

CITY PLANNING COMMISSION

December 19, 2001/Calendar No. 23

N 990152 NPK

IN THE MATTER OF a plan concerning the Greenpoint neighborhood in the northern portion of Community District 1, submitted by Brooklyn Community Board One, for consideration pursuant to Section 197-a of the New York City Charter. The proposed plan for adoption is called the "**Greenpoint 197-a Plan**", CD 1, borough of Brooklyn.

BACKGROUND

In an extensive process of public outreach and community participation that began in 1989, Brooklyn's Community Board 1 articulated its vision for the Greenpoint community in a comprehensive plan called the *Greenpoint 197-a Plan*. Originally, a single plan was to cover all of the East River waterfront within the Community District, but in 1997 the Board decided to prepare two separate plans, one for the entire Greenpoint community in the northern portion of the district and another for the Williamsburg waterfront to the south. After several community workshops, public forums and outreach to the business community, the Greenpoint plan was drafted and presented at a public meeting of Community Board 1 on September 16, 1998 and, on October 14, 1998, the Board voted to approve the plan for review pursuant to Section 197-a of the New York City Charter. The plan was submitted to the Department of City Planning on October 21, 1998, in accordance with the City Planning Commission's *Rules for the Processing of Plans Pursuant to Charter Section 197-a* (197-a rules).

PLAN DESCRIPTION

The Greenpoint 197-a plan represents a decade-long effort by residents, local community organizations, business leaders and Community Board 1 to fashion a blueprint for how the community's neighborhoods can best be developed, its problems addressed, and its promise achieved. To strengthen Greenpoint's neighborhoods and to build upon its historic and cultural base, the plan offers a comprehensive set of recommendations for the community, which includes the East River and Newtown Creek waterfronts, Bushwick Inlet, McCarren Park, industrial enclaves and a variety of residential and mixed-use neighborhoods.

The plan's study area, as modified, is bounded on the west by the East River, on the north and east by Newtown Creek and on the south by North 12th Street, Bayard Street, Meeker Avenue, Metropolitan Avenue, Maspeth Avenue, Morgan Avenue and the Brooklyn-Queens Expressway. Demographic and land use information covers an area roughly coterminous with zip code 11222.

Greenpoint's East River waterfront, which is zoned for heavy industry (M3) in a relatively narrow band between the river and West Street or Commercial Street, contains some vacant properties and potential redevelopment sites such as the 20-acre former Greenpoint Terminal Market (GTM) site and the Greenpoint Lumber Exchange. The M3 zoning district extends north and east in a wider swath along Newtown Creek where the Newtown Creek Water Pollution Control Plant (WPCP) and the Department of Sanitation's Greenpoint Marine Transfer Station (MTS) and former incinerator site are located, along with a wide range of light and heavy industrial uses. The core of Greenpoint's residential community, generally zoned R6, lies between these two waterfront industrial areas and is separated from them by a light industrial district (M1) which itself contains a number of non-conforming residential buildings and illegal loft conversions. Manhattan Avenue functions as Greenpoint's commercial spine.

The major objectives of the plan are to: revitalize Greenpoint's historic waterfront and make it accessible to the public; develop connections and view corridors between the Manhattan Avenue shopping district and the East River waterfront; clean and renew Greenpoint's environment; build upon Greenpoint's historic mixed use character; create additional cultural and educational facilities; provide community services for senior citizens and youth; maintain and improve mass transit; regulate automobile and truck traffic in residential neighborhoods; reestablish historic connections to the north by rebuilding a pedestrian bridge to Long Island City; and lay the groundwork for rezoning proposed study areas in Greenpoint.

The first chapter of the plan includes an overview of the plan and its objectives, study area boundaries, and the planning process. The second chapter presents the planning and

development context, and a summary of the opportunities and constraints inherent in the future development of Greenpoint. The third chapter presents population characteristics of study area residents and describes existing conditions pertaining to zoning and land use, environmental conditions, housing, business and jobs, and community facilities.

The fourth chapter, which forms the basis of the Greenpoint 197-a plan, presents approximately 90 specific recommendations in response to the conditions, opportunities and constraints described in preceding chapters. The recommendations are categorized by topic, including zoning and land use, environmental protection, open space and waterfront access, housing and historic preservation, economic development and quality of life, transportation and infrastructure, and community facilities. A final chapter outlines implementation strategies and potential funding sources.

The plan's recommendations, some of which were deleted or modified by the Board during the course of review, propose a long-term vision for the Greenpoint community that includes a continuous publicly accessible waterfront, a restored housing stock in existing residential neighborhoods, opportunities for new housing, commercial and light industrial uses in rezoned areas along and upland of the East River waterfront, an expanded historic district, revitalized commercial streets, a significantly improved environment, and a high quality of life for its residents and workers. The recommendations also address enforcement and implementation issues pertaining to environmental cleanup and adult entertainment regulations.

THRESHOLD REVIEW AND DETERMINATION

Pursuant to Section 3.010 of the 197-a rules, Department staff conducted a threshold review of the plan's consistency with standards for form, content, and sound planning policy and, on January 19, 1999, informed Community Board 1 that the format of the plan, as originally submitted on October 21, 1998, would have to be revised and certain other deficiencies corrected in order to complete threshold review. The sponsor submitted the plan in revised format on February 3, 1999 and further revisions and clarifications in response to Department comment on

March 8, 1999 and June 1, 1999. On August 16, 1999, the City Planning Commission determined that the *Greenpoint 197-a Plan* met threshold standards for form and content, and environmental review commenced.

ENVIRONMENTAL REVIEW

This application (N 990152 NPK) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 00DCP037K. The lead is the City Planning Commission.

After a review of the potential environmental impacts of the proposed plan, a Negative Declaration was issued on February 23, 2000. It was determined that the 197-a plan would not, in itself, result in construction, funding, or approval of projects or changes in regulations by city agencies nor does the 197-a plan advance or effectuate any change or activity that would trigger environmental impacts.

On February 28, 2000 the plan was duly referred to Community Board 1 and the Brooklyn Borough President for review and comment, in accordance with Article 6 of the 197-a rules.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW

This application (N 990152 NPK) was reviewed by the City Planning Commission in its role as City Coastal Commission for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), adopted by the Board of Estimate on September 30, 1982 (Calendar No. 17), pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981 (New York State Executive Law, Section 910 et. seq.). The designated WRP number is 98-110.

On January 12, 2000 this action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

COMMUNITY BOARD PUBLIC HEARING

In accordance with Section 6.020 of the 197-a rules, Community Board 1 did not hold a public hearing at this time since it held one on September 16, 1998 prior to filing the plan. The Board remained strongly in support of the plan and, at a later date during Commission review of the plan, voted on June 12, 2001 to approve modifications to the plan.

BOROUGH PRESIDENT RECOMMENDATION

The Borough President of Brooklyn held a public hearing on June 8, 2000 on the *Greenpoint 197-a Plan* and, on June 30, 2000, submitted a resolution recommending approval of the plan. Offering support and assistance with implementation, the Borough President noted the plan's consistency with his 1998 *Strategic Policy Statement for the Borough of Brooklyn*, particularly policies that would encourage neighborhood planning; facilitate zoning that recognizes the mixed land use character of many industrial areas; initiate zoning changes where appropriate to facilitate housing and commercial development; strengthen local commercial corridors; and increase street tree planting, waterfront access and recreational opportunities.

The Borough President urged inclusion of the Withers Street area in the plan, expressed support for City Planning's designation of the Newtown Creek waterfront as a "significant maritime and industrial area"; and emphasized the need to strike a balance between industrial and residential uses. Specifically, the Borough President expressed reservations about the plan's proposals for a "high performance industrial zoning district" and sought clarification of proposals for implementing "good neighbor" agreements.

CITY PLANNING COMMISSION PUBLIC HEARING

On August 9, 2000 (Calendar No. 3), the City Planning Commission scheduled August 23, 2000 for a public hearing on this application (N 990152 NPK). The hearing was duly held on August 23, 2000 (Calendar No. 12).

There were sixteen speakers in favor of the plan and none opposed.

Speakers in favor included the New York State Assemblyman representing the Greenpoint community as well as representatives of the Borough President, the New York State Senator, the City Council member, Community Board 1, and neighborhood business and civic organizations. All presented testimony in support of the plan. Many speakers praised the planning process and urged the Commission to approve the plan.

The Chair of the Community Board's waterfront committee gave a brief summary of the plan's goals and objectives. She emphasized the need for improved access to the waterfront and sustainable development in a community whose residents believe is one of the country's most environmentally burdened.

Residents of the Withers Street area supported the plan's recommendations, but urged the Commission to include their neighborhood within the 197-a plan boundary. The area is just south of the Brooklyn-Queens Expressway and is generally bounded by Kingsland Avenue, Frost Street, Morgan, Maspeth, Metropolitan and Union avenues.

A representative of the East Williamsburg Industrial Development Corporation (EWIDCO) pointed out that the East Williamsburg Industrial Park is adjacent to the Withers Street area. He supported the request to include the area in the plan's boundaries but cautioned the Commission not to include any parts of the East Williamsburg Industrial Park in the Greenpoint 197-a plan.

The consultant for the 197-a plan supported inclusion of the Withers Street area in the plan boundaries. He further stated that this community has more than its fair share of noxious industrial uses and waste transfer facilities, creating unsafe conditions for the residents. He and others testifying emphasized the need to selectively rezone East River sites zoned for manufacturing and to encourage high-performance clean industries to reduce the environmental burdens and expand the job base in Greenpoint.

CONSIDERATION

The Commission has carefully reviewed and considered the *Greenpoint 197-a Plan*, as originally submitted by Brooklyn Community Board 1 on October 21, 1998 and as clarified and modified by the Board on several occasions up to and including December 12, 2001. The Commission commends the Board and its Waterfront Committee for their collaborative approach in developing a 197-a plan responsive to the concerns of Greenpoint's residents and businesses and to the issues raised by city agencies affected by the plan. As a result of this cooperative effort, the plan as modified should result in a useful guide for city policy in keeping with the purpose and intent of 197-a plans.

In general, the Commission concurs with the plan's objectives and broad strategies for improving public access to the Greenpoint waterfront and for promoting residential and mixed land uses where appropriate. The Commission observes that the plan is largely consistent with the Department's waterfront zoning regulations and its own waterfront plans, including the 1992 *New York City Comprehensive Waterfront Plan* and the 1994 *Plan for the Brooklyn Waterfront*.

Although the Commission paid particular attention to the land use-related proposals in its consideration of the plan, it takes note of the comprehensive scope of the plan, including recommendations for a variety of public investments and service improvements. The Commission urges other agencies to consider the plan as guidance for pertinent actions, but recognizes that many of the recommendations to enhance services, develop new infrastructure or

to expand public access to the waterfront are dependent upon funding availability, competing citywide priorities, and city agency constraints. For example, proposals for development of the USS Monitor Park and Marina, a light rail system along Manhattan Avenue and a Manhattan Avenue footbridge to Queens are likely to require extensive planning and analysis before determining their feasibility and their priority for public investment. In addition, many waterfront access enhancements are expected to take place over time, contingent on private residential and commercial developments subject to waterfront zoning public access requirements.

The Commission recognizes that much of the impetus for this plan stemmed from the community's strong opposition to waste transfer use, and its fervent belief that the East River waterfront is poised for significant land use changes that build upon its proximity to cohesive residential neighborhoods, thriving shopping streets and community facilities, mass transit, and its spectacular views of the Manhattan skyline.

Some progress has already been made toward achieving the plan's objectives, which are largely consistent with ongoing city initiatives. The City has demolished three deteriorated East River piers and is now planning to build a waterfront esplanade between Kent and Java streets. The Whale Creek esplanade adjacent to the Greenpoint Water Pollution Control Plant is currently under construction. Plans are being developed for street-end waterfront access at the foot of Manhattan Avenue. Furthermore, in view of the fact that Community District 1 is the only district with more than 20% of the city's waste transfer stations, the Giuliani Administration has agreed that it will not permit any new putrescible or non-putrescible waste transfer stations to commence operations in the district.

With respect to the objections the Department of Sanitation (DOS) had raised at the Williamsburg 197-a Plan Public Hearing to rezonings of M2 and M3 properties, the Commission understands that City Planning and Sanitation staff followed up with further discussion of the matter. As a result of these discussions and an exchange of information, DOS will not oppose

selective rezoning of East River development sites. This approach is consistent with the plan's stated intent of promoting redevelopment along the East River, and reserving the Newtown Creek waterfront and adjacent upland for industrial uses.

The Commission is well aware of the Community Board's desire to limit waste management operations in Greenpoint, and understands its concerns with respect to effects on the residential community. Originally, the plan called for a permanent ban on any new or relocated public or private waste facility in Greenpoint, halting expansion of the Greenpoint marine transfer station beyond 2,215 tons per day, and reuse of the adjacent incinerator site for public events and environmentally friendly purposes. The Commission, however, firmly believes that DOS must retain use of its existing sites in order to provide essential services and to plan for an environmentally sound waste export system. After extensive discussion regarding the city's overall needs for waste handling, the community revised its plan to call for a continuation of the moratorium in CD 1 until DOS's study of the commercial waste stream is completed, reviewed and adopted. It also recommends that implementation or further modification of the NYC Solid Waste Management Plan should seek to lessen adverse effects of waste management facilities on Greenpoint's residential community. In recognition of DOS's need to maintain flexibility on the reuse of property it already manages, the Board has further modified the plan to propose that any demolition of the incinerator or reuse of the site should be performed in accordance with all relevant regulations and take into account the environmental concerns of the community. The Commission concurs with the Board's modifications which strike a thoughtful balance between its understandable environmental concerns and broader citywide needs and constraints.

Land use and zoning recommendations in the Greenpoint Plan strongly endorse mixed-use redevelopment of the entire East River waterfront and certain adjacent upland areas zoned for manufacturing. The plan originally recommended that the entire M3-zoned East River waterfront be rezoned to permit new housing, commercial uses and clean industry, in addition to separate recommendations for zoning changes in each of six study areas previously identified by the Department. After extensive discussion, the Community Board reached consensus that

certain waterfront parcels might not warrant zoning change without further study, and recommended instead that the entire East River waterfront be examined to determine its potential for rezoning to M1 or other districts that would create opportunities for new housing, commercial activities, and retention of clean and compatible businesses.

The Commission notes that the plan originally called for establishing a new High Performance Manufacturing District in the entire M3 district along Newtown Creek. Recognizing the citywide implications of such a proposal, the Board revised this plan as well as the Williamsburg plan to call for formation of an interagency task force to study the principle of high performance zoning on a citywide basis.

The Community Board also recognized the citywide implications of its original recommendation regarding restrictions on adult uses and revised it to fit within the existing legal framework. The Board originally called for an outright prohibition on adult entertainment establishments in Greenpoint. Acknowledging that such a proposal could subject the regulations to further legal challenges and that recent amendments to the text strengthened the city's ability to enforce the regulations, the Board modified the recommendation to call for strong enforcement of the zoning regulations in manufacturing and commercial districts.

A recommendation to restrict the development of superstores was revised to support neighborhood-scale retail development, such as mid-size supermarkets, that serve the needs of the local community. The Commission understands that, while the Community Board supports zoning changes that would permit development of essential neighborhood retail services, it is strongly opposed to the development of stores that serve a larger market.

Residents of the Withers Street area urged the Commission to include their neighborhood just south of the Brooklyn-Queens Expressway within the 197-a plan boundary. The Commission is pleased that the Community Board modified the plan to include the area and to indicate that all general recommendation in the plan would apply to this 30-block area..

Finally, the Commission is pleased that the Department has already begun implementation of many of the plan's land use recommendations by undertaking the detailed studies needed for developing specific rezoning proposals for the area. The Commission acknowledges the complexity of the effort but nonetheless urges the Department to complete the proposals, in close consultation with the Greenpoint community, and to present them for public review as expeditiously as possible.

RESOLUTION

RESOLVED, that the City Planning Commission finds that the action described herein will have no significant effect on the environment, and be it further

RESOLVED, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed action will be consistent with WRP policies, and be it further

RESOLVED, by the City Planning Commission, pursuant to Section 197-a of the New York City Charter, that the plan, *Greenpoint 197-a Plan*, submitted by Brooklyn Community Board 1, is approved with the following modifications:

Whereas, approved 197-a plans guide the future actions of public agencies; and

Whereas, approved 197-a plans cannot preclude subsequent actions by the City Planning Commission and the City Council in their review of possible future applications under other charter-described processes; and

Whereas, many of the zoning and land use recommendations in this 197-a plan will require subsequent approval of 197-c zoning map change applications, which have their own defined review procedures; and

Whereas, the recommendations and proposals contained in Chapter Four of the *Greenpoint 197-a Plan* are hereby replaced and modified as follows:

GREENPOINT 197-A PLAN RECOMMENDATIONS

Rezoning Principles

1. Establish zones that allow both market-rate and affordable housing and commercial redevelopment to take place.

Note: While zoning cannot assure affordability, it should be one of the criteria for obtaining community support for any proposed development.

2. Require waterfront developers to comply with all public access requirements.

Note: While public access is not mandated in manufacturing districts, it should nevertheless be strongly encouraged.

3. Examine the entire East River waterfront district for rezoning from M3 to M1 or other districts that would create opportunities for new housing, commercial activities, and the retention of clean and compatible businesses. Consider the principle of high performance zoning on a citywide basis.

Note: Parcels where active light industry exists should be rezoned from M3 to M1. The M3 district along Newtown Creek provides adequate opportunity for heavy industry and municipal uses within CD 1.

Specific Zoning Recommendations

4. Study each of the Department of City Planning zoning study areas listed below for their potential to be rezoned from M3 or M1 to zoning districts that would permit residential, light manufacturing or mixed uses. Specific zoning districts cited are illustrative only.

Area 1: Expand to include four additional waterfront blocks; rezone from M1-1 to mixed use (e.g., R6/M1-1)

Area 2: Rezone from M3-1 to residential and mixed use (e.g., R6 and R6/M1-1); rezone the Greenpoint Manufacturing and Design Center (GMDC) site from M3-1 to M1-1. (Note: The community would like to see GMDC remain, and it understands that the owner of the Lumber Exchange desires to develop the site in accordance with the principles outlined in the 197-a Plan.)

Area 3: Increase enforcement of performance standards in the existing M1-1 district; rezone McGuinness Boulevard block fronts from M1-1 to mixed use (e.g. R6/M1-1) to accommodate existing non-conforming residential uses.

Area 4 (GTM site): Rezone to permit medium-density contextual residential development, with a commercial overlay supporting neighborhood-scale retail development. Every effort should be made to provide affordable housing on this site and to encourage preservation of existing structures.

Area 5: Rezone from M1-1 to mixed use (e.g., R6/M1-1).

Area 6: Examine two sites for rezoning from M1-2 to R6.

Area 15: Study further for potential mixed use zoning.

5. Establish a task force to examine the principle of high performance zoning on a citywide basis.

Note: The urban landscape is changing. The decline of older heavy manufacturing districts and trend toward mixed use districts that include residential, light industrial, commercial and other uses in close proximity, warrants re-examination of industrial performance standards, based upon increased knowledge of environmental hazards associated with certain uses and technological advances that have improved the performance of other uses over time.

The Community Board recognizes that this is a citywide issue and technically outside the scope of a community 197-a plan. Yet, Williamsburg and Greenpoint represent a number of neighborhoods in New York City that are undergoing transition from heavy manufacturing to light manufacturing, residential and mixed use. All of these neighborhoods would gain considerably from a clear understanding of current industrial uses and methods and a revised approach to performance standards.

6. Strongly enforce adult entertainment regulations in manufacturing and commercial districts.

Note: The community welcomes DCP's amendments to the adult entertainment zoning text that clarify restrictions and strengthen the city's ability to enforce the regulations.

7. Where feasible, undertake 197-c zoning actions concurrent with 197-a review, in consultation with the community.

Environment

8. Continue the moratorium on new putrescible or non-putrescible waste transfer facilities in Brooklyn Community District 1 until the Department of Sanitation's study of the commercial waste stream is completed, has undergone extensive public review and is adopted.

Note: City Council approval of the NYC Solid Waste Management Plan Modification on November 29, 2000 was contingent upon DOS undertaking a comprehensive study of the city's commercial waste stream. As part of the study, DOS must consider what would constitute good siting regulations – including the clustering and saturation of transfer stations – and other provisions to protect public health and safety. In a separate agreement, the Administration has placed a moratorium on the permitting of any new putrescible or non-putrescible waste transfer facilities in Brooklyn Community District One. It is unclear how long the moratorium will remain in effect. [See Williamsburg 197a Plan]

9. Implementation of the city's Solid Waste Management Plan for municipal solid waste (MSW), particularly proposals for the use of the Greenpoint Marine Transfer Station, as well as regulations affecting facilities handling commercial waste, should take into account the extent to which waste management facilities are concentrated in Community District 1.

Note: Community Board 1 acknowledges that the Greenpoint MTS is a critical component of the city's solid waste management infrastructure and that the city's long-term export plan approved by the City Council calls for the MTS to handle an average of 990 tpd of Brooklyn MSW and an average peak capacity of 1,140 tpd, less than half the average and peak amounts of Brooklyn and Queens MSW handled before the Interim Waste Export contracts took effect. In addition, in its study of the commercial waste stream, the Department of Sanitation has committed to discussions about the potential need for changes in commercial waste management practices with individuals, community leaders and elected officials from affected communities such as Greenpoint.

The community recognizes that the Department of Sanitation must retain a certain degree of flexibility to ensure a reliable and environmentally sound waste export system. It believes, however, that implementation, or any further modification, of

the New York City Solid Waste Management Plan should seek to lessen adverse effects of waste management facilities on Greenpoint's residential community.

10. Establish environmental monitoring and education stations and programs, involving local organizations, in parks and public spaces throughout Greenpoint.
11. Establish environmental training and remediation programs for youth.
12. Encourage clean, environmentally friendly industry; reduce pollution levels; enforce regulations.
13. Increase 94th Precinct participation in environmental protection enforcement.
14. Offer tax credits and technical assistance to promote sustainable business practices
15. Develop a strategy to improve water quality of East River and Newtown Creek.
16. Dredge Newtown Creek after Mobil cleanup to restore natural ecological balance and allow for recreational uses that would not conflict with legal industrial uses.
17. The city should work with DEC and EPA to enforce accelerated cleanup of Mobil Oil spill and create a Mobil Oil Reclamation Fund from proceeds of reclaimed oil to finance open space amenities.
18. Develop a greening program for alleyways, rooftops, squares, intersections, etc. Provide incentives and technical assistance to promote greening of private property.
19. Plant trees every 25' on every block; encourage backyard tree planting.

20. Plant foliage wherever possible; green and narrow intersections where feasible to discourage truck traffic from entering residential districts.
21. Require permeable paving where feasible.
22. Reduce permitted pollution levels in Greenpoint and bring into conformance with national average and EPA standards within 15 years.
23. Any dismantling of the Greenpoint incinerator and reuse of the site should be performed in accordance with all city, state and federal regulations, and take into account the environmental concerns of the community.
24. Explore the feasibility of establishing a boat launch at Whale Creek or another acceptable site along Newtown Creek east of McGuinness Boulevard to accommodate small craft and provide public access for sitting and viewing.
25. The community is strongly opposed to any further expansion of the Greenpoint WPCP.
26. Design the WPCP to reflect and enhance area architecture.
27. Implement a CSO abatement plan concurrent with WPCP upgrade.
28. Develop a green buffer area between the WPCP and residential area.
29. Expand/upgrade sewer lines in Greenpoint.

Waterfront Access / Open Space

30. Develop waterfront access plans (WAP) where necessary, as East River waterfront parcels are redeveloped for residential or mixed use, and to link publicly accessible waterfront sites This supports recommendations to create waterfront promenades linking

to Williamsburg at North 12th Street, up to and including Manhattan Avenue .A WAP may be necessary if the unique conditions of a rezoned site make it difficult to comply with generic waterfront zoning.

31. Undertake streetscape capital improvements on specified public access routes.
32. Remove illegal physical and visual barriers to the waterfront. Reconstruct demolished piers where possible, using EDC funds for public access improvements. Improvements should be undertaken with the full knowledge and participation of the interested community-based organizations and individuals.

Note: At this point, all relevant piers have been demolished. EDC submitted a grant proposal as of August 2001 to rebuild the pier at Kent Street and create an esplanade between Kent and Java Streets.
33. Maintain specified visual corridors to the waterfront.
34. Create multi-use promenades linking to Williamsburg from N. 12 St up to and including Manhattan Avenue. Provide point access and selected street-end improvements beyond Whale Creek.
35. Create a promenade from Greenpoint Manufacturing and Design Center to the Pulaski Bridge as part of the Manhattan Avenue reconstruction.
36. Encourage the continued monitoring of sewage discharge at India Street outfall and other locations.
37. Reclaim Newtown Creek from contamination and provide access to selected portions of the creek for water-dependent sports and recreation such as kayaking and canoeing.

38. Encourage creation of a citywide kayaking map by a kayaking association or other non-profit; study feasibility of route from Newtown Creek to Roosevelt Island and Long Island City.
39. Work with the owner of the Greenpoint Lumberyard to acquire property on the mouth of Newtown Creek for the expansion of Greenpoint Park.
40. Improve Newtown Barge Terminal Playground.
41. Explore adaptive reuse of the DEP sludge storage tank on Dupont Street for a multi-use recreation facility. If it is decommissioned, its reuse would be subject to community acquisition and funding.
42. Develop WNYC Transmitter site for passive recreation; study feasibility of ferry or water taxi slip adjoining the park.
43. Create USS Monitor Park and Marina at Bushwick Inlet; include the Greenpoint Monitor Museum, chartered by New York State in 1996.
Note: The community believes that with acquisition of adjacent city-owned property and the proposed development of the Greenpoint Terminal Market site, both the land and the resources can be found.
44. Give serious consideration to the pending community proposal for redesign of McCarren Park and Pool.
45. Establish North 14th Street as an identifiable pedestrian and bicycle link between Bushwick Creek and McCarren Park, corresponding to the development of a waterfront promenade, the Greenpoint Monitor Museum, and public open space at Bushwick Inlet.
Note: North 14th Street is an important component in the network of public open spaces and connections to the Brooklyn waterfront envisioned in both the Williamsburg and Greenpoint plans. It currently provides a clear visual connection between McCarren Park and the East River and Manhattan skyline. Development of a

waterfront promenade, the Greenpoint Monitor Museum, and enhancement of the Bushwick Inlet will strengthen this connection by providing a physical destination. While N14th Street runs through an industrial area it carries only local truck traffic, serving local businesses. Use of creative signage, planting, and street markings and improved sidewalks would accommodate pedestrian, bicycle and truck traffic and minimize conflict with industrial uses. [See Williamsburg 197-a Plan]

46. Provide vest pocket parks along Newtown Creek up to and beyond Kosciusko Bridge where and when feasible.

Note: The community believes that such park-like spaces do not conflict with industrial uses but are integral to the daily lives of workers, and that they can be maintained by adjoining businesses and utilities in association with the Parks Department.

47. Survey area south of the BQE for possible playground site.

Housing / Historic Preservation

48. Expand the housing supply with new market-rate and affordable units.
49. New development should be compatible with the existing landmark district, in terms of building height and scale, in order to retain the village quality of the community.
50. Encourage the inclusion of affordable senior housing in any new or renovated residential development.
51. Ensure that existing and prospective homeowners have access to low-interest loans.
52. Consider preserving and landmarking existing noteworthy buildings on the Greenpoint Terminal Market site.
53. Explore the merits and feasibility of expanding the Greenpoint Historic District towards the East River including parts of the GTM site.

Economic Development

54. Promote neighborhood-scale retail development that serves the needs of the local community, and maintain the rich variety of shops and services along the area's retail corridors. While the community would support zoning changes permitting the development of restaurants, mid-sized supermarkets and other local retail services, it is strongly opposed to the development of shopping malls and superstores, which serve a much larger market. Greenpoint's relatively narrow streets cannot support the high level of car and truck traffic associated with such large-scale facilities.
55. Encourage non-polluting businesses; develop and enforce performance standards; pursue non-compliance with Good Neighbor Agreements.
56. Provide job training, ESL classes, computer skills training for immigrants, youth.
57. Create Clean Industries/Good Neighbor Program; create economic development programs to retain non-polluting businesses.

Community Facilities

58. Develop community facilities including daycare centers for children and seniors, schools, other educational institutions and community meeting space to meet community needs. Consider using a vacant Catholic School as a new vision school and youth center.
59. Reconstruct and expand the Greenpoint branch library.
60. Encourage development of an entertainment complex on Manhattan Avenue.
61. Support the continued existence of a farmers market in McCarren Park. Include a crafts fair on the site. Encourage an annual harvest festival.

Transportation / Infrastructure

62. Restrict and regulate truck traffic on residential blocks through urban design improvements such as traffic calming, lane reduction, and the narrowing of selected corners. A "traffic calming" study and urban design study of techniques that would appropriately curtail truck traffic from residential streets should be undertaken as soon as possible.
63. Improve the streetscape on Manhattan Ave (Commercial to Driggs), Franklin, West and all waterfront view corridors.
64. Explore the feasibility of a light rail/trolley along Manhattan Avenue linking to Red Hook and Queens.

Note: Proposed residential development along the Brooklyn and Queens waterfront; efforts to reduce subway service in the area; and the present high level of traffic congestion warrant the study of energy-efficient and non-polluting transportation alternatives (e.g., feasibility of light rail and Manhattan Avenue footbridge below). In addition, research indicates that the commuting pattern chosen by new residents is set in the first few years. The community would like to promote Greenpoint as a pedestrian friendly non-auto dependent community. Reduction of traffic and the easy movement of people and goods along Manhattan Avenue would also reinforce its role as a regional shopping strip.
65. Explore the feasibility of restoring the Manhattan Avenue footbridge and extending the light rail to Queens. The proposed bridge would link the Queens West development to the Manhattan Avenue shopping corridor and would provide direct access from the Greenpoint community to the #7 subway line in Long Island City.
66. Expand mass transit service; retain manned G train operation; extend bus routes to Franklin and Kent.

67. Encourage the establishment of a ferry service and water taxi linking Greenpoint to the rest of the New York waterfront and connecting Greenpoint's historic sites to other historic sites in the harbor. This is a long-term proposal that has been set forth by the Metropolitan Waterfront Alliance as part of the Harbor Loop Study.
68. Establish bike paths on promenades and streets where feasible.
69. Encourage development of municipal or privately funded public parking facilities in the vicinity of the Greenpoint Manufacturing and Design Center to serve the local manufacturing and commercial community
70. Work with Consolidated Freightways to relocate their parking. As a private initiative, this may be accomplished with the assistance of an organization such as the New York Industrial Retention Network.

Agency Service Statements

71. Request annual Section 2707 review to monitor implementation of the 197-a plan.

Addendum: A number of blocks just south of the Brooklyn Queens Expressway are to be included in the Greenpoint 197-a Plan for further study. These blocks form a rough triangle bounded by Metropolitan Avenue, Union Avenue, Meeker Avenue, Kingsland Avenue, Morgan Avenue and Maspeth Avenue. This area includes the former Greenpoint Hospital, as well as Cooper Park Houses. It does not include the East Williamsburg Industrial Park. While there are no specific recommendations for this area in the plan, all of the general recommendations listed above apply equally to this area.

The above resolution (N 990152 NPK), duly adopted by the City Planning Commission on December 19, 2001 (Calendar No. 23) is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

JOSEPH B. ROSE, Acting Chairman

**ANGELA M. BATTAGLIA, AMANDA M. BURDEN, A.I.C.P.,
IRWIN G. CANTOR, P.E., ANGELA R. CAVALUZZI, R.A.,
ALEXANDER GARVIN, MARILYN GELBER,
WILLIAM J. GRINKER, KENNETH J. KNUCKLES, ESQ.,
JOHN MEROLO**, Commissioners

JANE D. GOL, Abstaining