soldering or welding shops

Tool, die or pattern making establishments, or similar small machine shops

Trade schools for adults

From Use Group 16D:

Moving or storage offices, with no limitation as to storage or floor area per establishment

Packing or crating establishments

Photographic developing or printing with no limitation on floor area per establishment

Warehouses

Wholesale establishments, with no limitation on accessory storage, except if largely recognized as a "big box" establishment

From Use Group 16E:

Accessory Uses

From Use Group 17B:

Advertising displays

Apparel or other textile products from textiles or other materials, including hat bodies, or similar products

Beverages, non-alcoholic

Boats less than 200 feet in length, building or repair, open or enclosed, provided that such use or portion thereof may be conducted outside a completely enclosed building only if located a distance greater than 200 feet from a Residence District boundary, or if effectively screened by a wall or fence at least eight feet in height with no boat building located less than 30 feet from a Residence District boundary

Bottling work, for all beverages

Brushes or brooms

Camera or other photographic equipment, except film

Canvas or canvas products

Carpets

Ceramic products, including pottery, small glazed tile, or similar products

Cork products

Cosmetics or toiletries

Cotton ginning, or cotton wadding or linters

Full Recommendations Page 7 of 16

Brooklyn Community Board 1 – Greenpoint-Williamsburg Rezoning Position and Recommendations
Applications: 050111ZMK, N050110ZRK, 040415MMK, 040416MMK, 040417MMK, 040418MMK

Electrical appliances, including lighting fixtures, irons, fans, toasters, electric toys, or similar appliances

Electrical equipment assembly, including home radio or television receivers, home movie equipment, or similar products, but not including electrical machinery

Food products, except slaughtering of meat or preparations of fish for packaging

Fur goods, not including tanning or dyeing

Glass products from previously manufactured glass

Hosiery

Jute, hemp, sisal or oakum products – except manufacturers who use harmful chemicals in the weathering process

Leather products, including shoes, machine belting, or similar products

Luggage

Machines, business, including typewriters, accounting machines, calculators, card-counting equipment, or similar products

Machinery, miscellaneous, including washing machines, refrigerators, air-conditioning, commercial motion picture equipment, or similar products [note: exclude “firearms”]

Machine tools, including metal lathes, metal presses, metal stamping machines, woodworking machines, or similar products

Mattresses, including rebuilding or renovating

Metal stamping or extrusion, including costume jewelry, pins and needles, razor blades, bottle caps, buttons, kitchen utensils, or similar products

Motorcycles, including parts

Musical instruments, including pianos or organs

Novelty products

Optical equipment, clocks or similar precision instruments

Orthopedic or medical appliances, including artificial limbs, braces, supports, stretchers, or similar appliances

Paper products, including envelopes, stationery, bags, boxes, shipping containers, bulk goods, tubes, wallpaper printing, or similar products

Printing or publishing, with no limitation on floor area per establishment

Scenery construction

Soap or detergents, packaging only

Sporting or athletic equipment, including balls, baskets, cues, gloves, bats, racquets, rods, or similar products

Steel products, miscellaneous fabrication or assembly, including steel cabinets, doors, fencing, metal furniture, or similar products

Textiles, spinning, weaving, manufacturing, knit goods, yarn, thread or cordage, except dyeing and printing

Toys

Umbrellas

Upholstering, bulk, excluding upholstering shops dealing directly with consumers

Vehicles, children's, including bicycles, scooters, wagons, baby carriages, or similar vehicles

Venetian blinds, window shades or awnings, with no limitation on production or on floor area per establishment

Wax products

Wood products, including furniture, boxes, crates, baskets, pencils, cooperage works, or similar products

From Use Group 17C:

Agriculture, including greenhouses, nurseries, or truck gardens

Docks for passenger ocean vessels, other than gambling vessels

Docks for sightseeing, excursion or sport fishing vessels, other than gambling vessels, with no limitation on vessel or dock capacity

Docks for vessels not otherwise listed, other than docks for gambling vessels.

II. Funding/Budget Recommendations

1. Encourage the development of water and waterfront-related businesses to locate in the rezoning area, especially along the waterfront that will serve existing and new populations, but that are in context with the existing neighborhood.
2. Establish dedicated relocation assistance for business within Community District 1.

Full Recommendations Page 9 of 16
Brooklyn Community Board 1 – Greenpoint-Williamsburg Rezoning Position and Recommendations
Applications: 050111ZMK, N050110ZRK, 040415MMK, 040416MMK, 040417MMK, 040418MMK

3. Enforce legislation that allows the City to collect a fine from property owners that have illegally converted their property prior to the rezoning approval as determined by the Department of City Planning's land use map included in the Draft Scope of Work document and use the funds for increased zoning enforcement in the neighborhood.

III. Agency Action/Coordination

1. DCP should immediately undertake a study to rezone the existing M1-larea near the Bushwick Inlet, roughly bounded by North 12th street, Banker Street, Franklin Street, Guernsey Street, and Nassau Avenue, from M1-1 to M1-2 to allow for existing industrial businesses to expand.
2. Work with the Department of Cultural Affairs and the Department of Small Business Services to develop programs to help maintain and expand "creative economy" activities including artisan uses, home occupation uses, etc.
3. City Planning should recommend the disapproval of variance applications for use changes in areas within the rezoning area that will remain zoned for manufacturing
4. The Office of the Deputy Mayor for Economic Development and Rebuilding should coordinate an outreach effort to local businesses on available assistance programs, before the rezoning proposal is approved.
5. DCP, EDC, and SBS should work with the Brooklyn and Queens Borough Presidents to study the feasibility of expanding the East Williamsburg In-Place Industrial Park to include both sides of the Newtown Creek.
6. DCP, EDC and SBS should coordinate with the Local Development Corporations that manage the City's In-Place Industrial Parks to identify potential relocation areas and relocation funding for displaced Greenpoint/Williamsburg businesses so they can be retained in the five boroughs, before the rezoning proposal is approved.
7. DCP should study the possibility of mapping the Bushwick Inlet area and the East Williamsburg In-Place Industrial Park as an Industrial Employment District, which will limit the as-of-right uses to manufacturing and related uses only, as a progressive measure to maintain these areas for industrial activity.
8. EDC and SBS should work with existing not-for-profit organizations and encourage new not-for-profit organizations to identify and create additional industrial space modeled after the Greenpoint Manufacturing & Design Center.
9. The City should Improve enforcement and coordination by the creation of an industrial business "desk" at the Department of Small Business Services so that:
 - a. The Department of Small Business Services (DSBS) would be assigned monitoring of Buildings Department's zoning enforcement including performance standards and illegal conversions.
 - b. DSBS would also be responsible for coordinating incentive and assistance programs for businesses in the Modified Northside Special Mixed Use District.

HEIGHT AND BULK RECOMMENDATIONS

I. Zoning Text and Map modifications

(See Proposed Rezoning Map for further clarification of all recommendations)

A. Waterfront

Amend text modifications in the area governed by the Waterfront Access Plan as follows:

1. Map residential F.A.R. of 3.4 with mandatory affordable housing requirements. (see Affordable Housing recommendations). Permit up to a 10% bonus to a maximum F.A.R. of 3.7 with development incentives listed below.
2. Limit tower heights to 150 ft. With development incentives limit tower height to 170 ft.
3. Limit the size of tower footprints to preserve views from the upland to the waterfront. Orient towers with their narrow face to the water. Locate towers within the center third of the long dimension each parcel.
4. No individual street-wall may be of uniform height along its entire length. The following requirements apply:
 - a. 40% of each development's cumulative perimeter street-wall must be between 40 ft and 60 ft. in height
 - b. 10% of each development's cumulative perimeter street-wall may be up to 90 ft. in height
 - c. The remainder of the street-wall must not exceed 40 ft. in height
5. Require vertical façade articulation, or breaks in the street-wall, every 50 ft.
6. Require 60'-wide public cross-connectors through blocks that exceed 450' in length. Cross-connectors must run entirely through the block, may be used as driveway access to parking, and would be exempt from the "wrapping rule".
7. In the WAP, specifically disallow use of special permit to apply for additional height under special conditions (Zoning Resolution 62-736)

B. Waterfront Development Incentives

The following amenities require review and certification by DCP and allow bonuses per above recommendations and are not a substitute for any affordable housing requirements:

- a. Publicly accessible open space, i.e. public pools, "skate board" park, "music barge", and boat launches.
- b. Neighborhood amenities, i.e. hotels, performing art centers, movie theaters.
- c. Community facilities, i.e. day care centers, senior centers.
- d. Space tailored to accommodate state of the art facilities for sustainable business/manufacturing practices and high performance light industry.
- E. Adaptive re-use of existing industrial buildings, particularly structures with historic significance.
- F. Addition of new piers for public recreational use.
- g. Environmentally sustainable construction practices, i.e. LEEDS certification, green roofs.
- h. Design review by a body to be determined that would include community residents.

C. Primary Community Corridors:

1. Establish the following "primary community corridors," to strengthen linkages between upland commercial districts, transit hubs and the waterfront. See attached Proposed Rezoning Map.

Full Recommendations Page 11 of 16

Brooklyn Community Board 1 – Greenpoint-Williamsburg Rezoning Position and Recommendations
Applications: 050111ZMK, N050110ZRK, 040415MMK, 040416MMK, 040417MMK, 040418MMK

- Metropolitan Avenue; the BQE to the East River
- North 6th Street; Bedford Avenue to the East River
- Greenpoint Avenue, Manhattan Avenue to the East River
- Green Street; Manhattan Avenue to the East River

2. **Upland blocks:** Map each upland portion of the "primary community corridor" R6A
3. **Waterfront blocks:** Continue the C2-4 overlay along the waterfront portions of the "primary community corridors". F.A.R. for waterfront portions of the "primary community corridor" must comply with the waterfront provisions noted above. Base height must be between 40'-60' except that the 90-ft high portion of base may be located here.

D. Upland

1. Maximum front yard of 10 ft.
2. Retail square footage is limited to 8,000 square feet.
3. Map R6B in upland areas where there is a strong existing residential fabric.
4. Map R6B adjacent to and within the Greenpoint Historic District.
5. Map R6 in the remainder of upland areas. (Mandatory affordable housing requirements apply, see "Affordable Housing recommendations").

E. Districts Bordering Public Parkland

Map R6B with a C1-4 overlay adjacent to McCarren Park, the NY State Park and the proposed park north of the Bushwick Inlet.

II. Recommendations for Further Study

Be it further resolved CB1 urges DCP to immediately undertake the following studies:

- A. The blocks bounded by Broadway, North 3rd Street, the East River and Wythe Avenue - including the Domino site and surrounding areas - for potential rezoning to Mixed-Use with an incentive for adaptive re-use of the existing buildings, to achieve a mix of uses, including affordable housing, live/work facilities, high performance light manufacturing, creative industry, art related /cultural facilities and public open space, etc.
- B. To increase the commercial FAR along the Primary Community Corridors and along the BQE to 3.0.
- C. To map a C2-4 overlay along Grand Street between Roebling Street and Havemeyer Street and between Berry Street and Wythe Avenue.
- D. To map extending the C1-3 overlay along Havemeyer Street between Grand Street and Metropolitan Avenue to match existing adjacent zoning.
- E. To upzone M1-1 area near Bushwick Inlet to M1-2

PARKS & OPEN SPACE RECOMMENDATIONS

I. Text and Map Modifications to the Waterfront Access Plan and Modifications to Park Mapping Application

A. Create More Parks & Open Space

Modify the WAP and Park Mapping Application as follows:

1. Meet N. Greenpoint active parkland needs by expanding Barge Park
 - a. Map Block 2472 Lot 32 as parkland
 - b. Swap Block 2494 Lot 6 to developer of Parcel 3 as part of expansion of Barge Park onto Lot 100 Block 2472.
 - c. Agency release of MTA Block 2472 Lot 425 for use to achieve community parks & open space goals either through a park mapping, or by being "swapped" with the owner of the adjacent lot 100 for 3/4 of lot 100 to expand the existing Barge Park
2. Create new park on parcel 62. Map Block 2570 Lot 1 as parkland. (Site of the former Continental Iron Works – see below)
3. Create new park on Parcel 67. Map Block 2590 Lot 1 as parkland.
4. Create new park on Parcel 68. Map Block 2590 Lots 210, 222 & 215 as parkland.

B. Historical Waterfront Preservation

1. Creation of a new park on parcel 62 and mapping of Block 2570 Lot 1 as parkland, as stated above, would preserve a site of great historic significance. Formerly the site of Continental Iron Works, the Civil War ironclad "Monitor" as well as six other Ironclad ships was built and launched into the East River from this site. In addition, Continental Iron Works embodied the industrial heritage of our waterfront community as they transitioned from ship building to manufacturer of complete "gas works"-systems used to illuminate many buildings in the era prior to electricity. Continental Iron Works was primarily an open-air shipyard. As the vast majority of the extant site has simply been paved over and not built upon, it is quite likely archaeological remnants remain. As the Department of the Navy and the current presidential administration have provided significant financial resources to the recovery of the remains of the Monitor- there is no doubt this site should be preserved as a park adjacent to the Monitor Museum on the Bushwick Inlet
2. Prior to a parks mapping, the city must present documentation that the property at the northern side of the inlet donated by Motiva to the Monitor Museum will be used in the creation of the USS Monitor Museum and Park at the Northern side of Inlet

C. Preserve, Create and Enhance Natural Areas of Habitat

Modify the WAP to:

1. Preserve and improve wildlife sanctuary at the Bushwick Inlet
2. Require pocket protection of habitat along shore public walkway
3. Require Parks Dept and developers to use plantings beneficial to wildlife that are sustainable in our zone
4. Require marsh and rush grasses plantings along the water's edge throughout the entire waterfront to prevent and diminish erosion caused by water's tidal action
5. Preserve concrete outcroppings in the vicinity of N9th-12th streets as they provide shelter for colonies of microscopic and small aquatic creatures that form the foundation of the inlet's ecosystem
6. Prohibit the location of water taxi docks, motorized boating or mooring facilities at the Bushwick Creek Inlet

D. Greenways

Modify the WAP to require enhanced planting along Noble Street to Franklin Street in order to connect American Playground to the shore public walkway.

E. Piers & Fishing Access (preservation & creation)

Modify the WAP to preserve fishing use at the following sites:

- a. Java/India/Huron St. bulkhead/pier site
- b. End of Manhattan Ave at Newtown Creek
- c. Williamsburg Waterfront Park
- d. Street end parks

F. Tree Canopy Cover

Modify the WAP to:

1. Require additional inland tree plantings to address significant population increases and related tree canopy cover needs
2. Require that developers maintain a tree care partnership with the Parks Dept even after public development of entire shore public walkway occurs
3. Mandate improved tree planting policies as outlined in publications such as "Brooklyn's Urban Forest"

G. Street Ends

Modify the WAP to require that:

1. Each waterfront street end should be developed as part of the waterfront esplanade with specific street ends designed as focal points, per the "Greenpoint/Williamsburg Open Space Plan" by GWAPP, see attached map.

H. Boating Infrastructure

Modify the WAP to:

1. Preserve and encourage boating uses at:
 - a. End of Manhattan Ave & Newtown Creek (kayaks, canoes, sailing, motor boats...)
 - b. Bushwick Inlet (light non-motorized craft) and
 - c. Huron St.
 - d. BEDT Park
2. Possible water taxi stops:
 - a. Green St Pier
 - b. Greenpoint / Kent St Landing
 - c. N 6th St.

I. Design Requirements

Modify the WAP to:

1. Require use of porous pavement to address stormwater runoff
2. Require solar powered lighting. Develop partnership programs between the community board, city agencies and developers through programs offered by entities such as NYSERDA
3. Require use of alternative wood such as "recycled wood" for shore public walkway features such as benches, trash receptacles, etc. Alternate woods can be an ecological and beneficial solution for both the developers and community since local woodworkers could do the work, thus contributing to our economic development

II. Funding and Budget-Related Issues

A. Shore Public Walkway

1. Immediate public development of entire shore public walkway through an improved capital parks budget, North Brooklyn Bond Fund or other means

B. Existing Parks & Community Gardens

1. Citywide Parks Budget must be improved to properly maintain existing & new parks, community gardens & open spaces
2. Significant improvements must be made to existing parks

C. Piers & Fishing Access (preservation & creation)

1. Expand & maximize fishing opportunities by building a dedicated T-shaped fishing pier at Java/India/Huron site using available EDC funding
2. Enable and encourage access to water through creation or rehabilitation of piers at Citi-Storage site.

D. Create More Parks and Open Space

1. Use opportunities resulting from Brownfields legislation and other means to create more waterfront park opportunities as well as inland parks throughout CB1

E. Tree Canopy Cover

1. Increase Parks Dept budget to foster proper care & survival of existing and future tree plantings
2. Parks Dept must plant additional trees to address existing CB1 tree canopy cover crisis

F. Boating Infrastructure

Create mooring fields, possible locations include:

- a. India/Huron Sts.
- b. N7th/N8th Sts.
- c. Grand Ferry Park

G. Urban Design Analysis Sub-Area further studies:

1. Williamsburg Waterfront Sub-Area
 - a. Continue public shore public walkway
 - b. Create new street end park at Division St.
 - c. Expand Grand Ferry Park, when NYPA facility is decommissioned
 - d. Create a new waterfront park under the Williamsburg Bridge on the current DOT site

III. Agency Action and Coordination

A. DOT - Greenways

1. A primary Greenway is called for along West St. from the tip of N. Greenpoint over the Inlet and through to Williamsburg
2. Secondary greenways should connect nearby parkland to the waterfront parks system
 - a. N 14th - connecting McCarren Park to Inlet
 - b. Commercial St. - commercial greenway, connecting new park at Manhattan Ave & Newtown Creek to the expanded Barge Park

B. Street Ends

1. Waterfront street end landscaping should occur immediately on publicly-owned streets

C. DOT - Pedestrian Safety

1. Study pedestrian safety at each parks/open space areas
2. Create pedestrian bridge at Bushwick Inlet to provide safe walk through West St & Kent Ave
 - a. Must be suspension bridge to avoid negative impacts to avian & marine life.
 - b. Bottom should be made of grated metal to allow sunlight to reach sensitive ecosystem and be less frightful to waterfowl

D. Shore Public Walkway

Full Recommendations Page 15 of 16

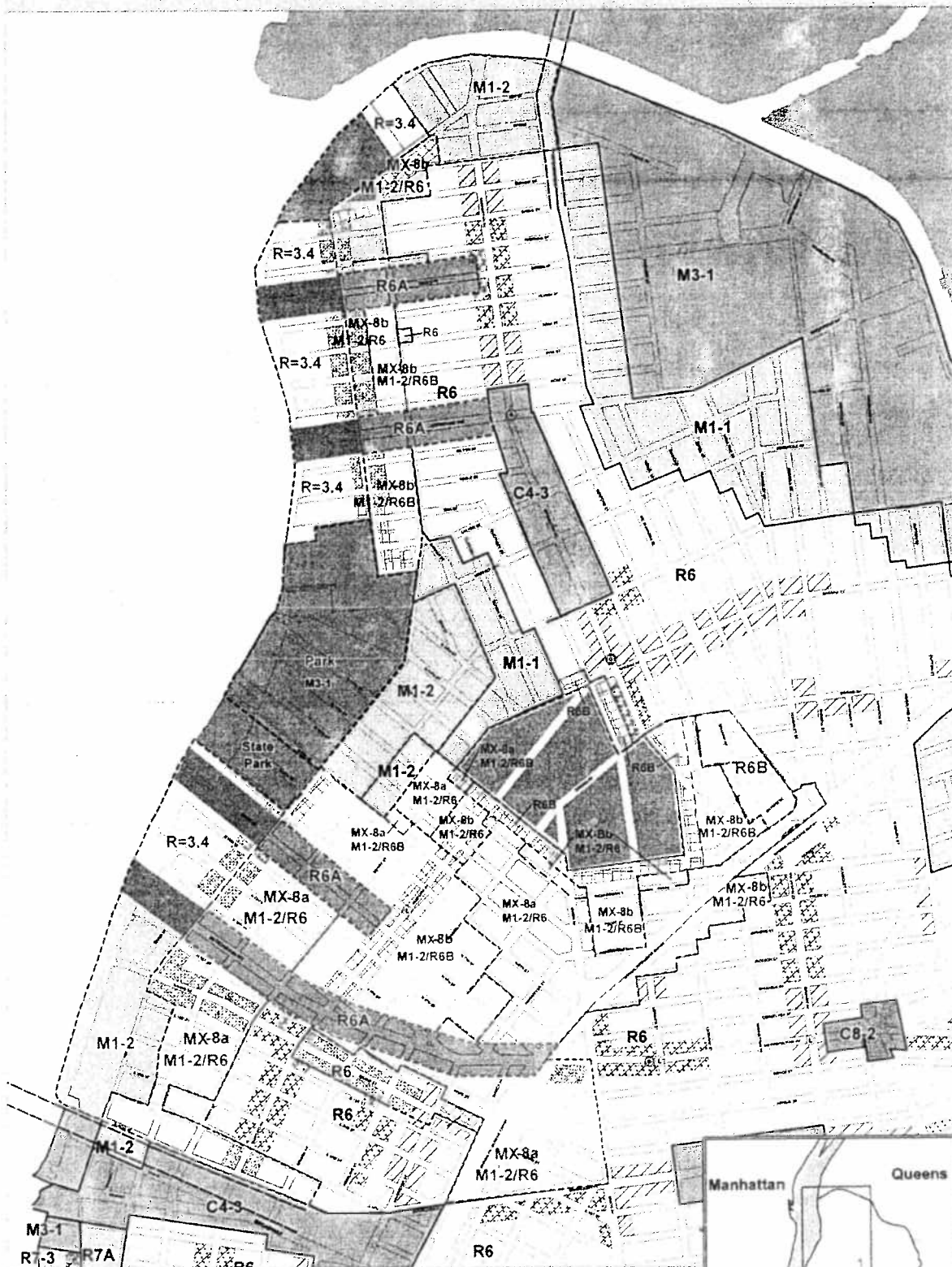
Brooklyn Community Board 1 – Greenpoint-Williamsburg Rezoning Position and Recommendations
Applications: 050111ZMK, N050110ZRK, 040415MMK, 040416MMK, 040417MMK, 040418MMK

1. Feasibility study should be done to determine if a shore public walkway is possible at narrowed sites such as Bulova and GMDC, using money promised to GMDC from Governors office or other sources of funding.
- E. **NYC Parks Dept/EDC/Community Board - Create More Parks and Open Space**
 1. Parks Dept along with EDC should move forward immediately with plans to create a passive use park at the WNYC Transmitter site.
 - a. Park should be inviting from Greenpoint Ave, however main entrance located at Kent St.
 - b. Parks Dept should move forward with plans to bid Parks structure for commercial use thus providing security and rest rooms.
 - c. Kent St side of park could serve as a water taxi stop
 - d. Passive park and water taxi site should connect to, but not interfere with fishing use & pier at neighboring Java/India/Huron site.
 2. NYS Office of Parks, Recreation and Historic Preservation should move forward with community planning process at Williamsburg Waterfront Park

--end full recommendations--

Greenpoint-Williamsburg Rezoning
Proposed Zoning

Brooklyn Community Board #1
 Rezoning Task Force



Zoning district boundaries:

- Existing zoning district boundary
- - - Proposed zoning district boundary
- - - Proposed mapped park

C1-4 overlay

Primary Community Corridor with C2-4 overlay

C2-4 overlay



Sample Affordable Housing Scenario

Goal: We demand that no less than 40% of the Housing Units created by the Rezoning Plan must be guaranteed to be affordable, attainable, and inclusive for current low and moderate income residents of Williamsburg/Greenpoint

One possible scenario to achieve this goal
(based on DCP's figure of 23,139 units projected & potential units.)

Build $\frac{3}{4}$ of total units (6,942 units) through an Affordable Housing Zoning requirement
All developers would be required (via zoning text) to include at least 30% affordable housing in their new developments, as follows:

- * 10% for families earning less than \$20,000 (2,314 units)
- * 10% for families earning \$20,000 - \$50,000 (2,314 units)
- * 10% for families earning \$50,000 - \$94,000 (2,314 units)

Build remaining $\frac{1}{4}$ of total units (2,400 units or 155 units per year) through government commitment to not-for-profit development through programs such as:

- * HUD's 202 program for seniors
- * New York City's LAMP program
- * New York State's Housing Trust Fund/HOME/tax-credit programs
- * New York City's supportive housing program
- * Allocation of Section 8 vouchers

Give CB1 residents priority for the new housing

The above scenario was developed and provided by Mobilization Against Displacement (M.A.D.)

NORTH BROOKLYN WATERFRONT ACCESS PLAN BOND FUND

Brooklyn Community Board 1 ULURP Position and Recommendations

Greenpoint-Williamsburg Rezoning, Applications:

050111ZMK, N050110ZRK, 040415MMK, 040416MMK, 040417MMK, 040418MMK

The community of Greenpoint and Williamsburg seeks immediate development of the North Brooklyn segment of the Brooklyn Greenway through implementation of the waterfront access plan. The Department of City Planning intends to have this development funded and completed by owners of those waterfront parcels. The community prefers this greenway to be public as opposed to private property. The community fears that it will take decades for the entire waterfront promenade to be completed, if ever at all. Rather than allowing developers to hold the community's hopes hostage as they create the promenade and open space according to their interpretation of the waterfront access plan, the following program can achieve the residents' desires and meet their urgent needs.

Both the Regional Plan Association and the Trust for Public Land have joined with the Parks and Open Space Subcommittee for the Rezoning Task Force of Brooklyn Community Board 1 to promote and establish this fund. Unbiased experts agree that this bond fund is a means of producing the parks and open space Brooklyn Community Board 1 so desperately requires. All parties agree that this bond fund will benefit community residents, property owners and the City of New York.

Although the financial market has turned around since late 2001, with war in both Afghanistan and Iraq and corporate scandals aplenty, investing in stocks and corporate bonds carries a higher risk than ever before in our country's history. New York City will issue twenty-year triple tax-exempt bonds each with a \$1,000 face value to cover the costs of any land acquisition and development of parks and open space and any related infrastructure. This will create the **North Brooklyn Waterfront Access Plan Bond Fund**. The bonds will be marketed as a tax-free investment vehicle that provides stability in today's turbulent market.

(Municipal bonds are normally issued in the \$10,000 denomination. This precludes many small investors from purchasing such an investment vehicle. Issuing the bonds in the \$1,000 denomination increases the likelihood of attracting a greater number of investors and expediting the length of time for sale of the total issuance. With a triple tax-exempt (Federal, State and Local) status the bonds become more attractive to investors at all economic levels. The bonds can sell more quickly and the funds accumulated more easily using this method. This culminates into earlier start and completion dates for the development of the Waterfront Access Plan.)

As landscapers, architects and construction companies specializing in public works, are engaged to construct the waterfront promenade, parks, and open space, their fees will be paid from the **North Brooklyn Waterfront Access Plan Bond Fund**. As those businesses are taxed on the gross revenue generated from this waterfront access plan, that tax revenue will be earmarked through a special form, deposited and accounted for in the **North Brooklyn Waterfront Access Plan Bond Fund**. These taxes, calculated through the use of a new tax form, (and which would otherwise not be generated or collected) will pay the semi-annual interest to the bonds owners.

To repay the bonds' principal a special assessment called the **North Brooklyn Waterfront Access Plan Assessment** will be levied immediately on each property slated for development

along the waterfront. The assessment will be prorated according to the acreage owned by each assessed property owner in proportion to the total acreage of waterfront rezoned for residential use in Brooklyn CD1. The assessment will be collected over a ten-year period. Any changes in ownership will not negate the assessment placed on the property or its collection cycle. This assessment does not apply to properties used as a location for active business enterprises, unless or until the property owner of such a location discontinues the property's use for a business enterprise and through public declaration or actions reveals their intent to take advantage of the new opportunities created by the rezoning.

The assessments will be collected, deposited and accounted for in the **North Brooklyn Waterfront Access Plan Bond Fund**. The collected assessments will be invested in reliable investment vehicles and earn additional funds to offset the cost of any additional staff required to: (1) maintain financial records of the fund; and (2) monitor and inspect the development of the waterfront promenade, parks and open space.

After completion of the promenade, the owners of the waterfront properties that are slated for and are eventually developed will be assessed a yearly fee to provide for required maintenance and improvements.

This plan will appeal to all parties as follows:

(1) Community Residents

- (a) Easy access to a presently off-limits waterfront.
- (b) An amazing promenade, boat launches, views of wildlife habitat, much needed and long-overdue parks (including an expanded Barge Park), and open space.
- (c) The waterfront will be designed according to the community's desires.
- (d) Increase the local economy as Manhattanites and tourists visit the waterfront promenade and local businesses.

(2) Property Owners

- (a) Relieved of the stress and burden of building waterfront access and open space according to the New York City Waterfront Access Plan. Free to concentrate on development of housing.
- (b) The North Brooklyn Waterfront Access Plan Assessment fees will result in a cost that is lower to each property due to economies of scale as opposed to costs calculated on a project by project basis.
- (c) The Assessment and annual maintenance fees are tax-deductible business expense, in effect decreasing net cost of assessment.
- (d) Infrastructure requirements for waterfront promenade increase the value and facilitate the development of property.
- (e) Since New York City constructs the promenade the property owners are not held liable for any lawsuits arising from defects in design and construction.
- (f) With the waterfront promenade classified and managed as public property, the property owners are not responsible for providing security and maintenance. The property owners are not liable for any lawsuits arising from security issues.

(3) New York City

- (a) Completes the Waterfront Access Plan for North Brooklyn in record time.

- (b) A completed waterfront is more enticing to the International Olympic Committee (increasing the likelihood of NYC chosen as location for 2012 Summer Games).
- (c) A completed waterfront promenade and pockets of wildlife habitat provides residents of Manhattan with a breath-taking view as opposed to the present dilapidated North Brooklyn waterfront.
- (d) Revenues or funding from other sources are not required.
- (e) Receives revenue generated from the rental of kiosks or other facilities located on the public land and an increase in business taxes collected on same businesses.

The North Brooklyn Waterfront Access Plan Bond Fund was developed by Ann-Marie DiGennaro, CPA.



COMMUNITY BOARD No. 1

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COUNCILMEMBER, 34th CD

TESTIMONY

GREENPOINT - WILLIAMSBURG REZONING

PUBLIC HEARING

CITY PLANNING COMMISSION

NYC DEPARTMENT OF CITY PLANNING

NYC COLLEGE OF TECHNOLOGY, KLITGORD AUDITORIUM

285 JAY STREET, BROOKLYN, NY

JANUARY 19, 2005

Good morning Commissioner Burden, and other members of the commission. This is a very important public hearing and thank you for providing the community with the opportunity to present our comments on the Department of City Planning's proposed zoning changes.

I am Vincent V. Abate, Chairman of Brooklyn Community Board No. 1. The Community Board's district comprises Brooklyn's two most northern communities: Greenpoint and Williamsburg, with a census (in 2000) indicating a diverse population of over 160,300 persons. The community has a number of critical issues concerning this proposal. These are thoroughly outlined in our response to the applications and relate to economic development, building/land development (height & bulk), parks & open space and affordable housing development.

We must strongly note that housing is a high need for our community and we support efforts to fund affordable housing development, and those programs that will meet the many needs of our residents.

A few years ago, the Department of City Planning introduced its plan to rezone our district's waterfront and upland areas. At that time I established a Greenpoint-Williamsburg Rezoning Task Force, made up of members drawn from a broad spectrum of the district to address this proposal and provide a unique community view and perspective.

At this point, the Department of City Planning is progressing its proposed rezoning plan. Community Board No. 1 completed its 60 day review and held its public hearing in the evening on November 16, 2004 at Harry Van Arsdale HS. The purpose of the hearing was to receive a presentation from DCP and specifically to hear comments from the community and others that wished to testify. Both the Rezoning Task Force and the Board's ULURP Committee collaborated and issued recommendations to our full Board on December 6, 2004.

Our Board unanimously adopted these recommendations on December 6th, with a vote of: 37 "YES"; 0 "NO"; 0 "ABSTENTIONS" (one present). We have subsequently submitted our recommendations regarding the five applications, with documents that address several points of inclusion and modification:

APPLICATIONS

#C 050111 ZMK (and related # N 050110 ZRK):

- Community Board No. 1 voted to **disapprove with modifications**.

C 040415 MMK, #C 040416 MMK, #C040417 MMK, #C040418 MMK:

- Community Board No. 1 voted to **approve with modifications**.

Our full package was submitted to the Department of City Planning on Monday, December 13, 2004.

As with most communities in New York City, Greenpoint and Williamsburg suffer from a severe shortage of affordable housing. It is feared that without a rigorous visionary and mandated Affordable Housing component, the rezoning may only exacerbate the situation. The rezoning is a great opportunity to realize the Mayor's New Marketplace Plan and simply must guarantee a significant Affordable Housing component for the residents of Greenpoint and Williamsburg.

The Board sponsored two 197-a plans (which both received approval by the City Council) that make recommendations for both Greenpoint and Williamsburg waterfront areas also emphasized the need for affordable housing.

Over the last 10 years, a significant number of housing units have emerged through private development in the mixed-use and industrially zoned areas of the district as property owners presented applications to the Board of Standards and Appeals to secure variances. These variances permitted them to develop their parcels to allow for the occupancy of market rate or luxury/condominium units. Affordable or low-income unit development is virtually

nil, with perhaps very few exceptions (such as a portion of the former Schaefer Brewery site that has a set requirement mandated by the City under a prior ULURP action).

We ask that all be aware that what is affordable for persons living in Manhattan and Westchester is not the same for Greenpoint and Williamsburg. Our residents, especially the elderly and young families, continue to feel the severe financial crunch as rents spiral higher and higher beyond their limited resources.

Community Board No. 1, in a joint effort with Council Member David Yassky, submitted an application to the Department of City Planning. This ULURP application seeks to amend the NYC Zoning Resolution in order to create an "Affordable Housing Zoning District" that would help address the City's desperate shortage of affordable housing. It will put into place a "guarantee" needed in text for such a district and apply it to the new and increased residential zones mapped as part of the Greenpoint-Williamsburg Rezoning.

We continue to seek help from our government officials with ensuring fair development and viable alternatives for the rezoning so that our unique waterfront is not only towering luxury edifices, but rather a wonderful mix of units that is affordable to our entire community.

Thank you again for providing our community with the valuable opportunity to relate our individual concerns regarding these five applications and the text modifications. We look forward to working with you on this most important issue. Together we can make sensible and balanced development with guaranteed affordable housing, increased open space and parkland a true reality in Greenpoint and Williamsburg.

Respectfully submitted,



Vincent V. Abate
Chairman

**Testimony to
Community Planning Commission**

**Comments on the Rezoning of Greenpoint and
Williamsburg**

January 19, 2005

**Susan Albrecht, Associate Director of Housing
CATHOLIC CHARITIES OF BROOKLYN AND QUEENS
191 Joralemon Street
Brooklyn, NY 11201
(718) 722-6000**

Good Morning, my name is Susan Albrecht. I am Associate Director of Housing for Catholic Charities of Brooklyn and Queens. The Roman Catholic Parishes of Greenpoint and Williamsburg, representing 18 churches and over 30,000 families, have appealed to Catholic Charities and Bishop Sullivan for assistance in advocating for a 40% guarantee of affordable housing.

Catholic Charities of Brooklyn and Queens is one of the largest providers of housing for low-income seniors, families and the formerly homeless in New York City, having developed over 3,000 units of housing. In providing these units, we have seen first-hand the overwhelming need for affordable housing. Over 500,000 families in New York City pay more than half their income in rent. Record numbers of families are living in homeless shelters. For each apartment we manage, there are over 20 eligible applicants on the waiting list. In addition to these global statistics, are the very real stories of struggling families and frail elderly tenants who are being displaced by rising rents. This displacement is reaching crisis proportions.

The rezoning of Greenpoint and Williamsburg represents a once-in-a lifetime opportunity to address this crisis by guaranteeing affordable housing for low and middle income New Yorkers. The city action of rezoning will create a dramatic change in the value of certain properties. Rather than give this added value to a handful of developers, we believe that the rezoning should include benefits for the entire community. The rezoning plan should guarantee that 40% of the units are affordable. The rezoning plan should also adapt the other recommendations of the Rezoning Task Force of Community Board #1.

The Environmental Impact Statement estimates over 2,500 families will be displaced as a result increasing property values and rents resulting from the rezoning. To address this displacement and to tackle to overwhelming need, these communities must have a guarantee that at least 40% of the new units will be affordable.

On behalf of the Catholic Charities, we request that the City Planning Commission hold open the hearing until mandatory language can be added to the City's proposed rezoning text. We want a 40% guarantee of affordable housing or nothing.

**New York Metro Chapter
American Planning Association
Greenpoint-Williamsburg Rezoning**

January 2005



Thank you for giving us the opportunity to comment on this significant planning initiative in New York City. The NY Metro Chapter of the APA represents approximately 1000 members in the New York metropolitan region which includes the five boroughs of New York City, Nassau and Suffolk counties on Long Island, Westchester County and the Hudson Valley. Our members are planners involved in land use, open space preservation and development, transportation, community and economic development, and urban design.

We commend the Department of City Planning for a truly fine planning effort. The Department has clearly done a tremendous amount of research and outreach to assess the future planning needs of Greenpoint and Williamsburg. The Brooklyn office is to be especially lauded for putting together such a wide-ranging plan that responds to needs of changing communities within a changing city. We commend in particular continuing the City's encouragement of waterfront revitalization, by seeking to promote new development and activity while ensuring public access to a 30-block shoreline that has long been neglected and inaccessible.

While generally impressed with this planning initiative, the APA wishes to note there are some areas that might be improved.

Use

The Department has appropriately recognized that many manufacturing districts should be rezoned, as the City no longer needs the same amount of space for manufacturing as it did 40 years ago. In those areas, especially along the waterfront, there is an opportunity to plan for other uses. We therefore support much of the rezoning to other uses. However, there is still a wide variety of viable manufacturing and some burgeoning light manufacturing in the rezoning area. It has been widely recognized by the community and by City Planning that the manufacturing sector is a valuable asset to Greenpoint and Williamsburg. The Metro Chapter is concerned that residential use in the proposed mixed-use districts will, in short, order result in manufacturing uses being diminished and displaced by the other uses. We therefore encouraged City Planning, instead, to take a closer look at existing manufacturing and the locations of the burgeoning manufacturing with an eye toward determining whether there are more areas where light manufacturing designations should be retained. Finally, the Commission should urge its sister agencies to explore additional non-zoning incentives and actions to retain the viable manufacturing areas.

New York Metro Chapter
c/o NPC, 232 East 11th Street
New York, NY 10003
Phone: 212.228.7875
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Email: office@nyplanning.org
Web: www.nyplanning.org

City Planning's use of commercial overlays along certain streets connecting to the waterfront will encourage street activity in these areas and add to the vibrancy of the community. The APA would like to stress the importance of commercial activity along primary corridors to the waterfront. In the event that any of the proposed MX Districts are changed, City Planning must use appropriate tools to ensure continuity of commercial use along Grand Street, Metropolitan Avenue, North 6th Street, Greenpoint Avenue, and Green Street.

Bulk

The APA notes that the proposal would preserve low-rise character of most of the area, and the upland portion of waterfront sites meet the neighborhood at a compatible level. While there are good reasons for lowering the heights permitted near the waterfront, we recognize the need for new development in this area to include waterfront access development, inclusionary housing, infrastructure and other costly construction. The area near the waterfront can accommodate the proposed height better than the inland areas. A larger scale is allowed along the waterfront, where new developments will visibly join the Manhattan skyline. We do not have enough information to comment on the economics of the development, and would like to see less height if feasible.

One element of the bulk guidelines that should be changed is the allowance of up to 170-feet along any horizontal dimension of waterfront buildings. Parallel to the waterfront, this width would have the effect of walling off the upland community from the waterfront. The maximum building width parallel to the waterfront should be reduced to 100 feet, which is the dimension currently allowed by the City's waterfront zoning regulations. The proposed 170-foot dimension should be applicable only to a walls perpendicular to the waterfront. Tall, thin towers along the waterfront are preferable to low, wide slabs that would wall off the upland community.

We would like to see exploration of Community Board 11's recommendation to encourage the adaptive reuse of existing manufacturing buildings. This is good conservation and preserves the existing fabric of the built environment.

Waterfront Access Plan

The Metro Chapter commends the use of the Waterfront Access Plan in the Greenpoint-Williamsburg rezoning. It will provide a much-needed resource for the residents of these communities and the Borough. Recreational opportunities will have a tremendously positive impact on the area.

The APA has some concerns, however, about the piecemeal development of the proposed esplanade, and about its ongoing maintenance.

In formulating the Waterfront Access Plan, City Planning faced the difficulty that the waterfront is all private property. Relying on private developers to complete the esplanade will likely result in discontinuity, as waterfront parcels will be

developed at different rates. Learning from previous planning efforts where portions of "public" places have been inaccessible, the APA encourages much greater public involvement to ensure expeditious development and continuous access for this large and important stretch of waterfront.

With regard to maintenance of the esplanade, the APA strongly suggests the creation of a Parks Improvement District or Waterfront Improvement District that would be administered with the goal of implementing a waterfront access plan, and eventually operating the waterfront park. Seed funding could come from private development. Another option to explore is a public-private partnership, with models such as the Riverside Park South Corporation or Hudson River Park Trust.

Regardless of how waterfront access is ultimately developed, it may be helpful for the Waterfront Access Plan to wrap open space around each development site to ensure that residents can access completed esplanade segments regardless of adjacent lot development.

Parks Distribution

While the rezoning does offer extensive access to a waterfront that has long been blocked off, the overall distribution of parkland favors Williamsburg, despite the fact that a greater share of new residential development may be in Greenpoint. In Williamsburg, the plan allocates a state park south of the Bushwick inlet, in addition to its current McCarron Park. The rezoning should allocate more open space for active recreational use in Greenpoint, which already has a shortage of such space. The APA recommends designation of parcels 3 and 4 (as noted in the WAP map) along Newtown Creek as parkland for active recreation. Parcel 3 is currently held by the MTA and parcel 4 would need to be acquired from a private landowner. Active recreational space in this area would provide a much-needed resource to the residents of Greenpoint.

Inclusionary Housing

The ADA Metro Chapter notes the unprecedented experiment in the City for expanding inclusionary zoning beyond R10 districts and, in general, supports the inclusionary housing aspects of the Greenpoint-Williamsburg land use proposal presented by DCP and Department of Housing, Preservation, and Development (HPD), including the December 2004 update. DCP/HPD estimates that implementation of the plan will produce 1,650 to 2,500 affordable housing units, or 16% to 24% of the total 10,300 housing units planned. While no plan perfectly pleases everyone, our consensus is that this plan includes enough goals and incentives toward the production of affordable housing to be a positive step forward. The Chapter believes the inclusionary housing program should be voluntary. The economic "carrots," through Floor Area Ratio (FAR) bonuses and permitting the developer to mix the zoning incentives with existing housing programs, will be sufficient to motivate the private sector to produce the housing.

The Chapter supports CB1's proposal that preference be given to community residents for 30-50% of the affordable housing units produced, and further supports the anti-harassment proposal of the CB1 plan. Anti-harassment rulings have judicial precedent stemming from Manhattan's Clinton neighborhood, and, to our understanding, have been incorporated into the Hudson Yards redevelopment plan.

We welcome the collaboration between DCP and HPD in creating an inclusionary housing plan that can be implemented, including the provision of financing through programs of the Housing Development Corporation, HPD, and the Housing Finance Agency.

Other

Planning for this area should not stop with the zoning actions, and to make this area successful, the City should look to increase transit access, and services such as schools, libraries, fire and police.

* * *

The NYMetro chapter of APA applauds City Planning's efforts to lay the groundwork for the future of Greenpoint and Williamsburg. The Department reached out to the community and determined that waterfront access and manufacturing jobs were two important areas of focus. By revisiting the proposals for mixed use zoning and waterfront development, City Planning may be able to further hone an already stellar plan.

Very truly yours,

APA METRO CHAPTER

NOA BORNSTEIN 99 Commercial Street, Brooklyn, NY 11222 (718-383-1661)

Attn: Amanda Burden, Chair
City Planning Commission
Calendar Information Office—Room 2E
22 Rcade Street
New York, NY 10007

- Re. Thank for consideration of wildlife in Greenpoint/Williamsburg
- Park needs
- Preserving Manufacturing: the Rezoning of Commercial Street,

January 26, 2005

Dear Chair Amanda Burden and Members of the City Planning Commission,

I attended the hearing on January 19th and was and am appreciative of the Amanda Burden's and the Commission Members' work, graciousness, concern, and attention to the issues presented.

I am writing first to express my thanks to Ms. Burden and the Department of City Planning staff for including in the (EIS, I believe) acknowledgement of marine and bird wildlife along this part of the estuary—the Greenpoint/Williamsburg waterfront—and for citing the need to preserve it. Thank you also, Ms. Burden, for the tour you took the Rezoning Task force on of other waterfront parks, many of which included your successful work and vision.

I am also writing to support the testimonies of Joe Vance of Parks & Open Space and GWAPP and Parks Chair, Laura Hofmann. We are seeking to work with you to assure that the parkland—especially active park space is increased to meet the community's urgent need.

Lastly, I am writing to request further discussion regarding rezoning the entire length of Commercial Street from manufacturing to residential. Although 99 Commercial, next to the GMDC is a legal intermediate dwelling—the longtime owner is seeking a C.of O.—it was originally and continues to be a live-work building for artists and artisans. The building predates by a few years the GMDC building at 1155-1205 Manhattan Ave. The Greenpoint Glassworks operated at 99 Commercial before and after the civil war—you can see some of their work at the Metropolitan Museum of Art. The artisans lived in front and worked in the studios in the back—much as the artists and artisans do today. (Please see "Greenpoint Neighborhood History Guide" by Marcia Reiss of the Brooklyn Historical Society).

Continued...

In essence, 99 Commercial is still a functioning light manufacturing building and is compatible with the uses of the GMDC. Down the block, near Steven's Building Supply, is 70 Commercial Street, also a contemporary live-work building.

Next to 99 is 77 Commercial St., a manufacturing building that, until recently, Bulova used as a repair shop and warehouse. This building, previously a feather factory, has been sold, we tenants at 99 Commercial understand, to a residential developer who wishes, (if residential zoning were to be established) to build 25 to 30 foot towers.

Rather than a high rise, cutting off the view and light of 99 Commercial—a place where people live and also make their living—how much better to maintain manufacturing zoning here and for other areas of Commercial Street. This will assist the community's goal of preserving more pockets of manufacturing, and thus, jobs, and preserving an historic and still thriving "live and work" area of Greenpoint.

Thank you for your consideration,

Noa Bornstein

Noa Bornstein,

Parks & Open Space Subcommittee, Rezoning Task Force, CB1
Residential tenant, 99 Commercial Street, Brooklyn, NY 11222
Commercial tenant, GMDC, 1205 Manhattan Ave., #156, Brooklyn, NY 11222



FRIENDS OF THE
WILLIAMSBURG
WATERFRONT

TESTIMONY OF
THE FRIENDS OF THE WILLIAMSBURG WATERFRONT PARK
BEFORE THE CITY PLANNING COMMISSION
ON THE NEW YORK CITY DEPARTMENT OF CITY PLANNING'S
REZONING PROPOSAL FOR GREENPOINT-WILLIAMSBURG
JANUARY 19, 2005

Thank you for the opportunity to address you today. My name is Cathleen Breen and I speak to you today on behalf of the Friends of the Williamsburg Waterfront Park, formerly known as the Brooklyn Eastern District Terminal (BEDT).

The Friends have been active in local land use issues and instrumental in bringing much-needed open space to our area. The park site located along the Williamsburg waterfront was originally intended to be part of a large waste transfer station that would have added to the environmental burdens of the community; however, through the hard work and determination of the community and local elected officials, we now have waterfront access and open space.

Yet, as tremendous as that is, it falls far short of the community's urgent need for increased open and recreational space in Greenpoint and Williamsburg.

We must realize that there are significant fiscal, environmental and health benefits associated with the creation and protection of open space that must be considered.

Open space helps protect animal and plant habitats; combats air pollution; attenuates noise; controls wind; provides erosion control; moderates temperatures, and protects surface and ground water resources by filtering trash, debris, and chemical pollutants before they enter the our waterways.

Unfortunately, the current zoning proposal contains no net increase in parks and open space and instead will result in tremendous upheaval in the community with high-rise buildings along our waterfront, thousands of luxury units and the ensuing loss of thousands of viable, local manufacturing and creative economy jobs.

*Friends of The Williamsburg Waterfront Park
Greenpoint/Williamsburg Rezoning
January 19, 2005*

We realize that change is coming. However, the real challenge is to make sure that it happens in a controlled and well thought out manner that considers the needs of the community. The current plan does not meet this challenge.

Instead, we concur with the recommendations of the Rezoning Task Force of Community Board 1 and call for:

- Guaranteeing at a minimum, 40% affordable housing units;
- Maintaining a balance of residential and industrial uses in the mixed use area;
- Using a comprehensive contextual development strategy, which regulates new developments to more closely reflect the scale of surrounding buildings;
- Creating and restoring open space and natural habitats, including playing fields, recreation programs, and parks such as the expansion of Barge Park in Greenpoint through land swaps; community gardens, natural areas; pedestrian-oriented streets; neighborhood street trees; public waterfront promenade, bikeways and walkways; piers along the waterfront to facilitate fishing, boating and passive water uses;
- Committing at the outset that the proposed parkland adjacent to the Williamsburg Waterfront Park not be contingent upon the Olympics, but be made a park with adequate financial resources and timely implementation schedule, and
- Ensuring that the U.S.S. Monitor park and museum at Bushwick Creek Inlet advances.

As the late Senator Robert F. Kennedy said, "Our future may lie beyond our vision, but it is not completely beyond our control."

This rezoning plan presents a critical opportunity to advocate for sound development and the creation and long-term protection of open space throughout North Brooklyn.

We cannot let this opportunity pass by.

The Friends Group looks to you during this crucial time; the future of our community and environment depends on decision-makers who answer the community's clarion call for open space and planning changes that will allow everyone in the community to benefit.

I thank you for the opportunity to comment today, and look forward to continuing to work with you on this important issue.



BROOKLYN LEGAL SERVICES CORPORATION A

The primary provider of free legal services to low income individuals
and groups throughout North and East Brooklyn

PLEASE REPLY TO
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CHAIRPERSON OF THE BOARD
REV. PETER A. MAHONEY

PROJECT DIRECTOR & CHIEF COUNSEL
MARTIN S. NEEDELMAN, ESQ.

DEPUTY PROJECT DIRECTOR
PAUL J. ACINAPURA, ESQ.

January 19, 2005

City Planning Commission
Commissioners:

I speak as counsel for the Mobilization Against Displacement, a coalition of almost every major housing and other group concerned about low income and working people in Williamsburg-Greenpoint. I urge you to vote to reconsider your plan for rezoning of the North Brooklyn East River waterfront and surrounding areas, unless or until it includes a requirement that at least 40% of any new housing be truly affordable to current low income and working class residents of the neighborhood.

The City's plan would provoke a massive new round of gentrification and displacement of a huge part of our current community's families, senior citizens and other residents. City's proposed incentives to ameliorate that impact, would be useless to the people we are talking about, i.e. the City's goals would be satisfied by approximately 20% of the units renting at \$1,200 per month, well above the means of the people we are talking about.

The City's plan is flawed - and indeed dangerous - for the following reasons:

1. Throughout Community Board #1, we are in a desperate crisis, in part provoked by the City's vast and unbridled approval of variances that have allowed for a huge volume of new luxury housing replacing industrial and commercial sites, which has generated an incredibly "hot" housing market that has encouraged voracious speculators and developers to push out existing lower income tenants.
2. Increasing the supply of luxury housing will not meet the needs of the market, only create a magnet attracting a new wave of upper income émigrés from

- Manhattan, looking for a great new place to live or have their city "digs." The new supply will not satisfy, but rather increase, the demand for luxury housing.
3. Token affordability, in terms of meeting the actual needs of the bulk of lower income Williamsburg-Greenpoint tenants, is not acceptable or meaningful. In order to stem the tide, cool off the insanely heated luxury market, provide housing for the displaced and create opportunities for expansion of the existing population, at least 40% of all new units must be truly affordable, i.e. with rents at about 30% of the income of our very low, working poor and lower middle income families.

Conclusion:

The fact that much of the waterfront properties have been purchased by speculators assuming the adoption of a zoning that does not require affordable housing and the inclusion of lower income people, does not justify the massive displacement of most long term residents and people of color from North Brooklyn, that would almost certainly result.

Any governmental action to change the current zoning to benefit rich developers and their wealthy clientele **MUST** be pre-conditioned on mandatory creation of at least 40% truly affordable housing.



OFFICE OF THE
ATTORNEY GENERAL

JAN 26 2005

January 21, 2005

Ms. Amanda Burden
Chair, City Planning Commission
22 Reade Street
New York, New York 10007

Dear Ms. Burden,

Thank you for the opportunity to give my testimony to the Planning Commission at the Public Hearing on Wednesday, January 19, 2005. Attached are clean copies of my speech. Please distribute them to the commissioners.

We welcome you and any of the other commissioners to visit us whenever is convenient for you.

Sincerely,

A handwritten signature in cursive script that reads "Emily Caslow".

Emily Caslow





January 19, 2005

City Planning Commission Remarks

Good afternoon. Before I begin, I would like to mention that we are in favor of the modified proposal. My name is Emily Caslow and I am pleased and proud to speak on behalf of my family's company, the Acme Smoked Fish Corporation of 30 Gem Street, in Greenpoint, Brooklyn. For more than 50 years, four generations of my family have dedicated themselves to operating our family business in Greenpoint. In doing so, Acme has contributed to the economic strength of New York City, served as a local employer to many, and as a responsible member of the community.

We would like to thank the Brooklyn City Planning Office for supporting our request to keep our property zoned as M-3.

This will allow us to keep our commitment to Greenpoint and New York City.

Acme has made substantial investments in its Greenpoint facility in recent years, despite generous offers to relocate from economic development corporations in New Jersey and Empire Development Zones in other areas of New York State. We turned down these offers and instead increased our investment in Greenpoint, spending millions of dollars upgrading our production facilities, which increased the plant's capacity. This, in turn, produced more jobs and we have increased the company's work force by nearly 50 percent in the last several years.

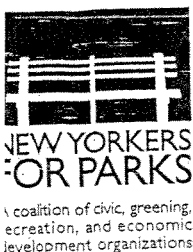
We presently employ about 150 people at our Greenpoint home. You might be surprised to learn that 100 of these employees walk to work daily from surrounding



neighborhoods in Greenpoint, Williamsburg and Bushwick. Acme is a longstanding employer in the community. We provide good jobs at a decent living wage for generations of local residents.

Acme's Greenpoint plant has been an important part of my life since I was a little girl. I could tell you stories about visiting the plant as a child and reaching my entire arm into a barrel of herring, completely soaking my puffy pink snowsuit. But this isn't about my memories. It's about the future of our company and the futures of the many families that depend on Acme for their livelihoods. It's also about preserving the heritage of a family owned company that makes traditional New York style smoked fish, right here, in New York City.

In closing, I want to ask for your support to keep our property -- which you may know as Block 2615, Lots 1, 50, 21 and 25 -- zoned as M-3, as submitted by the Brooklyn City Planning Office. Doing so will enable us to keep our business growing in Greenpoint and to continue serving the local economy as an employer and a taxpayer. Thank you.



OFFICE OF THE
COMPTROLLER

January 19, 2005

JAN 24 2005

The Urban Center
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New York, NY 10022
tel 212.838.9410
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www.ny4p.org

Ms. Amanda Burden
Chair, New York City Planning Commission
Director, New York City Department of City Planning
22 Reade Street, 2nd Floor
New York, NY 10007

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Cesar A. Perales
Karen A. Phillips
Peter J. Powers
Arthur Ross
Janette Sadik-Khan
A. J. C. Smith
Charles E. Williams, III

Dear Ms. Burden:

Thank you very much for briefing me, Lynden Miller and Peter Rothschild regarding the ambitious Waterfront Access Plan for the Greenpoint/Williamsburg communities. I have enclosed our testimony, which we submitted at yesterday's hearing. We applaud your effort to include parks and open space in economic development plans. Our Ernst & Young study showed clearly that tying parks with development results in additional revenue for the city and an improved quality of life for New Yorkers.

I would like to accept your offer to meet again with New Yorkers for Parks so that we may brief you on our exciting initiatives and discuss additional ways that the Planning Department can assist in creating more parks and open space throughout New York City. I will contact your office shortly to schedule this meeting at your convenience.

Again, thanks for the briefing and for making parks and open space a priority.

Best,

Christian DiPalermo

Encl.



New York City Planning Commission
Hearing on Greenpoint/Williamsburg Waterfront
New Yorkers for Parks Testimony
January 19, 2005

Introduction

Good morning. My name is Christian DiPalermo and I am the Executive Director at New Yorkers for Parks (NY4P). I am submitting testimony first and foremost to commend the Department of City Planning's (DCP) outstanding efforts to revitalize what has been a heavily industrialized stretch of waterfront in Greenpoint/Williamsburg. As the only citywide parks advocacy organization, New Yorkers for Parks' comments and suggestions regarding the Rezoning Plan are limited to interior and waterfront parks and open space.

The Need for a Well Planned Waterfront

NY4P is excited that the Administration has made parks and open space central to the revitalization of the Greenpoint/Williamsburg neighborhood and waterfront. In 2003, New Yorkers for Parks and Ernst & Young issued the first-ever five-borough real estate study called "How Smart Parks Investment Pays Its Way". The study concluded that when park and open space investment is tied into overall economic development as the Administration has done today with this Rezoning Plan, the City receives a significant increase in revenues from economic activity and real estate values.

We applaud the Administration's innovative efforts to establish a waterfront greenway (Shore Public Walkway) on privately owned land by compelling developers to provide for the creation and maintenance of their portion of the greenway. The major piece of parkland in the plan is a much-needed 27-acre mixed-use park and esplanade providing important and exciting opportunities to enhance New Yorkers' access to open spaces. Overall, the Rezoning Plan increases the total acres of parks and open space by approximately 42 acres to the community.

Currently, the ratio of open space per 1000 people in Community Board I is .63 acres – one of the lowest in the city. Park property here totals 3 % of the total area, ranking it 42nd out of 59 Community Boards. This is well below the 2.5 acres per 1000 residents recommended by State Environmental Quality Review (SEQR). This ratio slightly improves under the Rezoning Plan. At this time, New York City ranks 48 out of the 52 highest-density US cities in terms of open space per capita. Thus, the addition of well planned open-space will enhance access not only for residents of Greenpoint/Williamsburg, but for all New Yorkers.

NY4P Greenpoint/Williamsburg Testimony

Recommendations

A private entity should be created to fund and operate the maintenance of the Shore Public Walkway and parkland to ensure that the highest quality standards of care are met.

Recent waterfront park development projects, from Battery Park City to Brooklyn Bridge Park, have been very successful in attracting private investment, especially to pay for maintenance. Adequate maintenance funding is essential to ensuring that our parks and open spaces are neighborhood assets and community enhancers. Investing millions of dollars to reclaim our waterfront without adequate maintenance dollars is akin to buying a new car and never having it tuned up. The success of these sites will depend on long-term commitment to their upkeep.

Include the 35-acre McCarren Park--a long neglected community open space--within the rezoning plans and allocate significant funds for its revitalization.

McCarren Park should be treated as an extension of the upland connection to the waterfront parks and esplanade.

Ensure that the Shore Public Walkway will be publicly accessible, contiguous and implemented in a timely manner.

Expand Newton Barge Park to satisfy the park needs of the Greenpoint community.

This expansion will begin to increase the amount of parkland per resident in Community Board I.

Working together, the community and the Administration can create a Rezoning Plan which provides more park acres and well-maintained parkland and open space. This model will be replicated throughout the city to ensure that parks and development go hand-in-hand to improve all our neighborhoods.

Thank you.

New York City Planning Commission
Hearing on Greenpoint/Williamsburg Waterfront
New Yorkers for Parks Testimony
January 19, 2005

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Currently, the ratio of open space per 1000 people in Community Board 1 is .63 acres—one of the lowest in the city. Park property here totals 3 % of the total area, ranking it 42nd out of 59 Community Boards. This is well below the 2.5 acres per 1000 residents recommended by State Environmental Quality Review (SEQR). This ratio slightly improves under the Rezoning Plan. At this time, New York City ranks 48 out of the 52 highest-density US cities in terms of open space per capita. Thus, the addition of well planned open-space will enhance access not only for residents of Greenpoint/Williamsburg, but for all New Yorkers.

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McCarren Park should be treated as an extension of the upland connection to the waterfront parks and esplanade.

- Ensure that the Shore Public Walkway will be publicly accessible, contiguous and implemented in a timely manner.
- Expand Newton Barge Park to satisfy the park needs of the Greenpoint community.

This expansion will begin to increase the amount of parkland per resident in Community Board 1.

Working together, the community and the Administration can create a Rezoning Plan which provides more park acres and well-maintained parkland and open space. This model will be replicated throughout the city to ensure that parks and development go hand-in-hand to improve all our neighborhoods.

Thank you.

BOXART

FINE ART
CRATES &
TRANSPORT

79 North 5th Street
Brooklyn, NY 11211
TEL 718-702-6100
FAX 718-943-4206

January 18, 2005

Amanda Burden
Chair of City Planning Commission
212 Reade Street
Brooklyn, NY 10007

Dear Ms. Burden,

I appreciate this opportunity to share with you my views and concerns.

My name is Dennis Fisher and I am the owner of Boxart. We are a company that serves the museum community by handling their artwork in transit. We employ approximately thirty five people, providing them with excellent wages and benefits, including healthcare and a 401K. The current rezoning proposal will destroy our company and our vibrant industrial community.

We lease a 20,000 square foot facility and provide crating and packing services to all of New York City's major museums, galleries, and art institutions. We crate art that is going on loan to other museums worldwide and large traveling exhibitions that tour for sometimes up to five years.

We provide a vital service to the museum community and the high quality work that we've performed has made a large contribution to the successful function of these institutions. The city prides itself on its art and cultural institutions and we are part of the backbone. Our clients will testify to the truth of this contribution and confirm our position as the premier fine art crating company. It is a fact that our services are integral to the health and well being of the highly valuable New York cultural world.

We strongly urge you to modify the proposed rezoning plan. Among the most vital reasons for our success is our location in Williamsburg, Brooklyn and the vital workforce residing in this community. Almost everyone who works at Boxart lives in the neighborhood. Many, but not all, are either artists or musicians who require additional income. Many are long time residents raising families. It is the uniqueness of our neighborhood that creates this unique and invaluable operation. New York is capable of so much because of its diversity and this neighborhood is an example of that. Our location is also a perfect transportation crossroad between

JFK and Manhattan. We ask that the rezoning plan be modified to preserve our location at 79 North 5th Street.

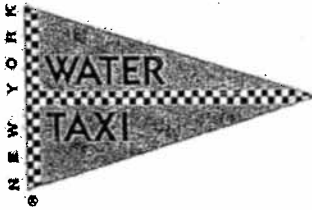
A city is only as good as its people. The diversity of New York is what makes this city so great. The proposed rezoning will affect middle income jobs and housing. The loss of middle income citizens will be a great loss of vitality for New York.

Organic growth is another quality that makes New York great. We ask that as city planners, you develop as well as nurture. There is plenty of room in Williamsburg to build housing while maintaining industry. We don't have to imitate those beach communities who destroy the very things that make them vital by over development. All we ask is that you review the current proposal, visit our neighborhood, and preserve as well as develop.

While traveling, I am met with sincere respect for being from Brooklyn. This was not always the case. Twenty years ago, the response, whatever it was, was usually followed by a snicker, if not a laugh. Now, more often than not, it inspires awe. People everywhere know of the changes that have come over Brooklyn. Most know that Williamsburg is the coolest. It has been voted the number one hippest place in America in three major publications, including Rolling Stone magazine (number two and three being the Mission in San Francisco and Bourbon Street in New Orleans). The culture here is appreciated worldwide. Our city cannot afford to lose this kind of cultural energy. Local industry provides for a vibrant community. Our community resonates throughout all of New York City. Enough of America has lost its industry. We cannot let New York City go the same way.

Respectfully,

Dennis Fisher
President,
Boxart, Inc.



Department of City Planning
Public Hearing
Greenpoint/ Williamsburg Rezoning
January 19, 2005

New York Water Taxi is a small business located in Red Hook, Brooklyn which provides small scale waterborne transportation that connects neighborhoods parks and cultural institutions along the waterfront in New York City. We support the NYC Department of City Planning's inclusion of water taxi landings in the proposed Greenpoint/Williamsburg rezoning. It is important that the proposal stresses water taxi's as there are differences in both impact and operation between ferries and water taxis.

Ferries are larger-scale vessels geared primarily towards commuters and are often supported by upland mass transit connections and parking facilities. Ferries in New York City carry between 100 and 6,000 passengers and are only allowed to operate at ferry terminals

Water taxis are small-scale waterborne transportation designed to provide access where ferries are inappropriate. They carry less than 99 passengers and operate like a bus traveling along a fixed route and picking up passengers at various locations. They're designed for pedestrian access and the average water taxi stop might have between 6 and 15 people get on or off at any particular location.

Water taxis are supported by environmentalists, park planners, community boards local residents and transportation advocates. The use of water taxis to provide small-scale transportation has been included in planning for all the new waterfront parks in New York Harbor because they enhance access to, and along, the waterfront. The operation of water taxis in public parks been reviewed and approved after extensive environmental impact studies most notably in the Hudson River Park, which is a marine sanctuary.

My partner Douglas Durst and I are both life-long environmentalists who started New York Water Taxi to provide better access between existing and emerging neighborhoods, parks and cultural attractions on the city's waterfront. Our water taxis are even more stringently designed than is required by current zoning and maritime law with low-wake hulls and hospital grade muffler systems to minimize their impact on the natural and human environment in which they operate. They have been operating as good neighbors in the Brooklyn Bridge Park, Battery Park and the Hudson River Park for over two years.

We believe that water taxis have important environmental benefits by providing efficient mass transportation in areas that are poorly served by existing mass transit. They also provide local families an opportunity to get out of the water on the weekends and explore the wonderful parks and cultural attractions on our city's waterfront. In addition, as in other neighborhoods the water taxi serves, local schools can benefit from educational programs of New York Water Taxi has produced.

One way to enhance the effectiveness of water taxis as mass transit in the proposed rezoning would be to maximize the interface between local bus routes and waterborne transportation.

We believe that small-scale waterborne transportation will help the next generation of New Yorkers see the city across the bow of a boat as children in the Harbor have for the last 10 millennium. When people have a better understanding of the waterfront they will be more likely to get involved in efforts to preserve and enhance this valuable resource.

We strongly support waterborne transportation as an important part of Greenpoint/Williamsburg rezoning and believe that it will be an asset to the new Greenpoint/Williamsburg waterfront park.



NAG

Neighbors Against Garbage

101 Kent Ave.

Brooklyn, NY 11211

(718) 384-2248

Williamsburg / Greenpoint

**TESTIMONY OF
NAG
BEFORE THE CITY PLANNING COMMISSION
ON THE NEW YORK CITY DEPARTMENT OF CITY PLANNING'S
REZONING PROPOSAL FOR GREENPOINT-WILLIAMSBURG**

January 19, 2005

My name is Peter Gillespie. I'm the Executive Director of NAG, which is a community planning, and environmental justice organization based in the Northside section of Williamsburg, Brooklyn since 1994. On behalf of the NAG Board of Directors, I strongly urge the City Planning Commission, to support the recommendations unanimously adopted by Community Board #1 and endorsed by Brooklyn Borough President Marty Markowitz in response to the City's Rezoning Proposal. The community has spoken loud and clear and with one voice: Change the City's Rezoning Plan.

We demand:

- 40% guaranteed affordable housing,
- Protection of 4000 viable industrial jobs,
- 70 acres of open space and parkland, and
- No 40 story towers on our waterfront.

In summary, the foundation for a mixed-income, mixed-use community that builds upon our many strengths and assets while recognizing emerging trends and leveraging existing markets.

In the short time I have, I would like to address one of the many flagrant oversights in the City's plan. The City proposes changing the Special Mixed-use District and upland manufacturing areas in the Northside to a zoning designation that would allow as-of-right market-rate residential development, thereby serving as a transitional zone that would destroy the still vibrant industrial base.

In the executive summary of its proposal, the City reports that a million square feet of industrial space and close to one thousand industrial jobs would be lost if their proposal is adopted. The City then discloses, "There are no policies or recommendations that directly protect the businesses that are expected to be

displaced" and concludes that a detailed assessment of this impact is unnecessary: a particularly revealing statement demonstrating the bankruptcy of the City's Economic Development priorities.

The City supports its decision to undermine the local economy on the obvious and unquestioned decline, over the last few decades, of traditional heavy manufacturing: particularly water-dependent industries and certain sectors such as garment and textile manufacturing. But the City fails to recognize that there are still over 4,000 industrial jobs in the rezoning study area; that certain sectors -- like food processing -- have stabilized; and that a unique and growing artisanal sector has emerged -- including furniture and cabinet makers, art handlers, and specialty renovators and fabricators -- that contributes a defining and essential element to the neighborhood, continues the long and rich history of incubating industries in North Brooklyn, helps diversify the City's economy, provides good jobs, and runs counter to the declining trends in the older manufacturing sectors.

The City's other claim -- that hundreds of displaced businesses can simply close shop and move to the Navy Yard -- again overlooks how important the specific Northside location is to many of these businesses: the neighborhood's easy access to Manhattan clients; a skilled, local workforce; and, most importantly, the fragile synergy that has been created amongst many of these businesses: a phenomenon that cannot be measured by a cavalier perusal of the Bureau of Labor Statistics.

Finally, in response to the City's Plan the community has developed a modification to the proposed zoning text that would mandate that existing ground floor industrial space be maintained in the predominately manufacturing areas in and around the Northside Special District, while allowing residential development above, limiting the use groups to ensure compatibility with the residential uses, and allowing more flexibility in terms of height and bulk to encourage development of affordable units.

Another option we've considered is to remove a significant number of the upland blocks that are either manufacturing zones or designated for predominately manufacturing uses in the Northside Special Mixed-Use District that are now slated for MX designation in the City's proposal.

Coupled with a generous \$42 million relocation fund -- that would mitigate the inevitable displacement of viable industries resulting from any adopted zoning plan -- and additional, significant subsidies to develop new nonprofit industrial sites that would stabilize these protected areas -- we believe will redress the City Planning's oversight and go a long way towards developing a meaningful industrial policy in North Brooklyn while helping to maintain a healthy and diverse economy for the City as a whole.

In either case, the community simply has a better plan providing substantial economic value to the City and preserving and enhancing the mixed-use character of the neighborhood. Commissioners, join the community and change the City's Rezoning Plan. To help achieve that end, keep the hearing open.

Thank you.

NAG Industry Survey - Summer 2004

In the summer of 2004, NAG conducted a door-to-door survey of local industries in targeted manufacturing districts within the study area of the NYC Department of City Planning rezoning proposal for Greenpoint/Williamsburg. 126 businesses were contacted and 71 filled out the survey. This is an ongoing project, therefore updated survey information will be made available as provided.

(See attached survey form and map.)

The NAG *Industry Survey* showed that,

- 61% of the businesses surveyed in the area rent their spaces and are threatened with displacement under the City's rezoning proposal.
- 79% of the businesses are small companies employing less than 20 workers.
- 80% of the businesses employ Greenpoint/Williamsburg residents, and 23% of the companies employed *only* Greenpoint/Williamsburg residents.
- 49% of the businesses have been at their locations more than ten years (31% have been in WB/GP for more than 20 years).
- 45% of the businesses have been in NYC area for more than 10 years.
- 53.5% of the businesses operate on less than 10,000 sq feet lots.
- 62% of the businesses produce goods for the local market.
51% of the businesses produce goods for the national market.
32% of the businesses produce goods for the international markets.
- 68% of the business owners are *not* aware of the details of the City's plan for rezoning the area and its impact on their business.

Summary analysis provided by the New York Industrial Retention Network (NYIRN). Door-to-door survey assistance provided by NYIRN and Pratt Institute Center for Community and Environmental Development (PICCED). Special thanks to Jen Bagali and Tanushri Kumar.

NAG Industry Survey - Summer 2004

Summary analysis provided by the New York Industrial Retention Network (NYIRN)

Ownership/Rental		
	#	% of total
Own	26	36.6%
Rent	43	60.6%
No Answer	2	2.8%

Square feet occupied		
	#	% of total
less than 1,000	2	2.8%
1000 to 4,999	22	31.0%
5,000 to 9,999	14	19.7%
10,000 to 19,999	17	23.9%
20,000 to 49,999	7	9.9%
50,000 or more	3	4.2%
No answer	6	8.5%

Full-time employees		
	#	%
Less than 10	41	57.75%
10-19	15	21.13%
20-29	5	7.04%
30-39	6	8.45%
More than 40	4	5.63%

Part-time employees		
	#	%
None	52	73.24%
1-3	14	19.72%
4-6	4	5.63%
More than 6	1	1.41%

Dollar/square foot rental cost		
	#	%
Less than \$5	3	12.50%
\$5-\$9.99	10	41.67%
\$10-\$14.99	4	16.67%
\$15-\$19.99	3	12.50%
\$20-\$24.99	3	12.50%
More than \$25	1	4.17%
Renter provided info	24	55.81%
No Answer	19	44.19%

Years at this location		
	#	%
Less than 1	4	5.63%
1-5	18	25.35%
6-10	14	19.72%
11-15	11	15.49%
16-20	7	9.86%
More than 20	14	19.72%
NA	3	4.23%

Employees (Emp.) who live in WB/GP		
	#	%
none	12	16.90%
some	26	36.62%
most	15	21.13%
all	16	22.54%
NA	2	2.82%

Emp. living in other parts of Brooklyn		
	#	%
none	28	39.44%
some	25	35.21%
most	10	14.08%
all	0	0.00%
NA	8	11.27%

NAG Industry Survey - Summer 2004

Summary analysis provided by the New York Industrial Retention Network (NYIRN)

Annual Gross Income		
	#	%
Less than \$1 million	7	9.86%
\$1-5 million	8	11.27%
over \$5 million	2	2.82%
don't know	4	5.63%
NA	50	70.42%

Hourly wage		
	#	%
Less than 10	4	5.63%
\$10-\$15	8	11.27%
\$16-\$20	9	12.68%
More than \$20	5	7.04%
NA	45	63.38%

Market for business		
	#	%
L	31	43.66%
L,N	13	18.31%
L,N,I*	20	28.17%
N,I	2	2.82%
L,I	1	1.41%
N	1	1.41%
NA	3	4.23%

*Local, National, International

Aware of City's rezoning proposal		
	#	%
no	13	18.31%
yes	55	77.46%
NA	3	4.23%

Detailed knowledge of City's plan		
	#	%
no	48	67.61%
a little bit	2	2.82%
some	7	9.86%
yes	11	15.49%
NA	3	4.23%



INTERFAITH ASSEMBLY on
HOMELESSNESS
AND HOUSING

**Testimony before the City Planning Commission
Regarding the plan for Greenpoint-Williamsburg
January 19, 2005**

My name is Marc L. Greenberg. I am the Executive Director of the Interfaith Assembly on Homelessness and Housing, based at the Cathedral of St. John the Divine. The Assembly is a coalition of over 60 religious organizations, Citywide – Muslim, Buddhist, Christian and Jewish. The Assembly's programs work directly with those who have been homeless as they recover from the trauma associated with their homelessness and work to rebuild their lives.

This past May on the occasion of our 20th annual Convocation and overnight vigil at City Hall calling for public policies to address the needs of those in our city who are homeless or at risk of homelessness, we were joined by some of New York's most prestigious religious including Lutheran Bishop Stephen P. Bouman, Reverend Skip L'Heureux, Executive Director of the Queen's Federation of Churches, Bishop E. Don Taylor of the Episcopal Diocese, Father Kevin Sullivan, Executive Director of New York Catholic Charities, Reverend John Hiemstra, Executive Director of the New York City Council Of Churches and Rabbi Joseph Potasnik of the New York Board of Rabbis. They were all united in calling on New York City to establish a policy of Inclusionary Zoning as one of the top priorities for addressing homelessness and the shortage of affordable housing in New York City.

On behalf of all of our religious partners as well as those women and men who are rebuilding their lives after homelessness or struggling to maintain their housing, I am here to urge you to honor the clear will of the community and the vast majority of New Yorkers and send to the City Council a plan for Greenpoint-Williamsburg that Guarantees that at least 40% of the housing produced is affordable to the majority of residents of the neighborhood as well as to the low-income families who would face displacement as rents rise as a result of the proposed development.

Common to all of our faiths is the belief that every human being, no matter what their income or social status has inherent dignity and worth. Those formerly homeless men and women with whom I work want deeply to rebuild their lives and be contributing and participating members our city. Without a safe, decent and affordable home this is virtually impossible. I want to take this opportunity to acknowledge the good work that this commission has done in responding to the will of the residents of West Midtown in the development of the West Side Yards Plan and urge you to continue to be bold and creative as you proceed to craft a plan for Greenpoint-Williamsburg. The future of our great City as a celebration of cultural diversity and opportunity will be profoundly effected by the choices we make today and in the days to come. Thank you.

1047 Amsterdam Avenue, NYC 10025 - 212-316-3171



Building the shared city together
ending
chronic
homelessness
by establishing a sound housing policy in NYC

**SOUTHSIDE UNITED HOUSING
213 SOUTH 4TH STREET
BROOKLYN, NY 11211
(718) 387-3600 FAX (718) 387-4683**

**TESTIMONY BEFORE CITY PLANNING COMMISSION ON THE CITY'S
APPLICATION TO RE-ZONE THE WILLIAMSBURG-GREENPOINT
WATERFRONT**

January 19, 2005

My name is Catherine Herman and I am the Director of Planning and Development for Southside United HDHC (Los Sures) serving the Southside community and I am a member of the Affordable Housing subcommittee of the CB #1 Rezoning Task Force (RTF).

We oppose the city's proposal as it stands now because it will jeopardize the stability brought to this community through over thirty years of carefully crafted partnership between government and Los Sures. In the late 1960's the Southside was totally destabilized and because Los Sures and the City, State and the federal government, lead by HPD's efforts, joined forces, close to 4,000 units of affordable, and we mean low-income when we use that term, housing has been created and even more has been preserved. A quick tally of the investment that has been made in Community Board One including the work of Los Sures, St Nick's, The Peoples' Firehouse and North Brooklyn Development Corporation would easily add up to \$1 billion dollars.

Now we perceive the City's plan as part of this very Republican era we're in: poor and working people along with the public sector create an environment that the private sector feels safe enough to come in and invest. The poor are now expendable. The clash comes because the City has a plan for growth and the community has a plan for stability – without mandated affordability, there is a profound difference.

What the community wants and needs: The plan must be changed to include text and mapping that:

- guarantees 40% of the housing produced as a result of the re-zoning be affordable to households of low and moderate means;
- increases park and recreation space;
- creates mixed use zones that preserve jobs and work spaces;
- increases mass transit;
- rewards outstanding design standards that will help integrate the new housing with the existing community and that could include preservation and adaptive re-use;

- eliminates physical and economic barriers between the current residents and their waterfront.

The community is unified in its demand for a re-zoning plan that mandates affordable housing: Community Board One, long a supporter of its local not-for-profits who have created thousands of apartments of community-controlled low-income housing, formed a Rezoning Task Force two years ago. Representatives from around the CB #1 studied five issue areas. This Task Force sent to City Planning a forty page written response to the DEIS Scoping document over a year ago that did not get a response from DCP.

The Brooklyn Borough President, Marty Markowitz has joined Community Board One in recommending a resounding NO to the proposed Rezoning Plan. Opposition will continue to grow as the proposal reaches the City Council unless the modifications that are spelled out in both recommendations are adopted. December was a crucial month, and a chance for the DCP to draft revised zoning text that would encompass the full Community Board One Affordable Housing recommendations including language that would satisfy our requirement of a 40% guarantee. Regrettably, the DCP did not take this opportunity to include language that mandated any affordable housing. Is it clear yet if this completely closes the door on the Commission or the Council adding in any such mandatory language, even for a portion of the full 40%, at a later stage? Is it clear that such language would be in or out of scope? The Borough President and others have interpreted the rules to mean that an explicit tool such as mandatory language can no longer be considered. We, therefore, request that this City Planning Commission hearing be left open to allow for the revision of zoning language that would include mandatory provisions.

Our request that affordable housing be included in the rezoning of the neighborhood is hardly new. The Williamsburg and Greenpoint 197-a plans (both of which were approved by the Planning Commission and the City Council) both specifically called for affordable housing. The 197-a plans represented a broad consensus that included the input of all ethnic constituents in the district, - which was no small task. The Neighborhood Based Alliance was organized; a coalition composed of groups, many several decades old that represent most of the neighborhood. The Community Board also sends representatives to the Citywide Coalition for Inclusionary Zoning and communicates regularly with the Clergy Cluster and other religious organizations committed to the issue of winning guaranteed affordability.

The outreach and organizing has continued in the neighborhood and, ironically, the City's lack of response to the 197-a plans and to our written requests regarding the EIS scoping has unified this neighborhood in a way I have not seen in thirty years. There is unanimity on the need for a drastic change to the plan and the feelings of insecurity and frustration will only build.

Who supports us? So far, an impressive array of elected officials, academics and newspapers support inclusionary zoning, including Congresswoman Nydia Velasquez, Assemblymen Lentol and Lopez, Council members Reyna and Yassky, and Borough President Marty Markowitz; the Regional Plan Association, the Municipal Art Society

Planning Center, Habitat for Humanity, ACORN, the Coalition for the Homeless and the Partnership for the Homeless, AAFE, Tenants & Neighbors, Central Brooklyn Churches, and the Diocese of Brooklyn and Queens, PolicyLink, PICCED, The Women's City Club of New York, Inc. and prominent urban planning professors. NYU's Furman Center is studying the issue, several private developers and trade associations support the idea and the New York Times printed an editorial supporting the Yassky/CB #1 proposal.

Why affordable housing has to be 40%: Let us quickly revisit the Schaefer project which was built under a re-zoning negotiation that resulted in 40% of the units being affordable to low-income working families. The Southside community strenuously objected to the project that was reportedly sold to a single bidder under a sole source contract, for \$9 million dollars; with the city absorbing the cost of the demolition and the esplanade. We objected because the original plan for 100% luxury housing would have entirely excluded the Southside community – as would the original marketing concept – or in the words of one HPD official, "Rheingold is for the Hispanics and Schaefer is for the Hasidim". We have fought to make the Schaefer project accessible and affordable and while we were not successful having the project designated as 100% affordable, the developer has kept this promise to construct 40% of the units as low-income and to adhere to fair marketing guidelines. We at Los Sures continue to believe that the fact that the developer was mandated to build 40% affordability is the reason the project will have this significant low-income component. Otherwise the developer could sell all the units at a starting price of \$500,000 for a studio and up. So 40% was a compromise figure, the floor really of what would be appropriate for this community, not a starting point from which to negotiate down.

The Schaefer project is also a model in one other important aspect: the developer did pay for the land, did encounter high site preparation costs, but because he was able to obtain subsidies and because the city helped defray the cost of the construction of the esplanade, he was able to deliver 140 low-income apartments. Officials that say that "the numbers don't support 40% affordable" should re look at their scenarios so that their mission stands on its head; in other words, if a mandate to build 40% affordable that is consistent with our proposal would freeze the production of market rate housing due to a downturn in the market, then the community believes that is a better outcome than no guarantee. And the Schaefer project has shown that low-income units that share a site with extremely high end housing can work.

Forty percent is necessary because it represents a significant share of the overall number of new units, which could begin to satisfy the tens of thousands of households in need of lower cost housing and also because it could constitute a critical mass of affordable units to help mitigate the impact of such a volume of luxury housing. It is essential that a significant amount of the new housing serve the residents of the Community Board whose median household income is \$27,000. It is also essential that the ethnic and racial mix of the neighborhood be maintained in the new housing and the data supports our contention that only rents well below market could accommodate families from the Hispanic, Polish, Italian, Hasidic and Asian households that now make up Greenpoint-Williamsburg. The city's own Consolidated Plan specifically supports inclusionary zoning and cites the economic hardship experienced by minority and

immigrant households such as the people living in our neighborhood. For the city to fashion a re-zoning plan that does anything less than guarantee 40% affordable is to knowingly cause massive displacement of thousands of families many of whom will be forced to turn to shelters as their last resort. With homelessness already at critical levels, the city should not move forward on a plan that aggravates this problem and their own DEIS admits that it will cause at least 2500 households to be displaced. Luxury housing rents will primarily serve Manhattan émigrés and I would assert primarily Caucasian buyers and renters. This can not be allowed to occur.

Why it has to be guaranteed: While we have made progress we want to state our objection to resting at the plateau we have now reached – individual “agreements” to build “affordable” housing, possibly off-site. How would these agreements be legally binding? How would they be sustained throughout the decades of the full build-out period? Wouldn't the commitment, unless written into the zoning text, will be the first component jettisoned if the market dips unless government is committed to stepping in to provide enough support to make the numbers work with the low-income, affordable housing included. The proposal of the Mobilization Against Displacement includes equal percentages of housing go to income targets from 1) less than 35% of median (about \$20,000 annual income), 2) 35% 80%(about \$20,000 to \$50,000) and 3) 80% to 150% (or about \$50,000 to \$94,000).

The administration through its offices of the Department of Housing Preservation and Development has presented alternatives starting June 2004 (a 10% bonus/11% affordability), then again last fall before the Community Board hearing (the 15-25% incentive based proposal with a reduced base FAR in the WAP to 4.0 from 4.3) and again at the end of December (with actual text). Now a lowered FAR is being discussed to enhance the incentive for developers to create affordable units. The proposal has many welcome components and is a big step from an administration that originally told the Rezoning Task Force that it would not consider inclusionary zoning. Since you have heard the administration's proposal it isn't necessary to summarize all its elements here. Briefly, however we should mention how important it is that the administration is making the affordable housing permanent, including all the blocks even in the upland area in the IZ language. Our main objections are: the approach is solely incentive based and there is still no real guarantee that any significant amount of affordable housing will be built; the income targets are considerable higher than ours; the affordable units can be created off site; there is no anti-demolition or anti-harassment language; and the percentage of affordability is too low.

We have started to have three way conversations with government and developers, which is an exciting step but it must continue and it must go much further. The private sector might have to give some, and the City might have to amend their priorities from developers using their profits to build infrastructure and the esplanade to ensuring that instead they use those profits to leverage more truly affordable housing. If developers cannot live with a text that mandates affordability it also calls into question how real their commitment is. By the City's own analysis and as documented in the PICCED/PolicyLink study, voluntary IZ does not create very many units. Why repeat it then even with the additions the City is making to earlier models?

If we cannot achieve these changes then the residents will continue to conclude that they are the ones who will have subsidized the new development by having been mere placeholders who are expendable when the market picks up. If this is the final calculation that is made then the community will continue to oppose this plan with everything they've got and they will be correct to do so.

CERTIFIED MAIL

COPY

MIRAM. HOLY
848-862 Lorimer Street
Brooklyn, New York 11222
Tel. (718) 389-6510

DEPT OF CITY PLANNING

2004 OCT 26 PM 1:58

ENVIRONMENTAL REVIEW DIV.

10-18-2004

To

Dept. of CITY PLANNING

Att. Amanda M. BURDEN

AICP Director

22 Reade Street

NEW YORK, N.Y. 10007-1216

To

Dept. of City Planning
Environmental Assessment REVIEWED

Room # 3N

Re: NOTICE of (E) DESIGNATION dated 10-12-04
not based on actual inspection [in error]

Property: BL 2679 Lot 46 BOROUGH of BROOKLYN, N.Y.
located at: 848-862/864 LORIMER ST
#866 unmarked building NOT INCLUDED.

Hereby I would like to notify you, that the above
NOTICE of E-Designation can not possibly apply
to my property. -

For due to the inspection done this summer
by the NYC Fire Dept. on the adjoining building
of the un-numbered #866, I was bombarded
by it's citations, forcing me to file my written
protests.

While the financial - and repair demands were
later cancelled; the Dept. of Environment's E-NOTICE
was apparently not.

Kindly advise, how Dept. of CITY PLANNING plans
to handle my case? For we do not have hazardous situation



VERTE /

MIRA M. HOLY
848-862 Lorimer Street
Brooklyn, New York 11222
Tel. (718) 389-6510

- 2 -

As to my knowledge, there simply was no inspection done on my premisses; for it is protected by an alarm system & VIDEO CAMERAS of my tenant from #848, and there are care-takers. Therefore I need specifics in puncto:

"hazardous materials"
and the dots of preliminary investigations, based on actual facts & correct property.

We are running here a well-kept, choice property which is in great demand on local Real Estate market & has potential future.

One third of it are offices, the other: storage space; for quality tools & equipment for contractors who are performing their work outside of the property, mostly in Manhattan.

The basements are kept empty & clean, with one part designated for care-takers, living on premisses.

The people from our area noticed actually the inspection done on the building, next door; with the SLO for flour on it's roof.

Since we are not into production of any kind, we only store scaffolding, pipes, rods etc, so there are no emissions, and the parking lot is lined by healthy trees.

Seeking justice & actions based on clear facts,
I am relying on your fair decisions

Sincerely yours,

PROPERTY MANAGEMENT of
848-862 Lorimer Street
Brooklyn, New York 11222

and lift the E-Designation

Encl. PHOTOS

CERTIFIED MAIL

MIRAM. HOLY
848-862 Lorimer Street
Brooklyn, New York 11222
Tel. (718) 389-6510

10-18-2004

To
Dept. of CITY PLANNING
Att. Amanda M. BURDEN
AICP Director
22 Reade Street
NEW YORK, N.Y. 10007-1216

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- 2 -

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Seeking justice & actions based on clear facts, I am relying on your fair decision.

-and lifting of sanction-



Sincerely yours,
PROPERTY MANAGEMENT
848-862 Lorimer Str
Brooklyn, NY 11222

Encl: Photos



DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK
TECHNICAL REVIEW DIVISION

Amanda M Burden, AICP, Director
Department of City Planning

Notice of (E) Designation

Date: October 12, 2004

Re: Borough of Brooklyn
848 Lorimer Street
Tax Block 2679, Lot 46

} #866 not including !=
Different LOT #

To: Mira M Holy
862 Lorimer St
Brooklyn, NY 11222-3912

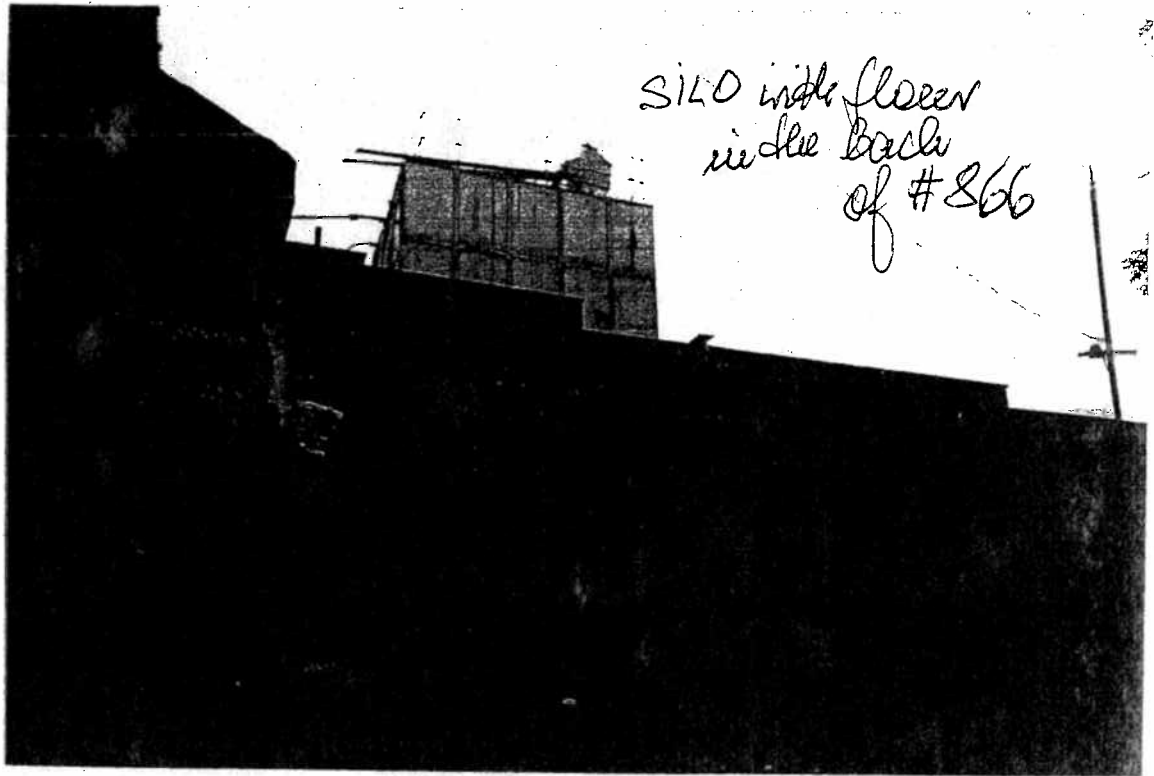
Please be advised that an application for an amendment to the Zoning Map (C 050111 ZMK) of the City of New York is currently being considered pursuant to Sections 197-c and 201 of the City Charter. The proposed Zoning Map amendment would rezone property, including the above referenced property, as shown on the attached illustrative sketch map. If adopted, the amendment would include an (E) designation (04DCP003K) on the above referenced property pursuant to Section 11-15 of the Zoning Resolution of the City of New York, a copy of which is also attached. The (E) designation is being proposed based on a preliminary investigation indicating the potential for hazardous materials to be located on your property which might be disturbed in the course of development.

The proposed Zoning Map amendment will be reviewed pursuant to Sections 197-c and 197-d of the City Charter. Public Hearings will be held by Brooklyn Community Board 1, the City Planning Commission, and the City Council and may be held by the Borough President. You have the right to attend and testify at any public hearing on this matter and may submit written testimony.

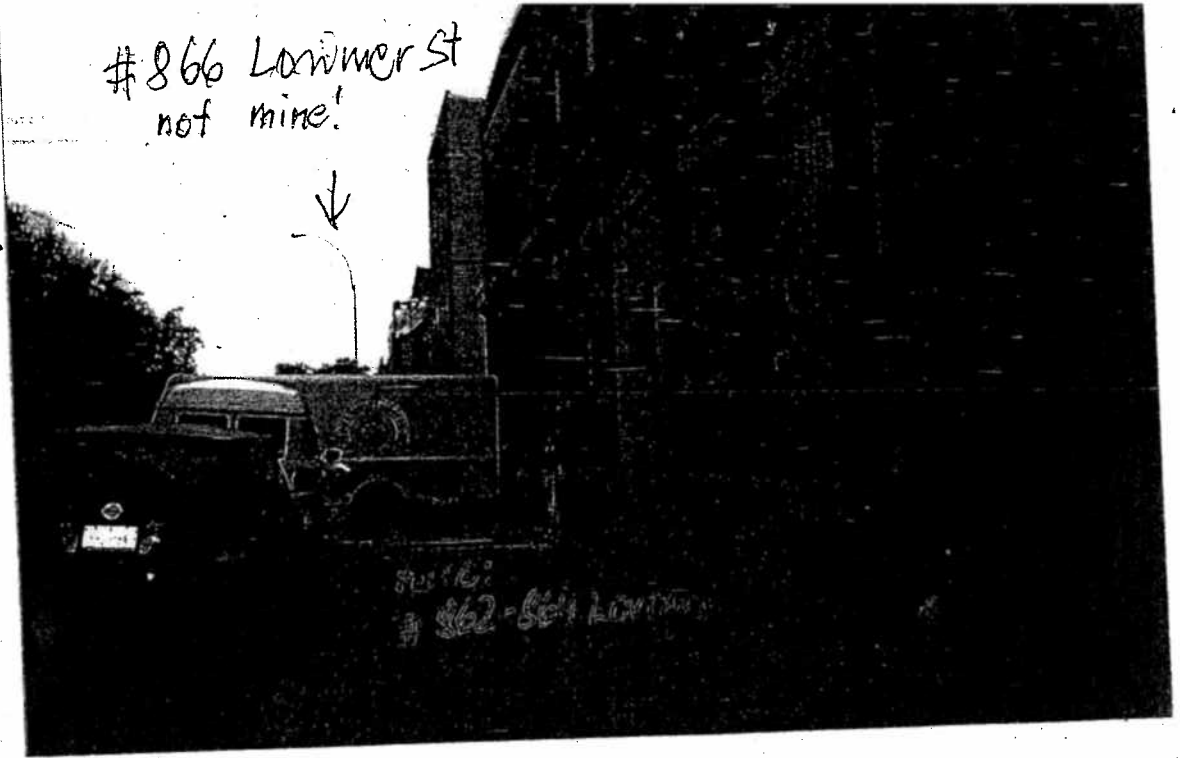
More information on the proposed Zoning Map, Zoning Text and City Map amendment is available at the Department of City Planning website, www.nyc.gov/planning, or from the Department of City Planning's Brooklyn Borough Office at (718) 643-7550. Questions pertaining to the proposed (E) designation should be made to the Department of City Planning's Environmental Assessment and Review Division at (212) 720-3628.

att: [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

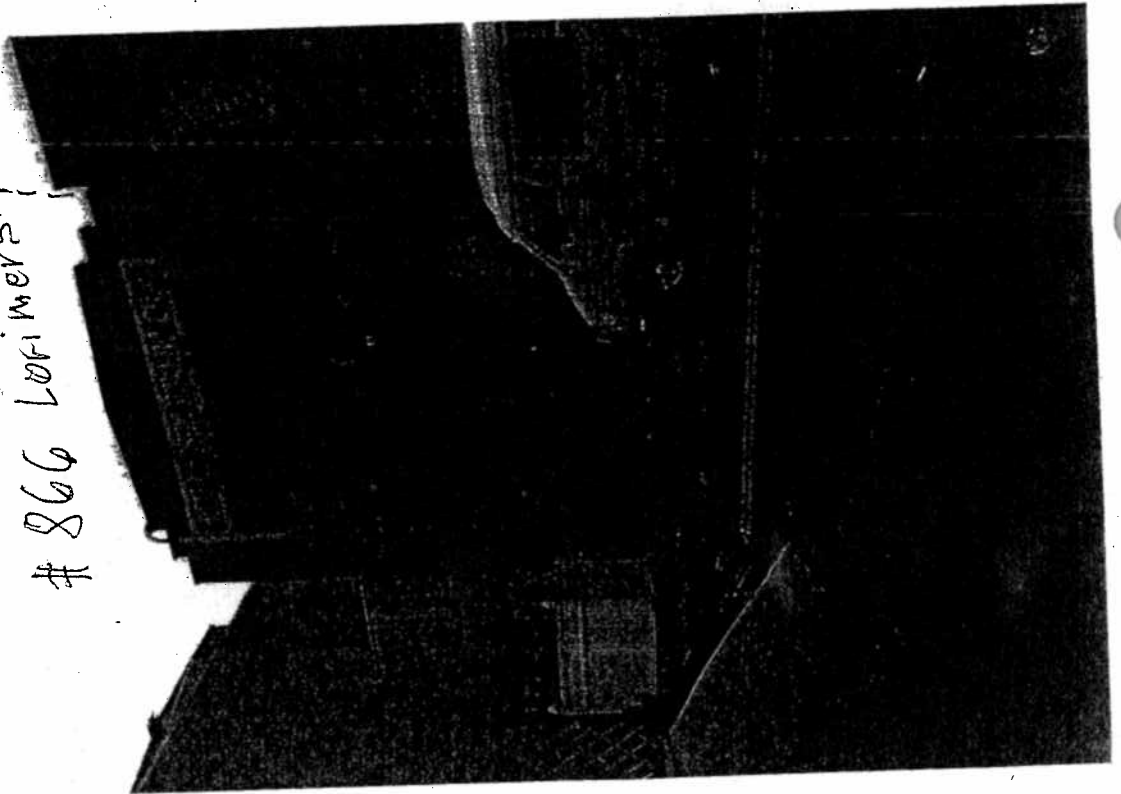
Sotireos Voyages, R.A., Director
Irene Sadko, P.E., Deputy Director / Chief Engineer
22 Reade Street, New York, N.Y. 10007-1216 Room 3N (212) 720-3226
FAX (212) 720-3244
www.nyc.gov/planning



#866 Lorimer St
not mine!



#866 Lorimer St!
#866 Lorimer St!



CLERIFIED MAIL

MIRA M. HOLY
848-862⁸⁶⁴ Lorimer Street
Brooklyn, New York 11222
Tel. (718) 389-6510

10-22-2004

To

Dept. of City Planning's
Environmental Assessment
& Review Division - Attn. Div. I. SADO
22 Reade St. - Room 3N
New York, N.Y. 10007-1216

Re: The E-Designation pertaining my property
BL. 2679 LOT 46 is based on results of inspection
done on other peoples' premisses - with different lot #
etc.

MY Mailing address is: 862-864 LORIMER ST. - Bklyn, N.Y. 11222

The (E) Designation from 10-12-04 mailed to my
address is - unacceptable - because is based
on an inspection performed on premisses next
door, which is registered in City records:

1. Under different LOT #
2. Has different business address
3. different ownership

On grounds of my Notarised petitions, the various
citations (non-existing on my premisses) have been
waived.

So state, on what grounds is the (E) Designation
remaining - and the mix-up continuing? - according
to your letter.



The past hassle costed me a lot of paper work - and unnecessary stress, interfere with my work & business affair. -

It also deprived me of a plane ticket to Miami, Fla - and vacation, plus abundance of a trip to Frankfurt, Germany, to attend to my Grandson's Christening.

Please adjust kindly your records, so that all the involved departments will stop bringing my property in connection with other persons' inspected - premisses.

Thanking you for your attention, I hope I shall not be forced to seek other assistance in this case of mixed ID's.

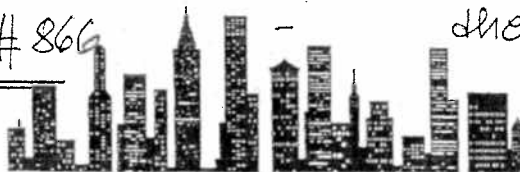
Sincerely yours

MIRA N. HOLY

MIRA N. HOLY - owner
* of # 848- 862-864 Longier St

* P.S. But not # 866

the actualy inspected premisses



Enclosures



DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK
TECHNICAL REVIEW DIVISION

Amanda M Burden, AICP, Director
Department of City Planning

Notice of (E) Designation

Date: October 12, 2004

Re: Borough of Brooklyn } WAS
848 Lorimer Street } NOT
Tax Block 2679, Lot 46 } A SUBJECT

To: Mira M Holy
862 Lorimer St
Brooklyn, NY 11222-3912

Please be advised that an application for an amendment to the Zoning Map (C 050111 ZMK) of the City of New York is currently being considered pursuant to Sections 197-c and 201 of the City Charter. The proposed Zoning Map amendment would rezone property, including the above referenced property, as shown on the attached illustrative sketch map. If adopted, the amendment would include an (E) designation (04DCP003K) on the above referenced property pursuant to Section 11-15 of the Zoning Resolution of the City of New York, a copy of which is also attached. The (E) designation is being proposed based on a preliminary investigation indicating the potential for hazardous materials to be located on your property which might be disturbed in the course of development.

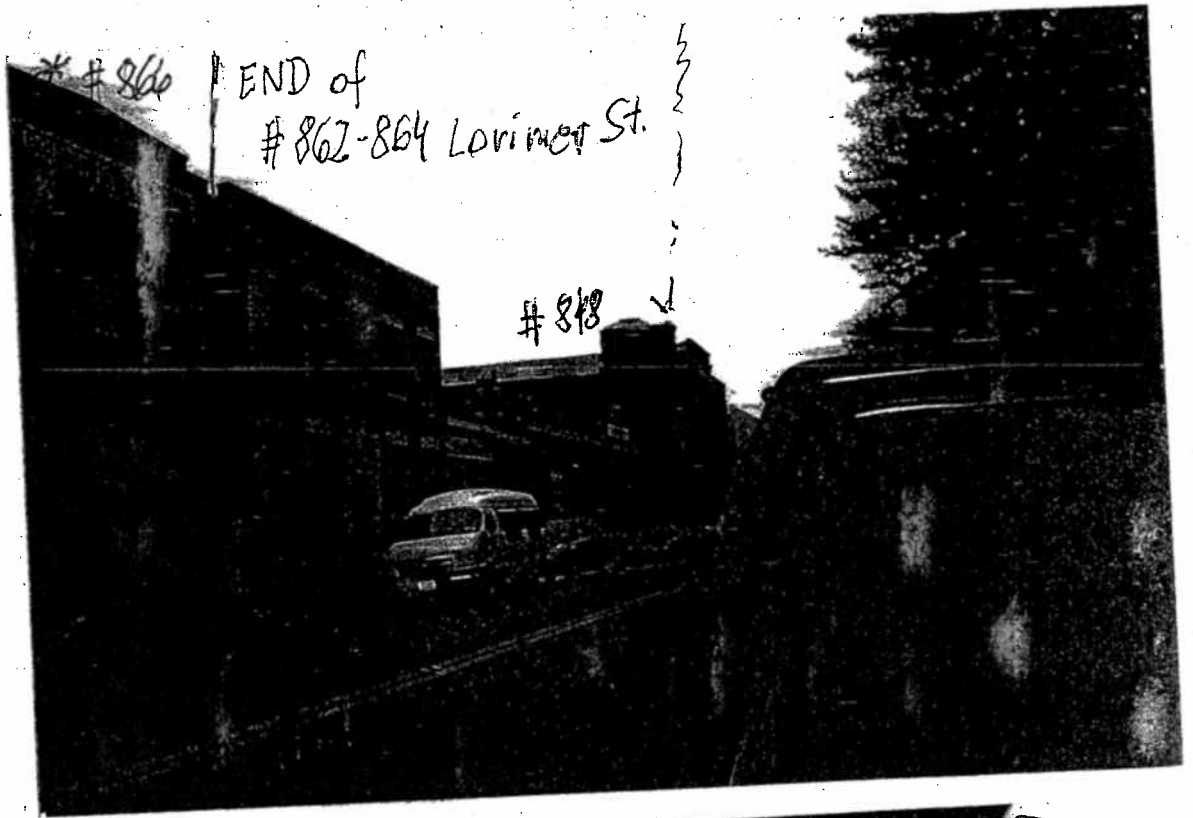
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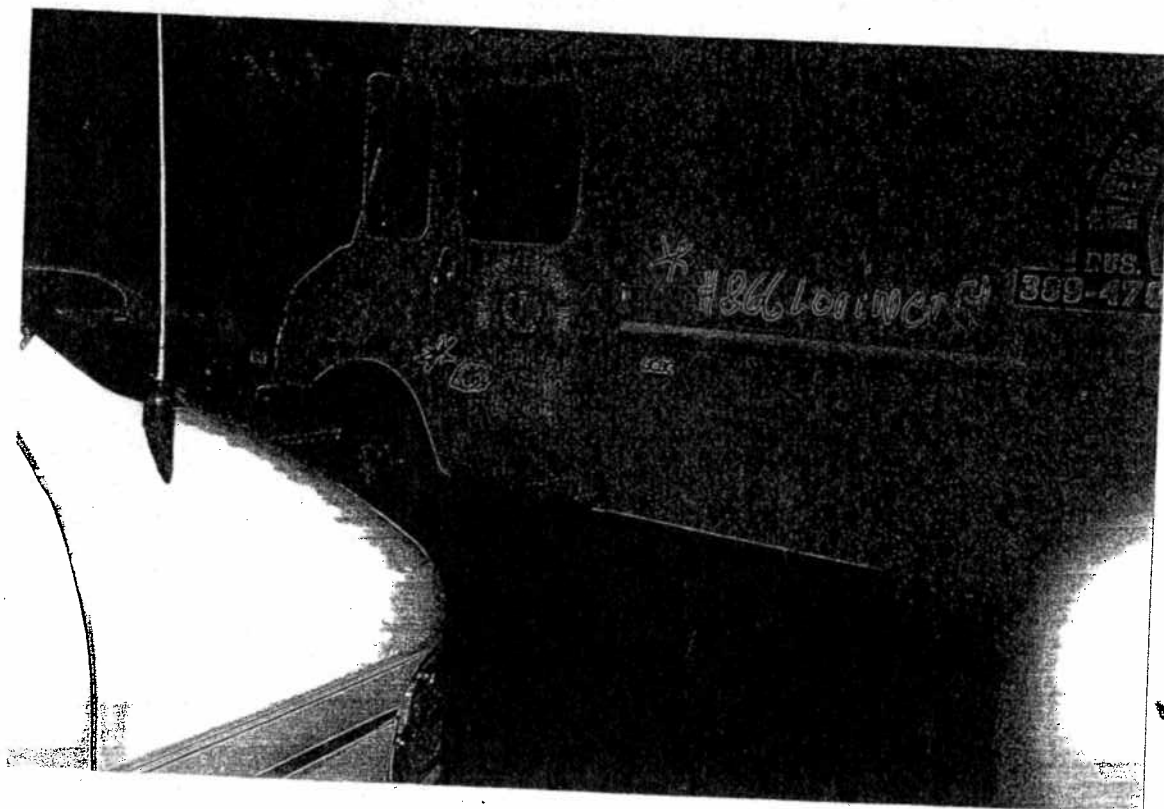
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att.

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Irene Sadko, P.E., Deputy Director / Chief Engineer
22 Reade Street, New York, N.Y. 10007-1216 Room 3N (212) 720-3226
FAX (212) 720-3244
www.nyc.gov/planning







240 Wythe Ave. Tenants' Association
240 Wythe Ave., 2nd Floor
Brooklyn, NY 11211
718 782-5099

RECEIVED
JAN 28 2005

Amanda Burden, Chair of City Planning Commission
City Planning Commission, Calendar Information Office
22 Reed Street, Room 2E
New York, NY 10007

January 24, 2005

Dear Ms. Burden,

We are writing concerning the current rezoning of our neighborhood in Williamsburg, Brooklyn.

We live and work at 240 Wythe Avenue (also known as 63 North Third Street), the building on the Northwest corner of North Third Street. We have lived on the second floor since April of 1994. We are primarily artists who have converted abandoned factory space into live/work spaces. There are eleven residential units on our floor and 16 people live here including three children. After seeing our successful conversion of the second floor, our landlord converted the fourth floor, and later the third floor of the building to residential units. These floors now comprise approximately 30 units, with 60 tenants.

Our wish is for our block to be rezoned to reflect what it truly is and has been for over a decade: a mixed-use area. If our block remains under industrial zoning our tenancy will have no legal protection and we will face eviction from the homes and studios we have lived and worked in for over a decade.

In a effort to secure our live/work studios we have been involved with the efforts of the Brooklyn Live/Work coalition, including attending many meetings and hearings, and we participated in the lobbying effort in Albany. Now the opportunity for making our live/work spaces legal depends upon the current rezoning proposal.

We have built our lives, work and families in the Williamsburg community and would like to stay. It appears that at this moment our fate will be decided. A mixed-use or residential zoning for our building is imperative for us to continue living and working here and participating in the diverse and creative Williamsburg community we love. Please feel free to contact us with any questions or information regarding our position. We invite you to visit our building to see how we live and work in the community.

Thank you for your attention to this matter.
Very sincerely yours,

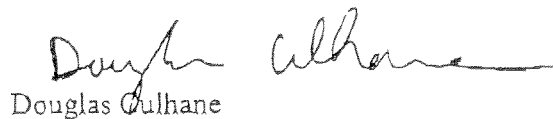
240 Wythe Avenue Tenants' Association



Adrienne Jennings



Jeffrey Hewitt



Douglas Culhane

cc: Howard Slatkin

**New 10th Street LLC
5 North 11th Street
Brooklyn, New York 11211**

RE: ULURP APPLICATIONS
CO40415 MMK, CO40414 MMK,
CO40417 MMK, CO40418 MMK

January 18, 2005

OFFICE OF THE
JAN 25 2005

CERTIFIED MAIL
Return Receipt Requested

Ms. Amanda Burden, Chair
New York City Planning Commission
22 Reade Street
New York, NY 10007

Dear Ms. Burden:

I am managing member of 10th Street LLC, the owner of Lots 16 and 30 in Block 2287 and Lots 1 and 5 in Block 2294 in Kings County, New York (the "Property"). There is now being considered by the New York City Planning Commission ("Planning Commission") under ULURP for a rezoning and the layout of a park. I ask that this letter be made available to the to the Planning Commission in reference to the applications referred to above and to be made a part of the record of the public hearing with respect thereto being held on January 19, 2005.

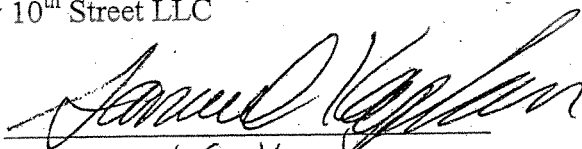
As is set forth in the executive summary of the Environmental Impact Statement, one of the primary goals of the rezoning is to provide for the residential development along this section of the Brooklyn waterfront. Therefore, it is inexplicable why our property, which constitutes two blocks of waterfront property, with the property both north and south of this property being rezoned to residential, should have been excluded from the rezoning. The only possible explanation is the intent of the City to condemn the Property for a

public park since part of this application is to map it as a park. This is not a valid reason to exclude the Property from the rezoning and to treat it unequally with the balance of the waterfront. Under these circumstances, it is apparent that the Property should be rezoned to a residential use, consistent with the balance of the waterfront area covered by this planned re-zoning.

Respectfully Submitted,

New 10th Street LLC

By:


Samuel G. Kaplan
Managing Member

11/11/11
'18) 628-1171

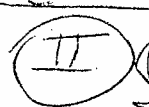
our part = Freedom (U.L.U.P. app. 040416MMLK)



1 MINUTE

JAN

my family has been connected to Brooklyn ~~since~~ ^{since} the Civil War.
ARTHUR P. KIRMISS, CHARTER MEMBER SINCE 1996
GREENPOINT MONITOR MUSEUM. ~~located at 540 W. 10th St. N.Y.C.~~
PATRIOTIC INSTRUCTOR, CAPTAIN'S AIDE, CAMP MUSCOON
CAPTAIN OLIVER TILDEN Camp #26, N.Y. City, FOUNDED 1884
PART of SONS of Union Veterans of the Civil War, FOUNDED 1880,
CHARTERED BY CONGRESS; FOUNDED by Union Civil War Vets,
we then descendants preserve their memory & tell
their story. We tell Greenpoint's story & important in U.S. history
SHOW "BANNER" (NAT'L MAGAZINE); Blue Yank Camp 26 newsletter -
= I have a great interest in Early N.Y. History & its co-edition w. CONOR WEINMAN



1 MINUTE

I present:

OFFER the Greenpoint community & the N.Y.C. public
A Concert Series Every Year of Civil War Music
I present: w/ voices & instruments - which is done for
its sponsor - Greenpt - Monitor Museum -
musical programs w. Greenpt-Monitor Museum Road Show.
(4 presenters) on story of Monitor & Merrimack. Given in public
& private schools around N.Y. City Boroughs.
artist in residence & curator, Vanderburg-Overspark House
area 1109 Bordering E. WMS BORG BLVD & RIDGEWOOD QUEENS
curated public exhibition and, Monitor Museum + upcoming display
SHOW Queens Leader "Fun places to visit - poems."
= we stand by great education for children, recreation for adults
& families



Greenpt. Monitor Museum HONORS 2 great American common
people - JOHN ERICSSON (inventor, Monitor) + THOMAS FITCH ROWLAND
FINANCIAL BUILDER of Monitor, owner of Continental Iron Works, Greenpt.
They convinced pres Lincoln of their ideas. Civil War!
The Monitor saved the U.S. Navy during the C. War!
State the Monitor Site by BUREAU of Oceanic Greenpt.
Monitor Museum, at the MONITOR'S construction LAUNCH SITE!
Here are some samples of our public recognition!
SHOW Newspaper, read A&P stores!
we are for N.Y. City all the way! We follow in ERICSSON's +
Rowland's footsteps as productive citizens of N.Y. City!
we thank C- woman NYPA Velasquez Assemblyman Joseph Lento for their great
to do!
Finally I SAY! STOP AND ELIMINATE U.L.U.P. app. 040416MMLK
STOP AND ELIMINATE CONDEMNING OUR LAND, THE MONITOR MUSEUM
instead support the achievements of our fellow New Yorkers the Greenpt.
we are the common people - the Greenpt. Museum was
for ~~us~~, the people of N.Y.C., and the world, so e

KleinReid

FIRE PORCELAIN: HANDMADE IN BROOKLYN SINCE 1991



475 Keap St Brooklyn, NY 11211

718-388-9331

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January 19, 2005

Amanda Burden, Chair
New York City Planning Commission
22 Reade Street
New York, NY 10007

Re: Greenpoint-Williamsburg Rezoning

Dear Chair Burden:

Our company, KleinReid, is a 12-year old porcelain design studio founded and based in Williamsburg. We design and hand-produce our line of porcelain (and also maintain lines of soft goods, lighting, and glass) which is sold in this neighborhood, throughout Brooklyn, Manhattan, the U.S. and the world. As residents and local business owners we have grown with the neighborhood and our studio has even brought a bit of notoriety to Williamsburg - its' artistic qualities noted in articles in the New York Times, the San Francisco Chronicle, Flaunt Magazine, Town & Country, German, Dutch and Australian Elle Decor and in televised features such as Martha Stewart Living and Fashion Tsusin Tokyo.

We currently lease a space in a building filled with artists' workspaces on Keap Street. We employ four people - all of whom live in the neighborhood. If the zoning changes were to be approved, the increase in residents and large-scale developments would price us out of the neighborhood. Our landlords are already trying to sell the building and are using the zoning changes to sweeten the deal. Anticipating this, we've unfortunately already begun to look in other neighborhoods including Red Hook and Bushwick, and even upstate New York.

We moved to New York City and this neighborhood 12 years ago to escape the strip-mall sprawl of the Midwest. As residents, we fear the ultimate loss of our homes and neighborhood the mix use zoning will create. With the addition of the disproportionately large buildings, real estate prices will be driven up and tenement and three-family buildings (which make up a lot of the housing in this neighborhood and are not landmarked) will be sold and torn down to make way for bigger buildings. The character of the neighborhood will be destroyed becoming artificial, sterile and out of place in New York City.

We strongly urge you to reconsider the zoning changes in Williamsburg. -

Thank you
James Klein and David Reid

**Canarsie Historical Society
C/O Ira M. Kluger
661 East 82nd Street
Brooklyn, NY 11236-3305**

January 14, 2005

VIA FACSIMILE: (212) 720-3219

The City of New York City
City Planning Commission
22 Reade Street
New York, NY 10007-1216

Attention: Amanda M. Burden, AICP, Chair

Re: ULURP No. 040416MMK

Dear Commissioner Burden:

I am writing on behalf of the Greenpoint Monitor Museum.

As the birthplace of the USS Monitor, the site, which is the subject of the above-referenced ULURP proceeding, is of major historical significance not only locally, but also at the national level. I, as a local historian, believe that it is as central to this nation's history as the site of the Vechte-Cortelyou House (more commonly known as The Old Stone House at Gowanus), and clearly merits similar consideration and treatment. To deprive the Greenpoint community, the Borough of Brooklyn, the City of New York and the nation of the museum, which is intended for this site, would constitute a grave injustice to all concerned.

I am familiar with the proponents of the Greenpoint Monitor Museum, and am well aware of their dedication and the magnitude of their efforts over the past eight years. The condemnation of the subject property at this late date would negate all that they have accomplished thus far, as well as the generosity of Motiva Enterprises in so graciously donating the land for the museum.

I am respectfully requesting that the Commission give the foregoing statement due consideration at the hearing scheduled to take place on January 19th, and that the City of New York refrain from taking any action, which would negatively impact upon the future of the Greenpoint Monitor Museum.

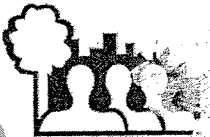
Thank you for your cooperation.

Very truly yours,

Ira M. Kluger

Ira M. Kluger
Community Historian and Co-President
Canarsie Historical Society

Cc: Hon. Ralph J. Peretto



**COMMUNITY
CONSULTING
SERVICES INC.**

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**Statement by Carolyn Konheim, Chair, Community Consulting Services
before the City Planning Commission on Greenpoint-Williamsburg Rezoning
January 19, 2005**

New York City is again squandering a huge planning opportunity. Many of us for years have advocated more intense development of the Brooklyn waterfront for housing to create an appealing urban alternative to the region's unsustainable suburbs. However, instead of building a plan from the ground up with knowledgeable veterans of the Greenpoint-Williamsburg 197-A plan and recent environmental battles, we have, as with the rezoning of Downtown Brooklyn, another top down edict from the Department of City Planning and an EIS that mocks the principles of planning, the 197-A process and the legal requirements for adequate and accurate disclosure of impacts. CCS is speaking out because of the blatant distortions of yet another EIS designed to promote a project, not assess it, that subvert City Environmental Quality Review.

First, this EIS repeats the travesty of the Downtown Brooklyn by only analyzing half the development that the rezoning allows. The predictable results are:

- undercounting the real demand that is needed to plan adequate infrastructure, and
- allowing the other half of the development to be built as-of-right with no public review even though future conditions may be very different than depicted in the EIS.

It pretends that all that is needed in 2013, due to the rezoning, is one additional L train and one B61 bus, which it expects NYCT to deliver, when, in fact, 11 new L trains will be needed by 2013, along with a desperately needed upgrade of the G and an entire rerouting of busses to serve current trip patterns, including the introduction of Bus Rapid Transit, a new light-rail like bus service, along the transit-starved waterfront.

This is the result of improper assumptions, to wit:

- It uses 30 year old Manhattan-based trip generation and mode split factors with no consideration of local characteristics that would likely produce more auto trips.
- It perpetuates the fundamental CEQR fallacies of ignoring that the BQE is at capacity and assigning trips to it which will in fact have to use local streets.
- It continues the archaic CEQR method of traffic analysis, which ignores the domino-effect of traffic that spills back from intersection to intersection.
- It deducts fictional trips that theoretically could be generated if the largely vacant and underbuilt industrial properties were fully developed and operating at full tilt.
- It fails to report myriad assumptions, like the sources of background growth in traffic and transit trips that, curiously (and conveniently), dwarf rezoning-generated trips. There is not even a mention of Downtown Brooklyn development that will significantly alter future travel patterns.
- It predicts crowding on the L subway line in 2013 that is already the case on the extremely jammed line and, thus, severely understates future crowding levels.
- It relies on NYC Transit to eliminate future overcrowding as a routine response to demand by adding trains for which NYCT has no spare cars and no plans to get them.

This Greenpoint-Williamsburg plan cannot go forward until the Department of City Planning fixes these egregious misrepresentations with the measures I am submitting. Better yet, we need to reform the CEQR process with other steps I am recommending and embark on real planning that begins with defining our needs, looks at them in a borough-wide context and identifies the kind of pedestrian and transit oriented neighborhoods we want and the infrastructure to support them.

175 Pacific Street
Brooklyn, NY 11201
phone 718.330.0550
fax 718.330.0582
www.communityconsulting.org

Transit fixes for the Greenpoint-Williamsburg rezoning EIS:

- Projecting demand based on the full development the rezoning authorizes,
- Accounting for actual existing conditions on the L,
- Eliminating the deduction of fictional industrial trips from Projected new trips,
- Developing trip patterns that reflect future growth of LIC and Downtown Brooklyn,
- Getting NYC Transit to commit to the following elements of the Brooklyn Transit Agenda (which also benefit riders citywide at very low cost):
 - a) salvaging and overhauling, not scrapping, 200 cars on the B Division (the lettered lines) when new cars are delivered in 2007;
 - b) adding 3 peak hour trains on the L by the end of 2005;
 - c) purchasing an additional 88 cars for 11 more trains on the L by 2013;
 - d) instituting an exit Metrocard swipe system that permits free transfers between nearby but unconnected stations, eventually building a transit hub between Livonia on the L and Junius on the #3 that would permit many to transfer to the more direct and faster #3, freeing up capacity at the western end of the L;
 - e) upgrading service frequency on the G and extending it to Church Avenue;
 - f) undertaking a borough-wide, user-based bus route study to restructure customer-oriented routes before eliminating any routes;
 - g) expanding the MTA/DOT Bus Rapid Transit study to examine a Kent Avenue route and connections to an F and extended V at High Street and to #2/3 at York Street;
 - h) running the NYCT link-by-link transit demand and land use model.

Table 1, below, shows that the DEIS wrongfully:

- **Misrepresents existing severely crowded conditions on the L** reporting it operating at 5% over capacity whereas it is now more than 20% over capacity. It assumes conditions on the L in 2003 that have not existed since 1997. (See volume to capacity ratio in Table 1.)
- **Ignores growth of entire L line which has doubled ridership** in the last 10 years, exceeding overall growth in Brooklyn.
- **Unrealistically counts on NYC Transit to meet most of the need in 2013 by adding 3 peak hour trains on the L** to serve future demand without the project, whereas the L has to have special automated cars and NYCT has no plans to increase the size of the B Division fleet that NYCT says has not one spare car.
- **Forecasts only 1,013 added peak hour trips on the L over 10 years due to the likely Projected development of 7,391 dwelling units**, whereas an increase of approximately 1,000 peak hour trips occurred on the L in just one year 2001 to 2002, half at the three stations in the study area. This is due partly to deducting fictional trips that are attributed to now empty industrial sites as if they were full.
- **Limits responsibility for mitigating the Proposed Action to adding one more peak hour L train**, whereas CCS's calculations in Table 1 make it clear that NYC Transit needs to add three trains to cope with existing crowding on the L, seven more to deal with forecast growth in 2013 and another one to accommodate the demand from the Projected development.
- **Ignores trips from half the dwelling units that the rezoning permits.** The DEIS analyzes only the Projected 7,391 units that it says are reasonable to expect by 2013, which it considers a reasonable planning horizon, rather than the 14,807 Potential units that may eventually be built under the rezoning. (In a parallel DEIS for the Hudson River Yards where the City wants to build a case for a \$2 billion extension of the No. 7 line, the DEIS is based on the year 2025).
- **Fails to account for travel demand in 2013 to planned development in Long Island City and Downtown Brooklyn**, totally ignoring the need to increase service on the G and the potential of realigning bus services.
- **Never mentions NYCT's intention to eliminate the B24 bus and the need to redesign the dysfunctional B61 route**, oblivious to the importance of the B24 in connecting the Greenpoint waterfront to subways, shops and Long Island City and to the unreliability of the B61 which is often delayed on an irrationally long route.

- Misses the opportunity to demonstrate the market and secure dedicated lanes for a 21st Century waterfront Bus Rapid Transit system or a light rail line that could connect to subways and destinations in Downtown Brooklyn and Long Island City.

Table 1
Crowding on the L Subway Line
8 AM to 9 AM Peak Hour, 1996 through 2013
Comparison of Turnstile Counts, Capacity, DEIS and Realistic Projections
(See Explanatory Notes)

	Scheduled # of Trains	8-Car Capacity	No. of Passengers	Passengers per Car	Sq. Ft. per Passenger	Vol/Cap (145 pass/car)
Historical Data						
1996	NA	11,600	10,491	131	4.6	0.90
1997	NA	13,920	12,398	129	4.7	0.89
1998	12	13,920	16,004	167	3.6	1.15
1999	13	15,080	15,948	153	3.9	1.06
2000	15	17,400	20,174	168	3.6	1.16
2001	15	17,400	19,307	161	3.8	1.11
2002	15	17,400	21,508	169	3.6	1.17
2003 (a)	15	17,400	22,583	188	3.2	1.30
Greenpoint Williamsburg Rezoning Draft Environmental Impact Statement						
2003 (b)	15	17,400	18,266	152	4.0	1.05
2013 (c)	15	17,400	20,351	169	3.6	1.17
2013 (d)	18	20,880	20,351	141	4.2	0.97
2013 (e)	18	20,880	21,364	148	4.1	1.0
2013 (f)	19	22,040	21,364	141	4.3	0.97
Community Consulting Services estimates of actual mitigation needed						
2013 (g)	25	29,000	30,527	153	4.0	1.0
2013 (h)	26	30,160	31,270	145	4.0	1.0
Source:	NY Metropolitan Transportation Council Hub-Bound Travel Reports, 1996, 1997, 1998 and 2000					
	NY City Transit Weekday Cordon Count, 1999 and 2001 and NYCT 2002 Subway & Bus Ridership Report					

Notes:

- (a) 2002-2003 are CCS estimates based on conservative 5%/yr growth; 2001-2002 growth at Lorimer and Bedford was 6.6% and 8.4% vs. 11% growth 2001 to 2002 in NYMTC Hub Bound cordon count on the L
- (b) Greenpoint Williamsburg DEIS Table 17-8 Existing Conditions
- (c) Greenpoint Williamsburg DEIS Table 17-15 2013 No-Action Conditions at Existing Service Levels
- (d) Greenpoint Williamsburg DEIS Table 17-15 2013 No-Action Conditions with Potential Service Adjustments
- (e) Greenpoint Williamsburg DEIS Table 17-24 2013 with the Proposed Action
- (f) Greenpoint Williamsburg DEIS Table 17-24 2013 with the Proposed Action and Mitigation
- (g) CCS mitigation needed for 5% annual growth on L which is less than 100% actual growth on L from 1993-2002 (incl. local growth)
- (h) Mitigation needed for impact of 1,013 added trips on L due to Action reported in DEIS

Community Consulting Services, 11/30/04

12 Steps to Reforming the City Environmental Quality Review Process:

- 1) Dedicate CEQR fees to CEQR review to provide adequate staffing and competitive salaries for overworked, budget-starved, high turnover CEQR staff.
- 2) Use some of recovered CEQR funds to sustain a pool of technical experts available on an on-call basis to provide as-needed assistance to community boards.
- 3) Make scoping the genuine function intended to insure responsiveness of an EIS and agreement on methods/assumptions through open negotiations, not dismissal of input.
- 4) Fully disclose all data used in CEQR analyses, as required by federal law; don't strip out key assumptions of public EISs to handicap reviewers in reconstructing calculations.
- 5) Return the lead responsibility for judging the adequacy and forthrightness of EISs from agency sponsors of projects to the Departments of City Planning and Environmental Protection, with a wider role and more resources for the Department of Transportation.
- 6) Replace the fictitious CEQR traffic analysis methodology that ignores spillback and spillover effects with transparent modeling of real world interaction in traffic networks.
- 7) Identify impacts on transit crowding by providing access to MTA model of ridership patterns and assigning new trips to the most likely (not the least used) lines.
- 8) Determine optimum carrying capacities of infrastructure to absorb added demand and demonstrate share of capacity utilized, don't limit mitigation to project-only impacts.
- 9) Fully account for all other development within a reasonable planning horizon and area, don't use standard 0.5% per year traffic growth rate to reflect major new trip-generators. Extend analysis 20 years beyond the "build year," as done for State roads and transit.
- 10) Require report on effectiveness of mitigation to community boards one year after implementation and augment measures if not achieving conditions forecast in the EIS.
- 11) Establish an on-line project tracking system of user-friendly interactive maps that display projects in relation to each other, infrastructure capacity and demographics.
- 12) Consider socio-economic and environmental impacts in the early stages of a planning process that engages the body politic in developing politically resilient strategic plans for boroughs and the city, and facilitates assessing the consistency of proposed projects.

Community Consulting Services
June 2001

READ AND LANIADO, LLP

ATTORNEYS AT LAW

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JEFFREY B. DUROCHER
STEVEN D. WILSON

January 20, 2005

STATEMENT BY TRANSGAS ENERGY SYSTEMS LLC ON GREENPOINT-WILLIAMSBURG LAND USE AND WATERFRONT PLAN - NEW YORK CITY DEPARTMENT OF CITY PLANNING

TransGas Energy Systems LLC ("TGE") is seeking approval from the New York State Board on Electric Generation Siting and the Environment (the "State Siting Board") for the construction of a cogeneration plant at the Bayside site in Williamsburg. TGE would rather not oppose the rezoning because it could rejuvenate an otherwise dormant, unusable waterfront. But the City of New York is forcing TGE to oppose the rezoning because they argue that the cogeneration project will interfere with its proposal to use the site as parkland. TGE has solved that objection by proposing to build the Project mostly underground, and creating a new 7 acre park on top. TGE will remediate the site at its own expense, allowing City funds to be dedicated to other priorities. If the City gets to host the 2012 Summer Olympics Games, the Olympic Aquatic Center can be built there as well. If NYC wants recreational facilities, they can be built after the Olympics. The TGE Project is perfectly consistent with the rezoning and the Olympic Bid. The Project will also displace less efficient, dirtier power plants elsewhere in NYC, improving air quality in the Williamsburg-Greenpoint area. But there is another benefit TGE can have: because the Project was specifically sited to enable TGE to sell steam from a new and efficient plant, the TGE Project has the wherewithal to provide a \$50,000,000 subsidy for 1,000 new affordable housing units in Williamsburg-Greenpoint. TGE is now officially offering to enter into negotiations with the City of New York to have TGE provide a \$50 million subsidy for 1,000 new affordable housing units in Williamsburg-Greenpoint.

The State Siting Board is currently considering TGE's Amended Application. The New York State Department of Environmental Conservation has already issued draft air and water permits for the Project which are expected to remain valid for the underground design. Considering the immense effort the State, City of New York and other parties are devoting to review of the Project, and the extraordinary efforts TGE has made to respond to the need for more open space, we respectfully request the City Planning Commission meet with TGE for a briefing concerning the significant benefits the Project could offer the community with respect to the \$50,000,000 subsidy for 1,000 new units of affordable housing, park development, site remediation and improved air quality.

For More Information, Contact:

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Read and Laniado, LLP
Attorneys for TransGas Energy Systems LLC
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Albany, NY 12207
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sml@readlaniado.com

**PUBLIC HEARING FOR ULURP APPLICATIONS
C040415MMK, C040416MMK, C040417MMK, C040418MMK
JANUARY 19, 2005**

**SPEAKER: JANICE LAULETTA-WEINMANN, PRESIDENT
THE GREENPOINT MONITOR MUSEUM
P.O. BOX 220378, BROOKLYN, NY 11222-0378 (718-383-2637)**

1. My name is Janice Lauletta-Weinmann. I come before you today as President of the Greenpoint Monitor Museum, in opposition to ULURP Application No. 040416MMK, which would convert the site of our proposed museum into parkland. We believe that the site can be better used as a public educational facility, and that doing so will enhance not only the proposed park, but the entire neighborhood and city as well.
2. I would like to explain the history of the museum and to explain why subjecting it to remapping and condemnation should be reconsidered, so that the Department can take these facts into consideration as it considers our request that the ULURP application be withdrawn.
3. The Greenpoint Monitor Museum was founded in 1996 to preserve the site where the Civil War battleship Monitor was constructed and launched, and to preserve the memories of New York City residents, especially those from Greenpoint, who served in the Union Army to defend our nation.
4. The State Board of Education has granted a provisional charter to the museum, and on December 18, 2003 the land, which includes the actual launch site of the Monitor, was donated to the museum. As you can see from the pictures in the materials attached to our testimony, we held a very well-

attended dedication ceremony in October after spending the spring and summer clearing the site, converting it from a dangerous eyesore into a safer, cleaner location. The people who contributed to this effort did so because they believe in the Museum and all that it promises.

5. We have received assurances from NOAA that relics of the Monitor itself, which were recently raised from the waters off Cape Hatteras, will be given to the Museum if we are successful. This will not happen if the proposed ULURP action is approved.
6. There is strong community support for this project, which would bring a badly-needed resource into our neighborhood, encourage civic pride and involvement by neighborhood residents, serve as a reminder that the story of New York is the story of America, and we are all a part of it. Congresswoman Nydia Velazquez realizes the value of this work and has obtained a \$50,000 federal grant for the Museum to continue our "Road Show" to local schools and other locations where children can learn the history of the Civil War and the role of the Monitor in an entertaining and informative way.
7. Assemblyman Joe Lentol has also recognized the importance of the Museum obtaining a \$50,000 grant for continued site cleanup. Mr. Lentol agrees that the Museum should be excluded from the ULURP actions under discussion. So does Borough President Marty Markowitz, who just last week issued a statement that the Museum should be excluded from the parcels to be taken by the City. The Mayor's office has also given us assurances that the site would not be touched in any condemnation proceedings.
8. The fact is that there is no compelling case for the proposed ULURP application. The applicants want to create a public

use for the land: we are already doing that. The applicants want to preserve the land for the enjoyment of future generations: we are already doing that. The City wants to create more parkland, and our museum will just make that parkland more attractive and enjoyable for the public.

9. The ULURP application places a cloud on our title and it threatens to derail the entire project, which would be a great loss for the City. So we think it makes great sense to exclude the properties now, while the ULURP applications are still under discussion. Doing so will allow us to get on with our Road Show and the important work of building the museum, and it will allow the city to focus on other matters. We therefore respectfully ask that the Planning Board eliminate ULURP Application No. 040416MMK from the proposed parkland mapping and refrain from condemning the site which is the subject of that application.

Thank you for your consideration.



Amanda Burden, Chair
New York City Planning Commission
22 Reade Street
New York, NY 10007

Dear Chair Burden:

The Royal Engraving Co. Inc., is a family owned and operated stationery engraving business that was founded in 1924.

The company operated from various locations near City Hall in Manhattan until approximately 20 years ago, when the City Of New York decided that it was inappropriate for manufacturing to be conducted in this area.

As a result we searched for a location that would be friendly to a small manufacturer, and found a home in Greenpoint, where we purchased a building that we felt was adequate for our current and projected future needs.

We came to Brooklyn with 15 employees, who lived all over the city, and today have approximately 50 employees, 85% of whom come from the neighborhood surrounding our facility.

Royal Engraving Co. Inc.

60 Meserole Avenue, Brooklyn, NY 11222-2671 • Tel. 212-725-2491, 718-383-6500 Fax. 718-383-6602

e-mail. ed@royalengraving.com

We have reached a point that we must make a choice of staying in our building and adding new space above the current footprint, or again relocating to an area that will be friendly to our type of manufacturing, and that will make it attractive for us to move.

In the first instance the current zoning will not allow us to increase the size of our building to make it worthwhile to invest in this construction. In the second instance, The State of New Jersey has made some interesting overtures to us to move into areas that are convenient to public transportation for our employees, and that will allow for us to expand.

We have attended meetings regarding the re-zoning of the Greenpoint and Williamsburg areas and find that the proposals have little interest in retaining any manufacturing in these areas, and have not made any changes to allow us to make any significant changes in our building.

We therefore are again at a crossroads, where the City of New York has again made it difficult for us to remain here, and would ask that consideration be given to our plight, so that the zoning is changed or a variance given that would allow us to expand our building in a manner that will be of value to us.

Sincerely yours,

Ed Lazarus
Vice President
1/19/05

My name is Jeff Levine, and my partners and I own two waterfront blocks within the residential rezoning area, from North 5th to North 7 Streets, between Kent Avenue and the East River. A third waterfront site I own is being mapped as parkland, and is proposed to be added to the State Park between 7th and 9th Street.

I would like to commend Commissioner Burden, the Department of City Planning and especially the Brooklyn office for their efforts on this application. I would also like to commend the efforts of HPD in making affordable housing a realistic component of this Rezoning.

I have worked with HPD for over 20 years, and have developed thousands of units of affordable housing under almost every program the City has created, including the Inclusionary zoning bonus program, and I understand as well as anyone the importance and the economics of creating affordable housing. In the proposed Greenpoint Williamsburg rezoning application, HPD and City Planning have correctly balanced the realities of the economics of developing affordable housing with the demands associated with waterfront development.

The Greenpoint-Williamsburg rezoning is an opportunity for the City to recapture a two mile stretch of riverfront, with expenses largely paid by the private sector. In connection with giving property owners the right to develop housing and commercial space, the owners must in return clean up brownfields and create a shore public walkway. This landscaped walkway will be the first opportunity for the community to have safe and legal access to a resource that has long been just out of reach.

In addition to the walkway, between 15 and 20% of all waterfront sites must be reserved as open space, which on my site alone is 50,000 square feet that will be available for the community. Under the Waterfront Access Plan, I am also required to reconstruct a pier

which will be available for public access and for water taxis. The proposed plan calls for all of these costly improvements despite the fact that these sites lack infrastructure such as roads, sewers and other utilities, all of which must be designed and built by me and the other waterfront developers.

In a city with a vacancy rate of less than 3%, affordable housing is scarce, and every unit developed helps control the market. That is why this plan strikes the right balance between as-of-right development and affordable bonuses. At an average FAR of 4 along the waterfront, the EIS assumes that 7,731 apartments will be created. If developers utilize the affordable housing bonus, the EIS assumes that 8,804 units can be created, including affordable units.

Because of this bonus, and other benefits including an extended 421-a benefit and access to subsidies such as tax-exempt bond financing, developers in Greenpoint and Williamsburg will build affordable housing. But affordable housing is only financially feasible because there is enough market-rate housing being developed to pay for the open space, the infrastructure, environmental remediation, and to cross subsidize the affordable component. A number of you on the Commission have developed affordable housing, and you know how difficult it is to finance. If the FAR for market rate housing were reduced below a 4 FAR, there would be no way to finance the required infrastructure, the open space, the environmental cleanup and affordable housing.

On my site alone, there will be 50,000 square feet of landscaped open space and 100,000 square feet of retail space which will provide neighborhood services. Over 250 permanent jobs will be created between the retail space and building operations. Over 1,000 apartments will be developed while cleaning an environmental Brownfield.

The Williamsburg community as well as the City of New York will be gaining these benefits as a result of this rezoning, and I urge the Commission to approve this application.

Bert Levine

ATTORNEY AT LAW
945 MANHATTAN AVENUE
BROOKLYN, N.Y. 11222

TEL. (718) 383-0111
FAX. (718) 383-3311

November 3, 2004

New York City Department of City Planning
22 Reade Street – Room 4N
New York, N.Y. 10007
Attn: Mr. Robert Dobruskin
Re: Borough of Brooklyn
148 West Street
Tax Block 2531, Lot 3
Property Owner: Anthony Hotz

Dear Mr. Dobruskin:

I am writing to you at the request of my client, Mr. Anthony Hotz, the owner of the real property known as 148 West Street, Brooklyn, N.Y., Tax Block 2531, Lot 43.

Mr. Hotz, has owned the subject real property for more than sixty years, and at no time was there in place in the yard of the subject property, or in the house itself, any tank for the storage of oil or any other hazardous substance, other than a tank for heating oil in the basement of the subject premises.

Mr. Hotz is 84 years of age having been born April 6, 1920 and has resided all of his adult life in the GreenPoint section of Brooklyn, N.Y., and to the best of his knowledge the property in question has been a residence and there has never been a storage tank embedded in ground or above ground at the subject premises.

Accordingly, Mr. Hotz is requesting that the Designation Site Summary Table for GreenPoint Williamsburg Rezoning, CEQR#04DCP003K be amended to delete #35 indicating "Tank at Lot 3", thereby correcting the Designation Site Summary Table.

Thanking you for your considerations in this matter, I am,

Very truly yours,



Bert Levine

Bert Levine

ATTORNEY AT LAW
945 MANHATTAN AVENUE
BROOKLYN, N.Y. 11222

TEL. (718) 383-0111
FAX. (718) 383-3343

November 11, 2004

New York City Department of City Planning
22 Reade Street – Room 4N
New York, N.Y. 10007
Attn: Mr. Robert Dobruskin
Re: Borough of Brooklyn
148 West Street
Tax Block 2531, Lot 3
Property Owner: Anthony Hotz

Dear Mr. Dobruskin:

I am writing to you to correct the letter of November 3, 2004 which incorrectly stated that Mr. Anthony Hotz is the owner of Tax Block 2531, Lot 43, when in fact Mr. Hotz is the owner of Tax Block 2531, Lot 3.

Mr. Hotz, has owned the subject real property for more than sixty years, and at no time was there in place in the yard of the subject property, or in the house itself, any tank for the storage of oil or any other hazardous substance, other than a tank for heating oil in the basement of the subject premises.

Mr. Hotz is 84 years of age having been born April 6, 1920 and has resided all of his adult life in the GreenPoint section of Brooklyn, N.Y., and to the best of his knowledge the property in question has been a residence and there has never been a storage tank embedded in ground or above ground at the subject premises.

Accordingly, Mr. Hotz is requesting that the Designation Site Summary Table for GreenPoint Williamsburg Rezoning, CEQR#04DCP003K be amended to delete #35 indicating "Tank at Lot 3", thereby correcting the Designation Site Summary Table.

Thanking you for your considerations in this matter, I am,

Very truly yours,


Bert Levine

Community Board One
Environmental Protection Committee

November 16, 2004

Greenpoint/Williamsburg Rezoning
Comments on the Draft Environmental Impact Statement

Hazardous Materials: Historically, the Williamsburg/Greenpoint Waterfront was home to petroleum product storage, shipbuilding, the ceramic industry, tanning facilities, and other chemical-based industries. This past should be specifically studied in the Rezoning EIS. The entire waterfront should be considered a Brownfield or a Superfund site until a thorough sampling program demonstrates the contrary. The **Brownfield** building protocol of "capping" in the foundation and protecting against aquifer evaporation into building basements must be incorporated into the EIS and, where applicable, must be followed in construction.

The Williamsburg waterfront was occupied by petroleum tank farms, such as still exist on the Bayside site and the Con Edison property at N. 1st Street. The area between the south side of the USA Waste property and the Bayside site had train tracks running to the East River: all tracks in the mid 1900s were sprayed with agent orange (dioxin) to control weeds. Before the 1900s, coal tar piles were stored on this site. Additionally, soil sampling in the 1990s showed lead, heavy metals, arsenic, and cyanide, probably residual from both the train yards, the coal tar gasification process, and other industrial uses.

In Greenpoint there were the shipbuilding, foundries, and ceramic industries. Lead, heavy metals, arsenic, and cyanide were also characteristic of these industries. DEC Spills mapping shows that the aquifers of the GP/W waterfront are the most contaminated by petroleum products of any aquifers in NYC. All the above must be studied in the EIS.

Infrastructure: It should be noted that just the large developments along the waterfront could result in as much as 10,000,000 mgd of additional sewage to the Newtown Creek Sewage Treatment Plant. While this additional tonnage is not a problem for the plant, it could be a problem for the sewage delivery lines. Replacing existing pipes will cause a big disruption to the community. Pile driving for new construction will create vibrations, which will impact existing infrastructure and housing stock.

Solid Waste and Sanitation Services: Many new commercial establishments will be associated with the creation of new residential units. The affect and burden on the area's commercial waste handling should be studied.

Energy: The positive affect of **Green Buildings/ Green Roofs** on energy consumption, heat impacts, ozone, and gray water cleansing should be analyzed in the EIS, and

...next page please...

required in all building projects. Green Buildings/Green Roofs should be a requirement of all construction in the Rezoning EIS.

Air Quality and Public Health: The most significant problem associated with the proposed action is an increase in P.M._{2.5} during construction. The windy quality of all the waterfront locations in the eventual development construction will create more intense impacts from P.M._{2.5} than in inland construction. Since much of the soil is contaminated with heavy metals, PCBs, VOCs, and will additionally be contaminated with lead paint and asbestos fibers from the demolition of existing buildings, dust mitigation, perimeter monitoring and community monitoring for PM and VOCs must be requirements in all demolition and rebuilding projects. Odors from petroleum soaked soils (BTEX) and VOC contamination can be noxious – odor suppression should be a requirement during construction where needed.

Aquifer contamination can affect drains in final building projects where evaporation into building basements can occur. The EIS must assess such contamination, migration, and barriers to building entry.

A **Community Oversight Committee** should be appointed to each waterfront development project. Public Health emergencies can be handled efficiently through such committees.

Noise: Pile driving is likely to be the most significant noise pollution from the proposed action, as it has been for residents during construction at the Newtown Creek Sewage Treatment Plant and the Schaeffer Brewery. At Newtown Creek DEP switched to propylene pads on the pile drivers and also installed noise barriers – these actions diminished the sound levels considerably. Especially on the waterfront, where much available property is landfill, pile driving will play a big role in foundation construction. A Noise Control Protocol should be developed in the EIS and must be a requirement for each construction project.

Other Construction Impacts: Construction Impacts associated with the Rezoning will be enormous and will most likely impact the Greenpoint/Williamsburg communities for 20 years, not 10. In either case, they will be more than a passing “temporary”. The EIS must study and plan for soil removal, truck sanitation (i.e. truck tarping, tire washing) and soil storage (as samples are analyzed for soil deposition, soil is often stockpiled for 2-3 weeks). Truck trips, construction workers’ parking, materials staging, and community traffic flow must be studied in the EIS. The EIS must study the affect of water runoff during demolition/construction to the East River and its tributaries.

Mitigation and Emissions Offsets should be a requirement for each large-scale construction project. Each mitigation should be handled either at the Community Board level or by the Community Oversight Committee for each project.

Fire, Police, and Public Safety: There must be an EIS examination of the net population increase and it's projected effect on fire response times, firehouse requirements, and the Police.

CB#1 is still one of 3 most industrialized inner-city districts in New York City. CB#1 is home to 22 'Toxic Release Inventory' ("TRI") facilities, 211 'Right-To-Know' ("RTK") facilities, Radiac, the Newtown Creek Sewage Treatment Plant, the Mobil Oil Spill, six existing, permitted, or proposed power plants along a 1½ mile stretch of the waterfront, the highly flammable jet-fuel Buckeye Pipeline, and 1/3 of the Bulk Petroleum storage in NYC. The 233 TRI and RTK facilities are registered because of the quantity of hazardous chemicals stored or used on site. The rezoning is going to result in a net increase of 6,000 to 10,000 new dwelling units. The present industrial burden cannot be ignored because many of the new residents will be higher income than existing residents. Their presence in GP/W will not eliminate our industrial reality.

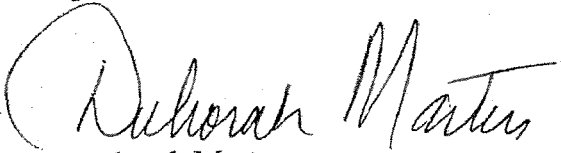
Last year's closure of Engine 212 could prove to be a disaster for the community and to much of the City. Radiac, at Kent Avenue and S. 1st Street, serves as a transfer station for both hazardous chemicals *and* low-level radioactive waste. Because of the spatial inadequacies of the footprint of the facility, Radiac often operates with its doors open during loading/unloading of hazardous chemical and radioactive waste. A Molotov cocktail or a gunshot could set off a calamitous event. Engine Co. 212 was located ten blocks from Radiac and could have handled a fire rapidly enough to prevent a meltdown of the low-level nuclear waste (the EPA standard of cleanup of Radioactive events could lead to a 50-year evacuation and quarantine of Williamsburg and parts of Manhattan or Queens, depending on wind direction). This one facility stores up to critical mass of radioactive waste and flammable liquids, reactives, oxidizers, and explosives (up to 15,000 total gallons of hazardous chemical waste). Besides fighting fires Engine Co. 212 was the first responder in medical emergencies in a neighborhood short on Medical Facilities.

In addition to Radiac, there are several metal plating companies, large chemical factories, and other bulk chemical-users. Any facility that uses sodium or lithium, or any other oxidizer, which is reactive to air and water, is in need of a "foam" fire response, now missing from the community. The power plants store bulk ammonia and oil on site and attach to high-pressure natural gas pipelines, which run through the community. Dealing with these types of fires, on the magnitude of the recent explosion in Port Mobil in Staten Island, requires extensive training of Fire Department personnel. Even more potentially disastrous than any of the above-mentioned facilities is the Liquid Natural Gas (LNG) Storage on the Keyspan site in East Williamsburg. LNG is a condensed and super-cooled natural gas which is highly explosive and, if ignited or attacked by airplane or missile, would create a fireball reaching Manhattan that would incinerate everything in its path. There is now no trained Haz Mat or foam company within CB#1.

A reasonable EIS study of such facilities must include a comparison of fire, police, and medical emergency response time, as well as available resources in the study area.

The EIS should examine fire safety data and environmental factors promoting incendiary risks and their burn times to assess whether or not there is coverage within existing services. The area of review should include the catchment area for the only nearby Haz Mat unit (Bushwick). Environmental factors should include, but not be limited to, certified environmental risk facilities, chemical containment, transfer and processing facilities, high risk/vulnerable structures (such as attached wood frame and non-conforming residential-use loft dwellings), and the increased concentration of housing, restaurants and other fire-prone facilities which need chemical containment fire suppression responses.

The EIS must also consider a projected increase in crime levels and the level of Police protection needed by our future community.

A handwritten signature in cursive script, reading "Deborah Masters". The signature is written in dark ink and is positioned above the printed name and title.

Deborah Masters
Chair, Environmental Protection Committee, CB1

Community Board One
Environmental Protection Committee

January 18, 2005

City Planning Commission
Greenpoint/Williamsburg Rezoning
Environmental and Health Concerns

Most of the community interest has been focused on moderate-income housing, job retention, building height, and parks and open spaces during the examination of the City's Rezoning Proposal for Greenpoint/Williamsburg (GP/W). It is my belief that environmental issues should be equally evaluated in the Rezoning Plan. Our industrial past will haunt our future if these issues, which I summarize below, are not examined with greater care and in depth planning. Please find attached a more in depth description of each of these categories.

Hazardous Materials: Historically, the Williamsburg/Greenpoint Waterfront was home to petroleum product storage, shipbuilding, the ceramic industry, tanning facilities, and other chemical-based industries. Soil sampling in the 1990s showed lead, heavy metals, arsenic, and cyanide. DEC Spills mapping shows that the aquifers of the GP/W waterfront are the most contaminated by petroleum products of any aquifers in NYC. The entire waterfront should be considered a Brownfield or a Superfund site until a thorough sampling program demonstrates the contrary. The **Brownfield** building protocol of "capping" in the foundation and protecting against aquifer evaporation into building basements must be incorporated into the Rezoning and applied where applicable.

Infrastructure: The large developments along the waterfront could result in 10,000,000 mgd of additional sewage to the Newtown Creek Sewage Treatment Plant. Replacing existing sewage lines in open-cut trenches would be a big disruption to the community. Pile driving for new construction will create vibrations, which will impact existing infrastructure and housing stock.

Noise: Pile driving is also likely to be the most significant noise pollution from the proposed action – it will be used in all landfill properties. It is possible to use propylene pads on the pile drivers and to install noise barriers to diminish sound levels. A Noise Control Protocol should be a requirement of the Rezoning Plan.

Air Quality and Public Health: The waterfront Rezoning parcels are windy and will create more intense impacts from P.M._{2.5} than in inland construction. Since much of the soil is contaminated with heavy metals, PCBs, VOCs, and will additionally be contaminated with lead paint and asbestos fibers from the demolition of existing buildings - dust mitigation, perimeter monitoring and community monitoring for PM and VOCs must be requirements in all demolition and rebuilding projects. Odors from petroleum soaked soils (BTEX) and VOC contamination can be noxious – odor suppression should be a requirement during construction when needed. The Rezoning EIS must assess such contamination, migration, and vapor barriers.

Community Board One
Environmental Protection Committee

Other Construction Impacts will include soil removal, truck tarping, tire washing, and soil storage (as samples are analyzed for soil deposition, soil is often stockpiled for 2-3 weeks). Truck trips, construction workers' parking, materials staging, and community traffic flow must be studied in the EIS. The EIS must study the affect of water runoff during demolition/construction to the East River and its tributaries.

Mitigation and Emissions Offsets should be a requirement for each large-scale construction project. Each mitigation should be handled either at the Community Board level or by a Community Oversight Committee for each project.

Energy: The positive affect of **Green Buildings/ Green Roofs** on energy consumption, heat impacts, ozone, and gray water cleansing should be analyzed and required in all building projects.

Fire, Police, and Public Safety: There must be an EIS examination of the net population increase and its projected effect on fire response times, firehouse requirements, and the Police.

CB#1 is still one of 3 most industrialized inner-city districts in New York City. The rezoning is going to result in a net increase of 6,000 to 10,000 new dwelling units. Higher income residents will not eliminate our industrial reality:

Radiac stores up to critical mass of radioactive waste and flammable liquids, reactivities, oxidizers, and explosives (up to 15,000 total gallons of hazardous chemical waste). The LNG Tanks on the Keyspan site would create a fireball that could reach Manhattan if subjected to terrorist attack. Area power plants store bulk ammonia and oil on site and attach to high- pressure natural gas lines. Airport jet fuel is transported through our Buckeye pipeline. GP/W's bulk petroleum storage is one of three largest concentrations in NYC, and etc.

A reasonable EIS study of such facilities must include a comparison of fire, police, and medical emergency facilities and response times, as well as emergency resources available in the study area.

Please read the more in depth description of each of these categories.

Thank you.


Deborah Masters

Chair, Environmental Protection Committee, CB1

Brooklyn Coalition Against Urban Removal

233 Duffield Street

Brooklyn New York 11201

Chairpersons: Lou Greenstien

Joy Chatel

George Mays

City Planning Commissioners

I submit my written testimony today against the zoning proposals before you today. The Department of City Planning has once again released a "Buck Rogers" urban design upon Brooklyn residents. Last year the Economic Development Corporation and City Planning stamped The Downtown Plan Environmental Impact Statement, through the City's uniform land use review process. The EIS for the Downtown Plan was a blatant advertisement for Department of City Planning's proposal. The EIS ignored present and future traffic impacts to surrounding neighborhoods. That plan proposes to take advantage of Downtown Brooklyn's Transportation HUB, making assumptions that Mass Transit can handle increased numbers of riders. The message from City Planning was clear. Small merchants are not big enough or important for their zoning philosophy.

Interestingly enough now the Department City Planning has advertised their Williamsburg Greenpoint plan as, Taking advantage of the concepts of the 197A plan of Community Board 1. All I see is another advertisement for Daniel Doctoroff's Olympic real estate dream. City Planning's housing suggestions imply a waterfront luxury housing goal instead of the Community needs. If you make affordable housing an option, instead of making it required, then developers don't have to take that option. This is great if you live in the new luxury towers. But I don't think the neighbors who live behind the towers will enjoy their new view of Manhattan. Zoning changes do solve those problems of Developers stopping into their local Board of Standard and appeals, for a zoning variance, or do they?

Displacement once again becomes an issue. The question is when does the current administration begin to develop heart. Everyone knows the city lacks housing for low-middle income residents. I am not talking about Manhattan middle income but normal Brooklyn wage jobs, Retired Senior Citizens who will get pushed out. The usual chain reaction that the New York Real Estate boom creates. I know DCP has tremendous faith in NYC Housing and Preservation or better yet ship the old people off to senior citizens homes or hospitals. DCP enjoyed this mentality and confidence with The Downtown Brooklyn Plan. Mayor Bloomberg has mentioned he considers industrial jobs outdated and just something to be relocated to another Borough or East New York. Economic Growth comes up short when you create unemployment, or loss of business. DCP once again is gambling with "Fire", finance, insurance and real estate. Perhaps DCP can once again use those industrial jobs are creating blight. Blight as in whatever the definition is this week.

On December 14th 2004 I attended a hearing at City Hall regarding the Community Assistance program. City Councilman Bill Perkins chaired this hearing. The few community board members and district managers who found the time to attend

the hearing, offered insight to an interesting problem. The Common theme started to imply DCP acts as developers real estate agent regardless of administration. I made note of testimony regarding the 197a plans. Since 1989 less than 18 197a plans submitted to City Planning have been completed honoring the original concepts. Some 197A plans have been worked and reworked for 10 years. Problems arise when DCP borders on harassment to change 197A plans to what DCP wants. Maybe people who testified have had angry experiences with city planning officials. I think instead of constantly sending insults I will enlighten you the common mans way.

MAIN PROBLEM WILLIAMSBURG GREENPOINT DRAFT EIS

Impacts are ignored for The Brooklyn Queens Expressway, Assumptions are made that The MTA will increase service for the overcrowded Canarsie L Train line. The Same Subway lines the MTA propose to make computerized and cut service on. The Brooklyn Queens Expressway and Williamsburg Bridge impacts do not take into account the needs for repairs or truck route information. The same trucks driving over the Williamsburg Bridge on occasion. Lets not even talk about the approved rezoning of Downtown Brooklyn that is only 5-10 minutes away depending on the gridlock on the BQE.

DEAR CITY PLANNERS AND COMMISSIONERS.

WHO RIDES THE G OR L TRAINS ????

HOW LONG DOES IT TAKE FOR THE TRAINS TO ARRIVE.???

DID YOU KNOW THE L TRAIN IS CROWDED ????

FACT BROOKLYN STREETS ARE NOT AS BIG AS MANHATTAN STREETS.

I know that traffic and the environment is not department of city planning concern. Developers need to make money and every developer needs a broker. That has become DCP's job. The Brooklyn Division of DCP is only here to make the concept pretty, in an upper east side kind of way. When I attended Borough Hall someone made an interesting comment. "They don't want Williamsburg to become another Battery Park City." Sad comment about Battery Park City, The beautiful project where city officials have affairs in Hotels. The Borough President voted against the plan, The Community Board voted against the proposal. DCP proposal is a bad plan, "Bad" meaning not good. I do not expect the commission to vote this plan down. City planning rarely has a history of voting down their pet science projects. I hope the City Council does not repeat history by approving the current zoning changes. We have already seen football style fumbles with The Downtown Brooklyn Plan, and developments in Dumbo. City Council approving these zoning changes does not mean it a good thing. I doubt they take a serious look at the effects if zoning changes.

I tend to complain and ramble so in closing I ~~close~~ will review my reasons for testifying in opposition to the plan.

- 1) Mass Transit and Traffic problems created from the plan. City Planning and EDC tendency to ignore the fact this is not Manhattan.
- 2) Secondary Displacement of seniors and low income and middle income residents.
- 3) Loss of Small Business and Industrial Jobs to the neighborhood.
- 4) The current proposal for Park Space on the water front is not acceptable
- 5) The City only makes infrastructure improvements in Brooklyn when they want to

make Manhattan Style Buildings here.

- 6) City Planning failure to realize what makes a neighborhood a neighborhood.
- 7) No concepts of effects of demolition, construction and after construction phases of zoning changes in environmental impact statements.
- 8) Unwillingness to consider 197A plan because it does not make enough money.

Finally I can't take a "This plan does not affect me" mentality.

I walk down three blocks and look at The Brooklyn Queens Expressway and The Williamsburg-Greenpoint Plan affects me.

I walk to Fulton Street and see traffic in the morning and afternoon, The Downtown Brooklyn Plan and Bruce Ratners idiot Arena skyscraper plan affects me.

For any idiot who want's to say "You'r anti development", My answer is simple.

You would become anti development when that development affects your health.

Thank you

Daniel McCalla

Advisor to Duffield Street Block associations

Clermont Green Avenue Block Association chairman of Traffic and Transportation.

419 Clermont Avenue

Brooklyn New York 11238



**City Planning Commission Hearing: Greenpoint/Williamsburg Rezoning
January 19, 2005**

On behalf of the Municipal Art Society's Planning and Preservation Committees, the Planning Center, and the Metropolitan Waterfront Alliance, we would like to thank the City Planning Commission for the opportunity to testify on the city's proposed rezoning and would also like to acknowledge City Planning's enormous effort in putting together this rezoning proposal. In particular, we would like to thank the Brooklyn Office, Regina Myer and Howard Slatkin, for the help they have provided in our analysis of this plan. We commend their engagement with the community through the rezoning task force, and are optimistic that the city and the community's goals can both ultimately be met by this rezoning. We also commend the very hard work put in over many years, by many people, that produced the neighborhoods' two 197-a plans. We hope that this hearing anticipates the beginning and not the end of a productive process of dialog between the community and the city.

Affordable Housing

While the current rezoning proposal will increase the supply of residential units in the neighborhood, there is still some danger that current residents will be pushed out by rising land values. In fact, despite a recent increase in the number of residential units in the neighborhoods, average area rents have not declined. And while there is a citywide need for housing at all income levels, the rezoning must result in housing that is affordable to current residents in these two racially and socio-economically diverse neighborhoods. The MAS thus agrees with the administration that the guaranteed provision of affordable housing through this rezoning action is critical.

To that end, MAS applauds DCP and HPD's inclusionary housing proposal, introduced last October, as an important step in the right direction. Escalating housing costs and the future development of luxury high-rises along the waterfront carry the risk that the neighborhoods of Greenpoint and Williamsburg may become economically segregated or even unaffordable for their current residents. However, the MAS also agrees with the conclusion of the community that residents and developers both need more information about the city's financial commitment to affordable housing to determine the likelihood that new affordable housing would be provided on the waterfront lots being rezoned.

The same factors which developers and the administration have cited as justifying their opposition to mandatory inclusionary housing – the uncertainty of market conditions, interest rate variations and other factors – may result in a lower level of affordable housing being built under a voluntary inclusionary housing scheme as well. Based on our research, this seems to be of particular concern in those waterfront lots owned by developers unaccustomed to building affordable housing. Our preliminary analysis suggests that there is significant doubt over whether the inclusionary incentives are deep enough to attract developers. As our analysis moves forward, we look forward sharing further discussions with City Planning and HPD on this subject. We believe this analysis is particularly true for the waterfront sites in Greenpoint, where an undeveloped real estate market offers comparatively more risk.

In order to guarantee sufficient affordable housing, the MAS urges the administration to consider a package that includes some of the following components:

- Reducing the base FAR (currently 4.0) so that the economic imperative to use the inclusionary zoning bonus is increased to maximize the provision of affordable housing.
- Raising the proportion of affordable housing required for the inclusionary bonus to a ratio closer to the community's proposal in the Williamsburg sites. Our analysis suggests that the strength of the real estate market would enable a greater proportion of affordable housing in this neighborhood while still allowing for profitable development.
- Consider establishing a 421-a tax exemption exclusion zone, granting the abatement only when affordable housing units are included in the development.
- Continuing to evaluate revised zoning text that would combine a proportion of mandatory inclusionary housing provisions with the inclusionary bonus.

Manufacturing Retention and Expansion

We commend the Mayor for his remarks in the State of the City Address on the development of a comprehensive industrial policy, and regret we are unable to attend the press conference today because of a time conflict with this hearing. We look forward to learning about the details about the proposed industrial business zones and incentives to invest in the long-term growth and health of manufacturing, particularly as they apply to Greenpoint and Williamsburg. The MAS believes that part of this policy should be a land use framework to ensure that manufacturers who want to remain in the city will continue to have the space to operate in the city. Small manufacturers in New York's growing "creative economy" do not currently have this assurance. Parts of the rezoning area, particularly in Williamsburg south and east of McCarren Park, and from Grand Street north to North Sixth Street as well as the blocks in Greenpoint above Quay Street between West and Franklin, contain thousands of jobs in the type of small firms that are leading the creative sector. The city risks losing those jobs and firms if it does not amend the application by removing these blocks from the rezoning proposal, as proposed by the New York Industrial Retention Network and the North Brooklyn Alliance. In consultation with the new Office of Industrial and Manufacturing Businesses, the Department of City Planning should study these blocks for a future rezoning that will not only allow but encourage existing businesses to expand and new businesses to benefit from locating there.

The Department of City Planning's current proposal acknowledges the area east of Bushwick Inlet as a viable manufacturing district. Zoning is necessary but not sufficient to allow this area to flourish for manufacturing. This area should not be allowed to become a transitional zone, only to be rezoned in a few years for residences. The Board of Standards and Appeals needs to uphold this zoning designation and be especially rigorous in its assessment of variance requests in this area, as does the City in enforcing existing restrictions on conversions.

Even while achieving a balance of uses, we need to keep our viable manufacturing districts intact. The investments that the private and public sectors make in manufacturing, warehousing, and other industrial businesses should not be undermined by a volatile real estate market. It is possible in a city as large, diverse, and creative as New York to be able to provide people with both housing and jobs.

Development Character & Urban Design

The MAS also urges the city to look more closely at the impact of the rezoning on the character of the neighborhood and of the waterfront open space. First, we believe that the proposed height and bulk could negatively impact the proposed esplanade. As our previous testimony has indicated, the MAS is concerned about the impact of the proposed zoning on the character of the projected waterfront esplanade. Permitting a wall of 400ft towers directly next to the esplanade could have a negative impact on the proposed public space. The city's proposal departs from the principle set forth in the city's waterfront zoning, and indeed a principle enshrined in waterfront development of cities across the US, of having buildings which step up in height, rather than go directly up, from the waterfront. Although the city's urge to protect the scale of inland neighborhoods is laudable, allowing tall buildings directly adjacent to the esplanade could reduce this amenity's desirability as a public open space. We urge the DCP to review the possibility of positioning at least some of the towers away from the waterfront, or requiring those towers next to the esplanade to have a base and be set back.

We also propose that the zoning be reflective of the overall FAR and bulk suggestions in the communities' 197A plans to protect and enhance the character of the surrounding neighborhoods. The MAS has also provided technical support to the Rezoning Task Force in their efforts to examine their proposed modifications to the height and bulk proposed in the City's ULURP action. Both in their 197A plans and their ULURP response to the proposed action, the Community has clearly communicated their desire for tower heights and an overall FAR in context with their neighborhood. While all parties understand the need for sufficiently dense development to pay for the costs of waterfront public access and affordable housing, we are assisting them in exploring the possibility that some of these objectives might be reached without the imposition of a density much greater than the surrounding neighborhood. The possibility that these costs could be shared by the taxpayers through a capital contribution to the development of the waterfront, the esplanade in particular, or affordable housing subsidies should be fully explored.

Open Space and Public Access

The City has made great strides toward creating a more attractive and lively waterfront with the introduction of this zoning. We commend them for a creative their work in this regard. Based on

our conversations with the community and other civic organizations with an interest in enhancing the quantity and quality of the city's waterfront open space, however, we believe some issues of concern remain, which we would like to address here today.

Based on our work on the waterfront, we believe the rezoning and redevelopment of Greenpoint and Williamsburg should result in an open space system that meets the needs of the whole community by more equitably distributing park spaces throughout both neighborhoods. To that end, we are working with other interested organizations to identify opportunities for the City to provide additional open space on publicly owned properties in the planned redevelopment area.

Private property owners in the region have a poor record of ensuring and maintaining open public access to the waterfront. With three public agencies and fourteen private owners, it is going to be virtually impossible to build an accessible waterfront featuring water-oriented plans, continuous greenway, and a variety of active and passive recreational experiences in a timely fashion. This challenge could be resolved by establishing a dedicated management organization to help develop a vision upfront and to implement that vision over the long term. We believe that greater public control or ownership of the waterfront is a necessity for the development and maintenance of the waterfront esplanade.

The rezoning and redevelopment of Greenpoint and Williamsburg should result in an open space system that meets the needs of the community, including an equitable distribution of park spaces throughout both neighborhoods. We appreciate the efforts the city has made toward creating a high quality of design, but are concerned, however, that a more efficient process be created for periodic updates which would not require a ULURP action to change the proposed design guidelines for elements such as benches, lighting and pathways. We believe the design, management and programming of all public spaces and privately built waterfront plazas and esplanades should be coordinated with existing and proposed city parks.

Private development alone can not assure the wide range of diverse activity that is taking place in other neighborhoods along the East River. A great deal of creativity has been invested in structuring both management and financing mechanisms for New York's parks – from Central and Prospect Parks to the East River's own Brooklyn Bridge Park. The funding and management for these parks and public spaces should be no less resourceful in leveraging private sector contributions and public investments to ensure timely construction and a contiguous and lively system. Through working with the citizens, other civic organizations and City government, we hope to provide ongoing assistance on the question of how this best could happen.

Planning for the Waterfront

Greenpoint and Williamsburg have not been given their fair share of water uses. Directly across the river from these communities lie the East River Park and the Stuyvesant Cove Park with fishing areas, a continuous bike path, an education center and a nearby marina. To the north in Queens, there are growing recreational activities on Newtown Creek and in Long Island City and to the south, the Gowanus Dredger's Canoe Club, both following the model of the downtown boathouse by providing free public programming by community volunteers.

In addition to our concerns that the proposed design framework may be too restrictive, we also believe that the rezoning proposal should propose innovative opportunities for increasing the water amenities designed for the communities. CB1 has developed an open space plan which introduces new uses along the river's edge. We support the CB1 plan but also encourage both the community and the Department of City Planning to set an example of waterfront development by increasing opportunities for water use experiences. The natural harbor of Bushwick inlet allows for exciting possibilities. For example, enlarging the inlet and restoring some of the natural historic edges could allow more water based usage can take place. Allocating space for an outlet for waterborne crafts to the industrial area east of the inlet could support the movement of goods and materials out of the inlet, thus reducing street truck traffic. In addition, we encourage the creation of more areas for boating, fishing and water transit providing access to a community with so little available open space.

For too long, plans for the water have failed to think about water as an active space and have closed off opportunities for access. It is critical that a private, inaccessible waterfront not be built and the development plans begin with knowledge of the depth and currents (map attached at end of testimony) when citing for boating access, water taxi terminals, piers and emergency egresses.

Historic Preservation

In recent rezoning proposals, the Municipal Art Society's Preservation Committee worked with the City Planning Department, to identify the most significant buildings within the rezoning area. In Downtown Brooklyn, 37 potential resources were identified in an area 1/3 the size of the Greenpoint/Williamsburg rezoning area. MAS and the Brooklyn Heights Association developed a list of 28 buildings worthy of designation, and with the help of City Planning and the Landmarks Preservation Commission, some of those buildings are being designated today. In the Hudson Yards rezoning of 59 blocks, 110 potential resources were identified, and MAS compiled a list of the 31 most significant.

The Greenpoint/Williamsburg DEIS identifies only 18 historic buildings and one historic district (in the rezoning area), and of those resources 7 of the buildings and the district are already designated by the Landmarks Preservation Commission. Given the large size of the rezoning area (184 blocks) and the neighborhood's rich history stretching back to 1660, this is clearly insufficient. Furthermore, of those buildings included in the EIS, there is little to no historic information included. With this limited information, we can not adequately assess the impact of the proposed rezoning on the historic resources nor the appropriate mitigation measures.

Using resources from Columbia University's Historic Preservation Program and with assistance of our colleagues at the Historic Districts Council and members of the community, we conducted a windshield survey, researched some buildings and identified a significant number of buildings that appear to be eligible for State and National Register Listing and for designation as City Landmarks.

The buildings include a rich mix of turn-of-the-century manufacturing and warehouse buildings, mid-19th century worker's housing and institutional buildings like banks and public works

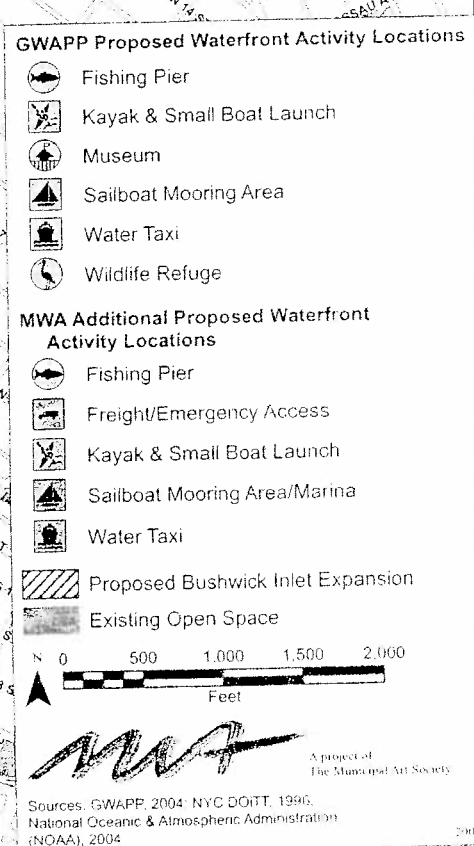
projects. Two areas appear to be potential historic districts; Grand Street from Grand Ferry Park to Roebling Street and both sides Fillmore Street. We identified **44 buildings** that appeared to be eligible for the National Register that were not identified in the DEIS. We intend to do further study, and will no doubt identify more buildings.

The Preservation Committee will develop a more complete list of those building that appear to be eligible for State and National Register listing and those that ought to be designated local landmarks. However, of the 11 potential resources identified in the EIS, we strongly urge the preservation and designation of the following buildings:

1. The Greenpoint Terminal Market
2. Eberhard Faber Pencil Building, 61 Greenpoint Avenue
3. Northside Savings Bank Building, 33-35 Grand Street (or its inclusion in a Grand Street Historic District)
4. Williamsburg Trust Company Building, 177 South 5th Street
5. The Austin-Nichols Warehouse, 184 Kent Avenue
6. 143 Roebling Street
7. 59 Kent Street,
8. 37 Greenpoint Avenue

In contrast to the lack of identification of the historic architectural resources, the DEIS does adequately address the archeological resources. Over 100 sites for Potential Archeological Sensitivity were identified. However, according to the DEIS, none of those sites would be mitigated, resulting in a extremely significant loss to our understanding of this city and our nation's history.

Greenpoint-Williamsburg Rezoning Area





North Brooklyn Alliance

The Community has a Better Plan

M.A.D.

Williamsburg/Greenpoint MOBILIZATION AGAINST DISPLACEMENT
Preserving Affordable Housing & Preventing Displacement
'A New Vision for Our Neighborhood'

January 18, 2005

FOR IMMEDIATE RELEASE:

NORTH BROOKLYN GROUPS DEMAND **"COMMUNITY FRIENDLY RE-ZONING OR NO RE-ZONING"**

Leaders of major coalitions representing every significant community organization in Williamsburg-Greenpoint will demand today that the City adopt a community friendly re-zoning of the North Brooklyn East River waterfront, or that the planned re-zoning be taken off the table.

The MOBILIZATION AGAINST DISPLACEMENT, the NORTH BROOKLYN ALLIANCE, and CHURCHES UNITED FOR FAIR HOUSING, **will hold a press conference today, Wednesday at 10:30AM, in front of the New York City Technical College auditorium (Jay Street near Tillary Street).**

Inside, the City Planning Commission will be conducting its final hearing on the planned re-zoning, which proposes to permit massive construction of thousands of units of luxury housing in what is now the exclusively manufacturing zoned waterfront.

Among the groups' demands are that there be enforceable guarantees that at least 40% of the housing be "truly affordable," that 4,000 industrial jobs be protected, that there be reasonable limitations on the height of the new buildings (which are currently projected to go to 40 stories), that the plan create more park land and a continuous, accessible waterfront esplanade, that existing residents in the

surrounding areas be protected from harassment and displacement, and that fire, bus and subway services be dramatically augmented.

Over 700 residents disrupted the November 16th hearing on the plan, and over 1000 gathered at a waterfront rally two days later, where Brooklyn Auxiliary Bishop Joseph Sullivan endorsed their position, demanding "40% guaranteed!"

A joint MAD and NBA statement declared that:

We will not tolerate a re-zoning plan that will worsen the displacement crisis in our community. The only plan that will be accepted, is one that begins to address our desperate need for large amounts of truly affordable housing, to counteract the huge gentrification caused in large part by the City's granting of mass variances from existing zoning, and its unacceptable plan for the huge luxury housing complexes on the waterfront. We need low cost housing, jobs and parks, and significant part of the massive profits that will be made from waterfront development must be invested to meet those needs. We will accept nothing less!!

It is believed that if the City Planning Commission does not successfully address the community demands, that the politically charged fight over the massive re-zoning plan will spill over into the City Council, which has a decisive say over whether the plan is adopted. Councilmembers David Yassky and Diana Reyna, Assemblymen Vito Lopez and Joe Lentol, and Congressmember Nydia Velazquez, have all endorsed the community coalitions' position, as have Community Board #1 and Brooklyn Borough President Marty Markowitz, both of whom voted "No, with Modifications" as part of the zoning change review process.

FOR FURTHER INFORMATION, CONTACT:

Marty Needelman, 917-952-6450
Jim O'Shea, 718-643-3852; 646-552-7013
Peter Gillespie, 718-384-2248

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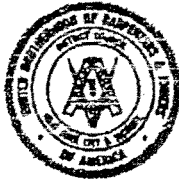
UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA

NEW YORK CITY DISTRICT COUNCIL OF CARPENTERS

MICHAEL J. FORD
Executive Secretary Treasurer

PETER THOMASSEN
President

DENIS SHELL III
Vice President



INSTITUTED AUGUST 12TH, 1881

395 HUDSON STREET
NEW YORK, N.Y. 10014
PHONE: (212) 366-7500
FAX: (212) 675-3118

City Planning Commission Hearing

January 18, 2005

Good Afternoon.

My name is Anthony Pugliese and I am an organizer for the NYC District Council of Carpenters. I have been a carpenter for 30⁺ years and a Brooklyn resident all my life.

I am here today because the NYC District Council of carpenters is considering supporting the Greenpoint Williamsburg rezoning proposal. This plan will allow the creation of:

- 350,000 sq feet of new neighborhood retail space
- over 12,000 jobs
- 9,000 mixed-income housing units

- over 50 acres of waterfront parks and public open space
- a continuous 2-mile esplanade along the N. Brooklyn

Waterfront

With re-zoning, we must ensure that the general public, developers, and contractors are community minded and pay the proper wages and taxes to our city. For example, when the Park Slope re-zoning took place no one asked if the developers would build union and because of this we have found developers thru their sub contractors cutting corners in safety and paying cash to workers which denies the city of the valuable tax dollars we need for schools, fire and police departments. These new jobs are a real opportunity for people to succeed in their communities. With union everyone benefits the employee the employer and the community.

We look forward to continuing an open dialog with HPD and EDC to ensure that the community and the city benefit from this project.

Thank you for you time.

Fax to: City Planning Commission
212-720-3219

Testimony 1/19/05

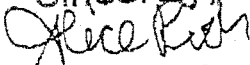
Alice Rich

Resident of 227 Nassau Ave., Greenpoint, Brooklyn

Re: Rezoning Plan

I am a resident of Nassau Avenue in Greenpoint. As someone who believes in preserving the historic buildings and streetscapes of our city, I urge the commission to reduce the building heights of the proposed waterfront zoning. I also urge you to include no less than 40% on site affordable housing in the plan which is greatly needed in the Greenpoint/Williamsburg community. More parks and the retention of manufacturing zoned areas are also very important to the health of this community. Thank you for your consideration.

Sincerely,



Alice Rich

New York Industrial Retention Network

11 Park Place, Suite 914 New York, NY 10007
Tel 212 404-6990 ♦ Fax 212 404-6999 ♦ www.nyirn.org



New York City Planning Commission
Wednesday, January 19, 2005
Greenpoint/Williamsburg Rezoning
Testimony: New York Industrial Retention Network

Good morning. My name is Jenifer Roth and I am the Director of Research and Policy at the New York Industrial Retention Network. NYIRN is a citywide economic development organization that works with more than 400 manufacturers each year. Adam Friedman, NYIRN's Executive Director, apologizes for not being here but he is with the Mayor who, at this moment, is announcing the City's industrial policy.

I am here today to strongly urge the Commission to vote "No" on the rezoning proposal unless the City makes very substantial changes to the plan, as was unanimously recommended by the Community Board and the Brooklyn Borough President.

Greenpoint and Williamsburg are incredibly vibrant "creative communities." Because of their mix and diversity of people and spaces, these communities have become natural incubators for new businesses that thrive on creative energy.

This rezoning proposal places all of that at risk - 4,000 blue-collar jobs in over 220 businesses, and the vitality that they derive from being together. The jobs are largely held by local residents who walk to work.

The City's proposal for "MX" zoning makes no attempt to maintain these jobs. As-of-right residential uses will inevitably price out manufacturing and the arts. In response, the community developed a well thought-out modification to MX zoning that would maintain existing ground floor manufacturing space while allowing for affordable housing above. However, this modification went largely ignored by the Department, and is now probably out of scope.

Further evidence that "MX" zoning is really intended to transform the neighborhood comes from the City's new industrial policy, which is being announced at the same time as this hearing. Displaced companies seeking to remain in or relocate to Greenpoint/Williamsburg will be ineligible for relocation benefits.

The City incorrectly assumes the displaced businesses can simply move to another area. But this rezoning is just one of six which are converting manufacturing neighborhoods to residential or

office districts. The City has yet to project the cumulative impact of all these changes. We estimate that more than 13,000 blue-collar jobs are at risk. An estimated 83% of the jobs are held by people of color and two-thirds are held by immigrants. Saving these jobs requires finding more than 5.2 million sq. ft. of space, equivalent to almost two new Navy Yards.

Finally, it is worth noting the disparate treatment between Manhattan's West Chelsea, where the Department is using M zoning to preserve art galleries, and North Brooklyn where the City is abandoning M zoning despite the fact that there are also galleries here and that this is where art is actually produced.

If the Commission wants to move this plan forward, then it must find other ways to address the need to preserve the spaces and diversity that has made this community thrive. An alternative approach would be for the City to:

1. Remove the blocks which have the densest concentration of industrial jobs;
2. Create a fund to subsidize the acquisition of industrial space by non-profit organizations that are dedicated to preserving jobs; and
3. Create a fund to reimburse companies for relocation expenses.

The three points in combination with steps to ensure affordable housing and accessible open space would help save jobs and the extraordinarily special nature of this community.

Thank you.

Employment Preservation Blocks

Recommended to be removed from rezoning

General Area	Block #	Which Part of Block	Current Zone
Greenpoint	2557	All	M1-1
	2562	All	M1-1
	2565	All	M1-1
	2568	All	M1-1
	2571	All	M1-1
	2589	All	M1-1
N1-N6th Streets	2333	South half only	M3-1 (change to M1-2)
	2341	All	M3-1 (change to M1-2)
	2349	All	M3-1 (change to M1-2)
	2357	All	M3-1 (change to M1-2)
	2363	All	M3-1 (change to M1-2)
	2378	All	M3-1 (change to M1-2)
	2334	South half only	M1-2
	2350	All	M1-2
	2358	All	M1-2
	2342	All	M1-2
	2364	All	M1-2
	2379	All	M1-2
Richardson-Frost-Meeker	2727	M1-1 zone area only	M1-1
	2726	M1-1 zone area only	M1-1
	2724	All	Northside M/R
	2723	All	Northside M/R
	2733	All	Northside M/R
	2732	All	Northside M/R
	2737	All	Northside M/R
	2736	All	Northside M/R
	2731	All	Northside M/R
	2741	All	Northside M/R
N7-N11th Streets	2298	Exclude residential portion fronting Bedford Ave	M1-2
	2299	All	M1-2
	2306	All	M1-2
	2305	Exclude residential portion fronting Bedford Ave	M1-2
	2313	All	M1-2
	2314	All	Northside M/R
	2307	All	M1-2
	2322	All	Northside M/R
Union-Rodney-Grand Streets	2371	All	M1-1
	2372	All	M1-1
	2374	All	M1-1
	2375	All	M1-1
	2386	All	M1-1
	2387	All	M1-1

City's Rezoning Proposal *Eliminates Land for Jobs*

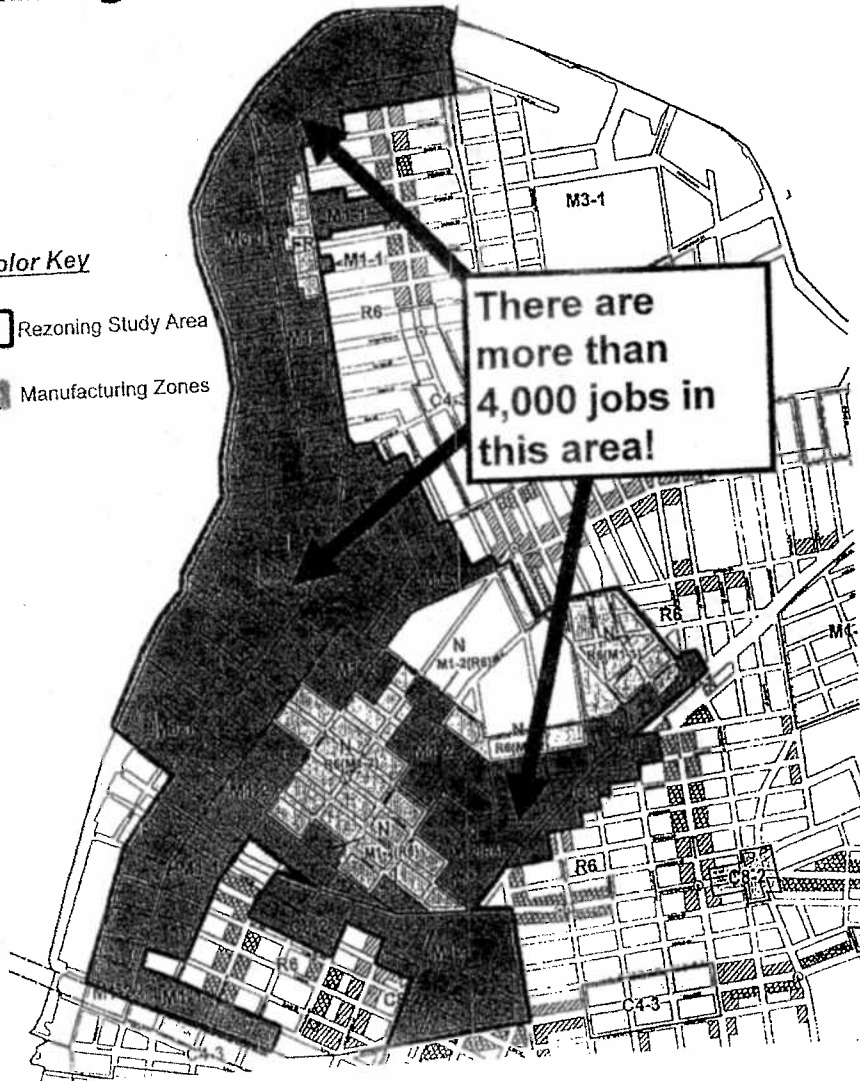
Greenpoint-Williamsburg Rezoning Existing Zoning

The City of New York
Department of City Planning
July 2003



Color Key

- Rezoning Study Area
- Manufacturing Zones



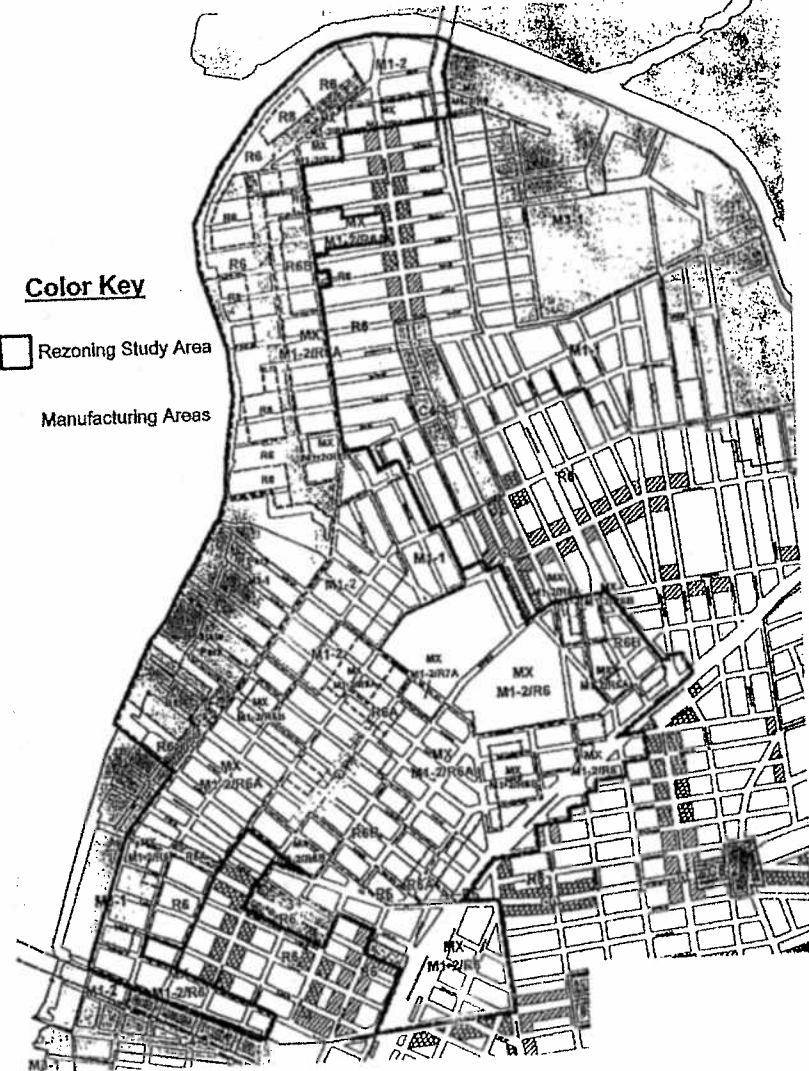
Greenpoint-Williamsburg Rezoning Proposed Zoning

The City of New York
Department of City Planning
July 2003



Color Key

- Rezoning Study Area
- Manufacturing Areas



A Thriving Creative Neighborhood

Vibrant Mix of Companies

- Woodworking
- Furniture
- Metal Fabrication
- Specialty Foods
- Film
- Set Design



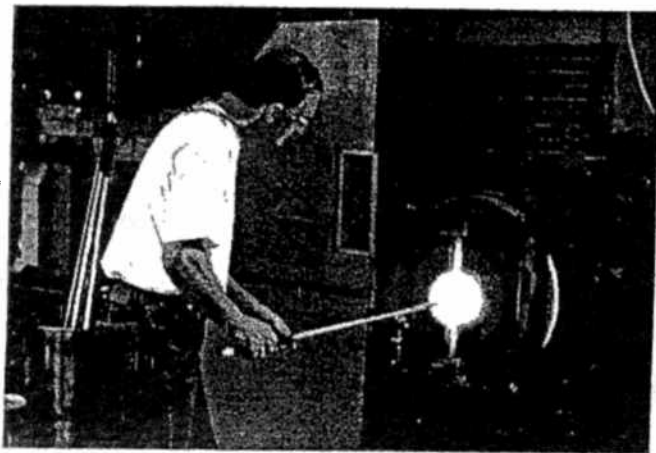
Over 4,000 jobs in the rezoning area

80% of companies employ local residents

Over 60% rent their space and would be vulnerable to displacement

(NAG Survey: Aug 2004)

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



Many local companies have *already* been relocated from elsewhere in the city by real estate pressure and zoning changes!



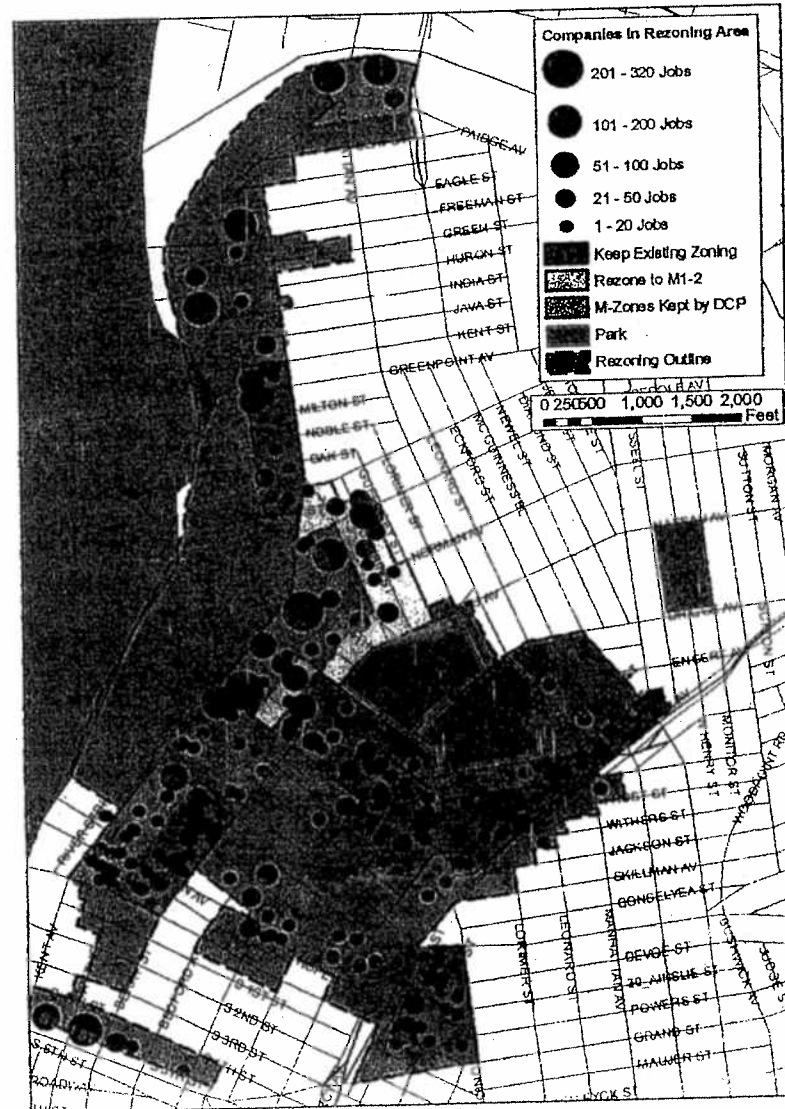
Preserve Jobs on Blocks Where the Zoning Works

Keep Local Jobs

Removing blocks from the rezoning with with high concentrations of employment would save over 1,300 jobs

MX Puts Jobs At Risk

New MX zoning would displace industrial and artisanal firms in many areas by forcing them to compete in the residential real estate market



January 17, 2005

Amanda Burden, Chair
City Planning Commission
22 Reade Street
New York, NY 10007

Re: Greenpoint / Williamsburg 2004 Rezoning

Dear Amanda:

In light of the recent plan to rezone the Greenpoint / Williamsburg industrial area, it is incumbent upon me to protest this rezoning for the following reasons.

The beauty of the Greenpoint area is that it provides access to affordable industrial space and labor. Many people choose to live in this diverse neighborhood because of the affordable housing. Affordable housing is available only because the area is an industrial commercial zone. A more affluent population will not choose to live in this type of industrial zone. As a result of this tendency, a person seeking affordable housing and who is seeking employment is a perfect candidate to live the Greenpoint / Williamsburg industrial area.

This is a win win situation for both the corporations that lease space in the Greenpoint / Williamsburg industrial zone and for the gainfully employed that live in this area.

My company employs approximately 30 persons. Our company is a nationally known manufacturer of orthopedic and rehabilitative products as well as ergonomic and safety devices. We have been in business since 1997 and until recently, our home office had been located at 87 Richardson Street, in Greenpoint. Because of the current potential rezoning we have recently relocated to the Brooklyn Navy Yard. I must interrupt my dialogue at this point to exclaim, **"There is no longer available space at the Brooklyn Navy Yard."**

The move to the Navy Yard was both a stroke of luck and the most painful and expensive transition in the history of our company. Any move is very costly. But more than that, it was a big adjustment for our employees that mostly live in the Greenpoint area. The Brooklyn Navy Yard is not conveniently located near the subway system. Some employees must utilize both the subway and two different buses.

Brooklyn Navy Yard Bldg# 77
63 Flushing Ave. Unit# 333 14th floor
Brooklyn, NY 11205
Tel 718-852-5330 Fax 718 852-4095

~~new york~~

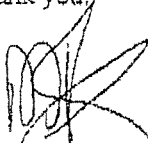
 Orthopedic USA

If this area is rezoned, rents will go sky high even in the few zones that will remain industrial. Because of this inflationary pressure on rent, corporations located both in Greenpoint and in the Brooklyn Navy Yard, will be forced to relocate. Many residents will find themselves unemployed and unable to afford the current housing market. Tax revenue in the area will drop.

In today's market place, it is unheard of that corporations are still manufacturing products in the USA. Most companies outsource their production offshore. We are very proud of our ability to say we employ USA citizens producing quality goods in the USA! By rezoning this area our rent expense will increase exponentially and our skilled labor cost will sour.

Please don't try to fix what is not broken.

Thank you



Michael Rozenberg
Director of Operations
New York Orthopedic USA, Inc.

Brooklyn Navy Yard Bldg# 77
63 Flushing Ave. Unit# 333 14th floor
Brooklyn, NY 11205
Tel 718-852-5330 Fax 718 852-4095



January 19, 2005

VIA FIRST CLASS MAIL

New York City Planning Commission
Attention: Calendar Information Office
22 Reade Street, Room 2E
New York, NY 10007

Re: Greenpoint-Williamsburg Rezoning
Hearing Before the City Planning Commission
January 19, 2005

Dear Commissioners:

Below please find comments submitted by Riverkeeper, Inc. for the City Planning Commission's ULURP Hearing Greenpoint-Williamsburg Rezoning, Wednesday, January 19, 2005. These comments focus on two issues: (1) the project's significant adverse impacts on surface water quality resulting from combined sewer overflows (CSOs) and the project's insufficient environmental review of sewer overflow impacts.

Riverkeeper is an independent, member-supported, not-for-profit environmental organization. Our mission is to protect the ecological, recreational and commercial integrity of the Hudson River and its tributaries, and to safeguard the drinking water supply for New York City and Westchester County. Since 2002, Riverkeeper has led a pollution enforcement campaign on Newtown Creek, a tributary of the East River. Many of our members live in Brooklyn, Queens, and Manhattan around the project area.

In its Greenpoint-Williamsburg Rezoning Proposal (hereafter "Rezoning Project"), the Department of City Planning proposes sweeping zoning changes to allow for housing and open spaces, in tandem with light industry and commercial uses, on 184 city blocks, or nearly 400 acres, along two miles of Brooklyn's East River waterfront and upland neighborhoods. The proposed actions include zoning map and zoning text changes to facilitate new housing and local commercial development, and the establishment of new parkland. According to the Greenpoint-Williamsburg Rezoning Draft Environmental Impact Statement (hereafter "DEIS"),¹ the Rezoning Project anticipates that 8,257 dwelling units and 337,160 square feet of local retail space will be developed on 76 waterfront and upland development sites, eliminating nearly 2.5 million square feet of industrial/manufacturing space and vacant land. The DEIS notes that the Rezoning

¹ Available online at <http://www.nyc.gov/html/dcp/html/greenpointwill/eis.html>.



New York City Planning Commission
Comments of Riverkeeper on Greenpoint-Williamsburg Rezoning
Planning Commission Hearing and DEIS
January 19, 2005

Project as proposed could trigger additional development on 264 other sites. As such, there is the potential for causing extremely significant adverse impacts to a variety of important environmental resources. Riverkeeper's comments herein focus squarely on the impacts to infrastructure and surface water quality as a result of increased combined sewer overflow (hereafter "CSO") discharges.

The DEIS states that there will be no significant adverse impacts on water quality or aquatic resources², or the city's sanitary sewage, wastewater, and stormwater management system.³ Nor is it expected that the proposed action would construct new storm or sewer outfalls, or introduce contaminants [to waterways], though "[i]t is assumed that storm water generated under the proposed action would use existing outfalls."⁴ The DEIS also states that "although the projected developments that would likely result from the proposed action would create new demand for water and treatment of sewage, the sewage infrastructure has adequate capacity to meet increased demands, and that no significant adverse impacts are expected to result to these services."⁵

There is scant evidence to support these statements. While sewage capacity at the Newtown Creek Water Pollution Control Plant (hereafter "NCWPCP") may be sufficient to handle dry weather sewage volume from the proposed developments, there is little to no data or analysis as to wet weather volume when area stormwater mixes with new sewage, how much is likely to discharge through CSO outfalls and at what concentration, and how these discharges will impact the already impaired waters of the East River and Newtown Creek. As the NCWPCP and the CSOs in its sewershed currently overflow on a regular basis, there is a strong likelihood that the additional sewage will only exacerbate polluted surface water conditions.

Whether as a supplemental DEIS or an appendix to the FEIS, the City must commit to a detailed study of these factors before finalizing its environmental review.⁶ That study should also analyze the cumulative CSO impacts of the proposed development in conjunction with the proposed World Trade Center project and the possible Olympics Village project, as well as any other pending or potential future project which will likely add new volume of sewage and stormwater to the same system.

Fortunately, there are existing technological solutions to some of the project's impacts that the City can and should put into place to ensure that it meets the stated goal

² See DEIS at 10-3, 10-35.

³ See DEIS at 13-11.

⁴ See DEIS at 10-3.

⁵ See DEIS at 13-1.

⁶ The City Commissioned Hydroqual to study CSOs and stormwater after deficiencies in the Hudson Yards DGEIS were noted last year. See Hydroqual, Proposed No. 7 Subway Extension and Hudson Yards Rezoning and Development Project—Analysis of Combined Sewer Overflows and Future Water Quality, October 27, 2004.

of environmental sustainability. We look forward to working with all stakeholders to ensure that this project meets its environmental objectives.

I. THE GREENPOINT-WILLIAMSBURG REZONING PROJECT WILL INCREASE THE DISCHARGE OF UNTREATED SANITARY SEWAGE AND POLLUTED STORMWATER INTO THE EAST RIVER AND NEWTOWN CREEK, WHICH WILL SIGNIFICANTLY AND ADVERSELY AFFECT AQUATIC LIFE AND RECREATIONAL USES.

The Rezoning Project will add up to 2.22 million gallons per day to the City's combined sewage system, a system which is already so overburdened that it discharges raw sewage to the East River and Newtown Creek approximately once per week during wet weather. The additional sewage generated from this project will increase the volume (and perhaps the frequency) of these polluted – and illegal – discharges, resulting in additional pathogens and oxygen demand in the East River and Newtown Creek to the detriment of its aquatic life and recreational uses. Yet, the DEIS fails to properly consider whether this project could exacerbate the CSO problem. Therefore, the DEIS's conclusion that the Rezoning Project will not adversely impact water quality or sewage infrastructure is erroneous and unsupported.

New York City's Combined Sewer System Suffers from a Long-Standing and Systemic Lack of Wet Weather Capacity, Which Results in Frequent Sewage Overflows that Impair Local Water Quality.

As the EIS acknowledges, at full build-out the Proposed Project will increase sanitary sewage flows by up to 2.22 million gallons per day ("mgd") from 0.95 mgd under current conditions to 3.1 mgd. Under the current proposal, this sewage will be conveyed along with stormwater falling on the project area to the City's combined sewer system. Significantly, the Citywide lack of adequate wet weather storage and treatment capacity causes up to 70 combined sewer overflow (CSO) events per year (i.e., an average of more than one per week), discharging approximately 27 billion gallons untreated of untreated raw sewage polluted stormwater runoff to local waterways in an average rainfall year.

New York City's sewage system includes approximately 460 combined sewer overflow pipes, or outfalls, all around the five boroughs. Although the City's system captures both sanitary sewage and stormwater runoff, its fourteen sewage treatment plants have only enough treatment capacity to meet demand during dry weather or very light rains. In about half of the City's rainfall events, sewage and polluted stormwater is discharged untreated as combined sewer overflows from some or all of the 460 outfalls. In some areas of the City, a rain event as small as 0.10 inches can initiate overflow conditions, causing untreated sewage to overflow into the estuary. CSOs send bacteria, toxins, excess nutrients and trash into the New York City's waters, impairing the human

New York City Planning Commission
Comments of Riverkeeper on Greenpoint-Williamsburg Rezoning
Planning Commission Hearing and DEIS
January 19, 2005

use and ecological function of the waters. See New York/New Jersey Harbor Estuary Program, *Combined Sewer Overflows in the New York/New Jersey Harbor Estuary*.⁷ In its recent *Health of the Harbor 2004* report, the Hudson River Foundation identified CSOs as the largest single contributor of pollutants such as pathogens, oxygen demand, and floatables (i.e., trash) in the Harbor. For example, the pathogen section of the report summary stated that "The greatest ongoing threat comes from sewer overflows when it rains."⁸ Similarly, the NY/NJ Harbor Estuary Program reports:

In the Estuary, combined sewer overflows (CSOs) are the main source of ["disease-causing organisms, including bacteria and viruses, ... called pathogens"] as measured by coliform bacteria levels which are used to indicate harmful pathogens. Though usually funneled through sewage treatment plants, human waste is often discharged into the Estuary through CSOs without treatment during rainstorms. In addition, animal waste left on streets and roads washes into waterways when it rains. Because of suspected pathogen contamination, the Estuary's beaches are sometimes closed after heavy rains to protect swimmers from elevated bacteria levels.⁹

These CSO discharges exact an enormous cost – health costs, financial costs, quality-of-life costs – on the City and its residents, tourists and other visitors. CSOs are an enormous environmental problem and a serious threat to human health. In its August 2003 report to Congress, *Impacts and Control of CSOs and SSOs*, the U.S. Environmental Protection Agency explained that "because CSOs contain untreated wastewater and storm water, they contribute microbial pathogens and other pollutants to surface waters ... [and] can impact the environment and human health. Specifically, CSOs can cause or contribute to water quality impairments, beach closures, shellfish bed closures, contamination of drinking water supplies, and other environmental and human health problems."¹⁰ For comprehensive information on the environmental, social and human health costs of sewer overflows, see a February 2004 report entitled *Swimming in Sewage* prepared by the Natural Resources Defense Council and the Environmental Integrity Project.¹¹

The City's sewage troubles are not new; in fact, its sewage system has never been in compliance with federal and state law. The NCWPCP is only now under major reconstruction to give the plant complete secondary treatment, nearly three decades after the federal Clean Water Act's 1977 deadline. The City's 1988 sewage discharge permits

⁷ Fact Sheet available at http://www.hudsonriver.org/hep/pdf/hep_cso.pdf.

⁸ Report available at <http://www.hudsonriver.org>.

⁹ Fact Sheet available at http://www.hudsonriver.org/hep/pdf/hep_toxics.pdf.

¹⁰ Report available on-line at http://cfpub.epa.gov/nepdes/cso/cpolicy_report2004.cfm.

¹¹ Report available at <http://www.nrdc.org/water/pollution/sewage/contents.asp>.

New York City Planning Commission
Comments of Riverkeeper on Greenpoint-Williamsburg Rezoning
Planning Commission Hearing and DEIS
January 19, 2005

"were inadequate under federal and state law"¹² and are only now being updated. Since 1992, the City has been subject to an administrative consent order from the state Department of Environmental Conservation (hereafter "DEC") for violations regarding discharges from its CSOs. However, the City has missed almost every mandatory deadline in the order's 14-year schedule for abating CSOs and has failed to fund water quality programs totaling \$250,000, as was required. As a result of this non-compliance, DEC initiated a new enforcement action against the City in December 2003.¹³ In fact, the City lacks a Long Term Control Plan for CSOs, which is required by EPA's 1994 CSO control policy¹⁴ and the federal Clean Water Act.¹⁵

In September 2004, the DEC and the New York City Department of Environmental Protection (hereafter "DEP") released for public comment a proposed new administrative consent order (hereafter "ACO") which would settle the December 2003 enforcement action and replace the 1992 consent order. But the proposed 2004 ACO, even if approved and diligently implemented, will not fully control CSOs or prevent them from causing violations of local water quality standards. Instead, the proposed 2004 ACO envisions an 18-year program under which only very modest reductions in polluted CSO discharges will result. The proposed consent order is bad policy and will not adequately address New York's CSO problem because, *inter alia*, it seeks to relax water quality standards to sanction CSO pollution rather than reduce the pollutant discharges to meet existing standards.

The DEP's own CSO modeling demonstrates that in 2022, upon completion of the CSO abatement program set forth in the 2004 ACO, City-wide discharges of untreated combined sewage will remain at 27 billion gallons in an average rain year. Thus, the average annual polluted discharge volume to NY Harbor predicted for 2022 is exactly the same as the average annual polluted discharge volume currently occurring in 2004. This seeming anomaly is explained by the fact that there is, at present, additional dry weather treatment capacity at NYC sewage plants of approximately 600 million gallons per day. Thus, this excess dry weather capacity is being used – on a temporary basis – to treat some of the wet weather combined sewage. But as that excess capacity is used to accommodate increases in sanitary sewage generated by development projects, CSOs will increase. In other words, because of the City-wide lack of wet weather sewage treatment capacity, every gallon of increased sewage generation caused by development directly increases the volume of raw sewage discharging in CSOs events. Using DEP's own numbers, it can be estimated that for every mgd increase in sewage generation, the volume of CSOs overflowing to receiving water will increase by eight million gallons per

¹² NYS DEC, Supplemental Rulings of Administrative Law Judge Andrew S. Pearlstein, DEC Case No. 0026131, Jan. 27, 1993.

¹³ December 3, 2003 Notice of Violation issued by DEC to NYC DEP.

¹⁴ 59 Fed. Reg. 18,688 (April 19, 1994).

¹⁵ CWA section 402(q), 33 U.S.C. § 1342(q), enacted in the Wet Weather Water Quality Act of 2000.

New York City Planning Commission
Comments of Riverkeeper on Greenpoint-Williamsburg Rezoning
Planning Commission Hearing and DEIS
January 19, 2005

year.¹⁶ Thus, the Rezoning Project will cause an additional 18 million gallons of CSOs per year in the East River and Newtown Creek, which are both currently impaired by CSOs.

Significantly, due to a variety of inadequacies in water quality monitoring and assessment in NYC, the existing data and studies on the effects of CSOs may significantly understate the problem. For example, DEP samples water quality far less frequently than the minimum five times per month required to assess compliance with New York State water quality standards for total coliform and fecal coliform.¹⁷ As DEP stated in its 1997 New York Harbor Water Quality Survey, "Since the Harbor Survey Program typically tests each site only 2-4 times per month, a true determination of compliance is not possible."¹⁸ Likewise, DEP's 2003 New York Harbor Water Quality Report acknowledged that in 2003 it collected only 509 samples at 34 regularly sampled sites – an average of only 15 samples per year at each site, which is far below the necessary five samples per month.¹⁹ Furthermore, New York State "has not adopted water quality criteria for coastal recreation waters for pathogens and pathogen indicators that are as protective of human health as EPA's 1986 bacteria criteria²⁰ as required by [Clean Water Act] Section 303(i)."²¹

In fact, even if DEC had adopted the legally required and appropriate water quality standards and DEP sampled frequently enough to determine compliance, such data might nevertheless fail to fully and properly assess the effects of CSOs discharges in NYC. Because CSOs effects are somewhat limited both temporally (i.e., occur only after rain events) and geographically (pollutants discharge from shoreline outfalls), monitoring

16 DEP's consultant Hydroqual used the RAINMAN model to determine that if the existing City-wide dry weather capacity of 600 mgd at the 14 WPCPs is completely used by population growth by 2022 (which is the final year of the proposed CSO Consent Decree), then the annual CSO volume would be 5 billion gallons higher than it would be if the entire 600 mgd excess capacity were maintained until 2022. Dividing 5 billion gallons by 600 million gallons, means that 1 mgd of additional sanitary sewage yields approximately 8 million gallons of CSOs per year. We recognize that there will be local variation from this City-wide average, but if anything, Newtown Creek would likely be more adversely affected the average sewershed.

17 See 6 NYCRR § 703.4, requiring a minimum of five samples per month.

18 NYC DEP, 1997 New York Harbor Water Quality Survey at p. 27.

19 NYC DEP, 2003 New York Harbor Water Quality Report at p. 9.

20 EPA's 1986 bacteria indicator criteria for designated bathing areas in saline waters was set at 104 *Enterococci* colonies per 100 ml at a 75% (most protective) confidence level. These 1986 criteria also set *Enterococci* levels at 158 colonies per 100 ml (82% confidence level) for moderate full body contact recreation, 158 colonies per 100 ml (90% confidence level) for lightly used full body contact recreation, and 501 colonies per 100 ml (95% confidence level) for infrequently used full body contact recreation. The geometric mean indicator standard is 35 colonies per 100 ml. See US EPA, *Ambient Water Quality Criteria for Bacteria*, 1986. On November 8, 2004, the EPA Administrator signed a new final rule setting Water Quality Standards for Coastal and Great Lakes Recreation Waters, which codified the 1986 standards at 40 CFR § 131.41(c)(2). See <http://www.epa.gov/OST/beaches/final-bacteria-rule-pre-pub.pdf>.

21 Undated letter from EPA's Acting Assistant Administrator for Water Benjamin H. Grumbles to NYS DEC Commissioner Erin Crotty, regarding New York's lack of compliance with the BEACH Act (CWA § 303(i)) as of February 27, 2004, available at <http://www.epa.gov/OST/beaches/letters/new-york.pdf>.

performed away from the shore and according to a schedule not timed to precipitation events might distort results. This is particularly true because recreational uses like swimming, fishing and boating often occur near the shoreline, and thus closer to the CSOs outfalls, where higher pollutant levels would be expected.

The type of parameter being sampled for by DEP—coliform—may actually be an ineffective indicator of sewage problems. Research papers completed by The River Project based on *Enterococcus* sampling data have found that *Enterococcus* is a more sensitive indicator of the presence of sewage than coliform; that wind and tidal action are important factors in the transport and dispersal of pathogens in CSOs; and that the proverbial “three day rule” (i.e., that the waters will be safe for swimming three days after a rainfall) tends to hold true, as the *Enterococci* bacteria indicator typically decrease to NYC DEP “Beach Standards” by the third day.²²

The Rezoning Project Will Add Up to 2.22 Million Gallons of Increased Sewage to the Already-Stressed System and Will Exacerbate Polluted Discharges in the East River and Newtown Creek.

As stated above, the Rezoning Project will increase sanitary sewage flows by up to 2.22 million gallons per day (“mgd”) from 0.95 mgd under current conditions to 3.1 mgd during dry weather. This volume will be treated at the NCWPCP before being discharged into the East River. The NCWPCP plant provides about 17 percent (310 mgd of 1,800 mgd) of the City’s total capacity. It treats about 19 percent of the City’s total dry weather flow (233 mgd of 1,200 mgd), and has about one-quarter of its dry weather capacity unused (as compared to a citywide average of one-third unused). Thus, as there is approximately 77 mgd of excess capacity, the NCWPCP will likely be able to accommodate all dry weather sewage volume projected under the Rezoning Project.

During wet weather, however, the additional sewage generated by the new developments poses significant problems. Today, with a baseline of only 0.95 million gallons of sewage per day generated from the Rezoning Project area, the Newtown Creek WPCP already frequently reaches full capacity during storm events, resulting in polluted stormwater mixed with raw sewage bypassing the plant and discharging into the East River and Newtown Creek without treatment. In addition, rainfall causes sewer pipes to back up, and untreated combined sewage overflows from some or all of the many CSO outfalls along the East River and Newtown Creek. Because the City currently lacks wet weather sewage capacity in the relevant area – a situation that will persist for the foreseeable future – the 2.22 million gallons of additional raw sewage generated at the

22 See Scott Wingerter, “Executive Summary: Combined Sewage Outfall (CSO) Studies at The River Project,” 2004; Hyman, S, 2001, Safe Swimming in the Hudson: The Applicability of the Three Day Rule and a Comparison of Enterococcus and Coliform as Indicator Bacteria,” The River Project; Rosa, M, 2000, “The Feasibility of Safe Public Swimming in the Hudson River,” The River Project; and Rosa, M, 2001, “The Swimming in the Hudson River: Does the Three-Day Rule Predict Safe Bacteria Levels for Public Swimming?” The River Project.

New York City Planning Commission
Comments of Riverkeeper on Greenpoint-Williamsburg Rezoning
Planning Commission Hearing and DEIS
January 19, 2005

Rezoning Project site and all of its polluted stormwater runoff (which the EIS fails to quantify) will add to the volume discharged in CSOs to the East River and Newtown Creek and exacerbate water quality conditions.

According to the DEC, the East River is an impaired Class I waterway.²³ CSOs are the chief pollution source. Despite the DEIS' assertions that the sampling station near the Rezoning Project area is "generally meeting standards for D.O. and fecal coliform,"²⁴ the DEC states in its priority waterbodies list that CSOs are causing the East River to violate dissolved oxygen standards.²⁵ The DEC also states that while coliform levels are occasionally high, geometric mean standards are being met. Yet, the DEP itself admits that the infrequency monitoring frequency is too ineffective to present an accurate assessment, as noted above.

Newtown Creek, one of the dirtiest waterways in the country, is even more severely impacted by CSOs. The Creek receives ten percent of the city's CSO discharges, or more than 2.7 bgy (billions of gallons per year)—an annual amount three times the volume of the entire 3.5 mile long waterway. The Creek is a listed 303(d) TMDL waterway and is a designated class SD, suitable for fish survival. Yet, the DEC states that the Creek is precluded for aquatic life, impaired for recreation, and stressed for aesthetics. CSOs are the chief source of pollution.²⁶ Anoxic and near-anoxic conditions prevail on the creek and total fecal coliform levels commonly exceed one million per 100 mL.

As noted above, the DEIS states that there will be no adverse water quality impacts associated with increased flows of sewage from the proposed action. The DEIS supports this statement by suggesting that the waterfront sites proposed to be converted into as much as 33 acres of open space and parkland will remove enough stormwater from the system to offset sewage flows from the development projects.²⁷ In other words, stormwater volume under the proposed action will be markedly lower than under current baseline conditions. Yet, as there is no baseline or projected stormwater data to support this suggestion, it is impossible to conclude one way or another. Currently, it is likely that these waterfront sites only contribute minimally to existing Kent Avenue stormwater flows. Nearly the entire waterfront currently slopes towards the East River. Stormwater is likely sheeting off many of the existing parcels into the river or is channeled into existing, individual stormwater catchment systems. Similarly, the existing Bayside Fuel

23 The best uses of a Class I waterway are secondary contact recreation and fishing and water quality suitable for fish propagation and survival. There is no designation for swimming.

24 See DEIS at 10-12.

25 See New York State Department of Environmental Conservation, The 2000 Atlantic Ocean Long Island Sound Basin Waterbody Inventory and Priority Waterbodies List, Vol. 1: New York City Metropolitan Waters, at 89.

26 See New York State Department of Environmental Conservation, The 2000 Atlantic Ocean Long Island Sound Basin Waterbody Inventory and Priority Waterbodies List, Vol. 1: New York City Metropolitan Waters, at 89.

27 See DEIS at 13-11.

New York City Planning Commission
Comments of Riverkeeper on Greenpoint-Williamsburg Rezoning
Planning Commission Hearing and DEIS
January 19, 2005

depot, which is the site of the proposed Park, currently has a stormwater control system and SPDES permit to discharge to the East River. The City must determine what will happen to stormwater flows on this site in the event that Bayside is removed. And given possible contamination under Bayside and other waterfront sites, it is unclear whether the City would want to encourage stormwater percolation through the sites in a manner which could accelerate polluted seepage into the East River. In any event, while these direct discharges raise environmental issues of their own, they are also critical pieces of information for establishing the proper baseline for the evaluation of existing and future CSO impacts. In sum, the City must fully analyze current stormwater volumes from the entire project area, taking into account existing runoff from waterfront properties to see whether proposed open spaces will actually offset increased sewage flows from the 76 projected development sites and the possible 264 other development sites. If there is no offset, the City must analyze how increased sanitary flows will impact the East River and Newtown Creek, and how this impact can be mitigated.

The East River and Newtown Creek, which are already adversely affected by CSOs, will be polluted even more by the Rezoning Project's additional sewage generation. The waterways and their recreational communities would bear the full brunt of added sewage from the proposed project. The additional sewage generated from this project will increase the volume (and perhaps the frequency) of these polluted CSO discharges. Anglers, crabbers, kayakers, and swimmers who use the two waterways in spite of the classifications would therefore suffer at a greater level. On both waterways, there is a significant, active and growing community of recreational kayakers, canoeists and other small boaters who use our public waterways regularly. In addition, there are a number of commercial business and non-profit community organizations which train and support these boaters, including innovative student education programs which teach inner city youth how to build boats and navigate them in the Harbor. The annual Manhattan Island Swim is now going into its 23rd year, establishing swimming as an actually achieved use in all of the waters surrounding Manhattan. Thus, thousands of people are using NYC's waters for recreation despite the water quality violations, making the need for CSO remediation more imperative than ever.

The Rezoning Project Can and Should Set a Goal of "No Combined Sewage Increases" and Incorporate Readily-Available Green Development Technologies To Meet It.

The redevelopment of the East River waterfront, like the redevelopment of Hudson Yards in Midtown Manhattan and the World Trade Center site, is a prime opportunity to embrace progressive efforts to reduce water pollution while pioneering to achieve new levels of environmental stewardship. The project should adopt the goal of eliminating net increases in sewage overflows from the Project Site to the sewage system serving the Newtown Creek Water Pollution Control Plant. The Rezoning Project should endeavor to eliminate East River and Newtown Creek CSO events in the wastewater

New York City Planning Commission
Comments of Riverkeeper on Greenpoint-Williamsburg Rezoning
Planning Commission Hearing and DEIS
January 19, 2005

service area of the project site, significantly reduce CSOs to the East River and Newtown Creek triggered by stormwater flows from neighboring properties, and reduce system-wide CSO events triggered by downstream bottlenecks.

Every gallon of untreated combined sewage that the Rezoning Project area adds to the City's centralized sewage system is a gallon that will have to be removed, stored, or treated elsewhere – likely at greater cost – in order to resolve the systemic lack of wet weather capacity. If the course of action currently proposed is followed, the Rezoning Project area is likely to exacerbate the CSO problem by contributing more raw sewage and polluted stormwater to the City's already-overloaded combined system and to the East River and Newtown Creek.

Several "off-the-shelf" technologies currently exist that should be directly incorporated into the Project. For example, the Solaire development in Battery Park City, the Durst Organization's Four Times Square, Durst's nearly completed 38-floor, 600-unit residential development known as The Helena, and the planned Hearst Tower project all incorporate innovative design features that exemplify the viability and success of these green development features in large New York City development projects. These projects incorporate a host of methods that collectively accomplish decentralized wastewater treatment, reducing new wastewater flows into the city's combined system. They range from green roofs to black water purification plants serving both The Solaire and The Helena.

Decentralized wastewater and stormwater plants are being considered for urban areas subject to CSOs in New York City and beyond. Depending on the technology applied, the scaled-down plants can collect, treat, pre-treat, discharge, recycle, and even re-use the building's wastewater. These facilities can discharge their treated wastes outside the large, centrally located system that receives inputs from all the buildings and impermeable surfaces in the area. In this way, decentralized systems can remove large volumes of wastewater from the system, and when incorporated into any new development, can ensure no net volume or a limited volume of untreated sewage is added into an already overloaded system.

According to the EPA, adequately managed decentralized wastewater systems are a cost-effective and long-term option for meeting public health and water quality goals. The EPA defines decentralized wastewater treatment systems as onsite or clustered wastewater systems that are used to treat and dispose of relatively small volumes of wastewater, generally from dwellings and businesses that are located relatively close together.

In Hunters Point, San Francisco, engineers and officials favored a decentralized system as the outcome of a year-long feasibility study linking new development to the city's CSO problem. After technical review, the San Francisco Hunters Point project settled on membrane bioreactors (MBR) as the most effective system. MBR combines

multiple treatment processes into one step where grit and nitrogen are removed from the wastewater and then microorganisms are screened out via submerged synthetic membranes or layers. The MBR scored higher than the other methods in terms of footprint, water reuse potential, highest quality effluent, capital and operational costs, and public benefits such as health, safety, and odors.²⁸

We recommend that the City, as part of a revised or supplemental DEIS, examine the potential use of MBR and similar technologies for the purpose of designing a system that treats all wastewater flows from the Rezoning Project. As an alternative or supplement to a decentralized system treating sewage, a revised or supplemental DEIS should also consider detention of stormwater flows from the project area.

Permeable pavement and green roofs can be effective in significantly reducing stormwater flows off each development site. Entities such as the Federal Highway Administration and the City of Portland, Oregon have recognized that permeable pavement has the potential to be an effective ultra-urban best management practice.²⁹ A commitment to permeable paving and green roofs over the entire 399 acres could vastly improve stormwater and CSO conditions on the entire NCWPCP system. The City could craft this vision and set the benchmark for environmentally friendly, large-scale urban redevelopment.

We strongly advocate a course of action in which the Rezoning Project can be part of the solution to ongoing water quality problems around the City, rather than part of the problem. As discussed in greater detail below, at a minimum, to comply with SEQRA's requirements that an EIS set forth mitigation measures for all significant adverse environmental impacts, the City should adopt a "no CSO increase" standard for this project, and demonstrate how this will be achieved.

II. THE DEIS DOES NOT COMPLY WITH SEQRA OR CEQR.

The State Environmental Quality Review Act ("SEQRA") and its local analogue, the City Environmental Quality Review law ("CEQR") require an EIS to be an informational document which will inform public agency decision-makers and the public generally of the significant effects of a project, identify possible ways to minimize those effects, and evaluate project alternatives. For the reasons discussed herein, the DEIS is inadequate both in process and in product, with the result that decision-makers and the public are deprived of the information necessary to assess the project and its impacts fairly and accurately.

²⁸ San Francisco Public Utilities Commission, Hunters Point Shipyard Decentralized Wastewater Treatment Study, www.sfwater.org.

²⁹ See Federal Highway Administration (<http://www.fhwa.dot.gov/environment/ultraurb/uubmp3p6.htm>); See City of Portland, Oregon, Office of Sustainable Development (http://www.sustainableportland.org/grn_rethink_webb_2-20-03.pdf).

New York City Planning Commission
Comments of Riverkeeper on Greenpoint-Williamsburg Rezoning
Planning Commission Hearing and DEIS
January 19, 2005

Specifically, the DEIS for this project fails to provide adequate and unbiased information with respect to combined sewage flows and the other issues discussed above, and the impacts of these project components on the environment. Among other shortcomings, the DEIS provides insufficient detail on the project and its adverse impacts; fails to thoroughly analyze current conditions as the baseline for determining the significance of impacts; fails to fully and properly analyze and determine whether impacts to water quality and aquatic biota will be significant; incorrectly assumes without evidence (and despite evidence to the contrary) that such impacts are insignificant; fails to analyze the cumulative impacts; fails to set forth measures sufficient to mitigate the significant adverse environmental impacts; and fails to consider reasonable project alternatives that would eliminate these impacts. As a result and as further set forth below, the DEIS for the Rezoning Project fails to comply with the SEQRA, Article 8 of the Environmental Conservation Law, and its implementing regulations, 6 NYCRR part 617, and CEQR.

- o **Improper Baseline.** A true and accurate assessment of current stormwater and CSO conditions is necessary to identify the project's impacts in the relevant study areas and the need, if any, for mitigation. But, as explained above, the DEIS does not accurately set forth existing conditions with respect to the discharge of stormwater into the East River from the project area.

- o **Insufficient Detail.** The DEIS fails to quantify the volume and flow rate of stormwater that will run off the project site into the City's combined sewage system if the project is built as proposed. In addition, the DEIS provides no detailed information on the constraints of the combined sewer system infrastructure in the immediate vicinity of project site or anywhere else in the project's sewershed.

- o **Analysis of Impacts.** The project will contribute 2.22 million gallons per day of additional raw sewage to the City's combined sewage system that already lacks adequate capacity in wet weather. In order to assess the effects of this increased sewage load on CSOs, the DEIS should have, but did not, quantify any reductions in stormwater runoff which might counteract the effect of increased sanitary sewage generations. There is no assessment as to whether the net result will be an increase or decrease in combined sewer flows and CSOs from the project site under foreseeable wet weather conditions.

- o **Determination of Significance.** As the increased volume of sewage discharged to the combined sewer system would have the potential to result in an increase in the concentration of sewage and associated pollutants discharged to the East River and Newtown Creek during CSO events, these overflows must be deemed significant. CSOs are already the single largest contributor of pollutants and pathogens to local waters, thereby causing violations of water quality standards and impairing both human use and ecological function. The DEIS should have, but did not conclude, that combined sewage from the project will cause significant impacts. The DEIS should also analyze impacts

New York City Planning Commission
Comments of Riverkeeper on Greenpoint-Williamsburg Rezoning
Planning Commission Hearing and DEIS
January 19, 2005

on existing, actual surface water uses, not just uses proscribed by regulatory classifications.

- o **Cumulative Impacts Analysis.** The DEIS is inadequate because it fails to provide a cumulative impact analysis of the significant adverse impacts caused by the project's increased CSO discharges in connection with two other large proposed development projects in the same sewershed, the World Trade Center Redevelopment (hereafter "WTC")³⁰ and the Queens West-2012 Olympics Village development,³¹ and any other pending or reasonably foreseeable future projects.

Of the 77 mgd of excess dry weather capacity at the NCWPCP, the Rezoning Project will use as much as 2.22 mgd, the WTC will use 1.0 mgd, and the Olympic Village (or similar development on that site) will use another 0.5 mgd. Cumulatively, those three projects will use about one-twentieth of the total excess. Much more will be used by the cumulative impacts of the many smaller projects likely to break ground as a result of the three projects, including the 264 other development projects in the Rezoning Project area and other as-of-right development. The DEIS should have estimated this. Cumulative impacts analyses are critically important because the incremental effects of many projects that overlap in time and space aggregate to collectively affect the same resources.

- o **Mitigation Measures.** The DEIS fails to set forth and analyze measures sufficient to mitigate the project's significant impacts to surface water quality. The DEIS should set forth green building practices, decentralized greywater and blackwater treatment and detention systems sufficient to meet a modest goal of "no net CSO increases" and a superior standard of no untreated sanitary sewage or stormwater contributions to City sewers.

30 Redevelopment of the World Trade Center will add approximately 1 mgd of dry weather sewage to the NCWPCP at full build-out according to the WTC FGEIS. The WTC Record of Decision states that on-site stormwater systems will capture and reuse 85% of the annual average stormwater falling on the portions of the 16-acre site which are not being rededicated as City streets. Because no similar commitment has been made for the Rezoning Project, this project appears to be significantly inferior to the WTC project with regard to CSO impacts. Moreover, because of uncertainty regarding whether the WTC's 85% stormwater capture rate is mandatory or simply a target, the net volume of combined sewage resulting from the WTC project (i.e., 1 mgd of sanitary sewage less the volume of stormwater captured) remains unclear and might actually exacerbate CSOs. Consequently, the City should evaluate the cumulative CSO impacts of the WTC's net contribution of combined sewage flow in conjunction with that of the Proposed Rezoning.

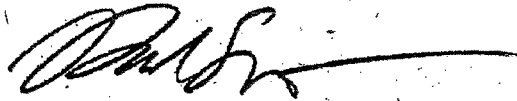
31 Regarding the Queens West-2012 Olympics Village, if NYC is awarded the 2012 Olympics, the proposed Olympics Village development at the mouth of Newtown Creek will add more than 4,400 residential units by 2010, roughly half of what the Rezoning Project will add. It is assumed that the Olympic Village will be converted into permanent housing after the Olympics. While the prospect of the Olympics Village is still contingent on outside factors, there will be some level of development on that site. The City would have to consider the cumulative impacts of stormwater and sewage flow in conjunction with the Rezoning Project.

III. CONCLUSION

As explained above, the Rezoning Project should be modified to incorporate measures such as those described herein to minimize water pollution and other negative impacts on New York's City's marine environment and waterfront to the greatest extent feasible. The City Planning Commission and other decision makers have a once-in-a-generation opportunity to transform a large section of the Brooklyn waterfront in an environmentally sustainable fashion. But, for the reasons discussed herein, the proposed project has not yet achieved that goal. We hope to have the opportunity to work with all involved in this important undertaking to resolve the shortcomings of the current project and its environmental documentation, in furtherance of our shared goals.

We thank you for the opportunity to comment on the hearing and the DEIS.

Sincerely,

A handwritten signature in black ink, appearing to read 'Basil Seggos', with a long horizontal line extending to the right.

Basil Seggos
Chief Investigator

**TESTIMONY OF MICHAEL SLATTERY, REAL ESTATE BOARD OF NEW YORK, INC.
BEFORE THE CITY PLANNING COMMISSION CONCERNING THE PROPOSED
REZONING IN GREENPOINT AND WILLIAMSBURG, ULURP NUMBERS 040415
MMK, 04016 MMK, 040418 MMK, 050110 ZRK, 050111 ZMK.**

January 19, 2005

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Good morning. My name is Michael Slattery, Senior Vice President of the Real Estate Board of New York, Inc., a broadly based trade association of more than 8,000 owners, developers, brokers and real estate professionals active in New York City. REBNY supports the rezoning plan for Greenpoint/Williamsburg as presently proposed, especially the voluntary Affordable Housing Program. We believe that this action would create a significant amount of market rate and affordable, private sector-built housing.

This is an exciting proposal that will move Brooklyn forward in a number of ways. The plan provides new options for land that is no longer being actively used for manufacturing. In areas with active uses, manufacturing zoning is retained or mixed used districts are mapped which will allow such uses to continue in place and expand.

The overall rezoning of 184 blocks of the Greenpoint and Williamsburg communities will create an opportunity to develop over 8,300 residential units over the next 10 years. Approximately 5,500 of these new residential units could be developed along the now underutilized waterfront. We believe that this residential zoning will capture market forces that are already at work in Brooklyn and will bring significant new affordable housing resources to our city. It will also encourage new multi-family buildings which have not been constructed as frequently in the borough.

A mandatory Affordable Housing Program, as some have proposed, would lower these levels in a good market. In a weak market, developers will look elsewhere where this onerous cost burden is not present. Today's residential market is strong thanks in part to the availability of capital and low interest rates. The year 2003 saw over 15,000 new units completed citywide. However, we must not lose sight of the history of housing production in New York City. In the decade of the 1990's average annual production was a much

lower 8,246 units. In 1993, the total units produced was 5,579, two thirds lower than our current production. In that year a grand total of 616 units were completed in Brooklyn, a borough with millions in population. We can't afford to impose restrictions that will add to the cost and difficulty of building new housing.

This plan embraces almost two miles of waterfront, establishing the revitalization of the Northern Brooklyn waterfront for housing and open space, building on the incredible vitality of the existing neighborhoods of Williamsburg and Greenpoint.

The 28 acre park mapping proposal will finally give Community Board #1 a true waterfront park, worthy of these world class neighborhoods. Residents in these communities have long wanted direct access to the waterfront which is now blocked and inhospitable. The project also provides a continuous 1.6 mile waterfront esplanade (privately funded), over 30 acres of waterfront parks and 340,000 sf of "neighborhood retail" space.

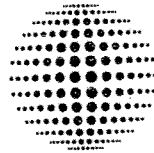
The economic development impact of this initiative has been estimated at \$1.6 billion in private investment, 16,864 construction jobs and a return to city of \$388 million over next 25 years (NPV \$133 million) that would support a wide range of basic services – police, firefighters, teachers.

The bulk regulations address the urban design and neighborhood context issues that this diverse community presents. They also expand the concept of Inclusionary Zoning to areas outside Manhattan so that a number of the new units will be affordable to lower income individuals and families. For many years, REBNY has recommended expansions and modifications of Inclusionary Zoning. This plan is thoughtful, balanced, and though not perfect, is sound and should go forward.

We would have preferred that the waterfront sites have slightly higher densities than what was initially proposed. This density would have provided more housing and eased the enormous economic burdens that accompany waterfront development in this area, such as the waterfront access requirement, infrastructure (streets and sewers) and brownfields remediation. The Affordable Housing Program that is a part of the plan is creative and

aggressive in the amount of affordable housing it seeks to create and the financial resources it plans to make available. City Planning and HPD should be commended for the thoughtfulness and speed in which they crafted this plan. In its current form and under current market conditions, including the size of the site assemblages here, this program is generally workable. Our developer members who control sites in this area have indicated their willingness to proceed with development taking advantage of these programs.

REBNY urges you to support the Greenpoint/Williamsburg rezoning. This comprehensive plan will benefit the neighborhood, the borough and the city by bringing new investment and jobs, new housing targeted to various income levels and long-awaited parkland and waterfront access.



Partnership for New York City

**GREENPOINT/WILLIAMSBURG REZONING
CITY PLANNING COMMISSION HEARING
WEDNESDAY, JANUARY 19, 2005**

**TESTIMONY OF KATHRYN WYLDE, PRESIDENT & CEO
PARTNERSHIP FOR NEW YORK CITY**

Good morning, Commissioner Burden and members of the Planning Commission. Thank you for the opportunity to participate in this public hearing, convened to discuss a set of proposed land use and affordable housing commitments to Brooklyn that are truly extraordinary. The Partnership for New York City has a particular interest in the Greenpoint and Williamsburg communities, where we sponsored private development of more than 750 affordable homes and apartments over the past twenty years in collaboration with Los Sures, St. Nicholas Housing, Our Lady of Pompeii Church, ODA and UJO of Williamsburg and the Peoples' Firehouse.

The rezoning plan and affordable housing package proposed for the Greenpoint-Williamsburg waterfront marks a watershed in this city's approach to land use planning and community development. This action contains the components for creating a neighborhood-friendly waterfront and for stimulating significant new affordable housing production through a combination of zoning bonuses and incentives. This is critically important at a time when capital budget dollars to subsidize housing are limited and the supply of low cost, city-owned land is depleted. On the economic development side, this plan promotes forward-looking waterfront uses that will help Brooklyn participate more fully in the growth of the city's tourism, recreation and hospitality industries that are emerging in waterfront locations.

The mix of mandates, incentives and subsidies that have been negotiated for this rezoning action represent a practical and realistic program that will result in expeditious redevelopment of the waterfront and maximize private investment in housing and amenities that add value to all of North Brooklyn. The Bloomberg Administration is to be commended for allowing the combination of subsidy programs with zoning incentives, and requiring all inclusionary units to be *permanently* affordable. The result will be a wide range of housing choices that preserve the diversity and dynamism that make Brooklyn great.

As a Brooklynite who has spent more than thirty years working on affordable housing and community development, I am particularly gratified that the Bloomberg Administration has been willing to create an inclusionary zoning program that can work in communities beyond the luxury areas of Manhattan. As far back as 1970, as a resident and organizer in Sunset Park, I came to understand that the strongest, most stable Brooklyn neighborhoods were those where residents enjoyed direct access to their waterfront. The deteriorating waterfront brought down the adjacent residential communities and the most noxious uses – transfer stations, construction equipment storage and sanitation facilities – took over many of our most promising development sites.

For the past four decades, affordable housing advocates have been marginalized in land use debates over the city's waterfront and decisions about the use of historically industrial areas. We had to stand by while the potential sites for expanding and improving Brooklyn's neighborhoods were effectively land banked for industrial waterfront uses that never materialized. At the same time, we looked across the Hudson River at New Jersey and saw the simultaneous relocation of our port activity and thriving live-work communities rebuild the entire stretch of the waterfront from Perth Amboy to Fort Lee. Throughout this period, we knew that Brooklyn was losing out, big time. Today, with the arrival of the Nets plus the many exciting projects planned for our waterfront, we are finally seeing a reversal of years of misfortune.

Importantly, this plan has implications for city-wide policy regarding whether the precise nature of the affordable housing component of redevelopment should be mandated in the zoning resolution. We would caution against a mandatory approach. Requirements written into the zoning resolution are unresponsive to changing market conditions and emerging community priorities. Communities naturally want to use the ULURP approval process to secure some guarantees and controls on the future performance of private developers, because our land use system has historically allowed the community only one bite at the apple when it comes to influencing land use decisions.

Perhaps as we pioneer new models for inclusionary development and public-private financing partnerships, we need to create a system for on-going community input and oversight that assures these complex plans and programs are properly implemented and their goals are achieved. This should not, however, be part of the zoning resolution, since modifying a zoning action is always costly, time-consuming and difficult. A zoning mandate that overreaches may ultimately result in the loss of highly prized investment in the neighborhood.

The plan before you requires private developers to build certain infrastructure, open space and a waterfront esplanade that will limit the funding that remains to cross subsidize affordable housing under normal market conditions. Today, the housing market in Brooklyn and across the city is raging, so it is easy to project very large profits and opportunities to restrict height and still exact large benefits from luxury housing projects. I feel compelled to remind the Commission that, just a few years ago, we could have extracted *no* surplus profit from market rate housing built in Brooklyn. Some of you will recall that from 1970 to the mid-'90's, there were very few areas in Brooklyn where an apartment could be sold for more than it cost to build. Cleaning up a brown field, building an esplanade or creating low income housing with proceeds from housing development in this borough were unthinkable. We cannot rezone for the future based on the assumption that current market conditions will prevail in the years ahead.

The precedent that is being established with this rezoning and comprehensive redevelopment plan is important not just to North

Brooklyn but to neighborhoods like Sunset Park and dozens of other communities in Brooklyn, Queens, the Bronx, Staten Island and Northern Manhattan. It is my hope that approval of this plan will begin a new generation of redevelopment in long neglected areas of the city and that this development will be carried out through the type of public-private partnerships that the affordable housing industry has created over the past twenty years. Nowhere in the city are there more capable community-based nonprofit groups, experienced working with private developers and putting together innovative programs to finance, build and manage housing and economic development. Similarly, several of the private developers who are planning projects in this area have a strong track record in successful affordable housing partnerships.

I congratulate the Commission and HPD for their wisdom in working with our affordable housing industry to help design and implement this milestone program for redevelopment. The city has 587 miles of waterfront, much of it underutilized. It will be the next frontier in community development for New York City. I, for one, am delighted that Brooklyn is the pioneer in reclaiming this important turf.

APPENDIX I

Technical Memorandum Open Space Ratio Calculations for a Modified Scenario B

TECHNICAL MEMORANDUM

This technical memorandum provides an assessment of open space conditions under a modified Scenario B, which reflects TransGas Energy Systems' (TGE) proposed amendment to its Article X Application.

TGE's proposed amendment apparently consists of an underground power plant on the Bayside Fuel site, with approximately 90% of the land area above ground used for park/open space. The remaining 10% of the land above-grade would be occupied by structures related to the power plant (e.g., buildings, stacks, and facilities for vehicular access and loading). As no dimensioned site plans were included in TGE's January 27, 2005 submission, to the New York State Board of Electric Generation, Siting and the Environment, various assumptions were made based on the renderings provided in the submission, as discussed below.

Modified Scenario B Assumptions

The modified Scenario B incorporates TGE's new design for its power plant, in which many of the structures would be constructed below ground and the site would include open space at the ground level. For assessment purposes, it is estimated that 90% of the lot area of the Bayside Fuel site would be dedicated to publicly accessible open space, with the remaining 10% of the land above-grade occupied by structures related to the power plant. Therefore, under the modified Scenario B, an estimated 6.1 acres of publicly accessible open space are assumed to be added by TGE to the study area.

As the Bayside Fuel site straddles the boundary of the Greenpoint and Williamsburg sub-areas, approximately 20% of the TGE publicly accessible open space is considered to exist within Greenpoint and 80% within Williamsburg for assessment purposes. As such, under this modified Scenario B, TGE is assumed to add an estimated 1.22 acres of open space to the Greenpoint sub-area, and 4.88 acres to the Williamsburg sub-area.

In addition, two open space options are assessed for this modified Scenario B: an all passive option, which assumes that all of the publicly accessible open space provided by TGE would be passive; and an active option, which assumes that 50% of the publicly accessible open space is active and 50% is passive.

The assumptions regarding waterfront public access areas would remain unchanged from those presented in the EIS (approximately 5.59 acres of passive recreation space, with 4.40 acres within the Greenpoint sub-area and 1.19 acres within Williamsburg).

Results of Open Space Assessment for Modified Scenario B

The open space acreage assumptions presented above were utilized in assessing open space ratios for both the proposed action (Scenario B) analyzed in the EIS as well as the Revised AHBI Alternative (which has higher population estimates).

Tables 1 and 2 provide the results of the open space assessment for the modified Scenario B under both the proposed action and the Revised AHBI Alternative, for both the all passive and active options. As shown in Table 1, under the proposed action, the modified Scenario B would result in a decrease of 7.3% in the total open space ratio for the Greenpoint sub-area under both the all passive and the active options. Under the Revised AHBI Alternative, the modified Scenario B would result in a decrease of 10.1% in the total open space ratio for the Greenpoint sub-area under both the all passive and the active options. Although these reductions would be less than those for Scenario B under either the proposed action or the revised AHBI Alternative, the modified Scenario B would still result in a significant adverse open space impact in the Greenpoint sub-area.

When potential development sites 3.1, 222, and 327 are added to either the proposed action or the Revised AHBI Alternative (as discussed in Appendix J), then the ratios for the Greenpoint sub-area are somewhat different. When the three sites are added to the proposed action, the modified Scenario B results in a decrease of approximately 6.4% in the total open space ratio for the Greenpoint sub-area under both the all passive and the active options. When the three sites are added to the Revised AHBI Alternative, the modified Scenario B results in a decrease of approximately 9.2% in the total open space ratio for the Greenpoint sub-area under both the all passive and the active options. Although these reductions are less than those for Scenario B under either the proposed action or the revised AHBI Alternative when sites 3.1, 222 and 327 are not taken into account, the modified Scenario B would still result in a significant adverse open space impact in the Greenpoint sub-area if Sites 3.1, 222, and 327 are developed.

TABLE 1
Quantitative Analysis of Adequacy of Public Open Space Resources - Proposed Action With Modified TGE Scenario B

		EXISTING	NO-ACTION	WITH-ACTION		WITH-ACTION (Modified Scenario B)	
				Scenario A	Scenario B	Modified Scenario B: All Passive	Modified Scenario B: Active
Greenpoint Subarea	Population (persons)						
	Residential	39,481	39,817	50,574	50,574	50,574	50,574
	(acres)						
	Active	17.08	17.08	19.86	17.08	17.08	17.69
	Passive	12.83	14.63	21.81	19.03	20.25	19.64
	Total	29.91	31.71	41.67	36.11	37.33	37.33
	persons)						
	Active	0.433	0.429	0.393	0.338	0.338	0.350
	Passive	0.325	0.367	0.431	0.376	0.400	0.388
	Total	0.758	0.796	0.824	0.714	0.738	0.738
	Space Ratio						
			From Existing to No-Action	From No-Action to With-Action		From No-Action to With-Action	
Active	-	-0.9%	-8.4%	-21.2%	-21.2%	-18.4%	
Passive	-	12.9%	17.4%	2.5%	9.0%	5.7%	
Total	-	5.0%	3.5%	-10.3%	-7.3%	-7.3%	
Williamsburg Subarea	Population (persons)						
	Residential	89,590	96,768	102,788	102,788	102,788	102,788
	(acres)						
	Active	31.11	35.11	46.23	43.06	43.06	45.50
	Passive	11.54	14.59	26.90	23.73	28.61	26.17
	Total	42.65	49.70	73.13	66.79	71.67	71.67
	persons)						
	Active	0.347	0.363	0.450	0.419	0.419	0.443
	Passive	0.129	0.151	0.262	0.231	0.278	0.255
	Total	0.476	0.514	0.712	0.650	0.697	0.697
	Space Ratio						
			From Existing to No-Action	From No-Action to With-Action		From No-Action to With-Action	
Active	-	4.6%	24.0%	15.4%	15.4%	22.0%	
Passive	-	17.1%	73.5%	53.0%	84.1%	68.9%	
Total	-	8.0%	38.5%	26.5%	35.6%	35.6%	
1/2-Mile Study Area	Population (persons)						
	Residential	129,071	136,585	153,362	153,362	153,362	153,362
	(acres)						
	Active	48.19	52.19	66.09	60.14	60.14	63.19
	Passive	24.37	29.22	48.71	42.76	48.86	45.81
	Total	72.56	81.41	114.80	102.90	109.00	109.00
	persons)						
	Active	0.373	0.382	0.431	0.392	0.392	0.412
	Passive	0.189	0.214	0.318	0.279	0.319	0.299
	Total	0.562	0.596	0.749	0.671	0.711	0.711
	Space Ratio						
			From Existing to No-Action	From No-Action to With-Action		From No-Action to With-Action	
Active	-	2.4%	12.8%	2.6%	2.6%	7.9%	
Passive	-	13.2%	48.6%	30.4%	49.1%	39.7%	
Total	-	6.0%	25.7%	12.6%	19.3%	19.3%	

TABLE 2

Quantitative Analysis of Adequacy of Public Open Space Resources - Revised AHBI Alternative With Modified TGE Scenario B

		EXISTING	NO-ACTION	WITH-REVISED AHBI ALT.		WITH-AHBI (Modified Scenario B)	
				Scenario A	Scenario B	Modified Scenario B: All Passive	Modified Scenario B: Active
Greenpoint Subarea	Population (persons)						
	Residential	39,481	39,817	52,124	52,124	52,124	52,124
	Open Space Acreage (acres)						
	Active	17.08	17.08	19.86	17.08	17.08	17.69
	Passive	12.83	14.63	21.81	19.03	20.25	19.64
	Total	29.91	31.71	41.67	36.11	37.33	37.33
	Open Space Ratio (acres per 1,000 persons)						
	Active	0.433	0.429	0.381	0.328	0.328	0.339
	Passive	0.325	0.367	0.418	0.365	0.389	0.377
	Total	0.758	0.796	0.799	0.693	0.716	0.716
	Percent Change in Open Space Ratio						
			From Existing to No-Action	From No-Action to With-AHBI		From No-Action to With-AHBI w/ Modified B	
	Active	-	-0.9%	-11.2%	-23.5%	-23.5%	-21.0%
	Passive	-	12.9%	13.9%	-0.5%	6.0%	2.7%
	Total	-	5.0%	0.4%	-12.9%	-10.1%	-10.1%
Williamsburg Subarea	Population (persons)						
	Residential	89,590	96,768	103,146	103,146	103,146	103,146
	Open Space Acreage (acres)						
	Active	31.11	35.11	46.23	43.06	43.06	45.50
	Passive	11.54	14.59	26.90	23.73	28.61	26.17
	Total	42.65	49.70	73.13	66.79	71.67	71.67
	Open Space Ratio (acres per 1,000 persons)						
	Active	0.347	0.363	0.448	0.417	0.417	0.441
	Passive	0.129	0.151	0.261	0.230	0.277	0.254
	Total	0.476	0.514	0.709	0.648	0.694	0.695
	Percent Change in Open Space Ratio						
			From Existing to No-Action	From No-Action to With-AHBI		From No-Action to With-AHBI w/ Modified B	
	Active	-	4.6%	23.4%	14.9%	14.9%	21.5%
	Passive	-	17.1%	72.8%	52.3%	83.4%	68.2%
	Total	-	8.0%	37.9%	26.0%	35.0%	35.2%
1/2-Mile Study Area	Population (persons)						
	Residential	129,071	136,585	155,270	155,270	155,270	155,270
	Open Space Acreage (acres)						
	Active	48.19	52.19	66.09	60.14	60.14	63.19
	Passive	24.37	29.22	48.71	42.76	48.86	45.81
	Total	72.56	81.41	114.80	102.90	109.00	109.00
	Open Space Ratio (acres per 1,000 persons)						
	Active	0.373	0.382	0.426	0.387	0.387	0.407
	Passive	0.189	0.214	0.314	0.275	0.315	0.295
	Total	0.562	0.596	0.740	0.662	0.702	0.702
	Percent Change in Open Space Ratio						
			From Existing to No-Action	From No-Action to With-AHBI		From No-Action to With-AHBI w/ Modified B	
	Active	-	2.4%	11.4%	1.4%	1.3%	6.5%
	Passive	-	13.2%	46.6%	28.5%	47.2%	37.9%
	Total	-	6.0%	24.0%	11.2%	17.8%	17.8%

APPENDIX J

Technical Memorandum: Assessment of Environmental Effects of Reclassifying Three Potential Sites as Projected

TECHNICAL MEMORANDUM

During the period in which the FEIS was being prepared for publication, information became available which indicates that three potential development sites in the RWCDs for the proposed action and the Revised AHBI Alternative (Sites 3.1, 222 and 327) may be developed within the foreseeable future and may therefore be more appropriately classified as projected development sites for analysis purposes. As discussed in Chapter 1, "Project Description," the FEIS recognizes that while potential sites are considered less likely to be developed over the analysis period, a number of potential sites could be developed in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDs. Accordingly, Sites 3.1, 222 and 327 could be developed in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDs, without any net increase in total area development. However, in order to provide for a more conservative assessment, this memorandum assumes that Sites 3.1, 222 and 327 are projected development sites developed in addition to the projected development sites analyzed for the proposed action and the Revised AHBI alternative.¹

CURRENT PLANS FOR SITES 3.1 222, and 327

Site 3.1 is located on the waterfront in Greenpoint, between Newtown Barge Park and the Greenpoint Lumber Exchange site (projected Site 3) and includes the DEP sludge storage tank on the southeast corner of West and Dupont Streets. The remainder of Site 3.1 is under Department of Citywide Administrative Services (DCAS) ownership, contains a DEP barge dock on the waterfront, and is occupied by vehicle/equipment storage associated with the Greenpoint Lumber Exchange site to the south. Site 222 is located on the Williamsburg waterfront, between North 4th and North 5th Streets (south of projected Site 199), and currently contains a large paper recycling facility. Site 327, located on the block bounded by Bedford Avenue, Berry Street, and South 5th and South 4th Streets, is currently occupied by a Landmarks Preservation Commission warehouse and vacant/parking areas.

On Site 3.1, the City's Department of Housing Preservation and Development (HPD) has begun coordination with DCAS regarding development of approximately 550 housing units, with the goal of achieving a maximum of affordable units, on this City-owned site (currently occupied by a DEP sludge tank and vehicle/equipment storage). Approximately 1.5 acres of new open space would also be provided on this site, in the area north of Dupont Street. This new affordable housing and new open space are City initiatives and are in response to the concerns of the community related to affordable housing and open

¹ For purposes of this Technical Memorandum, the terms "proposed action" and "Revised AHBI Alternative" refer to the proposed action as analyzed in Chapters 2 through 21, and the Revised AHBI Alternative as analyzed in Chapter 23 ("Alternatives"). However, the analysis set forth in this Technical Memorandum supplement and modify the environmental assessment of the proposed action and the Revised AHBI Alternative set forth in such chapters, and the impact analyses of the proposed action and the Revised AHBI Alternative are modified and supplemented to the extent set forth herein.

space. On Site 222, a developer who recently purchased the site has begun planning for development of the site, including an affordable component. While the complete program for this site has not yet been determined, for this analysis it is assumed that approximately 500 units would be developed, 15% (75 units) of which would be affordable. On Site 327, up to 37 affordable units could be developed under the Revised AHBI Alternative (34 under the proposed action).

ENVIRONMENTAL ASSESSMENT FOR SITES 3.1 AND 222

As Sites 3.1, 222 and 327 were considered as potential development sites in the EIS, they have already been analyzed for site-specific impacts, which relate to individual site conditions and are not dependent on the density of projected development. As such, site-specific potential impacts for historic resources, shadows, urban design and visual resources, hazardous materials, stationary-source air quality, and noise, would be the same as those detailed in the EIS. Therefore, this evaluation focuses on those CEQR technical areas affected by density-related potential impacts, which are socioeconomic conditions, community facilities, open space, traffic and parking, and transit and pedestrians, as well as mobile source air quality and mobile source noise and infrastructure.

As noted above, the development of Sites 3.1, 222 and 327 could result in an additional 1,087 residential units (550 in Greenpoint and 537 in Williamsburg), of which approximately 524 units are assumed to be available for low-income households (429 units in Greenpoint and 95 in Williamsburg), 138 units would be moderate-income (121 in Greenpoint and 17 in Williamsburg), and 425 units would be market-rate (all in Williamsburg). The same assumptions utilized for the revised AHBI Alternative regarding persons per unit for the different income levels are applied to these additional affordable units.

The following discusses the effects on density-based technical areas of adding those additional units and their populations to either the 2013 With-Action condition or the 2013 future conditions with the Revised AHBI Alternative condition. This is a conservative approach because, as discussed above, those two sites could be developed in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDs.

Socioeconomic Conditions

Sites 3.1, 222, and 327 would add 662 additional affordable housing units to the study area by 2013. As such, the total affordable units for the proposed action would be 662 units. These units would serve to reduce and partially mitigate the significant indirect residential displacement impacts identified for the proposed action. As discussed in Chapter 3, "Socioeconomic Conditions," the proposed action has the potential to cause significant indirect residential displacement impacts. Most of the displaced residents would likely qualify for the affordable units, the population of potentially displaced residents is expected to comprise only a portion of the households selected for the affordable units. Therefore, significant adverse impacts resulting from indirect residential displacement would be only partially mitigated with the development of Sites 3.1, 222, and 327 under the proposed action.

When the three sites are added to the Revised AHBI Alternative, there would be a total of approximately 2,060 affordable units in the Greenpoint-Williamsburg rezoning area. Again, although most of the displaced residents would likely qualify for the affordable units, the units would also be accessible to other qualifying New York City households. However, the affordable units provided by Sites 3.1, 222, and 327 in addition to those under the Revised AHBI Alternative would further reduce the indirect

residential displacement impact and expand the partial mitigation provided under the Revised AHBI Alternative.

For direct residential displacement and indirect business displacement, the effect of this additional development would be the same as with the proposed action, and would not result in significant adverse impacts. For direct business displacement, the development of Sites 222 and 327 would result in the direct displacement of the paper recycling facility and Landmarks Preservation Commission warehouse on these sites, which would be less likely to occur under the proposed action or Revised AHBI Alternative. However, these facilities would be expected to find other locations nearby, and their displacement would not result in a significant adverse impact.

Community Facilities

Schools

Development of Site 3.1 would add approximately 187 elementary school students, 71 intermediate students and 50 high school students to the Greenpoint sub-area. Sites 222 and 327 would add an estimated 153 elementary school students, 57 intermediate students and 35 high school students in the Williamsburg sub-area. This would increase the student population in the ½-mile study area by 340 elementary school students, 128 intermediate school students, and 85 high school students.

As shown in Table 1, when students generated by Sites 3.1, 222 and 327 are added to those that would be generated by the proposed action, the utilization of elementary schools within the Greenpoint sub-area would increase from 78 percent in the No-Action to 143 percent, a shortfall of 965 elementary school seats within the Greenpoint sub-area (compared to an increase to 135% and a deficiency of 778 seats with the proposed action). Given that there are not sufficient available seats for the additional elementary school students in the Greenpoint sub-area, as with the proposed action, there would be a significant adverse impact on elementary schools in this sub-area.

The utilization rate for elementary schools in the Williamsburg sub-area would increase from 83 percent under No-Action conditions to 97 percent, with 216 available seats (see Table 1). The utilization rate for elementary schools within the ½-mile study area, which encompasses the Greenpoint and Williamsburg sub-areas, would increase from 81 percent to 109 percent, a shortfall of 749 elementary school seats within the study area (compared to an increase to 105% and a shortfall of 409 seats with the proposed action). Although part of this shortfall could be accommodated in available intermediate school space, as with the proposed action analyzed in the EIS, this would constitute a significant adverse impact on elementary schools within the study area as a whole.

No significant adverse impacts on public intermediate or high schools are anticipated. Although Sites 3.1, 222 and 327 could add 128 intermediate school students to the study area, intermediate schools within both the Greenpoint and Williamsburg sub-areas as well as the entire ½-mile study area and the CSD would continue to operate at well below capacity, as shown in Table 1. The two additional sites could add 82 high school students to the study area by 2013, however, as with the proposed action, no significant adverse impacts to high schools would be expected in Brooklyn. Overall, compared to the proposed action, the additional development of Sites 3.1, 222, and 327 could result in a greater impact on elementary schools in the Greenpoint sub-area and the ½-mile study area as a whole, which would require a slightly greater degree of mitigation than the proposed action. Whereas the proposed action would require mitigation for a shortfall of 778 elementary school seats within the Greenpoint sub-area and 409 elementary school seats within the ½-mile study area, the addition of those three sites would require

mitigation for an anticipated shortfall of 965 elementary school seats within the Greenpoint sub-area and 749 elementary school seats within the ½-mile study area.

TABLE 1

With-Action Condition Plus Sites 3.1 and 222:

Estimated Public Elementary and Intermediate School Enrollment, Capacity, and Utilization in 2013

ELEMENTARY SCHOOLS	Projected Enrollment in 2013	Students Generated by Proposed Action + Sites 3.1 & 222	Total Projected Enrollment	Capacity	Seats Available	Percent Utilization
Total for Greenpoint Sub-Area	1,730	1,467	3,197	2,232	-965	143%
Total for Williamsburg Sub-Area	5,229	869	6,098	6,314	216	97%
Total for Study Area	6,959	2,336	9,295	8,546	-749	109%
Total for Elementary Schools in CSD14	10,838	2,336	13,174	16,549	3,375	80%
INTERMEDIATE SCHOOLS	Projected Enrollment in 2013	Students Generated by Proposed Action + Sites 3.1 & 222	Total Projected Enrollment	Capacity	Seats Available	Percent Utilization
Total for Greenpoint Sub-Area	533	545	1,078	1,253	175	86%
Total for Williamsburg Sub-Area	2,112	322	2,434	3,706	1,272	66%
Total for Study Area	2,645	867	3,512	4,959	1,446	71%
Total for Intermediate Schools in CSD14	3,784	867	4,651	7,543	2,891	62%

DOE, *Utilization Profiles: Enrollment/Capacity/Utilization, 2002-2003 and DCP, Enrollment Projections for 2003-2012*

As shown in Table 2, when students generated by Sites 3.1, 222, and 327 are added to those that would be generated by the Revised AHBI Alternative, the utilization of elementary schools within the Greenpoint sub-area would increase from 78 percent in the No-Action to 152 percent, a shortfall of 1,152 elementary school seats within the Greenpoint sub-area (compared to an increase to 143% and a deficiency of 965 seats with the Revised AHBI Alternative). Given that there are not sufficient available seats for the additional elementary school students in the Greenpoint sub-area, as with the Revised AHBI Alternative, there would be a significant adverse impact on elementary schools in this sub-area.

The utilization rate for elementary schools in the Williamsburg sub-area would increase from 83 percent under No-Action conditions to 97 percent, with 175 available seats (see Table 2). The utilization rate for elementary schools within the ½-mile study area, which encompasses the Greenpoint and Williamsburg sub-areas, would increase from 81 percent to 111 percent, a shortfall of 977 elementary school seats within the study area (compared to an increase to 107% and a shortfall of 638 seats with the Revised AHBI Alternative). Although part of this shortfall could be accommodated in available intermediate school space, this would constitute a significant adverse impact on elementary schools within the study area as a whole.

No significant adverse impacts on public intermediate or high schools are anticipated. Although Sites 3.1, 222, and 327 could add 123 intermediate school students to the study area, intermediate schools within both the Greenpoint and Williamsburg sub-areas as well as the entire ½-mile study area and the CSD would continue to operate at well below capacity, as shown in Table 2. The three additional sites could add 85 high school students to the study area by 2013, however, as with the Revised AHBI Alternative,

TABLE 2

Future with Revised AHBI Alternative Plus Sites 3.1 and 222:

Estimated Public Elementary and Intermediate School Enrollment, Capacity, and Utilization in 2013

ELEMENTARY SCHOOLS	No-Action Projected Enrollment in 2013	Students Generated by Revised AHBI Alternative + Sites 3.1 & 222	Total Projected Enrollment	Capacity	Seats Available	Percent Utilization
Total for Greenpoint Sub-Area	1,730	1,654	3,384	2,232	-1,152	152%
Total for Williamsburg Sub-Area	5,229	910	6,139	6,314	175	97%
Total for Study Area	6,959	2,564	9,523	8,546	-977	111%
Total for Elementary Schools in CSD14	10,838	2,564	13,402	16,549	3,147	81%
INTERMEDIATE SCHOOLS	No-Action Projected Enrollment in 2013	Students Generated by Revised AHBI Alternative + Sites 3.1 & 222	Total Projected Enrollment	Capacity	Seats Available	Percent Utilization
Total for Greenpoint Sub-Area	533	621	1,154	1,253	99	92%
Total for Williamsburg Sub-Area	2,112	339	2,451	3,706	1,255	66%
Total for Study Area	2,645	961	3,606	4,959	1,353	73%
Total for Intermediate Schools in CSD14	3,784	961	4,745	7,543	2,798	63%

DOE, *Utilization Profiles: Enrollment/Capacity/Utilization, 2002-2003* and DCP, *Enrollment Projections for 2003-2012*

no significant adverse impacts to high schools would be expected in Brooklyn. As such compared to the Revised AHBI Alternative, the additional development of Sites 3.1, 222, and 327 could result in a greater impact on elementary schools in the Greenpoint sub-area and the ½-mile study area as a whole, which would require a slightly greater degree of mitigation than the Revised AHBI Alternative. Whereas the alternative would require mitigation for a shortfall of 965 elementary school seats within the Greenpoint sub-area and 638 elementary school seats within the ½-mile study area, the addition of those two sites would require mitigation for an anticipated shortfall of 1,152 elementary school seats within the Greenpoint sub-area and 977 elementary school seats within the ½-mile study area.

As with the proposed action, the greater impacts resulting from the development of Sites 3.1, 222, and 327 under either the proposed action or the Revised AHBI Alternative would be mitigated by: creating additional capacity in Greenpoint by constructing a new elementary school or building additional capacity at existing schools; adjusting school catchment areas (attendance zones) within the school district to relieve overcrowding in the affected schools; and adjusting grade levels within schools to better utilize available space in elementary and intermediate schools. Funding for additional school capacity would be reflected in amendments to the Department of Education's Five-Year Educational Capital Facilities Plan, as discussed in the Mitigation chapter of the FEIS.

Libraries

The study area is currently served by three BPL branch facilities, including the Greenpoint Branch, Leonard Branch, and Williamsburgh Branch, with a total of approximately 275,214 library volumes. The development of Sites 3.1, 222, and 327 would increase the 2013 study area population by approximately 2,845 residents. When added to the future with the proposed action, this would increase the study area population to a total of approximately 156,208 residents. As a result, the volumes to resident ratio would

decrease somewhat from the future No-Action ratio of 2.02 to a ratio of 1.76 per resident (compared to 1.79 with the proposed action).

When added to the Revised AHBI Alternative, Sites 3.1, 222, and 327 would increase the study area population to approximately 158,115 residents. As a result, the volumes to resident ratio would decrease somewhat from the future No-Action ratio of 2.02 to a ratio of 1.74 per resident (compared to 1.77 with the Revised AHBI Alternative).

Despite these moderate decreases in the volumes to resident ratios, it is anticipated that no significant adverse impacts on libraries within the study area would occur. As with either the proposed action or the Revised AHBI Alternative, the BPL would continue to evaluate its library utilization rates within the study area based on various factors, including population, circulation, program attendance, and computer usage, to determine if and when additional library services would be needed. In addition, based on BPL's plans to expand and strengthen its branch collections, and to replace or expand the Greenpoint Branch, it is expected that the three library branches would adequately serve the expanded population in the study area resulting from the development of Sites 3.1, 222, and 327 in addition to either the proposed action or the Revised AHBI Alternative.

Day Care

There are currently approximately 25 publicly funded or partially publicly funded daycare facilities within an approximate one-mile radius of the proposed action area, which have a total capacity of approximately 2,911 slots, with a current enrollment of 2,886, and a waiting list of 1,334 children (or a net excess demand of 1,309 slots). Whereas the new residential development generated by the proposed action is not anticipated to include low- to moderate-income dwelling units, and would not be expected to increase demand for publicly financed day care facilities in the study area, Sites 3.1, 222 and 327, which would result in the introduction of an estimated 662 low- to moderate-income units, could result in an increase in demand on such facilities. Using the rate for "Low-Mod" income units in Table 3C-4 of the *CEQR Technical Manual*, the 662 low- to moderate-income units would generate a maximum of approximately 225 children (ages 0-12) eligible for publicly financed child care.

However, the Revised AHBI Alternative, which would result in the introduction of 1,095 low- to moderate-income units (plus an additional 303 middle-income units), could result in an increase in demand on such facilities. When Sites 3.1, 222, and 327 are added to the Revised AHBI, they would further increase the number of low- to moderate income units in the study area to 1,757 units, which would generate a maximum of approximately 597 children eligible for publicly financed child care by 2013.

According to the *CEQR Technical Manual*, a significant adverse impact could result if a proposed action results in: 1) a demand for slots greater than remaining capacity of day care centers, and 2) that demand constitutes an increase of 5 percent or more of the collective capacity of the day care centers serving the proposed action area over the No-Action conditions. As Sites 3.1, 222, and 327 would add approximately 225 children eligible for subsidized day care, that would increase demand by 7.7 percent over the capacity of 2,911 slots. When combined with Revised AHBI Alternative, Sites 3.1, 222, and 327 would result in a total increase of approximately 597 children eligible for subsidized day care in the study area, thereby increasing demand by 20.5 percent over the capacity of 2,911 slots.

Because Sites 3.1, 222, and 327 would result in an increase of more than five percent in a deficiency of day care slots over the No-Action condition, under either the proposed action or the Revised AHBI Alternative, a significant adverse impact to publicly funded day care centers in the study area is expected with the development of those two sites, which would not occur with the proposed action.

As with the Revised AHBI Alternative, possible mitigation measures include adding capacity to existing facilities or providing a new daycare facility within or near the proposed action area. At this point however, it is not possible to know exactly which type of mitigation would be most appropriate and when, because the demand for publicly funded day care depends not only on the amount of residential development in the area, but the proportion of new residents who are children of low-income families. Therefore, as is standard practice, the Administration for Children's Services (ACS) would monitor development of the proposed action area and respond to provide the capacity when needed.

Health Care

There are three hospitals, including emergency rooms, within approximately a mile of the proposed action area, which are available to residents and workers in the study area. The hospital facilities serving the study area had approximately 479,790 outpatient ambulatory visits and approximately 252,642 emergency room visits in 2000. Whereas the new residential development generated by the proposed action is not anticipated to include low- to moderate-income dwelling units, and would therefore not increase demand on local outpatient public health care facilities in the study area, Sites 3.1, 222, and 327, which would result in the introduction of approximately 662 low- to moderate-income units, may result in increased demand on local public ambulatory health care facilities, as low-income populations are more likely to make more emergency room visits than higher-income populations.²

By 2013, if Sites 3.1, 222, and 327 are developed under the proposed action, up to 662 low- to moderate-income housing units (with an estimated residential population of 2,845) could be added to the study area. If the sites are added to the Revised AHBI Alternative (which would include 1,095 low-to moderate-income units), a total of approximately 5,963 low- to moderate-income residents. Based on the national average for emergency room visits for Medicaid patients of 65.4 annual emergency room visits per 100 persons insured by Medicaid (low-income population), the addition of 2,845 low-to moderate-income residents to the proposed action condition could add an estimated 1,861 annual visits to study area emergency rooms, whereas the addition of Sites 3.1, 222, and 327 to future conditions with the Revised AHBI Alternative could add an estimated 3,900 annual visits to study area emergency rooms compared to the No-Action.

Therefore, the additional low-to moderate-income population resulting from Sites 3.1, 222, and 327, under the proposed action, would generate an increase in demand over the No-Action condition of approximately 0.7 percent in study area hospital emergency room visits and an increase of 0.4 percent in outpatient ambulatory visits. Under the Revised AHBI Alternative, the increase in demand over No-Action condition would represent approximately 1.5 percent in study area hospital emergency room visits and an increase of 0.8 percent in outpatient ambulatory visits.

According to the *CEQR Technical Manual*, impacts are identified if the proposed action would result in an increase of 5 percent or more in the demand for emergency and outpatient ambulatory services over the No-Action conditions, or would result in a facility exceeding its capacity. As the increase under either scenario is well below the CEQR impact threshold, no significant adverse impacts on emergency and outpatient ambulatory services are expected as a result of the development of Sites 3.1, 222, and 327 under either the proposed action or the Revised AHBI Alternative.

² *National Healthcare Disparities Report*, www.qualitytools.ahrq.gov/qualityreport.

Police and Fire Protection Services

Sites 3.1, 222, and 327 would add a total of approximately 2,737 residents to the study area. This increase in population could further increase the demand for police and fire protection services. However, the NYPD would determine deployment of additional personnel after assessment of crime trends, population, and the amount of 911 calls that are received in an area. While the new development that would occur as a result of Sites 3.1, 222, and 327 under either the proposed action or the Revised AHBI Alternative would require additional resources in the area from the NYPD, the NYPD would be able to allocate resources as necessary along with the pace of development. Likewise, FDNY regularly conducts reviews of call volumes throughout the City, and the FDNY would continue to evaluate area operations over time, typically on a semi-annual or annual basis. As such, it is anticipated that additional fire and EMS units would be allocated as necessary to serve the new developments introduced by Sites 3.1, 222, and 327 under either the proposed action or the Revised AHBI Alternative.

Open Space

As noted above, in addition to the residential units expected to be developed on Site 3.1, an estimated 1.5 acres of new open space are expected to be provided on the site. This would increase the total open space acreage within the Greenpoint sub-area accordingly. Because the exact nature of this open space is not known at this time, for analysis purposes, it is assumed to consist of 50% active open space and 50% passive open space. Also, with the development of approximately 500 units of housing on Site 222, a minimum of approximately 19,000 sf (0.436 acres) of additional open space would be required under the WAP, which is assumed to be all passive for analysis purposes.

As shown in Table 3, when Sites 3.1, 222, and 327 are added to the proposed action, under Scenario A, all of the open space ratios would increase relative to No-Action conditions, except within the Greenpoint sub-area, where the total open space ratio would increase by 4.0%, the active open space ratio would decrease by 7.9%, and the passive open space ratio would increase by 18.0% (compared to an increase of 3.5% in the total ratio, a decrease of 8.4% in the active ratio, and an increase of 17.4% in the passive ratio with the proposed action). As with the proposed action, given the small increase in the total open space ratio, and the availability of other qualitative factors (provision of waterfront access for example) which would offset the decrease in the active open space ratio, no significant adverse impact would be anticipated within Greenpoint under Scenario A.

Under Scenario B, the Greenpoint sub-area would undergo a decrease in its total open space ratio by 9.4%, a decrease in the active open space ratio by 21.2%, while the passive open space ratio would decrease by 3.4% (compared to a decrease of 10.3% in the total ratio, a decrease of 21.2% in the active ratio, and an increase of 2.5% in the passive ratio with the proposed action). Therefore, as with the proposed action, the additional development of Sites 3.1, 222, and 327 would result in a significant open space impact in the Greenpoint sub-area under Scenario B, but would require a slightly lesser degree of mitigation than the proposed action.

As shown in Table 4, when Sites 3.1, 222, and 327 are added to the Revised AHBI Alternative, under Scenario A, all of the open space ratios would increase relative to No-Action conditions, except within the Greenpoint sub-area, where the total open space ratio would increase by 0.8%, the active open space ratio would decrease by 10.7%, and the passive open space ratio would increase by 14.2% (compared to an increase of 0.4% in the total ratio, a decrease of 11.2% in the active ratio, and an increase of 13.9% in the passive ratio with the Revised AHBI Alternative). Given the small increase in the total open space ratio, and the availability of other qualitative factors (provision of waterfront access for example) which

TABLE 3

Analysis of Public Open Space Resources for Proposed Action with Sites 3.1, 222, and 327

		EXISTING	NO-ACTION	2013 WITH PROPOSED ACTION		2013 WITH-ACTION AND SITES 3.1, 222, 327	
				Scenario A	Scenario B	Scenario A	Scenario B
Greenpoint Sub-area	Population (persons)						
	Residential	39,481	39,817	50,574	50,574	52,133	52,133
	Open Space Acreage (acres)						
	Active	17.08	17.08	19.86	17.08	20.61	17.83
	Passive	12.83	14.63	21.81	19.03	22.56	19.78
	Total	29.91	31.71	41.67	36.11	43.17	37.61
	Open Space Ratio						
	Active	0.433	0.429	0.393	0.338	0.395	0.338
	Passive	0.325	0.367	0.431	0.376	0.433	0.379
	Total	0.758	0.796	0.824	0.714	0.828	0.721
	% Change in Open Space						
			From Existing to No-Action	From No-Action to With-Action		From No-Action to With-Action Plus Site 3.1	
	Active	-	-0.9%	-8.4%	-21.2%	-7.9%	-21.2%
	Passive	-	12.9%	17.4%	2.5%	18.0%	3.4%
	Total	-	5.0%	3.5%	-10.3%	4.0%	-9.4%
Williamsburg Sub-area	Population (persons)						
	Residential	89,590	96,768	102,788	102,788	104,073	104,073
	Open Space Acreage (acres)						
	Active	31.11	35.11	46.23	43.06	46.23	43.06
	Passive	11.54	14.59	26.90	23.73	27.34	24.17
	Total	42.65	49.70	73.13	66.79	73.57	67.23
	Open Space Ratio						
	Active	0.347	0.363	0.450	0.419	0.444	0.414
	Passive	0.129	0.151	0.262	0.231	0.263	0.232
	Total	0.476	0.514	0.712	0.650	0.707	0.646
	% Change in Open Space						
			From Existing to No-Action	From No-Action to With-Action		From No-Action to With-Action Plus Sites 222, 327	
	Active	-	4.6%	24.0%	15.4%	22.3%	14.1%
	Passive	-	17.1%	73.5%	53.0%	74.2%	53.6%
	Total	-	8.0%	38.5%	26.5%	37.5%	25.7%
1/2-Mile Study Area	Population (persons)						
	Residential	129,071	136,585	153,362	153,362	156,206	156,206
	Open Space Acreage (acres)						
	Active	48.19	52.19	66.09	60.14	66.84	60.89
	Passive	24.37	29.22	48.71	42.76	49.896	43.946
	Total	72.56	81.41	114.80	102.90	116.74	104.84
	Open Space Ratio (acres per						
	Active	0.373	0.382	0.431	0.392	0.428	0.390
	Passive	0.189	0.214	0.318	0.279	0.319	0.281
	Total	0.562	0.596	0.749	0.671	0.747	0.671
	% Change in Open Space						
			From Existing to No-Action	From No-Action to With-Action		From No-Action to With-Action Plus Sites 3.1, 22, 327	
	Active	-	2.4%	12.8%	2.6%	12.0%	2.0%
	Passive	-	13.2%	48.6%	30.4%	49.3%	31.3%
	Total	-	6.0%	25.7%	12.6%	25.3%	12.6%

TABLE 4

Analysis of Public Open Space Resources for Revised AHBI Alternative with Sites 3.1, 222, and 327

		EXISTING	NO-ACTION	2013 WITH REVISED AHBI ALT.		2013 WITH-REVISED AHBI+SITES 3.1,222, 327	
				Scenario A	Scenario B	Scenario A	Scenario
Greenpoint Sub-area	Population (persons)						
	Residential	39,481	39,817	52,124	52,124	53,791	53,791
	Open Space Acreage (acres)						
	Active	17.08	17.08	19.86	17.08	20.61	17.83
	Passive	12.83	14.63	21.81	19.03	22.56	19.78
	Total	29.91	31.71	41.67	36.11	43.17	37.61
	Open Space Ratio						
	Active	0.433	0.429	0.381	0.329	0.383	0.329
	Passive	0.325	0.367	0.418	0.365	0.419	0.368
	Total	0.758	0.796	0.799	0.693	0.803	0.699
	% Change in Open Space						
			From Existing to No-Action	From No-Action to With-Revised AHBI		From No-Action to Revised AHBI Plus Site 222	
	Active	-	-0.9%	-11.2%	-23.3%	-10.7%	-23.3%
	Passive	-	12.9%	13.9%	-0.5%	14.2%	0.2%
	Total	-	5.0%	0.4%	-12.9%	0.8%	-12.2%
Williamsburg Sub-area	Population (persons)						
	Residential	89,590	96,768	103,146	103,146	105,990	105,990
	Open Space Acreage (acres)						
	Active	31.11	35.11	46.23	43.06	46.23	43.06
	Passive	11.54	14.59	26.90	23.73	27.34	24.17
	Total	42.65	49.70	73.13	66.79	73.57	67.23
	Open Space Ratio						
	Active	0.347	0.363	0.448	0.417	0.436	0.406
	Passive	0.129	0.151	0.261	0.230	0.258	0.228
	Total	0.476	0.514	0.709	0.648	0.694	0.634
	% Change in Open Space						
			From Existing to No-Action	From No-Action to With-Revised AHBI		From No-Action to Revised AHBI Plus Site 222	
	Active	-	4.6%	23.4%	14.9%	20.1%	11.8%
	Passive	-	17.1%	72.8%	52.3%	70.9%	51.0%
	Total	-	8.0%	37.9%	26.0%	35.0%	23.4%
1/2-Mile Study Area	Population (persons)						
	Residential	129,071	136,585	155,270	155,270	159,781	158,114
	Open Space Acreage (acres)						
	Active	48.19	52.19	66.09	60.14	66.84	60.89
	Passive	24.37	29.22	48.71	42.76	49.896	43.946
	Total	72.56	81.41	114.80	102.90	116.74	104.84
	Open Space Ratio (acres per						
	Active	0.373	0.382	0.426	0.387	0.418	0.385
	Passive	0.189	0.214	0.314	0.275	0.312	0.278
	Total	0.562	0.596	0.739	0.663	0.731	0.663
	% Change in Open Space						
			From Existing to No-Action	From No-Action to With-Revised AHBI		From No-Action to Revised AHBI Plus Site 222	
	Active	-	2.4%	11.4%	1.4%	9.5%	0.8%
	Passive	-	13.2%	46.6%	28.5%	45.9%	29.9%
	Total	-	6.0%	24.0%	11.2%	22.7%	11.2%

would offset the decrease in the active open space ratio, no significant adverse impact would be anticipated within Greenpoint under Scenario A.

Under Scenario B, the Greenpoint sub-area would undergo a decrease in its total open space ratio by 12.2%, a decrease in the active open space ratio by 23.3%, while the passive open space ratio would decrease by 0.2% (compared to a decrease of 12.9% in the total ratio, a decrease of 23.3% in the active ratio, and a decrease of 0.5% in the passive ratio with the proposed action). Therefore, as with the Revised AHBI Alternative, the additional development of Sites 3.1, 222, and 327 would result in a significant open space impact in the Greenpoint sub-area under Scenario B, but would require a slightly lesser degree of mitigation than the proposed action.

Although Site 3.1 would include 1.5 additional acres of open space, it would not be sufficient to offset the additional population that would be added by this development. Therefore, although the additional open space would slightly improve the open space ratios within the Greenpoint sub-area compared to the proposed action and the revised AHBI Alternative, it would not be sufficient to eliminate the impact under Scenario B. However, whereas mitigating the impact under Scenario B would require a total of 4.25 acres of open space to be added to the Greenpoint sub-area for the proposed action, and 5.45 acres would be required to mitigate the impact under Scenario B with the Revised AHBI Alternative, the development of Sites 3.1, 222, and 327, (which would include 1.5 acres of open space on Site 3.1) would slightly decrease the necessary mitigation to approximately 4 acres with the proposed action, and 5.25 acres with the Revised AHBI Alternative.

Traffic and Parking

As noted above, Site 222 is currently occupied by an approximately 54,000-square-foot paper recycling facility. As this active industrial use (and its associated vehicular and truck traffic) would be replaced by residential development, the net vehicular trips generated by this site are expected to be negative. As such Site 222 would not result in any additional vehicle trips beyond what was analyzed in the EIS, and does not warrant further analysis for traffic. Site 327 would add up to 37 housing units, which would result in negligible additional trips (less than vehicles in any peak hours), and as such is considered to be accounted for in the general background growth.

The development of Site 3.1, after accounting for a small on-site travel demand credit, would increase traffic by approximately 28 vehicles per hour (vph), -27 vph, and 45 vph in the AM, midday, and PM peak hours versus both the proposed action and the Revised AHBI Alternative. The new traffic for the site was assigned to the network and capacity analyses were performed. The addition of traffic demand from Site 3.1 to the proposed action's demand would not result in any newly impacted intersections, but would result in an impact in a new peak hour (AM) for the already impacted intersection of McGuinness Boulevard and Greenpoint Avenue. When the new demand for Site 3.1 was added to the Revised AHBI Alternative, again there were no newly impacted intersections, however, in addition to the AM impact at the already-impacted McGuinness Boulevard and Greenpoint Avenue intersection, there would be an impact to a new movement (southbound left-turn) at the McGuinness Boulevard and Calyer Street intersection in the PM peak hour. The mitigation measures required for the proposed action would not change for the addition of Site 3.1, and there would continue to be a non-mitigable impact in the AM peak hour at the McGuinness Boulevard/Greenpoint Avenue intersection.

Transit and Pedestrians

Subway Stations

Compared to both the proposed action and the Revised AHBI Alternative, the development of Site 222 would add approximately 130 trips in the AM peak hour and 160 trips in the PM peak hour to the Bedford Avenue (L) station, and 8 trips in the AM peak hour and 11 trips in the PM to the Nassau Avenue (G) station. The development of Site 3.1 would add approximately 223 trips in the AM peak hour and 263 trips in the PM to the Greenpoint Avenue (G) station. The development of Site 327 would generate fewer than 20 subway trips in any peak hour. Given the location of this site on the southern edge of the rezoning area, most if not all of these trips would occur at the nearby Marcy Avenue Station on the Jamaica Line. The development of Site 327 would therefore not appreciably add to demand at any of the analyzed subway stations in the rezoning area under either the proposed action or the Revised AHBI Alternative.

The addition of trips from Sites 222 and 3.1 to the Bedford Avenue, Nassau Avenue and Greenpoint Avenue stations would not result in any new significant adverse impacts at the analyzed stairways and fare arrays at these stations in either peak hour. The additional trips generated by Site 222 would, however, slightly exacerbate the previously identified AM and PM peak hour impacts to Stair S3 at the Bedford Avenue station. With the development of Site 222, Stair S3 would operate at LOS E in both peak hours (unchanged from the proposed action), with v/c ratios of 1.41 in the AM peak hour and 1.48 in the PM. This compares to v/c ratios of 1.33 and 1.38 during these periods, respectively, with the proposed action. The width increment threshold required to restore this stair to an acceptable level of service (a v/c ratio of less than 1.00) would total 15.76 inches in the AM and 18.56 inches in the PM, compared to 12.48 inches and 14.56 inches during these periods, respectively, with the proposed action.

With the development of Site 222 under the Revised AHBI Alternative, Stair S3 would continue to operate at LOS E in both peak hours, with v/c ratios of 1.43 in the AM and 1.51 in the PM. This compares to 1.35 and 1.40, respectively with the Revised AHBI Alternative. The width increment threshold required to restore this stair to an acceptable level of service (a v/c ratio of less than 1.00) would total 16.56 inches in the AM and 19.52 inches in the PM, compared to 13.28 inches and 15.52 inches during these periods, respectively, with the Revised AHBI Alternative.

A two-foot widening of this stair has been proposed to fully mitigate the AM and PM impacts to Stair S3 under both the proposed action and the Revised AHBI Alternative. Widening this stair by two feet would similarly address the AM and PM impacts to this stair with the development of Site 222.

Subway Line Haul

The development of Sites 222 and 3.1 would increase the number of peak direction subway trips passing through the peak load point on the 14th Street Canarsie (L) Line by 114 in the AM peak hour and 108 in the PM compared to both the proposed action and the Revised AHBI Alternative. (The relatively small number of trips generated by the development of Site 327 would primarily occur on the Jamaica Line.) The number of peak direction trips through the peak load point on the Crosstown (G) Line would increase by 69 in the AM and 66 in the PM. These additional trips would increase the v/c ratios and average passengers per car on these lines in each peak hour, but would not result in any additional significant adverse subway line haul impacts to either the 14th Street/Canarsie (L) Line or to the Crosstown (G) Line. They would, however, slightly exacerbate the proposed action's significant adverse line haul impact to Manhattan-bound L trains in the AM peak hour. The v/c ratio would increase to 1.03 with the proposed action and 1.04 under the Revised AHBI Alternative, compared to 1.02 and 1.03, respectively without the development of Sites 222 and 3.1. As with both the proposed action and the Revised AHBI

Alternative, the addition of one Manhattan-bound L train in the AM peak hour would fully address this impact with the development of Sites 222 and 3.1.

Local Bus

Compared to both the proposed action and the Revised AHBI Alternative, the development of Sites 222, 3.1 and 327 would increase the number of local bus trips by 27 in the AM peak hour and 33 in the PM peak hour. When these additional trips were assigned to the NYC Transit local bus routes serving the proposed action area, it was determined that no new significant adverse bus impacts would result in either the AM or PM peak hour. The additional trips would, however, slightly exacerbate the proposed action's significant adverse impact to northbound B61 service in the PM peak hour. With the development of Sites 222, 3.1 and 327 under the proposed action, northbound B61 buses would experience a capacity shortfall in the PM of 40 spaces at their maximum load point at York and Gold Streets, compared to a deficit of 26 spaces with just the proposed action. Under the Revised AHBI Alternative, the PM deficit would total 46 spaces compared to 33 without the development of Sites 222, 3.1 and 327. As with the proposed action and the Revised AHBI Alternative, one additional northbound bus per hour during the PM peak hour would be required to address the potential impact to northbound B61 service.

Pedestrians

The addition of new pedestrian trips from the development of Sites 222, 3.1 and 327 would not result in any new significant adverse impacts to analyzed sidewalks, corner areas or crosswalks. All analyzed pedestrian facilities would continue to operate at LOS C or better in both peak hours with the development of Sites 222, 3.1 and 327 under the proposed action and the Revised AHBI Alternative, except for the south crosswalk at Bedford Avenue and North 7th Street which would operate at LOS D in the AM, and the west crosswalk at Manhattan Avenue and India Street which would operate at LOS D in the PM. Both of these crosswalks would continue to operate with 20 square feet per pedestrian or more during these periods, and would not be significantly adversely impacted based on CEQR criteria.

Air Quality And Noise

No significant impacts from mobile sources or parking facilities are predicted to occur with the development of Sites 3.1, 222, and 327 under either the proposed action or the Revised AHBI Alternative, and both the alternative and the proposed action would continue to be consistent with the New York State Implementation Plan (SIP). Although Sites 3.1, 222, and 327 would result in somewhat more housing units, the additional 45 vehicles per hour that are projected to be generated would not significantly affect the CO and PM2.5 build concentrations presented in the DEIS, and would therefore not result in violations of ambient air quality standards or exceedance of the City's CO de minimis criteria given that conditions with the proposed action are predicted to be well below the standard. As shown in Table 18-10 of the DEIS, the maximum future build 8-hour CO concentration was predicted to be 5.0 ppm, at the Humboldt Street/BQE Offramp at Meeker Avenue intersection. This concentration is well below the CO 8-hour ambient air quality standard of 9.0 ppm, and the additional trips would at most only slightly increase CO concentrations at this or any other intersection in the rezoning area.

In addition, while there would be a slight increase in the new accessory parking that would be required as a result of the increased density associated with Sites 3.1, 222, and 327, such an increase would be small, and no significant adverse impacts from those parking facilities would be expected under either the proposed action or the Revised AHBI Alternative.

Likewise, the increases in traffic are not expected to result in any significant increases in local ambient noise or a doubling of traffic at any roadway or intersection such that an impact would occur.

Infrastructure

With the development of Sites 3.1, 222, and 327 in addition to either the proposed action or the Revised AHBI Alternative the demand on the City's water and sewer infrastructure as well as demand on the City's solid waste and sanitation and energy services would be somewhat greater than that under the proposed action or the Revised AHBI Alternative. However, under the Revised AHBI Alternative, the three additional sites would not result in significant adverse impacts on infrastructure, solid waste and sanitation services, or energy services.

Development of Sites 3.1, 222, and 327 are anticipated to increase the sewage waste generated under either the proposed action or the Revised AHBI Alternative by a net of approximately 0.2 mgd, compared to No-Action conditions. As discussed in Appendix K, an assessment of increased pollutant loadings from CSOs as a result of the proposed action and Revised AHBI Alternative was made. That assessment also assumed a 2.42 MGD increase in dry weather flow, and demonstrated that the resulting pollutant loadings would be insignificant. Because the 2.42 MGD increase that formed the basis of this analysis is greater than the actual increase from the No-Action under any development scenario, the impacts from increased CSOs under any of the alternative development scenarios, including the action as proposed, would be even lower than the insignificant levels shown.

APPENDIX K

Impacts of Greenpoint – Williamsburg Rezoning Proposal On Newtown Creek WPCP East River Water Quality And on Combined Sewer Overflows

Technical Memorandum

Impacts of Greenpoint – Williamsburg Rezoning Proposal

On

Newtown Creek WPCP East River Water Quality

And on

Combined Sewer Overflows



**HydroQual, Inc.
1200 Mac Arthur Boulevard
Mahwah, New Jersey 07430**

1.0 Water Quality Impacts of Increases in Newtown Creek WPCP Effluent Flows

Water quality impacts of the proposed rezoning action were analyzed here in using a water quality model (SWEM) developed by HydroQual for New York City DEP. The analysis summarized below identifies impacts on various water quality constituents resulting from an increase of 2.42 MGD in the Newtown Creek WPCP dry weather sewage flow and the associated increase of 2.42 MGD in the Newtown Creek WPCP effluent flow and mass loading due to the full build-out anticipated under the proposed Greenpoint-Williamsburg rezoning. In the analysis, effluent quality for the WPCP was developed based on existing WPCP effluent data except for BOD-5 and total suspended solids which were adjusted to reflect expected quality from the new Newtown Creek secondary treatment plant currently undergoing construction.

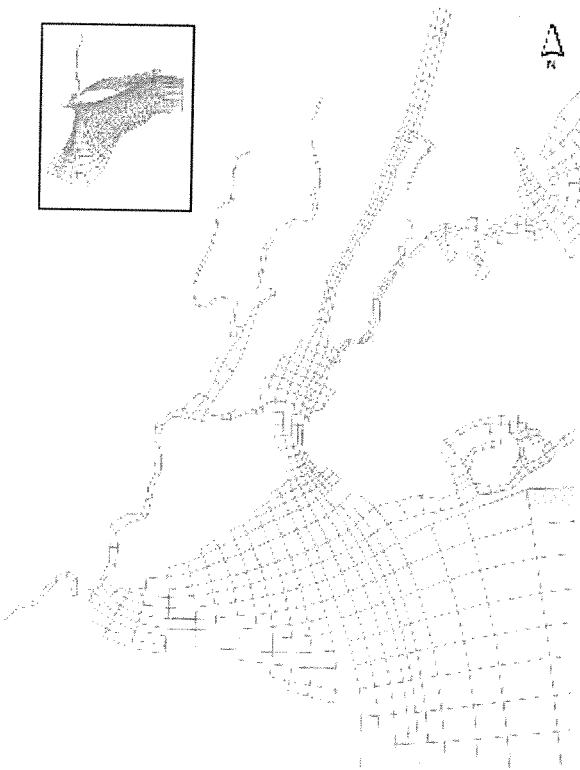
1.1 Method Of Analysis

The System-Wide Eutrophication Model (SWEM) is a three-dimensional, time-variable coupled hydrodynamic/eutrophication water quality model of the New York/New Jersey (NY/NJ) Harbor-New York Bight system. The SWEM model was constructed for the City of New York, Department of Environmental Protection (NYCDEP) to evaluate the water quality impacts to upgrading wastewater treatment facilities and improving nutrient removal capabilities. It was also supported by a comprehensive field-monitoring program to collect data necessary to calibrate and validate the model and quantify source inputs. In addition, SWEM underwent an extensive peer review from the Model Evaluation Group (MEG) that was convened by the Harbor

Estuary Program (HEP) and Long Island Sound Study (LISS) Nutrient work group. The model has been used to contribute to the Long Island Sound TMDLs developed by the states of New York and Connecticut under the guidance and assistance of the USEPA. The model is currently being used in technical assessments as part of New York and New Jersey Harbor TMDL development projects for nutrients and pathogens.

The spatial extent of the SWEM domain incorporates the core area of NY/NJ Harbor as defined by the Harbor Estuary Program and extends beyond to include the Hudson River Estuary, up to the Troy Dam, all of Long Island Sound and the NY Bight out to the continental shelf. The computational grid employs an orthogonal-curvilinear coordinate or boundary-fitted system that represents the complex and irregular shoreline/coastline of the NY/NJ Harbor-NY Bight region. In addition the model uses a vertical sigma-coordinate system that is scaled on the local water column depth.

The SWEM model consists of two linked sub-models or computer codes, ECOM and RCA. The hydrodynamic



modeling code, ECOM, computes the circulation and stratification within the model domain and is influenced by time-varying freshwater boundary inflows, tidally-driven surface water elevations, and meteorological forcing, including wind, solar radiation, ambient air temperature, and relative humidity. The hydrodynamic calculations are performed using time-steps on the order of minutes and the model has been validated against real time observations of tidal elevation, and current speed and direction, as well as spatial (including vertical casts) and temporal observations of salinity and temperature. Model versus data comparisons indicate that the hydrodynamic component of the SWEM model reproduces the major features of circulation and stratification within the NY/NJ Harbor-NY Bight domain.

The second component of the SWEM model, RCA, is a carbon-based eutrophication model of the NY/NJ Harbor-NY Bight domain. The eutrophication kinetic framework employed within SWEM describes the interactions between nutrients, primary production, phytoplankton biomass, and dissolved oxygen. The SWEM model includes two functional phytoplankton groups and also models detrital carbon, including labile and refractory forms of particulate and dissolved organic carbon. SWEM also includes a nutrient flux submodel, which accounts for the deposition of particulate organic matter, its diagnosis within the sediment bed, long-term burial of refractory organic material in the deeper portions of the sediment bed, and the resulting flux of inorganic nutrients and sediment oxygen demand back to the overlying water column.

SWEM simulates the circulation of water in the Harbor and its effect on various water quality parameters such as nutrients, phytoplankton and dissolved oxygen. The model has the ability to incorporate the effects of tidal interaction within NY/NJ Harbor and the Atlantic Ocean and freshwater inputs to the Harbor from water pollution control plants (WPCPs), combined sewer overflows (CSOs) and storm sewers. SWEM is currently configured to represent hydrologic ambient conditions (circulation, flow, temperature and stratification) for various periods depending on the application of interest.

The model was used to calculate the impacts of project and non-project elements associated with the rezoning proposal on East River water quality for the following water quality parameters.

- Dissolved oxygen – D.O. was simulated using the full eutrophication kinetics capabilities of the model.
- Metals – Metals were simulated as non-reactive water quality parameters subject only to dilution and dispersion within the model.
- Total nitrogen, total phosphorus, BOD and total suspended solids – These parameters were simulated as non-reactive water quality parameters subject only to dilution and dispersion within the model.

As the SWEM model is an extremely complex model, it was not possible to set-up the model for current conditions. Therefore model input decks that were available for different periods of time were used as the basis for analyses conducted herein. Physical, hydrologic conditions, and wastewater loadings used in the analyses varied as follows.

- Dissolved oxygen modeling – D.O. modeling was based on conditions present in the harbor in 1994-1995. This period was selected as (a) there a calibrated model is available for this period and (b) it does represent a somewhat critical period for dissolved oxygen since some of the physical conditions in the harbor were at reasonable worst case conditions.
- Metals, nitrogen, phosphorus, BOD, total suspended solids modeling – Modeling conditions for these parameters represented 2003 conditions.

This modeling framework was used to determine the water quality impacts on the East River due to the proposed increases in sanitary sewage to the Newtown Creek WPCP based upon the proposed Greenpoint-Williamsburg rezoning.

1.2 Impacts of Newtown Creek WPCP on Water Quality

After analyzing the changes in the Newtown Creek WPCP mass discharges for the expected 2.42 MGD increase in flow, model inputs were developed for the water quality model. The water quality model calculates chlorophyll-a and DO as a function of nutrient and BOD loads. The analysis was conducted to assess the changes in East River water quality from an increase of 2.42 MGD in WPCP effluent and analyses were not performed to estimate the actual East River water quality concentrations at a point in the future. For these analyses, it was assumed that the effluent quality will be meeting the SPDES permit requirements of 85% BOD and TSS removal and that other constituents would be similar to what they are now. If anything, the reconstructed WPCP should even provide for better effluent quality than it currently does. To be conservative, however, the effluent quality used herein to assess changes in East River water quality was based on typical 2003 Newtown Creek WPCP effluent concentrations shown below.

Effluent Constituent	Newtown Creek WPCP Effluent Constituent Concentration (mg/l – unless noted)
BOD-5 – 85% removal	24.2
Total Suspended Solids (TSS) – 85% removal	21.6
Total Nitrogen (TN)	18
Total Phosphorus (TP)	2.4
Copper (Cu)	30.5 µg/l
Chromium (Cr)	2.5 µg/l
Nickel (Ni)	4.2 µg/l
Zinc (Zn)	51.7 µg/l
Lead (Pb)	3.5 µg/l
Cadmium (Cd)	0.36 µg/l
Mercury (Hg)	0.059 µg/l
Arsenic (As)	0.8 µg/l

Table 1.1 Newtown Creek Effluent Quality

The water quality model was executed to identify the unit impacts of an increase in the effluent flow of 2.42 MGD. The model was run for a 365-day period so that a range of environmental conditions could be experienced in the East River and the rest of NY/NJ Harbor. The effluent concentrations were held constant as noted in the table above and the effluent flow was held constant at 2.42 MGD during this simulation period. The model output was then searched to find the section of the East River that showed the largest dissolved oxygen change as a result of the increased loading and to find the day of the year that showed the highest impact of the increased loading. The value in that model cell at that time was selected as representing the greatest impact of the increased flow. For all other constituents, the concentration was selected from the model cell into which the effluent is discharged, as this is the point of maximum impact. These values are shown in the table below. All water quality constituents show an increase in concentration except for dissolved oxygen concentration, which decreased, as expected.

Table 1.2 Calculated Changes in East River Water Quality

Water Quality Constituent	Change in East River Concentration (mg/l – unless noted)
Dissolved Oxygen	-0.00424
BOD-5	+0.00415
Total Suspended Solids (TSS)	+0.00465
Total Nitrogen (TN)	+0.0346
Total Phosphorus (TP)	+0.00046
Copper (Cu)	+0.00586 µg/l
Chromium (Cr)	+0.00048 µg/l
Nickel (Ni)	+0.00081 µg/l
Zinc (Zn)	+0.00993 µg/l
Lead (Pb)	+0.00067 µg/l
Cadmium (Cd)	+0.00007 µg/l
Mercury (Hg)	+0.00001 µg/l
Arsenic (As)	+0.00015 µg/l

The results of the analyses indicate water quality concentrations changes associated with the increase dry weather sewage effluent flow are small and likely undetectable using current water quality measuring techniques. It would not be expected that changes this small would cause or contribute to violations of water quality standards.

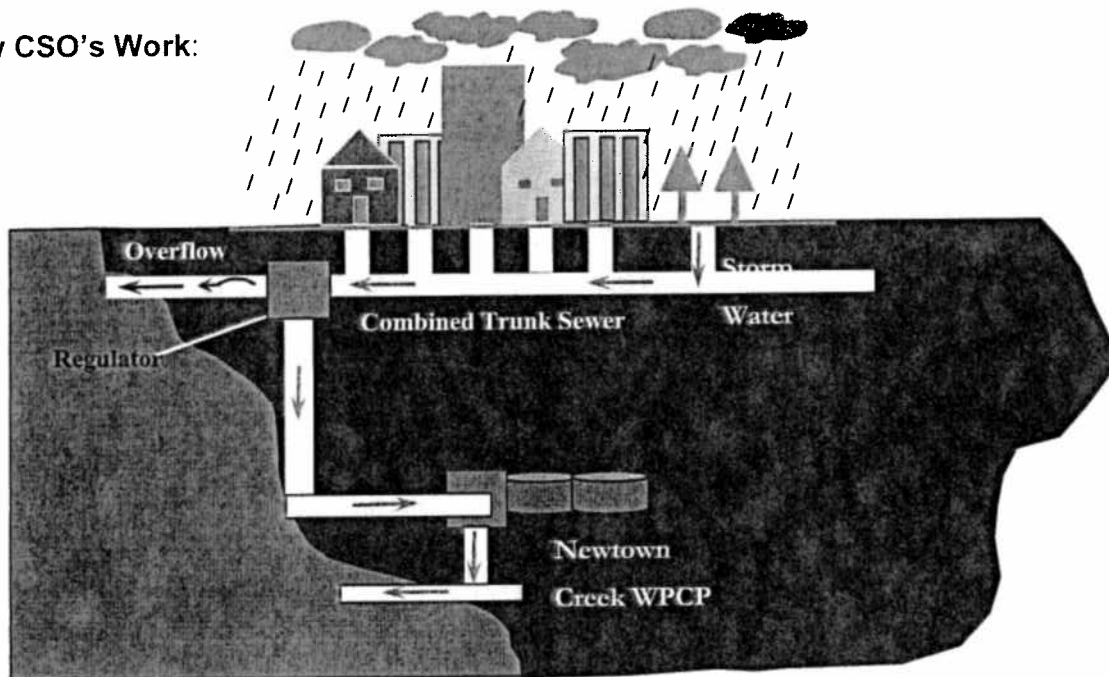
Although the dissolved oxygen reductions associated with the increase in WPCP are estimated to be small, it should be noted that the Newtown Creek WPCP Track III Upgrade Final Supplemental Environmental Impact Statement has already provided for a basis of a water quality assessment. This FSEIS included an evaluation of the changes in dissolved oxygen in the East River associated with the Track III construction activities. That FSEIS evaluated the impact of the effluent from the Newtown Creek WPCP at the fully built-out flow of 310 MGD (total flow = dry plus wet weather flow) and the Track III effluent quality. This flow is much higher than the actual 2003 flow of 238 MGD (total flow) and much higher than the flow expected in 2013. Dissolved oxygen concentrations (page 16-20, FSEIS) were predicted to increase by 0.13 mg/l in the vicinity of the Newtown Creek WPCP as a result of the Track III construction. This water quality analyses conducted during this FSEIS accounted for growth in the Newtown Creek drainage area up to the point that the WPCP was discharging at its fully rated and permitted 310 MGD capacity. As such, even though the analyses conducted here predicts a very minor decrease in dissolved oxygen levels in the East River, it can be concluded that this change was already embodied in the projected increase in dissolved oxygen concentrations analyzed under the WPCP Track III FSEIS.

The following sections of this report evaluate the potential increases in CSO volumes and frequency that would be associated with the proposed rezoning action.

2.0 Changes in CSOs Resulting from Increases in Sanitary Sewage Flows

The sewer system in the Greenpoint-Williamsburg rezoning area is part of a combined sewer system connected to the Newtown Creek WPCP (see Newtown Creek sewer system drainage boundary graphic). A combined sewer system conveys sanitary sewage to the WPCP in dry weather and a combination of storm water and sanitary sewage in wet weather. When this combined wet weather flow exceeds the ability of the WPCP to treat it, some fraction will overflow into the Hudson River, part will overflow to the East River and a portion will overflow to Newtown Creek. The overflow will be a combination of storm water and sanitary sewage. Generally, storm water will contain lower concentrations of pollutants than sanitary sewage. Therefore concentration of pollutants in combined sewage will be lower than that of sanitary sewage.

How CSO's Work:



2.1 Overview of Newtown Creek Sewer System

The Newtown Creek sewer system services a portion of lower Manhattan, a portion of northeastern Brooklyn and a very small portion of Queens. The sewer system consists almost totally of combined sewers servicing a total area of over 12,000 acres. There are some 85 regulators within the sewer system draining to 83 CSO overflow points. All of the CSO outfalls are incorporated in the Newtown Creek WPCP State Pollution Discharge Elimination System (SPDES) permit and are therefore in full compliance with legal requirements. An overview of the complete sewer system showing overflow points as well as regulators and their respective drainage areas is included below.

Table 2.1 COMBINED SEWER OUTFALLS LOCATIONS (from SPDES Permits)

Outfall	Latitude	Longitude	Location	Size	Waterbody	Comments	Classes
002	40,44,05	73,56,50	WPCP Overflow	3BL 7'0" x 8'0"	Whale Creek		SD
003	40,43,49	73,57,37	Greenpoint Ave. (Reg #B-11)	24" DIA	East River		I
004	40,43,36	73,57,31	Quay St. (Reg #B-10)	7'6" x 5'9"	East River		I
005	40,46,35	73,58,04	E. 63rd St. (Reg #M-51)	24" DIA	East River		I
006	40,43,34	73,57,35	N. 12th St. (Reg #B-9)	DBL 11'2" x 8'	East River	Telemetered, Net	I
007	40,43,26	73,57,44	N. 5th St. (Reg #B-8)	3' x 3'9"	East River		I
008	40,43,11	73,57,53	Metropolitan Ave. (Reg #B-7)	60" DIA	East River		I
009	40,43,11	73,57,53	S. 8th St. (Reg #B-7)	18" DIA	East River		I
010	40,43,03	73,57,56	Grand St. (Reg #B-6A)	18" SQUARE	East River		I
011	40,46,01	73,58,32	E. 49th St. (Reg #M-47A)	2'8" x 4' EGG	East River		I
012	40,42,50	73,57,59	S. 5th St. (Reg #B-6)	EQ 144" DIA	East River	Telemetered	I
013	40,42,28	73,58,01	Division Ave. (Reg #B-5)	10' x 8'	East River	Telemetered, Boom	I
014	40,42,25	73,58,02	Kent Ave. (Reg #B-3, -4)	DBL 17' x 11'	Wallabout Channel (N)	Telemetered, Boom	I
015	40,42,46	73,55,45	Johnson Ave. (Reg #B-1)	15'8" x 10'	English Kills	Telemetered, Boom	SD
016	40,45,56	73,58,37	E. 46th St. (Reg #M-46)	72" DIA	East River		I
017	40,45,47	73,58,45	E. 42nd St. (Reg #M-45A)	2'8" x 4' EGG	East River		I
018	40,45,50	73,58,11	E.41st Street	30" DIA	East River		I
019	40,42,58	73,55,17	Metropolitan Ave. (Reg #B-2)	36" DIA	Newtown Creek	Boom	I
020	40,44,02	73,59,08	E. Houston St. (Reg #M-31)	6' x 4'6"	East River		I

Table 2.1 COMBINED SEWER OUTFALLS LOCATIONS continued

Outfall	Latitude	Longitude	Location	Size	Waterbody		Class
021	40,44,26	73,57,03	McGuinness Blvd.	36" DIA	Newtown Creek		I
022	40,44,26	73,57,04	McGuinness Blvd. (Reg #B-17)	4'6" x 6'3"	Newtown Creek		I
023	40,44,23	73,57,20	510' e/o Franklin St. (Reg #B-16)	24" DIA	Newtown Creek		I
024	40,44,10	73,57,31	Dupont St. (Reg #B-15)	18" DIA	East River		I
025	40,44,07	73,57,37	Freeman St. (Reg #B-14)	24" DIA	East River		I
026	40,44,03	73,57,38	Green St. (Reg #B-13)	2' x 2'6"	East River		I
027	40,44,01	73,57,38	Huron St. (Reg #B-12)	7'9" x 6'3"	East River		I
028	40,43,43	73,59,11	Delancy St. (Reg #M-28)	4' x 4'	East River		I
029	40,43,38	73,55,32	43rd St. (Reg # Q-2)	66" DIA	Newtown Creek		I
030	40,46,52	73,57,47	E. 71st St. (Reg #M-51C)	2' x 3' EGG	East River		I
031	40,46,50	73,57,49	E. 70th St. (Reg #M-51A, 51B)	2' x 3' EGG	East River		I
032	40,46,32	73,58,07	E. 61st St. (Reg #M-50)	DBL 6'6" x 5'	East River	Telemetered	I
033	40,46,20	73,58,16	E. 57th St. (Reg #M-49)	2'4" x 4' EGG	East River		I
034	40,46,13	73,58,23	E. 54th St. (Reg #M-48)	4' x 5'	East River		I
035	40,46,11	73,58,25	E. 53rd St. (Reg #M-48A)	2'4" x 4'	East River		I
036	40,46,02	73,58,31	E. 49th St. (Reg #M-47)	54" DIA	East River	Telemetered	I
037	40,45,46	73,58,46	E. 41st St. (Reg #M-44)	9' x 7'	East River	Telemetered	I
038	40,45,39	73,58,52	E. 38th St. (Reg #M-43B)	3' x 1'	East River		I
039	40,45,36	73,58,54	E. 37th St. (Reg #M-43A)	2'8" x 5'6" EGG	East River		I
040	40,45,35	73,58,55	50' n/o E. 36th St. (Reg #M-43)	2'8" x 5'6" EGG	East River		I
041	40,45,27	73,58,59	125' s/o E. 33rd St. (Reg #M-42)	DBL 8' x 6'	East River	Telemetered	I

Table 2.1 COMBINED SEWER OUTFALLS LOCATIONS continued

Outfall	Latitude	Longitude	Location	Size	Waterbody	Class
042	40,43,44	73,59,16	Broome St. (Reg #M-27)	4' x 4'	East River	I
043	40,45,25	73,58,49	E. 30th St. (Reg #M-41)	2'4" x 4'	East River	I
044	40,45,23	73,58,34	E. 29th St. (Reg #M-41A)	4' x 5'6"	East River	I
045	40,45,12	73,58,20	E. 26th St. (Reg #M-40)	DB: 6' x 6'6"	East River	Telemetered I
046	40,45,07	73,58,08	E. 24th St. (Reg #M-39, -39A)	4' x 6'	East River	I
047	40,45,01	73,59,04	E. 23rd St. (Reg #M-38B, -39)	4' x 5'	East River	I
048	40,44,55	73,59,01	E. 21st St. (Reg #M-38)	4' x 5'	East River	I
049	40,44,32	73,58,23	100' n/o 18th St. (Reg #M-37)	8' x 6'	East River	Telemetered I
050	40,42,33	73,59,36	Catherine Slip (Reg #M-19)	4' x 4'6"	East River	Telemetered I
051	40,42,10	74,00,06	Old Slip (Reg #M-12)	2'8" x 3'4"	East River	I
052	40,44,35	73,58,59	E. 14th St. (Reg #M-36)	DBL 7' x 6'	East River	Telemetered I
053	40,44,25	73,59,02	E. 11th St. (Reg #M-35)	8'9" x 5'	East River	I
054	40,44,20	73,59,02	E. 8th St. (Reg #M-34)	6'6" x 5'	East River	I
055	40,44,12	73,59,05	E. 6th St. (Reg #M-33)	4' x 5'6"	East River	I
056	40,44,04	73,59,08	E. 3rd St. (Reg #M-32)	6'6" x 6'	East River	I
057	40,43,58	73,59,08	Stanton St. (Reg #M-30)	5' x 5'6"	East River	I
058	40,43,55	73,59,12	Rivington St. (Reg #M-29)	5' x 5'	East River	I
059	40,43,40	73,59,19	50' s/o Grand St. (Reg #M-26)	24" DIA	East River	I
060	40,43,34	73,59,26	Corlears St. (Reg #M-24, -25)	4' x 5'	East River	I
061	40,43,34	73,59,29	Jackson St. (Reg #M-23)	3' x 4'	East River	I
062	40,43,15	74,00,00	Gouverneur St. (Reg #M-22)	48" DIA	East River	I

Table 2.1 COMBINED SEWER OUTFALLS LOCATIONS continued

Outfall	Latitude	Longitude	Location	Size	Waterbody		Class
063	40,43,15	74,00,01	Jefferson St. (North side) (Reg #M-21)	9' x 5'	East River	Telemetered	I
064	40,42,04	74,00,25	Market Slip (Reg #M-20)	54" DIA	East River		I
065	40,42,32	73,59,37	s/o Catherine St. (Reg #M-18)	9' x 5'	East River		I
066	40,42,28	73,59,44	Robert F. Wagner Place (Reg #M-17)	48" DIA	East River		I
067	40,42,13	73,59,59	Maiden Lane (Reg #M-13)	6'4" x 6'	East River		I
068	40,42,05	74,00,23	Coenties Slip (Reg #M-11)	4'6" x 3'8"	East River		I
069	40,42,04	74,00,25	150' n/o Broad St. (Reg #M-10)	48" DIA	East River	Telemetered	I
070	40,42,12	74,01,03	Battery Park (Reg #M-9)	84" DIA	Hudson River		I
071	40,42,24	74,01,12	25' s/o Rector Place (Reg #M-6, M-7)	96" DIA	Hudson River		I
072	40,43,01	74,00,49	200' s/o Vesey St. (Reg #M-5)	48" DIA	Hudson River		I
073	40,43,16	74,00,47	Duane St. (Reg #M-4)	54" DIA	Hudson River		I
074	40,43,28	74,00,43	Vestry St. (Reg #M-3)	60" DIA	Hudson River		I
075	40,43,35	74,00,47	Watts St. (Reg #M-2)	66" DIA	Hudson River	Telemetered	I
076	40,43,50	74,00,46	Clarkson St. (Reg #M-1)	48" DIA	Hudson River	Telemetered	I
077	40,43,30	73,55,19	w/o Rust St. (Reg #Q-1)	DBL 11' x 7'	Maspeth Creek	Boom	I
078	40,42,26	73,59,47	250' n/o Dover St. (Reg #M-16)	12' x 6'	East River	Telemetered	I
079	40,42,18	74,01,09	Morris St. (Reg #M-8)	48" DIA	Hudson River		I
080	40,43,41	74,00,46	n/o Vandam St. (Reg #TG-2)	48" DIA	Hudson River		I
081	40,44,01	74,00,41	n/o Charles St. (Reg #TG-1)	4' x 5'	Hudson River		I
082	40,42,41	73,58,03	S. 8th St. (Reg #5A)	36" DIA	East River (E)		I

Table 2.1 COMBINED SEWER OUTFALLS LOCATIONS continued

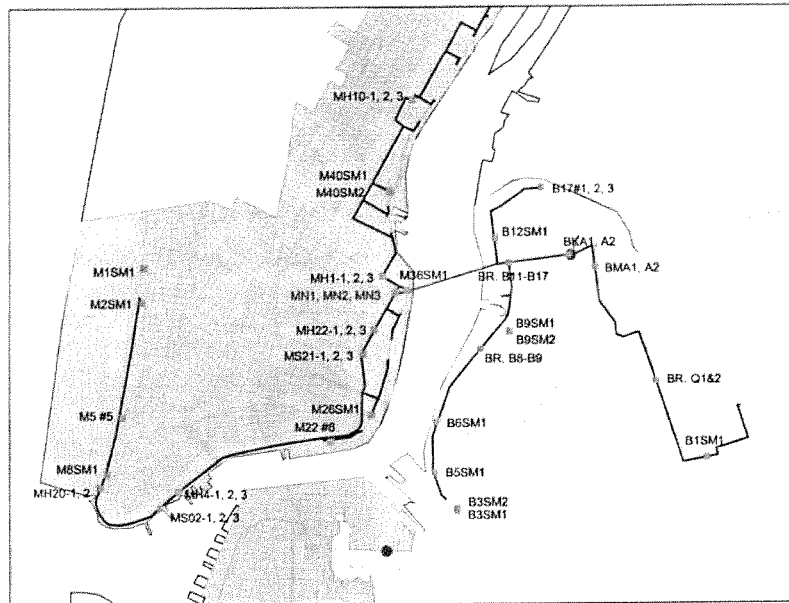
Outfall	Latitude	Longitude	Location	Size	Waterbody	Clas s
083	40,42,58	73,55,17	Metropolitan Ave.	186" DIA	Newtown Creek (W)	I
087	40,44,55	73,59,06	E. 22nd St. (Reg #M-38A)	5' x 3'6"	East River	I

Interceptors that convey dry and wet weather sewage flows to the WPCP consist of the following.

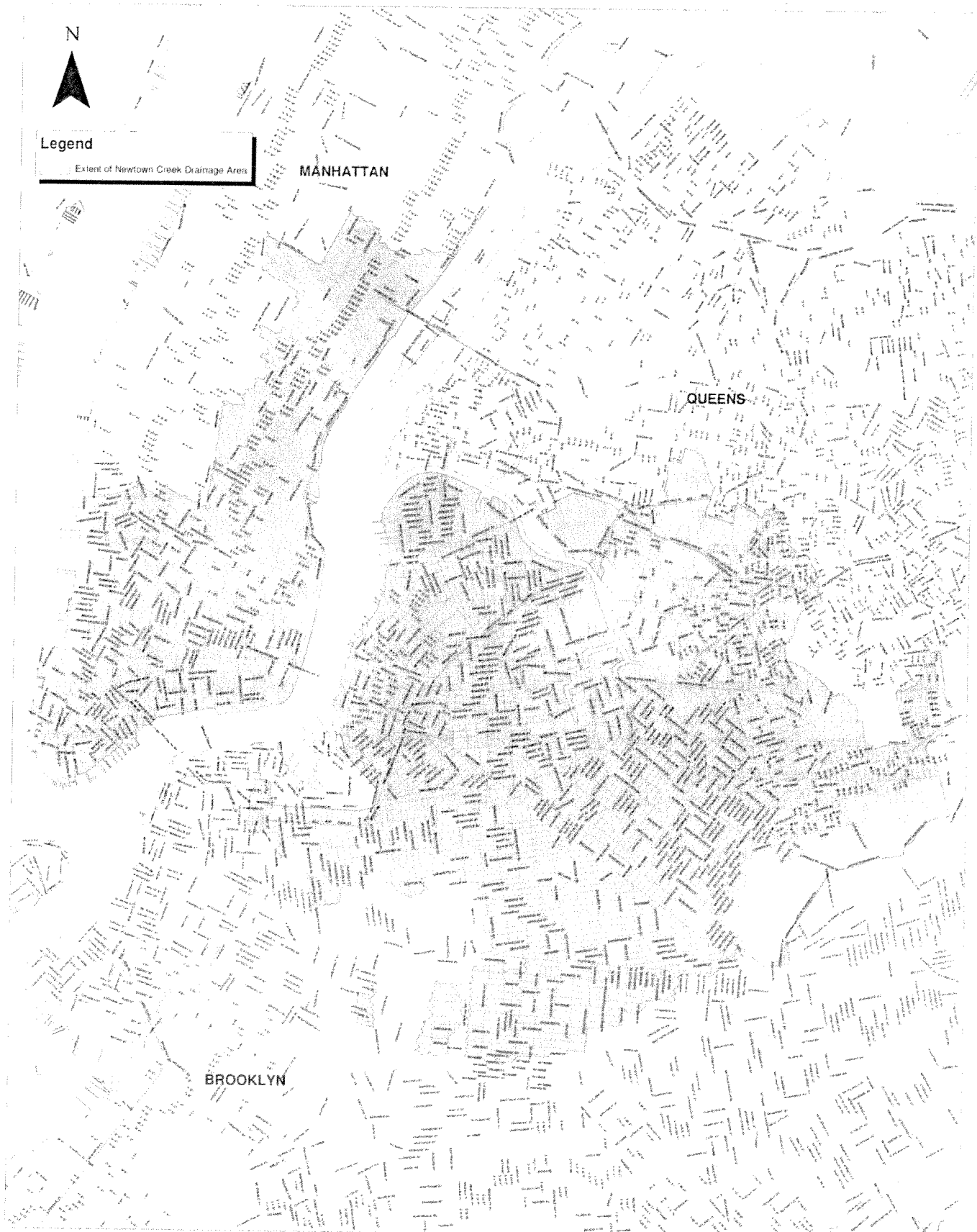
Lower Manhattan Interceptor – The pipe transfers sewage to the Manhattan Pump Station from its northern terminus near West 10th Street around the tip of lower Manhattan to the pump station at 14th Street.

Eastern Manhattan Interceptor – This interceptor conveys flows from the upper 60's on the east side to the Manhattan Pump Station.

Kent Avenue Interceptor – This Brooklyn Interceptor brings flow from southern end of the service area near the Manhattan Bridge north to the Greenpoint area. A northern branch of the interceptor brings the flow from the north near the Pulaski Bridge to the point where it meets the southern branch.



Morgan Avenue Interceptor – The interceptor conveys flow from the internal area of Brooklyn (Jackie Robinson Parkway) to the area of the WPCP.



Newtown Creek Drainage Area Extent

0 0.5 1 2 Miles

Flow enters the Newtown Creek WPCP from the Brooklyn Pump Station, which is located on the WPCP property and the Manhattan Pump station force main that transfers the flow under the East River to the WPCP. A schematic of the major interceptor lines and the force main from Manhattan is shown above. Also included on the graphic are symbols showing the locations where flow monitoring has been performed within the sewer system for use in developing a hydraulic model of the sewers discussed in subsequent sections.

Wet and dry weather flows are pumped to the WPCP from the two pump stations. The WPCP and the pump stations are all under reconstruction. The WPCP will be capable of treating 700 MGD of wet weather flow and 310 MGD of dry weather flow when construction is completed. A total of about 465 MGD will receive full secondary treatment. The remainder of the flow will receive partial treatment. Each pump station is being reconstructed so that it is capable of pumping a total of 400 MGD (dry and wet weather flows) to the WPCP.

In addition to the WPCP and pump station upgrades additional construction is scheduled for improving wet weather flow management in the drainage area. Much of this work involves CSO facility-planning improvements planned by DEP and now required by the 2005 CSO Consent Order. Elements of this work are as follows.

- Interceptor Throttling Facilities
 - Manhattan and Brooklyn Pump Stations – Control gates are being placed in the interceptors on the influent side of the pump stations to induce storage of CSO in the lines and to control flows to the WPCPs.
 - Kent Avenue Interceptor – Another control gate will be placed on the Kent Avenue Interceptor prior to the point where it joins with the Morgan Avenue Interceptor. This gate will induce storage (inline storage) in the interceptor and will also be used to control wet weather flows to give preference to treatment of wet weather flows from the Morgan Avenue Interceptor to minimize CSO overflows into Newtown Creek.
- Regulator NC-B-B1- This regulator discharges CSO to the head end of English Kills, the upper end of Newtown Creek. The diversion weir within the regulator will be raised over 5 feet to divert more wet weather flow into the Morgan Avenue Interceptor, thereby reducing CSOs to English Kills. The sluice gate opening within the regulator will be increased from an opening of 24 square feet to 30 square feet also to allow more wet weather flow into the Morgan Avenue Interceptor.
- 36-inch Relief Sewer – An additional 36-inch sewer will be constructed from the St. Nicholas Weir (CSO overflow to East Branch) to the intersection of Flushing and Gardner Avenues where it will join the existing sewer and discharge into the combined sewer upstream of

Regulator NC-B-B1. This sewer will move wet weather flow away from the East Branch toward the Morgan Avenue Interceptor.

- Instream Aeration – Although not directly relevant to the work described herein a system is being installed in Newtown Creek to directly inject air into the water column to improve the dissolved oxygen concentrations.
- CSO Retention Tank – A 9 MG CSO retention facility is planned for retention of CSO from the head end of English Kills (Regulator NC-B-B1). This facility would retain CSO flow and pump the CSO flow back to the WPCP after the rain event ends.

As the majority of work on all of these facilities, except the 9 MG CSO retention facility will be completed prior to the build year (2013) for the rezoning action, many of these facilities, except the retention facility and the Kent Avenue throttling facility were incorporated into the CSO analysis described in the following section.

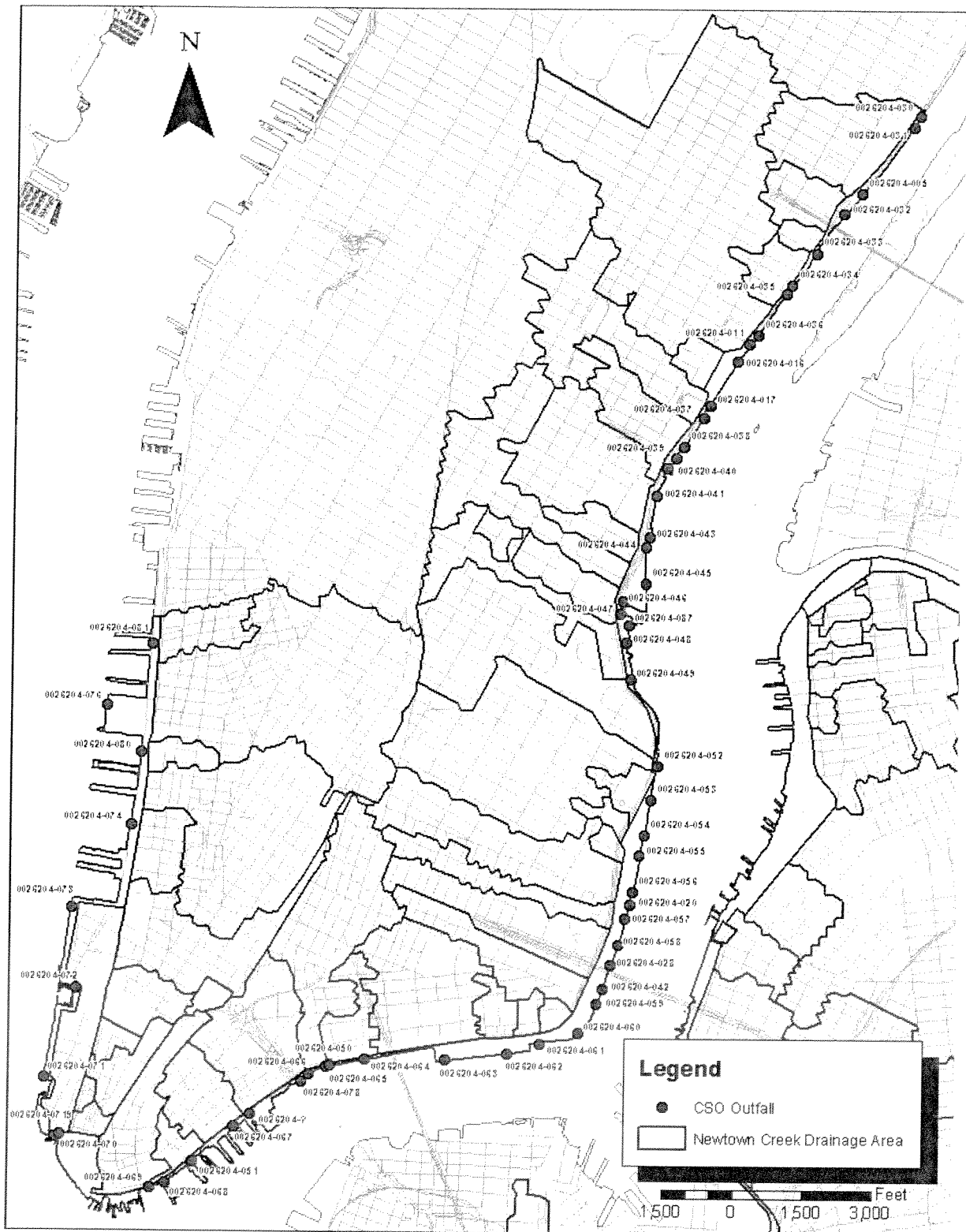
As indicated above, wet weather flow is conveyed to the Newtown Creek WPCP. A portion of that flow will not be treated and will result in an overflow of a combination of sanitary sewage and storm water into New York Harbor. This occurs because the WPCP is capable of treating a peak wet weather flow of 700 MGD. For current conditions, with the base dry weather sanitary flow at 218 MGD, the WPCP can treat a total flow of about 482 MGD (700 MGD minus 218 MGD). For the future condition, with the base sanitary dry weather flow at 229 MGD, the WPCP can treat a peak wet weather flow of 471 MGD (700 MGD minus 229 MGD). Any combined sewage present in wet weather beyond a flow of 471 MGD will be discharged into the East River or Newtown Creek.

The rezoning action has been estimated to introduce an additional 2.42 MGD of sanitary flow to the WPCP. All of that sanitary flow will reach the WPCP in dry weather and receive full secondary treatment upon completion of the ongoing construction at the plant. That flow will be in the sewers when it is raining and increasing the base flow to about 232 MGD and further decreasing the peak wet weather flow that can be treated to about 468 MGD. The decrease in the amount of wet weather flow being treated leads to increases in overflow volumes and potentially increase in overflow frequency for CSOs in the areas where the base sanitary flow will be increasing by the estimated 2.42 MGD. CSO outfalls that are directly impacted by the proposed rezoning or are immediately adjacent to it include most of the outfalls along the East River in Brooklyn. These outfalls include.

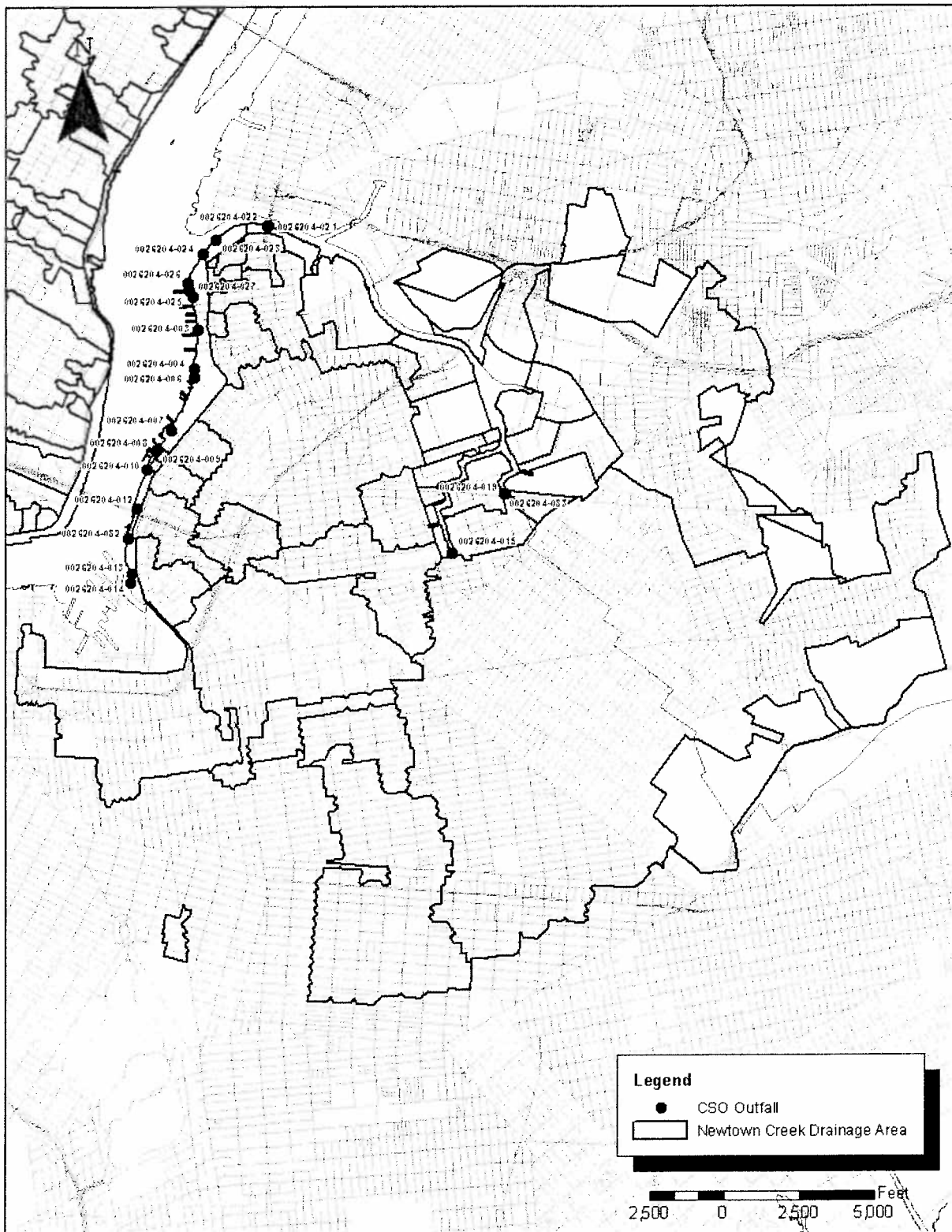
Table 2.2 CSO Outfalls Adjacent to Rezoning Area

CSO outfalls in or Adjacent to the Proposed Rezoning	
Discharge to East River	Discharge to Newtown Creek
NC-B-003*	NC-B-022*
NC-B-004*	NC-B-023*
NC-B-006*	
NC-B-007*	
NC-B-008*	
NC-B-010	
NC-B-012*	
NC-B-013	
NC-B-024*	
NC-B-025*	
NC-B-026*	
NC-B-027*	
NC-B-082	

Note - * - indicates dry weather flow upstream of outfall is increase by rezoning action



Newtown Creek Drainage Area Showing Manhattan CSO Outfalls



Newtown Creek Drainage Area Showing Brooklyn CSO Outfalls

2.2 Method Of Analysis

Combined sewage that overflows from the sewer system to protect the WPCP from being inundated in wet weather is not readily documented by direct measurements. The number of outfalls in the system and the complexity of making flow measurements in sewer systems impacted by tides make direct measurement of overflow an expensive and in-exact science. The alternative to measurement of the overflows is calculation of the overflow volumes using engineering equations. As indicated in the preceding sections of this report, the sewer system is complex and does not readily lend itself to application of the engineering calculations relating rainfall to combined sewer overflow. The alternative is to apply a computer model that contains all of the necessary equations.

The computer model selected to calculate overflows from the Newtown Creek WPCP sewer system for this impact analysis was a modern sewer system model known as the InfoWorks computer model. InfoWorks is a detailed hydraulic model used to determine runoff flows, water surface elevations and flows within sewers for evaluation of sewer conditions, for development of CSO overflows, and for developing loadings to receiving water quality models. InfoWorks has been applied to a variety of complex wet weather analyses including CSO and stormwater assessments. InfoWorks is being applied to the entire NYC combined sewer system as part of the Long Term CSO Plan Development activities currently being undertaken by the NYC DEP. The model uses hourly rainfall data to calculate hourly Water Pollution Control Plant flow, and CSO and/or stormwater discharges.

The model has many individual components that have been refined over the past 20 years. Although InfoWorks is not a direct descendent of an earlier hydraulic modeling program sponsored by EPA known as the Storm Water Management Model (SWMM model) it could be considered a more modern version of the 30-year old EPA sponsored program. The following sections describe some of the components of the model.

- Surface runoff computations – This section of the program computes the amount of overland runoff for individual drainage areas. Generally, a runoff area would be a small regulator drainage area. For large regulator drainage areas, there would be many sub-catchment areas draining to the regulator. This element of the program performs accounting for depression storage, infiltration, impervious surfaces, sheet flow across land surfaces, curb and gutter flow to central collection points. This module converts rainfall to surface runoff.
- InfoWorks uses a rationale type approach to estimate runoff (i.e., $Q = CIA$) from drainage areas incorporating such features as time and condition dependant infiltration/percolation into the runoff coefficient (“C”). Hourly runoff is calculated by multiplying hourly precipitation (“I”) values within the drainage area by the runoff coefficients (“C”) for the tributary drainage areas. For impervious areas, the runoff coefficient dictates that all precipitation runs off surfaces except for a small amount that is collected in surface depressions.
- Sewer transport – This section of the model accepts runoff flows at nodes (manholes), adds in dry weather sewage flows and creates combined sewage within individual pipes. Flows are then transmitted along the pipes using the Mannings equation, when not impacted by backwater or other transient affects. Flows in excess of pipe capacity are not transferred through the pipes as

they are stored in the node immediately upstream of the pipe and released once capacity becomes available in the pipes. When backwaters or other transients occur, the model improves on the Mannings analysis in that actual pipe and regulator hydraulics equations (full St. Venant's equations) are now included so that backwater curves, hydraulic grade-lines, sewer surcharging, and regulator hydraulics are calculated on finer spatial and temporal scales. This type of hydraulic model has undergone over 30 years of development since the days of the SWMM model and has had hundreds of applications around the world. These computer models require extensive experience and effort for model set-up and application.

This model is commercially available and commercially supported. It incorporates all of the features of the USEPA SWMM model, with the addition of many graphical user interfaces (GUIs) that assist the user in setting up model inputs and viewing model outputs.

This model comes from a suite of models that are commercially available from the Wallingford Software. InfoWorks has essentially the same model features as the original EPA SWMM model but is much more advanced and comes with a user friendly GUI that is ARCVIEW GIS based. The model is one of among a variety of high-end computer models developed for use on desktop PC computers by European research/consulting organizations.

The model has all of the features that exist in the EPA model but is not based directly on the EPA SWMM model. This model is based on many of the same basic energy and momentum equations of flow. However, it does use different solution techniques and has a number of enhancements over the EPA SWMM model including the following.

- Enhanced ArcView based graphical user interface with the ability to calculate certain input items from the database (e.g., percent imperviousness).
- Enhanced ability to evaluate Real Time Control Operations including the ability to interface with radar based precipitation data such as NEXRAD.

The sewer system hydraulic model described above was used herein to calculate the amount of combined sewage discharged from the Newtown Creek WPCP drainage area and the Greenpoint-Williamsburg rezoning area combined sewers. The volume of CSO was calculated based on available precipitation data from the National Weather Service Central Park rain gage using InfoWorks. The model was not set up and calibrated under this project but under other CSO planning projects performed by HydroQual and other consultants (Hazen & Sawyer) for the DEP. The first step in the set-up of the model was to obtain drawings of the sewer system and its major components. These drawings were reviewed to assess and incorporate as appropriate, the regulator configurations, invert elevations of diversion weirs and of branch interceptors, and the interceptor sewers into the model. In addition, the infiltration/inflow drawings and regulator improvement program reports developed by the NYC DEP provided supplemental information on the sewer connections within individual regulator tributary areas and regulator chambers.

One or more sewer segments upstream of each regulator was included in the model, in addition to the regulator and interceptor configurations. The regulator drainage areas encompassing the project area were

characterized in detail by including several sewer segments, and delineating the corresponding runoff-contributing areas to individual manholes included in the model.

Model Calibration and Verification

Before application, any computer model must be calibrated to verify that it is reliably simulating the real world. Calibration of a hydraulic model requires reliable in-system and/or overflow data under a range of storm conditions. HydroQual and Hazen & Sawyer had compiled data from various sources to support model calibration and conducted that calibration analysis including the information presented here in. Based on a review of the available information, data from a number of selected events including periods of continuous simulation were selected for calibration and verification of the model.

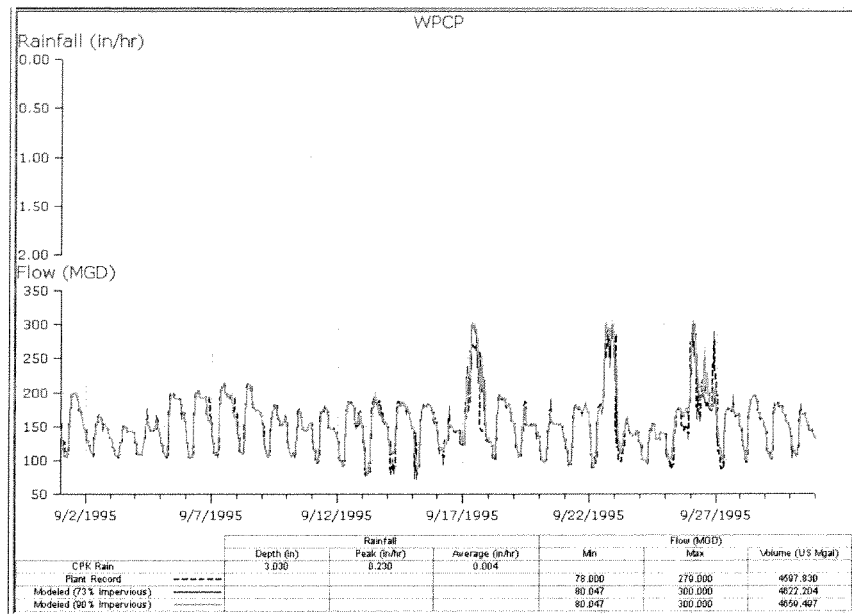
Most of the outfalls in the Newtown Creek drainage area are submerged at some point in the tidal cycle; therefore, representation of the tidal influence on these outfalls was critical to characterize the actual sewer system performance. Tide data compiled at Battery station by the National Oceanic and Atmospheric Administration was used to set the tides at each of the outfall tide gages impacted by the East River tides. Tidal correction factors were used to develop estimates of the tidal variations near each of the combined sewer outfalls, which were then explicitly included in the hydraulic model.

Limited historic data were available on the typical dry weather flows contributed by individual regulator drainage areas into the interceptor sewers. Therefore, census data was used to develop initial dry weather flow estimates based on the population distribution.

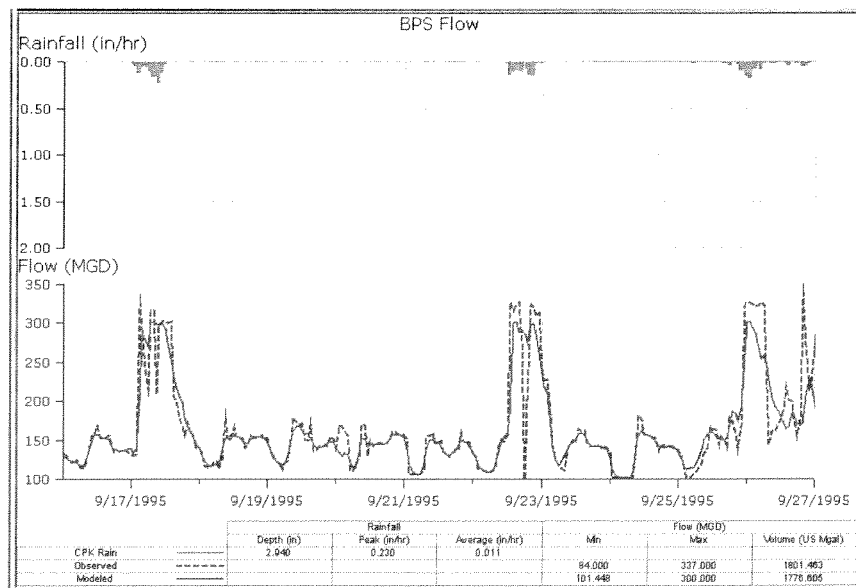
Calibration of the model for wet weather conditions consisted of reviewing the appropriate hydrologic and hydraulic model parameters and making adjustments as necessary. The hydrologic parameters such as depression storage, evapo-transpiration, infiltration, overland flow width, and surface roughness were adjusted to achieve the runoff volume balance. Surface slopes for drainage areas tributary to individual manholes in the system were obtained from the surface contours and the spot elevation data developed by the DEP. The percent imperviousness factors were assumed based on the land use types within each drainage area.

Limited flow data and sewage depth of flow near individual regulators or within combined sewers upstream of regulators were used to adjust the hydrologic model parameters, since the flows at these locations would not normally be influenced by backwater effects in the interceptors. These hydrologic parameter sets were then extended to other regulator drainage areas based on the similarity in land uses and proximity to those regulator drainage areas where flow data were available.

The operation of treatment plant influent gates and pump station operations largely determines the performance of the sewer system during wet weather periods. Based on discussions with the other DEP consulting engineers and observations made from data, simple rule curves were set up for this analysis. For model calibration, the pump stations were set up to allow about 40 % of the flow to the WPCP to come from the Manhattan Pump Station and about 60 % to come from the Brooklyn Pump Station. Examples of model calibrations are shown in the adjacent graphics. This first graphic shows a comparison of computed and observed flow at the WPCP inflow during a few days of dry weather and during a few small rain events in 1995. The graphic also shows a sensitivity of the computed results to changes in the impervious cover.



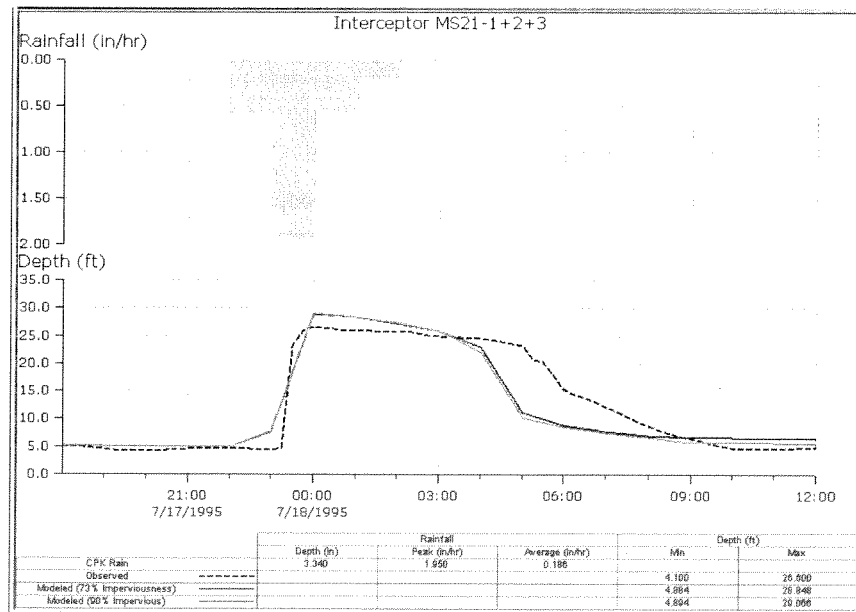
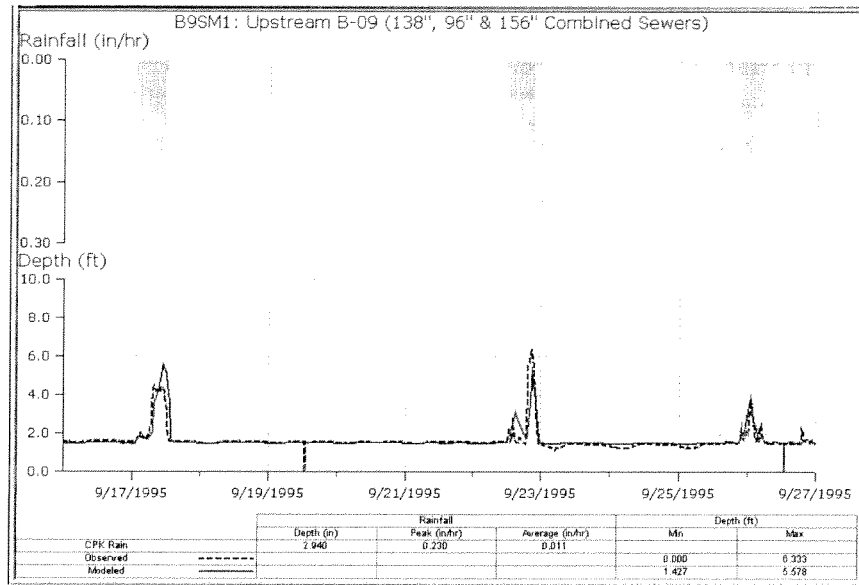
The adjacent graphic presents a comparison of the model calculations and observed data at the Brooklyn Pump Station during both dry and wet weather during 1995. As indicated in both of these graphics and others developed but not shown here in, the model has the ability to reproduce both dry and wet weather flows reaching the pump stations and the WPCP.



A comparison of the computer model depth of flow in a combined sewer upstream of Regulator

NC-B-09 shown in the graphic below indicates that the model is able to produce the depth of flow during both wet a dry periods. Model comparisons with observed depth of flow in Manhattan along the southern Manhattan Interceptor, shown in the next graphic, confirms the observation that the model is capable of reproducing in-sewer hydraulics including both depths and flow. No further adjustments in the model were

made during these technical analyses other than to assure the model was properly set-up for future conditions.



Baseline Assumptions

A few basic assumptions needed to be established to conduct the analysis of the impacts of the additional 2.42 MGD expected as a result of the rezoning action. These assumptions are as follows.

- Simulation Period – Sewer flows were simulated continuously for a one-year period and model outputs of CSO overflow volumes were examined hourly.
- Sewer flows in the future (2013) – The DGEIS provided an estimate based on CEQR methods that an additional 2.42 MGD of sanitary sewage would be expected under a reasonable worst-case future condition. This flow would be from the rezoning area only. Additional information was needed for areas outside the Greenpoint-Williamsburg rezoning area since the calculation of CSO overflows depends on the sewer flows throughout the entire Newtown Creek service area.
- Unidentified growth outside rezoning area – Growth has been projected throughout the Newtown Creek drainage area for a variety of reasons some of which involve small projects known to the City Planning Department and others reflect actions that are not known at this time. In addition, changes in water use patterns will also impact flows between now and 2013. NYC DEP infrastructure planning requires estimates of these types of water uses changes. As such DEP, continually makes assessments of sewer flows in each of their sewer service areas. The current draft water and sewage flow projections available from DEP have estimated the Newtown Creek WPCP sewage inflow in 2013 to be 227.8 MGD (base dry weather sanitary sewage flow) up from about 218 MGD in 2003. This higher flow was used herein as the base flow for all areas outside the proposed rezoning area.
- Rezoning area background growth – The DGEIS indicates that the background growth in the rezoning area, not associated with the rezoning proposal, will result in an additional 0.32 MGD of sanitary sewage being added to the project area by 2013.
- Large identified projects – The one large project that has been identified that falls within the Newtown Creek service area is the World Trade Center reconstruction. The EIS for that project has indicated that there will be an additional 1.0 MGD or so of sanitary sewage added to the Newtown Creek service area when the project is completed.

A summary of how the flows were developed herein follow.

Future baseline condition –

1. Existing flow 218 was increased area wide based on DEP flow projections to 227.8 MGD.
2. Flow in lower Manhattan increased by 1 MGD for World Trade Center
3. Flow in rezoning area increased by 0.32 MGD
4. Total flow = $227.8 + 1.0 + 0.32 = 229.1$ MGD

Future flow with rezoning action –

1. Future baseline flow of 229.1 MGD was increased by 2.42 MGD
2. Total flow = $229.1 + 2.42 = 231.5$ MGD

These flows were included in the baseline condition for estimating the changes in CSO overflows associated with the rezoning action. They were distributed to their relative locations either within the rezoning area or outside the rezoning area by linearly increasing the flows in the existing model input files as appropriate.

- Rainfall – Rainfall used in the hydraulic model was the hourly rainfall record for 1988 for the Central Park rain gauge. This rainfall sequence has become the standard for TMDL development and Long Term CSO Planning (LTCP) for work in New York City. In conducting this 1-year simulation, calendar year 1988 rainfall were selected for the rainfall sequence as;
- This rainfall pattern has been shown to represent typical long-term average rainfall conditions for the NYC area.
- Local regulatory personnel in developing of TMDLs for New York Harbor are using this rainfall pattern for other water quality impact evaluations.
- This rainfall pattern contains a fairly wet July that serves to create additional stressors on both the sewers and on water quality.

As noted in the table below, there were 94 storms in the simulation period averaging 7.1 hours each and dropping a total of 44.7 inches of rainfall over the drainage area. As a reasonable worst-case assumption, rainfall was spread equally across the entire Newtown Creek sewer service area.

Table 2.3 Rainfall Statistics

Annual Rainfall Statistics	1988 JFK	1988 Central Park	Long-Term Average (1970-1999)
Total Volume (in)	40.7	44.7	39.2
Return Period (yrs)	2.4	1.9	1.9
Intensity (in/hr)	0.067	0.062	0.055
Return Period (yrs)	10.3	2.6	1.9
Number of Storms	100	94	112
Return Period (yrs)	1.1	1.0	1.9
Storm Duration (hrs)	6.1	7.1	6.1
Return Period (yrs)	2.1	4.9	1.9

- Future CSO controls – As discussed in the previous section, future CSO controls, WPCP modifications and pump stations improvements are being constructed or are planned for construction completion before or near 2013. All of these changes were made to the models

representation of the sewer system except for the CSO retention facility, which would not be constructed until well after 2013.

- Throttling facility operations – Operations of the throttling facilities for the two pump stations were developed as discussed below for the Manhattan and Brooklyn Pump Stations. The rule curve for the Kent Avenue throttling gate operations have not yet been defined other than as indicated in the CSO Facility Plan to provide preferential treatment of the Morgan Avenue wet weather flows. For the purpose of this analysis, the Kent Avenue throttling gate was not made operational and all flows from both the Kent Avenue and Morgan Avenue interceptors were directed to the WPCP. If those flows exceeded the Brooklyn Pump Station maximum flow rate of 400 MGD then the sewers were allowed to backup and overflow according to the local hydraulic conditions.
- Pump Station pump curves – For model calibration about 40% of the total WPCP flow was associated with the Manhattan Pump Station while about 60% of the flows was associated with the Brooklyn Pump Station. This condition was maintained for the future condition analysis by setting the maximum pumping rate for the Manhattan Pump Station to 300 MGD and the maximum pumping rate for the Brooklyn Pump Station to 400 MGD.
- Onsite detention – DEP sewer criteria indicate that applications for new sewer connections are required to provide onsite detention of storm water in certain circumstances. In the rezoning area, the sewers were designed and constructed based on design criteria that result in the sewers having a lower conveyance capacity than would be required of sewers designed today. When this is the case DEP requires new sewer connection applicants to provide onsite detention so that additional storm water added to the existing sewers do not overburden the sewers. This evaluation is done by DEP on a case-by-case basis. The analyses conducted here in were conservative, as it did not account for the reduction in storm water entering the combined sewers from sites where onsite development could be required.
- Sewer modifications – DEP continually modifies sewers and regulators within its collection system to improve their operations. When major projects are proposed the DEP will review the ability of the regulators to properly handle the new flows. In certain cases DEP may develop a new drainage plan in conformance with the current design criteria and may even reconstruct portions of the system to expand its capacity. In that process, DEP would raise the diversion dams within the regulators to assure that they pass the dry weather sanitary flow and twice that dry weather flow to the WPCP for full build out conditions specified in the drainage plan criteria. Raising of the diversion dams would result in lower CSO overflows. No changes were made to the mode of the sewer system to try and account for future changes of the regulator diversion dams.
- Impervious cover – The existing hydraulic model of the sewer system apportions the Brooklyn and Manhattan surfaces within the Newtown Creek sewer service area to pervious and impervious areas. This assignment is done on a gross basis from aerial photographs, land uses, and population density information. It is adjusted during the hydraulic model calibration analyses. It is not done on a lot-by-lot or street-by-street basis. As such, the impervious cover was not adjusted to reflect changes in the surface runoff associated with the proposed rezoning. Changes that create more paved or rooftop surfaces could result in additional runoff while changes that create more grassed areas including Best Management Practices such as rooftop storage or green roofs could reduce runoff.

The analyses conducted were conservative in that no attempt was made in this analysis to try and account for these future changes.

2.3 Changes in Overflows

The InfoWorks model of the Newtown Creek sewer system was used as indicated above to simulate flows in the sewer system during dry and wet weather periods. These simulations were used to calculate on an hourly basis CSO overflow volumes at every outfall in the Newtown Creek WPCP drainage area for the entire simulation year, 2013, both with and without the rezoning action. The results of the model simulations was used to estimate:

- The annual overflow volumes for CSOs in the Newton Creek WPCP drainage area and the rezoning area for future conditions with and without the rezoning action for 2013.
- The annual pollutant loadings from CSOs in the Newton Creek WPCP drainage area and the rezoning area for future conditions with and without the rezoning action for 2013.

The sewer system hydraulic model was used herein to calculate the amount of combined sewage present within the sewer of the Newtown Creek WPCP service area during a 1-year simulation period. An entire year was chosen as the simulation for a number of reasons, as outlined below.

- A full 12-month simulation allows for an evaluation to be made over a variety of storm conditions including small, medium and large events.
- Certain DEP discharge permit reporting requirements revolve around 12-month reporting of combined sewer overflows.
- A full year simulation allows for assessment of storms that overlap each other providing additional stresses on the infrastructure and on the environment.

This rainfall pattern was imposed on the sewer system model to compute the CSO overflows and the wet weather flow to the Newtown Creek WPCP. For the purpose of this analysis the WPCP was assumed to treat a maximum flow in wet weather of 700 MGD, which will be its rated and permitted capacity upon completion of the ongoing construction. For the future condition with the proposed Greenpoint-Williamsburg rezoning, a number of actions have been proposed that could possibly result in some changes in runoff from the connected drainage area.

Based on this information, changes in use of the land areas tributary to the sewer system in the project area will convert a portion of the existing impervious surfaces into pervious surfaces. This would result in a reduction in the amount of runoff from these areas during rainfall periods. For the purpose of this analysis, it however was assumed that there would be no change in the pervious cover in the area and that the amount of runoff in the future will not change from the existing amount.

The InfoWorks model was executed for a few different scenarios to calculate changes in combined sewer overflow volumes and frequency. The results of these analyses are shown in the table below. This table indicates that increase in the base sanitary flow to the WPCP will result in some increase in combined sewer

overflows through the Newtown Creek WPCP drainage area. This occurs because the WPCP is capable of treating a peak wet weather flow of 700 MGD. For the future condition, with the base sanitary dry weather flow at 229 MGD, the WPCP can treat a peak wet weather flow of 471 MGD (700 MGD minus 229 MGD). Any combined sewage present in wet weather beyond a flow of 471 MGD will be discharged into the East River or Newtown Creek.

The following tables provide a summary of the continuous 1-year simulation for each outfall. The tables show the annual volume of overflow and the frequency of overflow for 2013 with and without the rezoning action.

Table 2.4 Summary of Model Output Statistics for 12-month continuous simulation (Brooklyn and Queens Combined Sewer Overflows).

Newtown Creek WPCP CSO Outfall Number	Receiving Water Body	Annual Overflow Volume - 2013 w/o Rezoning (MG/yr)	Annual Overflow Frequency - 2013 w/o Rezoning (events/yr)	Annual Overflow Volume - 2013 with Rezoning (MG/yr)	Annual Overflow Frequency - 2013 with Rezoning (events/yr)
B-003	East River	0.5	10	0.5	11
B-004	East River	27.3	76	28.3	77
B-006	East River	146.4	41	154.5	41
B-007	East River	12.2	39	13.1	40
B-008	East River	37.3	37	38.5	37
B-010	East River	0.0	0	0.0	0
B-012	East River	50.3	34	50.6	34
B-013	East River	76.0	92	76.2	93
B-014	East River	607.5	36	610.6	36
B-015	Newtown Creek	451.1	35	451.5	35
B-019	Newtown Creek	6.4	34	6.4	34
B-021	Newtown Creek	10.1	28	10.3	28
B-022	Newtown Creek	5.4	46	5.5	48
B-023	Newtown Creek	0.6	9	0.6	9
B-024	East River	0.0	0	0.0	0
B-025	East River	0.6	10	0.6	10
B-026	East River	0.4	10	0.4	11
B-027	East River	30.9	70	31.1	70
B-082	East River	0.0	0	0.0	0
B-083	Newtown Creek	601.2	56	601.2	56
Q-029	Newtown Creek	30.3	57	30.3	57
Q-077	Newtown Creek	383.8	56	383.7	56

**Table 2.5 Summary of Model Output Statistics for 12-month continuous simulation
(Manhattan Combined Sewer Overflows).**

Newtown Creek WPCP CSO Outfall Number	Receiving Water Body	Overflow Volume - 2013 w/o Rezoning (MG/yr)	Overflow Frequency - 2013 w/o Rezoning (events/yr)	Overflow Volume - 2013 with Rezoning (MG/yr)	Overflow Frequency - 2013 with Rezoning (events/yr)
M-005	East River	22.2	24	22.2	24
M-011	East River	0.0	0	0.0	0
M-016	East River	1.7	10	1.7	10
M-017	East River	0.0	0	0.0	0
M-018	East River	10.0	36	10.0	36
M-020	East River	5.9	17	5.9	17
M-028	East River	0.0	0	0.0	0
M-030	East River	0.0	4	0.0	4
M-031	East River	0.1	4	0.1	4
M-032	East River	6.2	10	6.2	10
M-033	East River	0.1	5	0.1	5
M-034	East River	0.5	7	0.5	7
M-035	East River	2.5	13	2.5	13
M-036	East River	49.7	14	49.7	14
M-037	East River	0.3	2	0.3	2
M-038	East River	4.6	13	4.6	13
M-039	East River	0.8	3	0.8	3
M-040	East River	0.1	1	0.1	1
M-041	East River	13.4	13	13.4	13
M-042	East River	1.0	7	1.0	7
M-043	East River	3.0	14	3.0	14
M-044	East River	0.2	3	0.2	3
M-045	East River	17.7	22	17.7	22
M-046	East River	3.4	11	3.4	11
M-047	East River	0.5	7	0.5	7
M-048	East River	9.0	25	9.0	25
M-049	East River	8.6	10	8.6	10
M-050	East River	14.6	18	14.6	18
M-051	East River	0.0	3	0.0	3
M-052	East River	10.0	10	10.0	10
M-053	East River	0.9	10	0.9	10
M-054	East River	0.3	5	0.3	5
M-055	East River	1.6	15	1.6	15
M-056	East River	34.1	34	34.1	34
M-057	East River	5.5	14	5.5	14
M-058	East River	15.5	24	15.5	24

**Table 2.5 Summary of Model Output Statistics for 12-month continuous simulation
(Manhattan Combined Sewer Overflows - continued).**

Newtown Creek WPCP CSO Outfall Number	Receiving Water Body	Overflow Volume - 2013 w/o Rezoning (MG/yr)	Overflow Frequency - 2013 w/o Rezoning (events/yr)	Overflow Volume - 2013 with Rezoning (MG/yr)	Overflow Frequency - 2013 with Rezoning (events/yr)
M-058	East River	15.5	24	15.5	24
M-059	East River	16.6	34	16.6	34
M-060	East River	1.0	12	1.0	12
M-061	East River	0.5	8	0.5	8
M-062	East River	8.5	40	8.5	40
M-063	East River	10.7	13	10.7	13
M-064	East River	2.8	13	2.8	13
M-065	East River	0.2	4	0.2	4
M-066	East River	18.3	32	18.3	32
M-067	East River	1.7	8	1.7	8
M-068	East River	0.0	0	0.0	0
M-069	East River	2.9	10	2.9	10
M-070	Hudson River	0.2	4	0.2	4
M-071	Hudson River	5.2	54	5.2	54
M-072	Hudson River	6.0	15	6.0	15
M-073	Hudson River	13.3	14	13.3	14
M-074	Hudson River	4.3	12	4.3	12
M-075	Hudson River	34.1	14	34.1	14
M-076	Hudson River	123.3	38	123.3	38
M-078	East River	3.0	21	3.0	21
M-079	Hudson River	0.7	4	0.7	4
M-080	Hudson River	3.1	11	3.1	11
M-081	Hudson River	3.2	11	3.2	11
M-087	East River	2.2	8	2.2	8
TG-51a	East River	1.0	10	1.0	10

The table below summarizes the total calculated CSO overflow volume for the base year with and without the rezoning action. Overall as shown in the previous tables, the frequency of overflow and amount of overflow is anticipated to increase slightly from CSOs in Brooklyn. There will be an increase in CSO events from 776 events a year to 783 events a year, an increase of 0.9 percent. Neither the frequency of overflows nor the overflow volumes are calculated to increase from Manhattan CSOs.

Table 2.6 Summary of Overflows Associated with Rezoning

Of the total 2013 overflow of 2,983 without the project, some 312 MG/yr are calculated to come from CSOs adjacent to the proposed rezoning areas. Some 505 MG/yr are calculated to overflow from CSOs	2013 CSO Overflow Volume (MG) – No project	2013 CSO Overflow Volume (MG) – With project	Increase in CSO (MG)	Change in CSO %	
	Entire Newton Creek WPCP area	2,983	2,999	16	0.5
	Outfalls within Rezoning Area	312	324	12	3.8
	Outfalls Outside Rezoning Area	2,671	2,675	4	0.1

in Manhattan. Over 1,489 MG/yr is calculated to overflow into Newtown Creek.

As indicated in this table, the total amount by which the rezoning action would increase annual CSOs is 16 MG an increase of 0.5 % of the total CSO discharged from the Newtown Creek WPCP drainage area in a given year. Almost all of that increase will be to CSOs discharging to the East River. The rezoning action would increase CSO overflows discharging into Newtown Creek by 0.4 MG/yr over a base amount of 1,489 MG/yr. The proposed rezoning will not result in any increase in CSO overflows from Manhattan.

3.0 CSO Pollutant Loadings

Pollutant loadings from the additional CSO overflows were developed herein based on the change in overflow shown in the table above and approximate CSO overflow quality as described in the following table. In the analysis, it was assumed that over the long term Newtown Creek WPCP CSO is composed of 90 % stormwater and 10 %. This assumption was confirmed through use of the InfoWorks model.

Table 3.1 Typical CSO Quality			
Water Quality Constituent	Sanitary Waste Concentration (mg/l)	Storm Water Concentration (mg/l)	Typical CSO Concentration (mg/l) at 90 % Storm Water
Total Suspended Solids (TSS)	160	15	29.5
CBOD-5	130	15	26.5
Total Nitrogen (TN)	23.9	1.8	4.2
Total Phosphorus (TP)	3.6	0.11	0.5
Fecal Coliform Bacteria (no/100ml)	10 x 10 ⁶	0.125 x 10 ⁶	1.1 x 10 ⁶
Zinc (µg/l)	143	154	153
Lead (µg/l)	21	28	27
Copper (µg/l)	96	35	41

Combining these approximate CSO concentrations with the annual CSO loadings summarized above leads to development of the following CSO pollutant loading increases as a result of the proposed rezoning proposal.

Table 3.2 Changes in CSO Mass Loading from Rezoning Action

	Water Quality Constituent	Annual CSO Pollutant Load Increase (lbs/yr)	Normalized CSO Pollutant Increase (lbs/event)
Pollutant loadings from other facilities, which discharge into the East River in the area of the proposed action, are summarized below. The tables below provide a summary of the allowable effluent mass limits and those currently being discharged on an annual average basis from the WPCP located near the rezoning area along the East River. A normalized overflow mass	Total Suspended Solids (TSS)	3,936	112
	BOD-5	3,536	101
	Total Nitrogen (TN)	560	16
	Total Phosphorus (TP)	67	1.9
	Fecal Coliform Bacteria (Organisms)	+ 0.5 %	+ 0.5 %
	Zinc	20	0.6
	Lead	3.6	0.1
	Copper	5.5	0.2

loading estimate is also provided in this table based on an approximate average of 35 overflows per year as is shown in the last column of this table.

Table 3.3 Newtown Creek WPCP Effluent Mass Loading

Water Quality Constituent	Newtown Creek WPCP – SPDES Permitted Effluent Loading (lbs/day)	Actual FY 2003 Newtown Creek WPCP Effluent (lbs/day)
Total Suspended Solids (TSS)	90,489 (interim limit as per Consent Order)	63,520
BOD-5	116,343 (interim limit as per Consent Order)	87,340
Total Nitrogen (TN)	49,900 (w/Red Hook through 7/2004)	35,730+ 4,815 =40,545
Total Phosphorus (TP)	N.A.	4,760
Fecal Coliform Bacteria (organisms/day)	28 x 10 ¹² @2,400/100ml	0.36 x 10 ¹² @40/100ml
Zinc	N.A.	103.0
Lead	N.A.	41.2
Copper	N.A.	60.5

Table 3.4 Red Hook WPCP Effluent Mass Loading

Water Quality Constituent	Red Hook WPCP – SPDES Permitted Effluent Loading (lbs/day)	Actual FY 2003 Red Hook WPCP Effluent (lbs/day)
Total Suspended Solids (TSS)	15,000	2,135
CBOD-5	13,500	2,400
Total Nitrogen (TN)	49,900 (w/Newtown Creek through 7/2004)	4,815+35,730 = 40,545
Total Phosphorus (TP)	N.A.	736
Fecal Coliform Bacteria (organisms/day)	4 x 10 ¹² @2,400/100ml	0.04 x 10 ¹² @40/100ml
Zinc	N.A.	9.3
Lead	N.A.	0.3
Copper	N.A.	1.7

Table 3.5 Wards Island WPCP Effluent Mass Loading

Water Quality Constituent	Wards Island WPCP – SPDES Permitted Effluent Loading (lbs/day)	Actual FY 2003 Wards Island WPCP Effluent (lbs/day)
Total Suspended Solids (TSS)	69,000	12,880
CBOD-5	57,000	12,880
Total Nitrogen (TN)	73,900 (w/H.P, T.I & B.B through 7/2004)	17,416+26,075+7,938+17,775= 69,204
Total Phosphorus (TP)	N.A.	3,060
Fecal Coliform Bacteria (organisms/day)	25 x 10 ¹² @2,400/100ml	0.22 x 10 ¹² @40/100ml
Zinc	N.A.	50.0
Lead	N.A.	2.7
Copper	N.A.	14.3

The mass loading shown in the three tables above and as summarized in the table below, for the Newtown Creek WPCP, the Red Hook WPCP and the Wards Island WPCP put a perspective on the change in CSO loadings associated with the 2.42 MGD increase in sanitary sewage flow from the proposed rezoning. In the table below, the CSO loading has been normalized to a daily average loading for comparison to the WPCP loadings. As indicated, the New York State DEC has allowed the City through the SPDES permits to discharge a total of 174,489 lbs/day of TSS to the section of the East River near the proposed rezoning action. The changes in CSO overflow TSS loadings for the average storm event is only 10.8 Lbs/day or about 112 lbs/event compared to this WPCP discharge, which is permitted by DEC. Further, the City is only currently discharging 78,535 lbs/day from these three WPCP almost 95,000 lbs/day lower than the allowable mass loading.

Table 3.6 Comparisons Between WPCP and CSO Mass Loadings to East River

Water Quality Constituent	WPCP Loads to East River (Lbs/day) Permitted	WPCP Loads to East River (Lbs/day) Current	Newtown Creek WPCP Area CSO Loads (Lbs/day)	Change in CSO Loads from Rezoning Action (Lbs/day)
Total Suspended Solids (TSS)	174,489	78,535	2,010	10.8
CBOD-5	186,484	102,620	1,806	9.8
Total Nitrogen (TN)*	49,900	40,545	286	1.6
Total Phosphorus (TP)	N.A.	8,556	34	0.2
Fecal Coliform Bacteria	57 x 10 ¹² @2,400/100ml	0.62 x 10 ¹² @40/100ml	341 x 10 ¹² (Organisms/day)	1.9 x 10 ¹² (Organisms/day)
Zinc	N.A.	162.3	10.4	0.06
Lead	N.A.	44.2	1.9	0.01
Copper	N.A.	76.5	2.8	0.015

Note: * - Red Hook and Newtown Creek WPCPs only

3/2/2005 3:30 PM

36 of 37

Similarly for CBOD-5 the New York State DEC has allowed the City through the SPDES permits to discharge a total of 186,843 lbs/day to the section of the East River near the proposed rezoning action. The changes in CSO overflow CBOD-5 loadings for the average storm event is only 9.8 Lbs/day or about 101 lbs/event compared to this WPCP discharge, which is permitted by DEC. Further, the City is only currently discharging 102,620 lbs/day from these three WPCP, which is over 80,000 lbs/day lower than the allowable mass loading.

Effluent levels of Total Nitrogen (TN) discharged to the East River from WPCPs are permitted by NYSDEC as bubble limits incorporating multiple plants. In the fiscal year 2003, the Newtown Creek WPCP and the Red Hook WPCP, which are grouped together for purposes of Nitrogen effluent limits, discharged Nitrogen in the amount of 40,545 lbs/day. The increase of 1.6 lbs/day that is expected to result from the rezoning action is insignificant compared to this current discharge, and any resulting water quality impacts would be undetectable.

Similarly, TP and the representative metals loadings are a very small fraction of the total mass discharges to the lower East River. The increases in CSO fecal coliform loadings are small in comparison to the existing loadings being only about a 0.5 percent increase.

The information demonstrates that the total amount by which the rezoning action would increase the annual amount of CSOs is 16 MG, an increase of only 0.5 % over the total CSO discharged from the Newtown Creek WPCP drainage area in a given year. Almost all of the increase in CSO load that is associated with the proposed rezoning will be in outfalls to the East River. Moreover, as shown above, for most pollutants CSO loadings to the East River from the Newtown Creek WPCP service area themselves are small in comparison to the amount of pollutants discharged from WPCPs, and as such, CSOs generally contribute only a minor amount of pollution to this waterbody. As a result, it can be extrapolated that any water quality impacts to the East River from the small 16 MG/yr increase in CSOs would be insignificant and likely be undetectable.

The only other water body that will experience and increase in CSO overflows as a result of the rezoning proposal is Newtown Creek. These overflows in an amount of 0.4 MG/yr are also insignificant in comparison to the 1,489 Mg/yr that will be discharged into Newtown Creek if the rezoning were not occur. As such, it can be extrapolated that any water quality impacts in Newtown Creek from the small 0.4 MG/yr increase in CSOs would be insignificant and would likely be undetectable.