

Greenpoint-Williamsburg Rezoning EIS

CHAPTER 7: HISTORIC RESOURCES

A. INTRODUCTION

This chapter assesses the potential effect of the proposed action and subsequent development on historic architectural and archaeological resources. The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Registers of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the NY State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements.

As discussed below, several designated historic resources are located either within or in the vicinity of the proposed action area, and a portion of the City and State-designated Greenpoint Historic District is located within the proposed action area. Because the proposed action would induce development that could result in new in-ground disturbance and construction of a building type not currently permitted in the proposed action area, the action has the potential to affect archaeological and architectural resources.

According to *CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the proposed action and in the area surrounding identified development sites. The historic resources study area is therefore defined as the area to be rezoned plus an approximate 400-foot radius around the proposed action area. As approximately 75% of the projected number of net new dwelling units would occur on the waterfront (which would accommodate some of the tallest developments), approximately 1 to 1.5 miles from the upland perimeter of the proposed action area, a study area extending 400 feet beyond the proposed action area is adequate for the assessment of historic resources, in terms of physical, visual, and historical relationships. Archaeological resources are considered only in those areas where excavation is likely and would result in new in-ground disturbance; these are limited to sites that may be developed in the proposed action area, and include projected as well as potential development sites.

As discussed in Chapter 1, “Project Description,” the reasonable worst case development scenario (RWCDs) for development associated with the proposed action includes two development scenarios, Scenario A and Scenario B. Scenario A assumes that the current proposal by TransGas Energy Systems, LLC, to construct a 1,100 megawatt power plant on the site of the Bayside Fuel facility is not approved, whereas Scenario B assumes that the power plant is approved. As such, under Scenario A, Bayside Fuel is assumed to continue to occupy its current site in the future without the proposed action, and would be displaced by the proposed park in the future with the proposed action. Under Scenario B, the TransGas power plant is assumed to be an approved development in the future without the proposed action, which would remain in the future with the proposed action, and that site would be excluded from the proposed park. Both development scenarios would include the same number of projected and potential development sites, the same type of development, and the same number of dwelling units to be developed on the projected development sites in the future with the proposed action. Therefore, no distinction is made between the two scenarios for the historic resources analyses.

B. BACKGROUND HISTORY

Before the arrival of European colonists, Native Americans lived along the shores of Brooklyn, with tribes dating from 1100 A.D. The Native Americans who lived on the land that later became Williamsburg, Greenpoint and Bushwick were called the *Maespaetches*.¹ In 1638, the Dutch West India Company purchased the Maespaetches' land for a few trade goods. By 1684, the Native Americans no longer owned any of their native lands in Brooklyn, and by the early 1800s, virtually every Native American with original ties to the land had left Brooklyn.²

The study area is part of what was historically known as the "Eastern District," which encompassed the neighborhoods of Greenpoint, Williamsburg, Bushwick, East New York, Cypress Hill, and Brownsville.³ The Dutch established the town of Boswijck (Bushwick) in the mid 17th century, incorporating much of present-day Bushwick, Williamsburg, and Greenpoint. This isolated, rural community largely disappeared as the Eastern District was urbanized in the 19th and 20th centuries. This urbanization occurred first near the Williamsburg and Greenpoint waterfronts. In fact, Williamsburg grew so rapidly that it became a separate city in 1852, only to be annexed by Brooklyn in 1855.⁴

Manufacturing began in the proposed action 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.

Geography of the Area

Greenpoint is generally 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, corresponding approximately to the area of ward 17 in the 19th century.

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 what later became Freeman Street. The name came to designate all of the 17th ward when Greenpoint, Bushwick, and Williamsburg were joined to Brooklyn in 1854. At that time, the 17th ward was home to approximately 15,000 inhabitants. A sandy bluff, over one hundred feet high in some parts, 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. 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. During this period, the blocks west of Commerce Street between Ash and Eagle Streets were also created or in

¹ *Williamsburg Neighborhood History Guide*, The Brooklyn Historical Society, 2000; p.3.

² Ibid.

³ *This is Brooklyn: A Guide to the Borough's Historic Districts and Landmarks*; Andrew S. Dolkart; The Fund for the Borough of Brooklyn, Inc.; 1990; p. 72.

⁴ Ibid.

the process of being filled. Most of the proposed action area in Greenpoint bordering the East River and Newton Creek is low-lying land founded on a deep layer of mud.

Until about the middle of the 19th century much of the northeastern half of the Greenpoint peninsula east of the proposed action area, from around McGuinness Boulevard, was a salt marsh known as the “Back Meadows”. So also was the land within the limits of the proposed action area that bordered Bushwick Creek and the brooks running into it from the southeast. 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. The latter has been mostly filled but once extended as far east, approximately, as the intersection of Manhattan and Nassau Avenues.

Several streams ran from the southeast across Leonard and Lorimer Streets and west of Union Avenue into the creek, over blocks in the proposed action area. At high tide, Bushwick creek formed a considerable bay that would have covered some of the projected and potential development sites (on blocks 2590, 2570, 2571).

South of Greenpoint, in the area now known as Northside (i.e. North Williamsburg), the proposed action 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. 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. This bluff, known as the Kijkuit or Keikout, meaning “Lookout” was leveled in 1853. 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.

The boggy parts of the proposed action 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. 1000-1600 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 what later became Fulton Street, then just east of Flatbush Avenue, across the Eastern Parkway, to the Prospect Park reservoir. At the time of the European conquest, the area of present-day downtown Brooklyn was settled by the Marechkawiek Indians, one of the Long Island Canarsee groups possibly related to Delaware subtribes. South of Wallabout Bay, a neck of land jutting into the East River was called the “Cape of the Marechkawieck”.

Greenpoint History

The history of Greenpoint 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. A patent of ownership for the land was granted to him in 1645. Although Norman Kill was renamed, Dirck’s presence in Greenpoint is still commemorated in Norman Avenue, which lies just beyond the proposed action area.

Captain Pieter Praa (1655-1740) gained possession of the northeastern part of Greenpoint through his marriage in 1684 to Marie Hey. 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. The affluent family farmed 68 acres around their homestead, a stone house, about two blocks east of the proposed action area on the north side of Freeman Street east of Oakland Avenue (now McGuinness Boulevard). At his death, Praa’s land was divided up among his five daughters. 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 granddaughters, Jacob Colyer, who last gave his name to one of the streets in the project area.

For Greenpointers in the first half of the 19th century, the waterfront was a place for both work and play. Before oil refineries lined the shore, the waters of Newtown Creek were ideal for boating, fishing and swimming. At the mouth of the creek, where it joins the East River, Pottery Beach, named for early pottery works that operated there, was a favorite place for swimming. Above the beach rose Pottery Hill, where spectators gathered to watch the start of yacht races up the East River. At other times, thousands lined both sides of the creek to watch oarsmen race their sculls from the Manhattan Avenue Bridge to the Penny Bridge at Meeker Avenue, two bridges that no longer exist.⁵

Greenpoint’s first period of urban development opened in the 1830s with the arrival of the “Patriarch of Greenpoint”, Nezhiah Bliss, from Hebron Connecticut. 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. 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. His marriage to one of Praa’s descendants, Mary Meserole, gained him further property on the East River.

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 proposed action area. 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. Greenpoint Avenue (also called, at different times, Lincoln or National Street) was laid in 1852. 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.

⁵ *Greenpoint Neighborhood History Guide*, The Brooklyn Historical Society, 2001; p. 17.

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 Avenue to the ferry at the foot of Grand Street in Williamsburg. 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 Avenue.

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. The city had earlier built a dock at the foot of Milton Street with a powder house on it.

With these transportation advancements, Greenpoint was transformed into a viable location for New York City's growing industrialization. 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. In that period, over a dozen firms were to move across the river from Manhattan to Greenpoint, turning it into one of the major areas of shipbuilding in the country. The first shipbuilding firm to leave Manhattan for Greenpoint was headed by Eckford Webb, who established a ship yard in 1850 on the northern shoreline, on the point after which Greenpoint gets its name. Eckford Webb entered into partnership with George W. Bell in 1856, and the firm, which was then known as Webb & Bell, was located at the foot of Milton Street.⁶ Webb and Bell became famous for the caissons that they built here for the Brooklyn Bridge. In the 1870s, with the decline of shipbuilding in New York, Webb & Bell shifted its interests to oil and paint manufacture.

Another important shipbuilder of the time was John Englis of New York City, who established a ship yard on the Greenpoint river front between Java and Kent Streets. 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. Englis' shipyard, established in 1850, endured until 1911. The Sneed and Rowland shipyard, formed as a partnership between Thomas Fitch Rowland and Samuel Sneed in 1859, was also located along the East River waterfront. The first contract awarded to Sneed and Rowland was for the manufacture of the wrought-and cast-iron pipes, 7½ feet in diameter, to carry the water over the Highbridge Aqueduct of the Croton system. The partnership was dissolved in 1860, and Rowland reorganized the company, renaming it the Continental Works.

In its heyday, the buildings and yards of the Continental Ironworks factory were spread over seven acres along the East River, and the company employed 1,400 individuals. 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. Engineer John Ericsson was the designer contracted by the U.S. Navy for the vessel. The *Monitor* was built in less than four months, and became the precedent upon which a host of iron naval vessels were designed and built to aid both the Union and Confederate cause throughout the war. The *Monitor* was

⁶ *Greenpoint Historic District Designation Report*. New York Landmarks Preservation Commission; 1982; p. 3.

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; two were launched in 1872.

After the Civil War the shipbuilding industry suffered a decline, which is generally attributed 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. In the late 19th century, shipbuilding all but disappeared from the Greenpoint waterfront.

However, because a number of other industries were established in the area, Greenpoint continued to boast a diversified economy and did not suffer drastically from the decline in shipbuilding. Factories producing porcelain, china, glass, refined sugar, boxes, pencils, machinery and boilers, and oil refineries mitigated the effect.⁷ Glass and porcelain works, petroleum refineries and iron foundries were called the "black arts" because of the black smoke and soot that streamed out of their chimneys and darkened the sky.⁸

During the 19th century, Greenpoint and the neighboring community of Williamsburg became the oil refining center of New York. By 1875, about fifty refineries were operating in Brooklyn, most along the Newtown Creek and the East River with the greatest number in Williamsburg along Kent Avenue. By far the most famous of the refineries was the Astral Oil Works founded by Charles Pratt. Although this factory was located in Williamsburg, many of its workers were from Greenpoint, and in 1886, Pratt built one of the country's first model housing developments for workers, the Astral Apartments on Franklin Street between Java and India Streets.

The shipbuilders and industrialists who developed the waterfront also built the neighborhood itself. From heads of firms to skilled carpenters and common laborers who were primarily new immigrants arriving in waves from Eastern and Western Europe, they built Greenpoint's distinctive rowhouses and lived in them to be close to their works on the waterfront.⁹

Williamsburg History¹⁰

Like Greenpoint, Williamsburg was originally part of the town of Bushwick. The land 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

⁷ *Greenpoint Historic District Designation Report*. NYC Landmarks Preservation Commission, 1982; p. 5.

⁸ *Greenpoint Neighborhood History Guide*, The Brooklyn Historical Society, 2001; p. 11.

⁹ *Ibid*; p.15.

¹⁰ Some of the information in this section is from the Brooklyn Historical Society's *Williamsburg Neighborhood History Guide*, 2000.

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.

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 the first regular row boat ferry service was established between Grand Street in Manhattan and Grand Street in Williamsburg.

During the seven years of the Revolutionary War (1776-83), British troops occupied the Williamsburg area. After the war, as Williamsburg's first ferries provided a direct way of transporting goods across the river to Manhattan markets, the area began to grow. In 1802, Jonathan Williams, an army engineer and grandnephew of Benjamin Franklin, was hired to lay out building lots and streets for a settlement in the area, and his name stuck. He surveyed 13 acres from Bushwick Creek, now North 15th Street, to today's Division Avenue. By 1827, the settlement, which had begun with only 100 people, was incorporated as the official village of Williamsburgh (the original spelling included an "h" at the end) and had more than 1,000 residents.

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. 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.

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. The town was laid out after the tracts of Woodhull and Morrel were combined to form a parcel extending twenty-six blocks north-south by twelve blocks east-west. But in 1814, Williamsburg was still a village of 759 inhabitants with Grand Street roughly marking the limit of the settled area.

Regular ferry service to Williamsburgh soon attracted New Yorkers seeking relief from the increasingly crowded conditions of Lower Manhattan. The area's features included a bluff (where today's Bedford Avenue is located) overlooking a sandy East River shore that ran for miles through a beautiful landscape of hills, which attracted wealthy New Yorkers, like Cornelius Vanderbilt and James Fisk, to build shorefront mansions in the area.

However, with the opening of the Erie Canal in 1825, which speeded the movement of Eastern products to new markets in the Midwest, Williamsburgh was on its way to becoming a port town. Williamsburgh's beautiful shoreline soon gave way to docks and warehouses, shipyards, distilleries, an iron foundry, spice

mill, hat factories, and the largest glue factory in the country. The village's high bluff was leveled and used as landfill to create more lots in the swampy land to the east.

In 1827, Williamsburgh was incorporated (as a village), its boundaries laid out on a map created by D. Ewen (after whom Manhattan Avenue was formerly named). 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. A shore Road was opened in 1828 from the Brooklyn line at Division Avenue to Grand Street. This was followed in 1829 with the building of North 3rd Street and South 2nd Streets. In 1830, the village had 1,007 inhabitants and 148 buildings, including commercial establishments. A village hall where the Board of Trustees might meet was built on Kent Avenue just north of Grand Street.

A "Plan of the Village of Williamsburgh Kings County" dated 1833 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. Grand Street was opened in 1830 from the river to between Rodney and Keap Streets. The center and most densely populated section of Williamsburgh in this period was between Grand and North Fourth Street. 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. 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. By 1840, when Williamsburgh was incorporated as a town, it had become an urban neighborhood with 5,000 residents living closely together, with more people per mile than the City of Brooklyn. By 1851, when Williamsburgh became an official City (and the "h" was dropped from the end), its population had reached 35,000.

Between 1843 and 1845 a further four hundred houses were built in the 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. 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. Other streets were also named after town notables of this period: Dr. Abraham J. Berry, the first mayor of Williamsburg (1852-53) gave his name to Berry Street, while Driggs Avenue is named after Edmud D. Driggs, the last village president (1850-52).

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. Concomitantly, the number of names listed in the Williamsburg directory, which was first published in 1847, increased dramatically at that time, from 5,300 in 1850 to 10,925 in 1854. 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.

With a link to the Erie Canal, Williamsburg's waterfront attracted heavy industry. Sugar and oil refineries and iron and glass works occupied enormous factories along the East River. Here they were able to receive raw materials and send finished products via ship, canal barge and waterfront rail line. Williamsburg was the birthplace of Standard Oil, Domino Sugar, Schaefer Beer and other industry giants that created an explosion of jobs and new residents. By the 1850s, Williamsburg was one of the largest cities in the country, at a time when half of Manhattan, most of Brooklyn, and all of Queens, the Bronx and Staten Island were still farms and forests. It had grown quickly into a dense urban neighborhood, with its own mayor and city hall (first located on South 2nd Street, near Bedford), 24 churches, nearly a dozen

schools and three daily newspapers. It had its own bank, the Williamsburgh Savings Bank, which had enough assets to lend the U.S. Government money for the Civil War.

In 1855, Williamsburg merged with the City of Brooklyn. Together with the towns of Greenpoint and Bushwick, Williamsburg became Brooklyn's Eastern District. The City of Brooklyn funded miles of new streets in Williamsburg, and industry also stimulated the area's growth. But the factories and refineries led to a different kind of neighborhood. In the second half of the 19th century, while Brooklyn Heights kept its mansions near the waterfront and Flatbush expanded its farms, Williamsburg changed radically. Land speculators converted its townhouses to rooming houses and built rows of tenements to house the thousands of people drawn to factory jobs. In 1900, more than 100,000 people lived in Williamsburg, many of them on bleak, dirty streets.

Once the Williamsburg Bridge opened in 1903, tens of thousands of Jewish, Italian and Slavic immigrants left the crowded Lower East Side of Manhattan for Brooklyn. By 1910, Williamsburg's population had more than doubled, to nearly 250,000 people. After World War I, better-quality apartment houses were built in other parts of New York City, and many Williamsburg residents who could afford to move did so. For the first time, Williamsburg's population declined, from 260,000 people in 1920 to 179,000 in 1940. In 1955, the elevated Brooklyn-Queens Expressway cut Williamsburg in half, displacing thousands of working-class people who lived in its path.

Recent Changes

As described above, Greenpoint and Williamsburg developed more than 100 years ago during Brooklyn's great industrial period, when both sides of the East River were dominated by large factories, oil refineries, and shipyards. By the mid 19th century, the Eastern District's waterfront had become heavily industrialized as ship builders, china and porcelain factories, glass makers, oil refineries, sugar refineries, iron foundries, and other industrial establishments expanded. This transformation spurred the growth of a multi-ethnic residential community on nearby residential streets. The neighborhoods adjoining the waterfront housed the workers and, within Greenpoint and Williamsburg, homes and factories intermingled, setting a pattern of mixed use that still shapes the neighborhoods today.

Over the years, these neighborhoods have grown and adapted to changing economic conditions. The refineries and shipbuilders have gone, and new generations of businesses, entrepreneurs, artists, and residents have emerged. Heavy manufacturing uses, which once dominated the area, have given way to light manufacturing, wholesaling, distribution, and construction. Between 1991 and 2002, both the Williamsburg and Greenpoint areas (excluding the area west of McCarren Park) lost approximately 40 percent of their industrial jobs. Manufacturing employment declined significantly in Williamsburg and Greenpoint in that same period, with manufacturing employment alone declining by 72 percent in Williamsburg, and by 60 percent in Greenpoint. While some smaller manufacturing firms remain, industrial activity in Williamsburg and Greenpoint has shifted toward non-manufacturing uses such as the wholesaling and distribution of food and beverages, furniture, and apparel, as well as construction-related uses.

The area between McCarren Park and Kent Avenue/Franklin Street is the only area within the study area where industrial employment increased between 1991 and 2002. Upland blocks exhibited stability and a significant number of industrial jobs, including manufacturing, with moderate growth in construction and wholesaling jobs. However, waterfront blocks just to the west remain largely vacant or underutilized. The Bayside Fuel depot on Bushwick Inlet has indicated its intent to discontinue operations at this site,

and in late 2002, Consolidated Freight, a large freight forwarding company with facilities on the waterfront in this area, declared bankruptcy and ceased operations.

As real estate prices in the SoHo neighborhood of Manhattan rose during the 1980s, many artists found the industrial lofts of Williamsburg to be both accommodating and affordable places in which to live and work. This contributed to the growth of the population of artists, performers, and designers in Williamsburg and into Greenpoint. Towards the late 1990s, Williamsburg gained citywide recognition as a burgeoning cultural center, with bookstores, galleries, performance spaces, and restaurants among its many offerings.¹¹

Today, Greenpoint-Williamsburg is a vibrant community, from the bustling commerce of Manhattan and Bedford Avenues to the many distinctive side streets. The waterfront, however, remains largely derelict, dominated by empty lots and crumbling structures, and is almost entirely inaccessible to the public.

C. ARCHAEOLOGICAL RESOURCES

Existing Conditions

The Landmarks Preservation Commission has reviewed the list of projected and potential development sites which could experience increased ground disturbance as a result of the proposed action to determine which, if any, are archaeologically sensitive. Based on archaeological sensitivity models and historic maps, the Landmarks Preservation Commission (LPC) determined that all or part of 91 sites, located on 66 blocks and comprising a total of 149 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.

Pursuant to LPC’s recommendation, a Phase 1A Archaeological Assessment Report has been prepared for those sites identified by LPC, to clarify LPC’s initial findings and to provide the threshold for the next level of review, if necessary. The report is included in Appendix C to this EIS, and its findings are summarized below.

The Archaeological Assessment 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 91 sites, or whether there was evidence of successive construction episodes in the past that would have negatively impacted any potential remains.

The report found that portions of the proposed action 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 proposed action 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 proposed action area is considered archaeologically sensitive for prehistoric remains.

¹¹ *Williamsburg Neighborhood History Guide*; Marcia Reiss; The Brooklyn Historical Society; 2000; pp. 15-16.

As for historic remains, there are a number of lots within the proposed action 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.

List of Sites Identified for Potential Archaeological Sensitivity

Table 7-1 lists all of the sites which were assessed for archaeological sensitivity in the Phase IA Report and indicates which sites were identified as potentially sensitive for 19th century remains, either in their entirety or only on those constituent lots enumerated. Those sites identified as potentially sensitive are illustrated in Figure 7-1. Project site lots that incorporated several old house lots were separately evaluated in the report, but in Table 7-1 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 proposed action 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.

The Future Without the Proposed Action (No-Action)

In the future without the proposed action, it is expected that the current land use trends and general development patterns in the Greenpoint-Williamsburg area would continue. These trends and patterns are characterized by an overall decline in heavy industrial and manufacturing uses and a continued shift toward residential, commercial, and light industrial uses. Given increasing demand for residential conversion and development, requests for Board of Standards and Appeals (BSA) variances for residential use in light manufacturing areas, residential conversion of industrial buildings and the deterioration of vacant land and buildings are expected to continue.

As detailed in Chapter 2, “Land Use, Zoning, and Public Policy,” several developments and conversions are expected within the proposed action area in the future without the proposed action. DCP has identified 17 projected development sites and 51 potential development sites on which new construction involving in-ground disturbance could occur pursuant to existing zoning or approved BSA variances by 2013. These developments may result in soil disturbance that could destroy existing archaeological resources, such as cisterns or privies.

Legend:

Proposed Action Area Site of Potential Archaeological Sensitivity

0 125 250 500 750 1,000 Feet

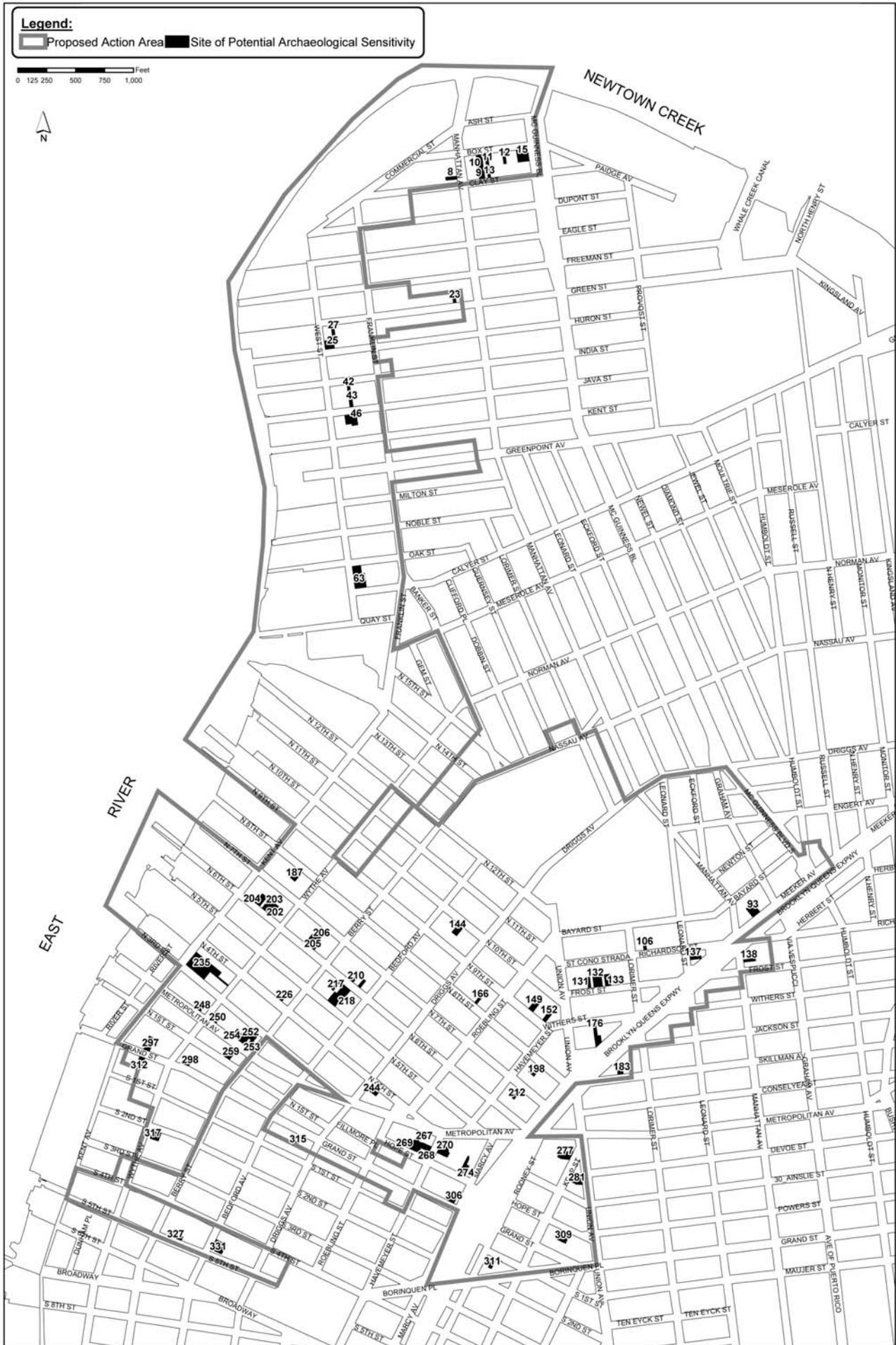


TABLE 7-1
Assessment of Archaeological Sensitivity

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
23		54		X	
24	2520	1			X
25	2521	1		X	
27		11		X	
30	2522	10			X
34	2530	1			X
		55			X
		56			X
36		9			X
		10			X
40	2532	1			X
41	2538	1			X
42	2539	8		X	
43		29		X	
44	2543	1			X
46	2549	10		X	
56	2556B	1			X
62	2570	1			X
63	2571	1	36		x
			1 to 6		x
			7	x	
			8	x	
		9			x

TABLE 7-1 (continued)
Assessment of Archaeological Sensitivity

SITE	BLOCK	LOT	OLD LOTS	SENSITIVE	NOT SENSITIVE
68	2590	210			X
93	2724	31		X	
		30		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	
144	2305	15		X	
		16		X	
		17			X
149	2307	31	47		X
			46	X	
152		25		X	
159	2738	24			X
166	2313	22		X	
169		28			X
174	2741	8			X
176		13	34		x
			50	x	
			51		x
183	2746	40		X	
		41		X	
184		39			X
187		16		X	
		17		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	

TABLE 7-1 (continued)
Assessment of Archaeological Sensitivity

SITE	BLOCK	LOT	OLD LOTS	SENSITIVE	NOT SENSITIVE
205	2326	32		X	
		33		X	
		34		X	
		35		X	
206		17		X	
210		31		X	
		34		X	
211	2590	100			X
212	2331	7		X	
217	2335	12		X	
		15		X	
222	2340	1			X
226	2342	26		X	
		23			X
235	2349	1		X	
		15			X
244	2353	6		X	
		8		X	
248	2357	24			X
		21		X	
		20		X	
		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	

TABLE 7-1 (continued)
Assessment of Archaeological Sensitivity

SITE	BLOCK	LOT	OLD LOTS	SENSITIVE	NOT SENSITIVE
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
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	
314	2393	14			X
315		23		X	
		24			X
317	2416	8		X	
		7		X	
321	2441	47			X
324	2442	11			X
327	2443	37		X	
331	2444	2		X	
		3		X	
		4		X	
		5		X	

The Future With the Proposed Action (With-Action)

Because development could potentially occur on any of the 76 projected and 264 potential development sites as a result of the proposed action, there is a potential for disturbance of archaeological resources on any of the projected or potential development sites where such resources may exist. As described above and shown in Table 7-2, 14 projected development sites and 50 potential development sites include lots which have been determined to be sensitive for nineteenth century archaeological resources, mostly cisterns and privies. Resources which may exist within portions of the development sites where new construction could occur, absent prior disturbance, would likely be destroyed by action-induced development. This would constitute a significant adverse impact. No mitigation measures are feasible, however, because the area to be rezoned is privately-owned. Private ownership of the land would prevent the City from conducting or requiring an archaeological testing program to test for potential archaeological remains, or from mandating the preservation or documentation of such remains, should they exist. Consequently, the impact would remain unmitigated.

D. ARCHITECTURAL RESOURCES

Existing Conditions¹²

There are six structures that are designated historic/architectural resources located within the study area. In addition, the proposed action area is located partially within and immediately adjacent to one designated historic district (see Figure 7-2). Table 7-3 lists all of the designated resources in the study area, and each of those resources is described below.

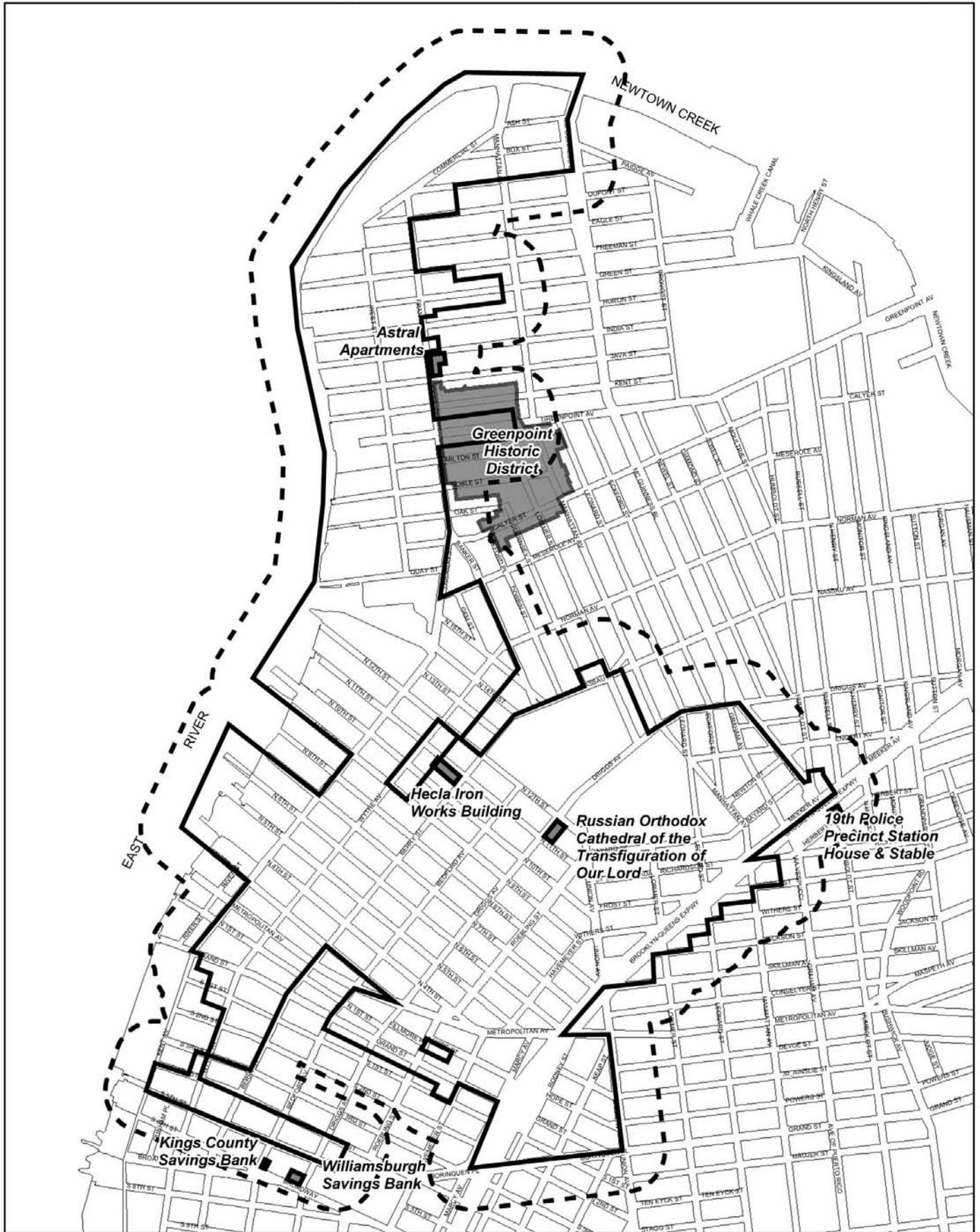
Individual Landmarks

As shown in Figure 7-2, the **Astral Apartments** are located in the Greenpoint neighborhood of the study area, on the east side of Franklin Street between India and Java Streets. This structure, which was designated as a NYC landmark by LPC in 1983, and is also listed on the State and National Registers of Historic Places (1982), is a significant example of “model tenement” design. Erected by Charles Pratt in 1885-1886 and named for the “astral oil” manufactured by one of his companies in a nearby Greenpoint refinery, the building was planned as quality affordable housing for ninety five families. Each apartment contained adequate windows, a toilet, hot and cold running water, and other amenities not usually provided to working class families in the 19th century. As shown in Figure 7-3, the building was designed in the Queen Anne style, with patterned brickwork, rock-face brownstone arches and lintels, and structural steel storefronts with rivets themselves as decoration.

The **Russian Orthodox Cathedral of the Transfiguration of Our Lord**, is located on the east side of Driggs Avenue, between North 12th and North 11th Streets, just to the south of McCarren Park (see Figure 7-2). This structure, built between 1916 and 1921, was designated as a NYC Landmark by LPC in 1969,

¹² Information in this section is from the following sources: *Guide to New York City Landmarks*, Third Edition (2004); *AIA Guide to New York City*, Fourth Edition (2000); and individual LPC designation reports for each resource.

Designated Historic Resources in the Historic Resources Study Area



Legend:

- Proposed Action Area
- 400-Foot Buffer of Proposed Action Area
- Designated Historic Resources



TABLE 7-2
Projected and Potential Development Sites Where Significant Adverse Impacts
On Archaeological Resources Could Occur

SITE	BLOCK	LOT	OLD LOTS	PROJECTED	POTENTIAL	ADDRESS
8	2482	39			X	1133 Manhattan Ave.
9	2483	61			X	77 Clay St.
		62			X	79 Clay St.
10		11		X		44 Box St.
		12		X		46 Box St.
11		14			X	50 Box St.
12		20			X	62 Box St.
13		59			X	81 Clay St.
15		25		X		72 Box St.
23		54			X	153 Green St.
25	2521	1			X	160 West St.
27		11			X	64 Green St.
42	2539	8			X	46 India St.
43		29		X		61 Java St.
46	2549	10			X	60 Java St.
63	2571	1	36		X	26 West St.
			1 to 6		X	26 West St.
			7		X	26 West St.
			8		X	26 West St.
		9			X	64 Oak St.
93	2724	31			X	411-435 Meeker St.
		30			X	411-435 Meeker St.
106	2722	36			X	61 Richardson St.
131	2731	44			X	11 Frost St.
132		41			X	23 Frost St.
		38			X	21 Frost St.
133		36			X	31 Frost St.
		35			X	29 Frost St.
137	2733	6			X	390 Leonard St.
138	2734	3			X	Manhattan & Meeker Ave.
144	2305	15		X		178-182 N. 10th St.
		16		X		178-182 N. 10th St.
149	2307	31	46	X		237-249 N.9th St.
152	2307	25			X	261 N. 9th St.
166	2313	22			X	230 N. 9th St.
176	2741	13	34		X	32 Withers St.
			50		X	32 Withers St.
			51		X	32 Withers St.
183	2746	40			X	35 Skillman Ave.
		41			X	33 Skillman Ave.
187		16			X	72 N. 8th St.
		17			X	74 N. 8th St.
198	2323	9			X	286 N. 8th St.
202	2325	26			X	69 N. 8th St.
203		27		X		59-61 N. 6th St.
		28		X		59-61 N. 6th St.
		29		X		59-61 N. 6th St.

TABLE 7-2 (continued)
Projected and Potential Development Sites where Significant Adverse Impacts
on Archaeological Resources Could Occur

SITE	BLOCK	LOT	OLD LOTS	PROJECTED	POTENTIAL	ADDRESS
204	2325	31			X	53 N. 6th St.
		32			X	55 N. 6th St.
205	2326	32			X	95-105 N. 6th St.
		33			X	95-105 N. 6th St.
		34			X	95-105 N. 6th St.
		35			X	95-105 N. 6th St.
206		17		X		114 N. 7th St.
210		31			X	150 N. 7th St./139-145 N. 6th
		34			X	150 N. 7th St./139-145 N. 6th
212	2331	7			X	294 N. 7th St.
217	2335	12			X	138 N. 6th St.
226	2342	26			X	103 N. 4th St.
235	2349	1		X		Kent/Wythe Ave.
244	2353	6			X	629 Driggs Ave/N. 4th St.
		8			X	629 Driggs Ave/N. 4th St.
248	2357	21			X	87 Metropolitan Ave.
		20			X	87 Metropolitan Ave.
250	2358	36			X	105 Metropolitan Ave.
252		15			X	104 N. 3rd St.
253		22			X	147 Metropolitan Ave.
254		28			X	129 Metropolitan Ave.
		25	25		X	135 Metropolitan Ave.
			26		X	135 Metropolitan Ave.
		24			X	141 Metropolitan Ave.
259	2364	17		X		136 Metropolitan Ave.
267	2368	18			X	346 Metropolitan Ave.
268		28		X		92 Havemeyer St.
		27		X		90 Havemeyer St.
269		34			X	31 Hope St.
		33			X	29 Hope St.
		32			X	27 Hope St.
		31			X	25 Hope St.
270	2369	4	4	X		89 Havemeyer St.
		7		X		89 Havemeyer St.
		6		X		89 Havemeyer St.
274		37			X	67 Hope St.
		38			X	69 Hope St.
			31		X	69 Hope St.
			23		X	69 Hope St.
277	2368	33	32	X		Keap Street
			31	X		Keap Street
			23	X		Keap Street
281	2372	5			X	421 Union Ave.
297	2378	35			X	49-55 Grand St
		36			X	49-55 Grand St
298	2379	42			X	85-87 Grand St.
		43			X	85-87 Grand St.
		44			X	85-87 Grand St.
306	2384	25			X	349-355 Grand St.
		24			X	349-355 Grand St.
		23			X	349-355 Grand St.

TABLE 7-2 (continued)
Projected and Potential Development Sites where Significant Adverse Impacts on Archaeological Resources Could Occur

SITE	BLOCK	LOT	OLD LOTS	PROJECTED	POTENTIAL	ADDRESS
309	2387	7		X		150-172 Hope St.
		12		X		150-172 Hope St.
312	2390	15			X	50 Grand St.
313		16			X	54 Grand St.
315		23			X	204 Grand St.
317	2416	8			X	74 S. 2nd St.
		7			X	72 S. 2nd St.
327	2443	37			X	101 S. 5th St.
331	2444	2		X	X	363 Bedford Ave.
		3		X	X	365 Bedford Ave.

and is also listed on the State and National Registers of Historic Places (1980). As shown in Figure 7-4, the Greek cross plan and the impressive scale of the “onion domes” of this small yellow brick church typify design in the Russian Orthodox tradition. The central dome is 85 feet in diameter and the four corner domes are 12 feet across.¹³ The cathedral itself stands as a symbol of the importance of Eastern European immigrants in the history of northeastern Brooklyn.

TABLE 7-3
Designated Architectural Resources in Proposed Action Area and Study Area

Property Name	Address	Block/Lot	NYCL	S/NR
Astral Apartments	184 Franklin Street	2540/1	x	x
Russian Orthodox Cathedral of the Transfiguration of Our Lord	228 N. 12 th Street	2292/6	x	x
19 th Police Precinct Station House & Stable	43 Herbert Street, a/k/a 512-518 Humboldt Street	2827/36	x	
Williamsburg Savings Bank	175 Broadway	2457/8	x	x
Kings County Savings Bank	135 Broadway	2457/45	x	x
Hecla Iron Works Building	100-118 N. 11 th Street	2296/14	x	
Greenpoint Historic District	refer to Figure 7-1	N.A.	x	x
NYCL - NYC Landmark				
S/NR - Listed on the State/National Registers of Historic Places				

The scaffolding visible in the photos in Figure 7-4 is part of an ongoing \$1.2 million restoration project at the cathedral. The restoration includes reclading the five copper domes with sheets of red copper, refurbishing the three-bar patriarchal crosses atop the domes, and repointing and reinforcing the domes’

¹³ “Restoring the Cupolas of a Landmark Cathedral,” *The New York Times*, Sunday May 16, 2004, Section 11, p. 1.



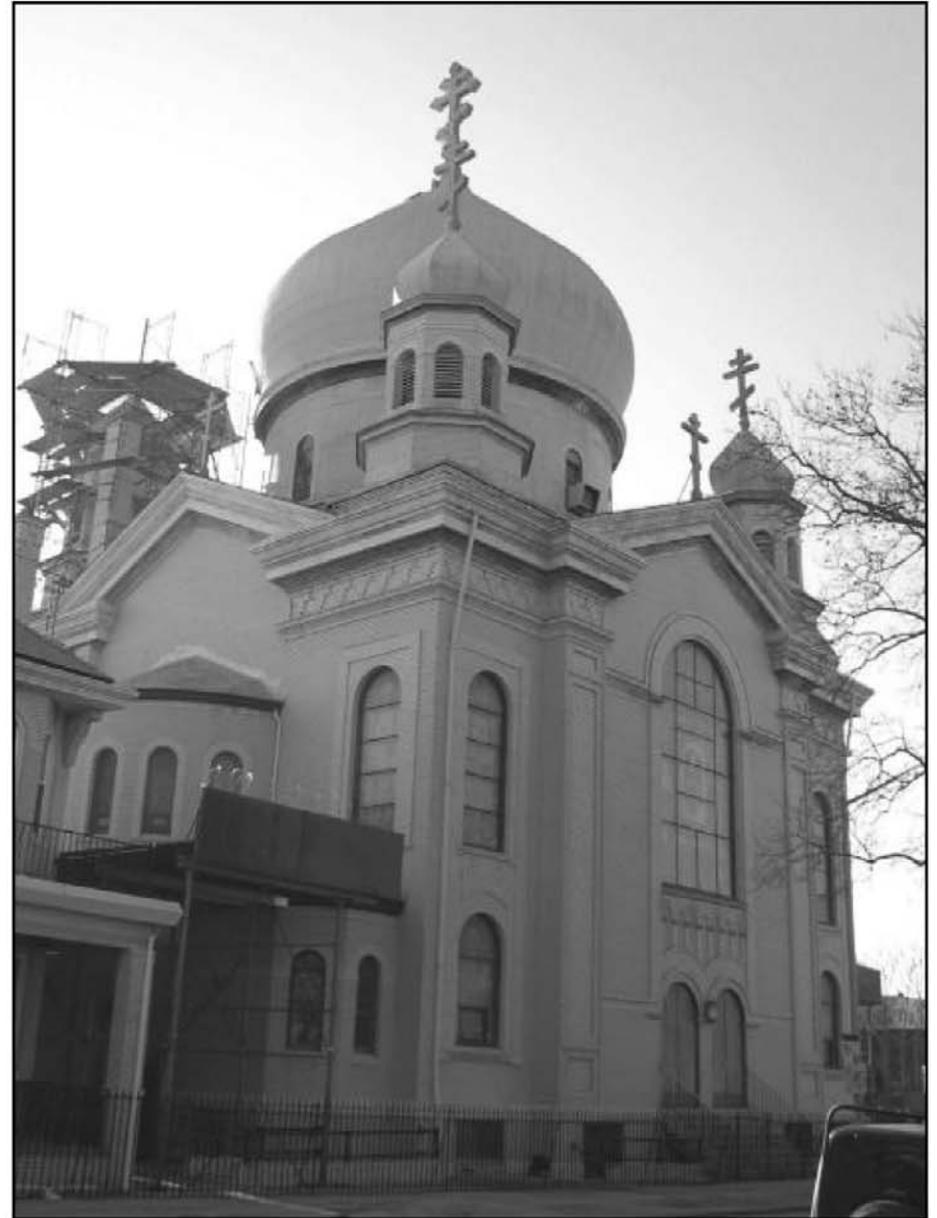
View from corner of Java and Franklin Streets, looking northeast



View from India Street looking south along Franklin Street



View from corner of Driggs Avenue and N. 11th Street, looking north



View from the corner of Driggs Avenue and N. 12th Street looking southwest

yellow brick octagonal bases during the restoration.¹⁴ The restoration is expected to be completed by October 2004.

The **19th Police Precinct Station House and Stable** are located at the eastern edge of the study area, at the northeast corner of Herbert and Humboldt Streets (see Figure 7-2). Built in 1891-92, this romanesque revival police station, with its bold arched entrance porch, prominent tower, and handsome ironwork (see Figure 7-5) was designated as a NYC Landmark by LPC in 1993. The building is no longer in use by the Police Department and is currently vacant.

The **Williamsburgh Savings Bank** is located at the northwest corner of Broadway and Driggs Avenue. Constructed in 1870-75, with additions in 1905 and 1925, the exterior of the structure was designated as a NYC Landmark by LPC in 1966, whereas the interior was designated in 1996. The building was listed on the State and National Registers of Historic Places in 1980. With its monumental arched entrance portico and towering dome, this structure is one of the first conscious expressions of the Italian Renaissance style erected in America (see Figure 7-6). The Williamsburgh Savings Bank was founded in 1851 to serve the rapidly growing independent city of Williamsburgh. This building was the bank's third home, and served as its headquarters until its new tower on Hanson Place (in Downtown Brooklyn) was completed in 1929. The vast interior, with its open plan, marble pilasters, and decorative iron grilles, contains one of the rare surviving examples of a post-Civil War ornamental scheme. The structure is currently occupied by an HSBC bank branch, as indicated by the signage shown in Figure 7-6.

The **Kings County Savings Bank** is located on the same block as the Williamsburgh Savings Bank, and occupies the northeast corner of Broadway and Bedford Avenue. Constructed in 1868, this structure was designated as a NYC Landmark by LPC In 1966 and listed on the State and National Registers of Historic Places in 1980. This former bank, built of light-colored sandstone, is one of New York's most magnificent French Second Empire buildings. As shown in Figure 7-7, the baroque quality of the design is accented by a projecting entrance portico, recessed loggias, a pair of projecting corner pavilions on the side facade, and beautifully executed carving on the ground floor. The building is currently used as a non-profit art center called the Williamsburg Art & Historical Center.

The **Hecla Iron Works Office Building**, which was built in 1896-97, is located at 100-118 North 11th Street, and is part of potential development Site 118. During the last decades of the 19th century and first decades of the 20th century, Hecla was one of the most important manufacturers of architectural iron and bronze in the United States, and employed more than a thousand workers at its peak. The four-story building includes a cast iron facade that is notable for its late date of production and its unusual black velvety surface. The well-preserved elevations are embellished with simple classical details. Each bay contains three windows and is flanked by double-story pilasters with capitals that suggest metopes (see Figure 7-8). Arranged in vertical grids, the windows are original to the building. Probably manufactured on-site, they are among the oldest metal-frame windows in New York City. The LPC designated this building as an individual New York City Landmark on June 8, 2004.

¹⁴ Ibid.



View from corner of Herbert and Humboldt Streets looking northeast



View of the main entrance on Herbert Street

Individual Landmarks in the Study Area - Williamsburgh Savings Bank



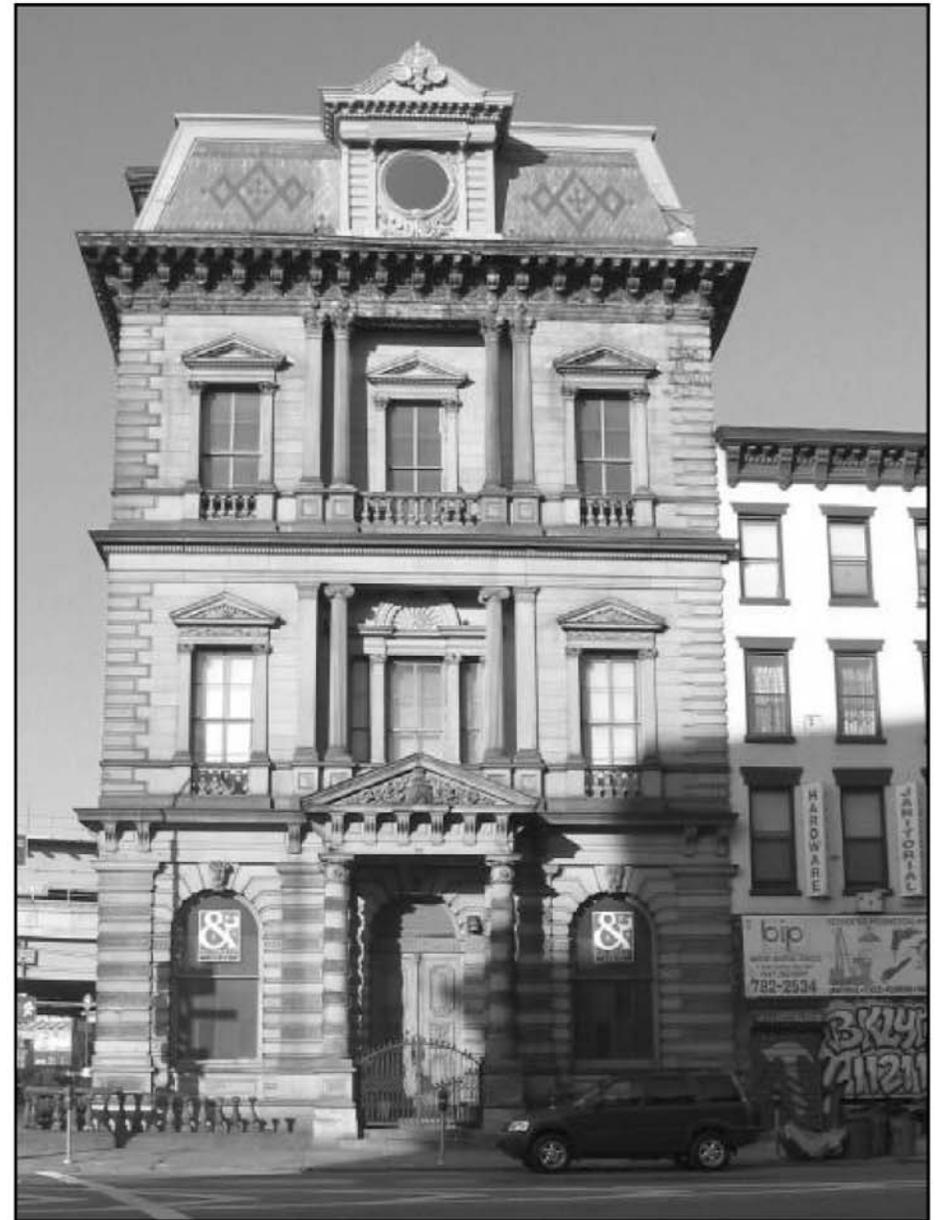
View from Broadway looking north-east towards Driggs Avenue



View from corner of Broadway and Driggs Avenue looking north



View from corner of Broadway and Bedford Avenue looking northeast



View from corner of Broadway and Bedford Avenue looking north

Individual Landmarks in Study Area - Hecla Iron Works Office Building



The Hecla Iron Works Office Building - view from corner of Berry and N. 11th Streets looking southwest



The Hecla Iron Works Office Building - view from N. 11th Street looking southeast

Historic Districts

Greenpoint Historic District

The Greenpoint Historic District is partially located within the study area (see Figure 7-2). This historic district was designated by LPC in 1982 and listed on the State and National Registers of Historic Places in 1983. Unlike Brooklyn's other 19th century residential historic districts, Greenpoint was not settled primarily by people who commuted to Manhattan. Rather, development in Greenpoint was closely linked to the prosperity of the nearby industrial waterfront. The district contains a wide variety of buildings, reflecting the varied income levels of the local residents. Houses range from early examples of flats to modest frame dwellings to impressive masonry row houses. Construction boomed in the 1860s and early 1870s, and it was during these decades that some of the district's finest houses were erected. Among them, are a large number of Italianate brick row houses with cast-iron window lintels and door hoods that were probably cast in local Greenpoint foundries. The houses at 128-132 Noble Street and 114-124 Kent Street, dating from 1867-68, are particularly notable.

Also within the district are some of the most impressive ecclesiastical buildings in eastern Brooklyn, reflecting the importance of religious life to Greenpoint's residents. Among the major churches are the English Gothic-inspired Episcopal Church of the Ascension (1865-66) and the High Victorian Gothic Reformed Church of Greenpoint, now Saint Elias Greek Rite Roman Catholic Church (1869-70, Sunday School 1879), both located on Kent Street. Also of interest are the German Gothic-inspired Saint John's Evangelical Lutheran Church (1891-92) on Milton Street and the early Romanesque Revival First Baptist Church of Greenpoint (1863-65), now Union Baptist Church, located on Noble Street. Most prominent is Saint Anthony of Padua Roman Catholic Church (1875) on Manhattan Avenue (see Figure 7-9).

Other Potential Architectural Resources

The proposed action area was also assessed to identify any other potential significant architectural resources that are not designated. According to the *CEQR Technical Manual*, Potential historic resources can be considered significant if they meet the criteria for eligibility to the National Register, established by the U.S. Secretary of the Interior, or criteria for local designation set forth in the New York City Landmarks Law. The National Register criteria address both historic and architectural significance: a property may be associated with significant events or persons, or may be a notable representation of a particular architectural style or the work of an important architect or builder. Similarly, the criteria of New York City's Landmarks Law include historical, architectural, aesthetic, and cultural value.

Certain kinds of individual properties are not usually considered for listing on the National Register. These are properties less than 50 years old, religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, and commemorative properties. (Such properties do qualify if they are integral parts of districts that meet the eligibility criteria.) Although properties typically must be at least 50 years old to be eligible for the National Register, younger properties that are of exceptional importance to a community, state, region, or the nation may still be eligible, if its exceptional contribution to an area's history, architecture, archaeology, engineering, and/or culture can clearly be demonstrated. As set forth in the City's Landmarks Law, a property eligible for designation as a Landmark by LPC is as follows: any improvement (building, structure, place, work of art, and/or object), any part of which is 30 years old or older, that has a special character or special historical or aesthetic interest or value as part of the development, heritage, or cultural characteristics of the City, State, or nation.



View from Milton Street at Franklin Street, looking east towards St. Anthony of Padua Church



View looking east from Franklin Street along north side of Kent Street

The proposed action area encompasses approximately 184 blocks in the Greenpoint and Williamsburg neighborhoods of Northern Brooklyn, and the study area extends for an additional 400-foot radius (see Figure 7-2). As described in Chapter 1, “Project Description,” 76 sites within the proposed action area have been identified as projected development sites, which are expected to be developed by the analysis year of 2013, and 264 additional sites have been identified as potential development sites, which are less likely to be developed by 2013. Many of those sites, particularly those along the waterfront, are currently either vacant or underutilized. The existing structures on the projected and potential development sites have varying ages, with most (an estimated 76%) dating from 1910 to 1960. Approximately 9% of the structures appear to have been constructed prior to 1910, whereas approximately 15% have been constructed post 1960.

As noted in the eligibility criteria described above, age is not the only, nor the most significant, determinant of eligibility. Criteria for eligibility include historical, architectural, aesthetic, and cultural value. Although the Greenpoint-Williamsburg waterfront has been associated with important industrial achievements, many of the structures associated with those uses no longer exist today. For example, as discussed in the Phase IA archaeological report in Appendix C, the Bell & Webb shipyard (which built the massive caissons for the Brooklyn Bridge) was replaced by the Greenpoint Terminal Market buildings sometime between 1912 and 1929, and none of the buildings of the Continental Iron Works, which manufactured the hull of the iron-clad *Monitor*, remain.

In terms of architectural and aesthetic value, some structures in the area have distinctive architectural features, but many others have either been subject to recent alterations, or are in a significant state of disrepair. There are some resources that are potentially eligible however, as discussed below and shown in Figure 7-10.

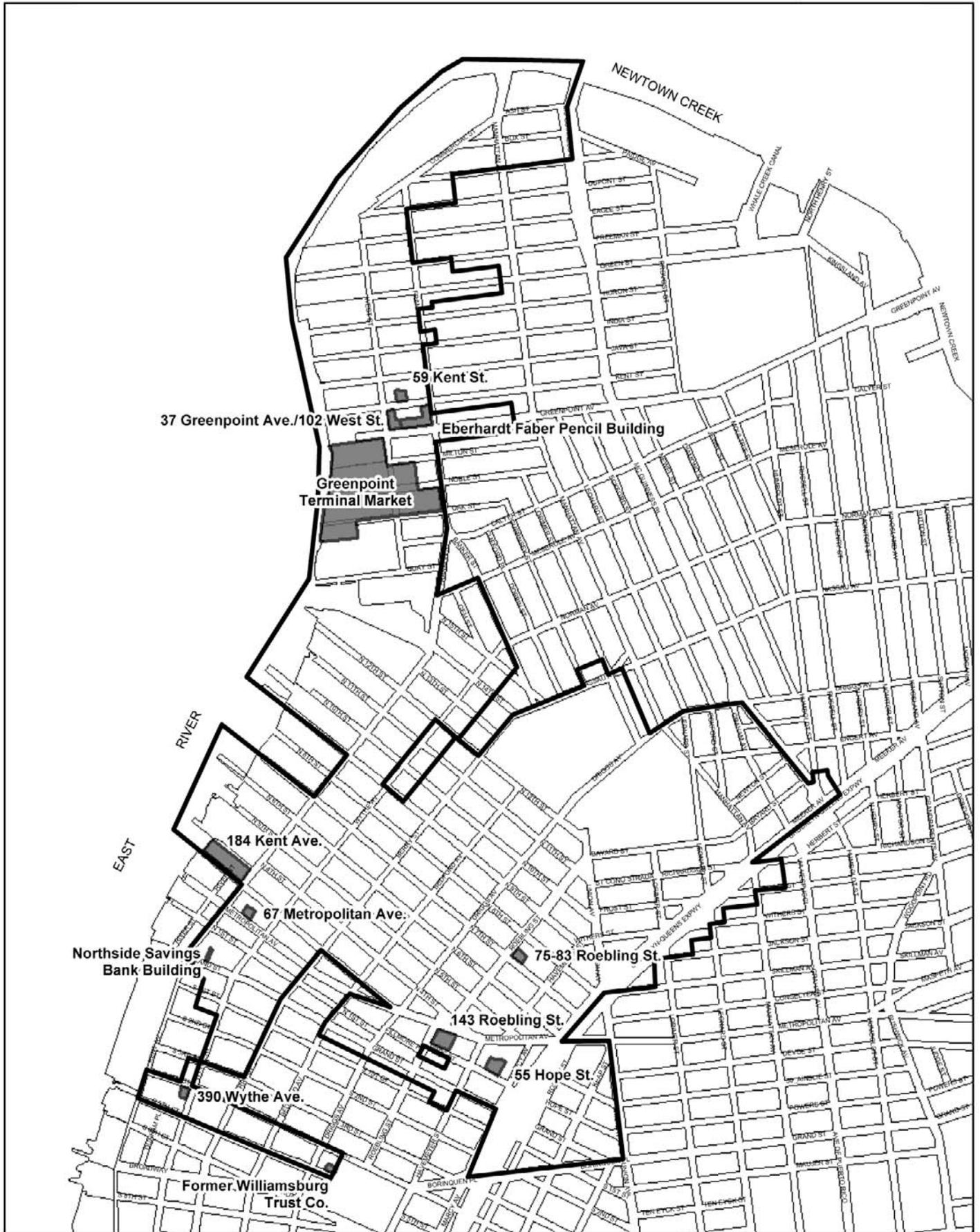
The Greenpoint Terminal Market

The Greenpoint Terminal Market has been the subject of debate concerning historic preservation. The Greenpoint Terminal Market site, which occupies over three blocks of land along the East River between Greenpoint Avenue and Oak Street, is largely vacant (see Figure 7-10). This site, which is eligible for listing on the State and National Registers, includes six industrial buildings ranging in height from one to seven stories. Piers once extending from this site have been demolished. The Greenpoint 197-a Plan recommended the consideration of preserving existing structures on this site, and exploration of the extension of the Greenpoint Historic District to include this site. The 197-a Plan also recommended the reuse of this site for residential and neighborhood retail use. Most of the buildings on the Greenpoint Terminal Market site are in severe disrepair, with the buildings in best condition closest to West Street. The Greenpoint Terminal Market encompasses projected development Sites 56 and 60 and potential development Site 61.

Eberhard Faber Pencil Building

LPC has expressed interest in a complex of buildings located within the Greenpoint portion of the proposed action area, which may have been occupied by the Faber pencil manufacturing company or accessory uses. As noted in the Phase IA archaeological report in Appendix C, Eberhard Faber was the grandson of Kasper Faber, who made the first pencil in 1765. He immigrated to New York from Germany to represent the firm here, opened a factory in Brooklyn in 1872, and there produced the first eraser-capped pencil. The factory occupied the entire block 2557 between Greenpoint Avenue and Kent Street east of West Street (which includes potential development Sites 53, 54, and 55), but there was also a plant on block 2549 (which includes projected development Site 45, and potential development Sites 46

Potential Historic Resources in the Proposed Action Area



Legend:

- Proposed Action Area
- Potential Historic Resources

0 250 500 1,000 1,500 2,000 Feet

N

through 50). The building still exists and partly overlaps Site 46. LPC has determined that the building on lot 24 of block 2557 (with an address of 61 Greenpoint Avenue), which is identified as projected/potential development Site 55, is eligible for LPC and S/NR designation.¹⁵ The six-story building, which appears to have been constructed around 1931, is notable for the one-story-high yellow pencils that adorn the upper windows of the building facade.

Former Northside Savings Bank Building

Located at 33-35 Grand Street, the former bank building, is described in the *AIA Guide to New York City* (fourth edition) as a “super” building, with “rock-face Romanesque, arched, cast-iron corniced, wrought-iron.” Although the *AIA Guide* indicates a construction date of 1889, the City’s records for the tax lot matching this address (Block 2378 Lot 42) indicate that the building was constructed in 1900, and altered in 1997. LPC has determined that this building is eligible for LPC and S/NR designation.¹⁶

Former Williamsburg Trust Company Building

Located at 177 South 5th Street, the former site of the Williamsburg Trust Company Building on South 5th Street is currently occupied by the Holy Trinity Church of Ukrainian Autocephalic Orthodox Church in Exile. The *AIA Guide* describes the building as an opulent terra-cotta monument, and indicates it was constructed in 1906. LPC has determined that this building is eligible for LPC and S/NR designation.¹⁷

184 Kent Avenue

The Austin-Nicols Warehouse, located at 184 Kent Avenue, which falls within the proposed action area but is not identified as a projected or potential development site, may be eligible for LPC designation.¹⁸ This 6-story former warehouse building was designed by Cass Gilbert and constructed in 1913. It has been partially converted to residential use, and, as described in Chapter 2, “Land Use, Zoning, and Public Policy,” an application has been filed for a BSA variance for new residential use within a manufacturing building. The conversion is anticipated to generate up to approximately 256 dwelling units (DUs), approximately 27,124 sf of retail/commercial space, and an accessory parking garage, and would include the addition of two stories to the building.

Eligible Projected and Potential Development Sites

In addition to Site 55 and the Greenpoint Terminal Market (discussed above), seven other RWCDs projected and potential development sites were noted as being eligible for LPC and/or S/NR designation.¹⁹ The locations of these sites are shown in Figure 7-10.

- 143 Roebling Street, included as projected development Site 266, is a 5-story brick industrial loft building with a 6th story at the center of its Roebling Street frontage. S/NR eligible.

¹⁵ Correspondence from LPC dated 8/13/04.

¹⁶ Ibid.

¹⁷ Ibid.

¹⁸ “Building Conversion in Jeopardy”, article by Julie Satow, *The New York Sun*, August 10, 2004.

¹⁹ Correspondence from LPC dated 8/13/04.

- 59 Kent Street, included as potential development Site 50, is a 5-story brick building that is currently vacant and in poor condition. S/NR eligible.
- 37 Greenpoint Avenue (102 West Street), included as potential development Site 53, is a 4-story building of deep red brick construction. LPC, S/NR eligible.
- 75-83 Roebling Street, included as potential development Site 195, is a 3-story brick loft building with extruded patterns in its brick facades and concrete adornments along its windows. S/NR eligible.
- 67 Metropolitan Avenue, included as potential development Site 247, is a 5-story white industrial loft building. S/NR eligible.
- 55 Hope Street, included as potential development Site 275, is comprised of three 6-story white industrial loft buildings in tandem along Hope Street. S/NR eligible.
- 390 Wythe Avenue, which is potential development Site 323, is a 6-story red brick industrial loft building. S/NR eligible.

Other Potentially Eligible Structures in the Study Area

In Williamsburg, the Williamsburg Waterfront 197-a Plan recommended that sixteen structures along the Broadway corridor and two other structures in Williamsburg be evaluated for potential designation as landmarks. Of those structures, two, the Northside Savings Bank Building and the Williamsburg Trust Co., are located within the proposed action area and were found to be eligible for LPC and S/NR designation. Six more structures are located within a 400-foot radius of the proposed action area. The six other structures within the study area identified in the 197-a Plan as potentially eligible for designation include:

- Former Sparrow Shoe Factory Warehouse at 185-195 Broadway is described in the *AIA Guide* as “cast-iron with exuberant console brackets and fluted, floral-decorated composite pilasters.” Although the *AIA Guide* indicates a construction date of 1882, City records for the lot matching this address (Block 2446, Lot 51) indicate a construction date of 1900.
- Former Opera House building at 253 Roebling Street (Block 2433, Lot 1). This structure appears to have a construction date of 1960.
- Valley Forge Monument, Continental Army Plaza. The equestrian sculpture of George Washington serves as the centerpiece of Continental Army Plaza, a mapped park. Located at the approach to the Williamsburg Bridge, the statue was dedicated in 1906. It was sculpted by Henry Mervin Shrady (1871–1922), who was commissioned to make the statue after winning a design competition in 1901. Washington at Valley Forge was his first major public work. He subsequently created other major public monuments including the Grant Memorial at the foot of the Capital Grounds in Washington, D.C., and the Robert E. Lee equestrian statue in Charlottesville, Virginia. George Washington at Valley Forge was cast at Roman Bronze Works in Brooklyn. It is anchored to a granite base designed by Lord and Hewlett.
- Former Bedford Avenue Theater, 101 and 109 South 6th Street (Block 2456, Lots 33 & 34). The *AIA Guide* indicates that the theater was constructed in 1891, although records for the two tax lots show a construction date of 1920.
- Cast iron loft at 103 Broadway (Block 2471, Lot 8). The *AIA Guide* indicates that this structure was built ca. 1875, and describes it as “graceful cast iron with glassy elliptical bays,” with Corinthian columns and console brackets. Originally a factory, the building is now occupied by studio lofts.
- Bureau of Bridges, 352 and 372 Kent Avenue (Block 2453, Lot 1). It is not clear why this site was listed in the 197-a plan. The site, located beneath the Williamsburg Bridge, is owned by the NYC Department of Transportation, and contains several buildings used for utility/

transportation purposes. There is no record of construction dates for the structures, although records indicate that alterations were made in 1999.

LPC has reviewed the structures listed above and has determined that the former Sparrow Shoe Factory (which has been heard by LPC) and Former Opera House building are eligible for listing on the State/National Registers (S/NR), while the Valley Forge Monument and Bureau of Bridges building were determined to be of no interest and are therefore not eligible for either LPC designation or S/NR designation.²⁰ LPC has also indicated that 103 Broadway and the Former Bedford Avenue Theater are eligible for LPC and S/NR designation.²¹

The Future Without the Proposed Action (No-Action)

In the future without the proposed action, it is expected that the current land use trends and general development patterns in the Greenpoint-Williamsburg area would continue. These trends and patterns are characterized by an overall decline in heavy industrial and manufacturing uses and a continued shift toward residential, commercial, and light industrial uses. Given increasing demand for residential conversion and development, requests for Board of Standards and Appeals (BSA) variances for residential use in light manufacturing areas, residential conversion of industrial buildings and the deterioration of vacant land and buildings are expected to continue.

As detailed in Chapter 2, “Land Use, Zoning, and Public Policy,” several developments and conversions are expected within the proposed action area in the future without the proposed action, under both Scenarios A and B. DCP has identified 30 projected development sites and 87 potential development sites on which development or conversion/reactivation could occur under both Scenario A and Scenario B pursuant to existing zoning or approved BSA variances by 2013. The No-Action development program under Scenario B is identical to Scenario A except that it includes the development of a 1,100-megawatt power plant to be developed on the Bayside Fuel site, which is included in projected Site 211 under No-Action conditions. In addition, it should be noted that there is a development at 184 Kent Avenue, which is located within the proposed action area, that has filed an application for a BSA variance for new residential use within a partially converted industrial building. This project is anticipated to generate approximately 256 dwelling units (DUs). As noted above, the building at 184 Kent Avenue (Austin-Nicols Warehouse) may be eligible for LPC designation.

None of these developments/conversions would directly affect designated architectural resources, and all of the identified landmarked structures within the proposed action area would remain in their current state. The Greenpoint Terminal Market site, which is currently in a state of disrepair, would likely continue to deteriorate under future No-Action conditions, and could be demolished to facilitate new development. As these buildings are privately owned, demolition can be carried out as long as no federal, state, or City governmental discretionary permits or funding are involved. It should be noted that development anticipated on Site 102 in the future without the proposed action would be adjacent to the lot containing the Russian Orthodox Cathedral. However, the development/conversion would occur adjacent to the cemetery, not the structure. In addition, some of the structures on identified projected or potential development sites dating prior to 1900 (see discussion above), could be converted, reactivated, or redeveloped in the future without the proposed action.

²⁰ Correspondence from LPC dated 6/24/04.

²¹ Correspondence from LPC dated 8/13/04.

The Eberhard Faber Pencil Building at 61 Greenpoint Avenue is currently in use as an industrial building and appears to be in generally good condition. No development or conversion is planned for this site (projected/potential development Site 55) in the future without the proposed action. The Northside Savings Bank Building and the Former Williamsburg Trust Co. Building are adjacent to potential development Sites 291 and 334, respectively. No development or conversion is anticipated on these sites under future No-Action conditions. In addition, projected development Site 335 is adjacent to the Former Williamsburg Trust Co. Building, and is expected to undergo new residential construction pursuant to a granted BSA variance under both the No-Action and With-Action conditions. Should this building become designated, any construction adjacent to it would be subject to the procedures of Building Code section 27-166 and PPN #10/88.

Lastly, no development or conversion is anticipated at the aforementioned seven projected and potential development sites that were deemed eligible for LPC and/or S/NR designation.

As discussed in Chapter 2, “Land Use, Zoning, and Public Policy,” several other developments are expected to occur outside the proposed action area in the future without the proposed action. None of those falling within the 400-foot radius of the proposed action area are expected to directly affect any designated resources.

It is possible that some or all of the buildings identified as eligible for LPC or S/NR designation could become listed in the future without the proposed action. Privately owned properties that are NYC landmarks or S/NR-listed, or are pending designation as landmarks, are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur. Similarly, developments occurring within LPC-designated historic districts require a Certificate of Appropriateness from LPC. Historic resources that are listed on the S/NR or that have been found eligible for listing are given a measure of protection from the effects of Federally sponsored or Federally assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. Properties listed on the S/NR are similarly protected against impacts resulting from State-sponsored or State-assisted projects under the State Historic Preservation Act. Private owners of properties that are eligible for, or even listed on, the S/NR using private funds, can, however, alter or demolish their properties without such a review process. In addition, the city has procedures for avoiding damage to historic structures from adjacent construction.

The Future With the Proposed Action (With-Action)

According to the *CEQR Technical Manual*, generally, if a proposed action would affect those characteristics that make a resource eligible for New York City Landmark designation or National Register listing, this could be a significant adverse impact. As described in Section C above, the designated historic resources in the study area are significant both for their architectural quality as well as for their historical value as part of the City’s development. This section assesses the proposed action’s potential for impacts on architectural resources, including effects resulting from construction of projected or potential developments on historic resources in the proposed action area, or from shadows or other effects on existing historic resources in the vicinity of the proposed action area once construction is completed.

The proposed action was assessed in accordance with guidelines established in the *CEQR Technical Manual* (Chapter 3F, Part 420), to determine (a) whether there would be a physical change to any

designated property or its setting as a result of the proposed action, and (b) if so, is the change likely to diminish the qualities of the resource that make it important (including non-physical changes such as context or visual prominence). Whereas this chapter focuses specifically on the proposed action's effects on the visual context of historic resources, an assessment of the proposed action's effect on the visual character of the study area in general is provided separately in Chapter 8, "Urban Design and Visual Resources."

As described in Chapter 1, "Project Description," the proposed zoning map changes would replace the existing Franklin Street and Northside Special Mixed Use Districts and portions of M3-1, M1-1, M1-2, C8-1, C8-2, R6 and R6/C1-3 districts with residential and Special Mixed Use districts. Contextual zoning would be employed in most of the residential and mixed use districts to ensure that new development on the upland portion of the neighborhood respects the existing low-rise character. The upland areas would be rezoned to: R6, R6A, R6B, M1-2/R6, M1-2/R6A, M1-2/R6B, M1-2/R7A, R6/C1-4, R6A/C1-4, R6B/C1-4, R6/C2-4, R6A/C2-4, and R6B/C2-4. On the waterfront, R6 and R8 districts are proposed, with commercial overlays proposed on West Street, Kent Avenue, Commercial Street, Green Street, Greenpoint Avenue, and North 6th Street. Standard R6 districts are proposed for blocks near tall structures such as bridges and elevated highways and on blocks with irregularly shaped lots. The proposal would map light industrial districts (M1-2) in the area between McCarren Park and Kent Avenue/Franklin Street, and along Newtown Creek just west of the Pulaski Bridge.

As described in Chapter 1, "Project Description," in the future with the proposed action, projected developments, considered likely to occur in the foreseeable future, i.e., a ten-year period following the adoption of the proposed action, are expected to occur on 76 sites, and potential developments, which are considered possible but less likely, have been identified for 264 sites within the proposed action area. The development anticipated to occur in the future with the proposed action would be the same under both Scenario A and Scenario B, but the proposed new park would be smaller under Scenario B. Moreover, under Scenario B, the 1,100 MW power plant assumed under No-Action conditions would continue to occupy the Bayside Fuel site in the future with the proposed action. The potential effect of the proposed action on identified architectural resources within the proposed action area is discussed below and summarized in Table 7-4.

Although a portion of the proposed action area falls within the Greenpoint Historic District, no projected or potential development sites have been identified in that area. Should any development take place within the Greenpoint Historic District in the future pursuant to the proposed new zoning, it would require a Certificate of Appropriateness from LPC, which would ensure that it is consistent with the character of the designated historic district.

The proposed action and subsequent developments are also not expected to have any direct physical impacts on any existing designated architectural resources, as they would not result in any physical destruction, demolition, damage or alteration to any designated historic property. As noted above, one of the potential development sites identified as part of the reasonable worst-case development scenario (Site 118) encompasses the Hecla Iron Works Office building, which has recently been designated an individual landmark. However, the reasonable worst-case development scenario (RWCDs) does not envision any significant alterations to this historic structure, as the site is identified as a likely conversion site. Also, as the structure is a designated landmark, any alteration to this building's exterior would require LPC's review and approval, which would ensure that no significant adverse impacts would occur to this resource.

TABLE 7-4
Summary of Potential Effect of the Proposed Action on Identified
Architectural Resources in the Proposed Action Area

Property Name	Direct Effect	Indirect Effect	Construction Impact	Shadows	Comments
<i>Designated Resources</i>					
Astral Apartments	no	no	no	no	This resource is not immediately adjacent to any projected or potential development sites (potential development Site 40 is located across India Street).
Russian Orthodox Cathedral of the Transfiguration of Our Lord	no	no	yes	yes	Development Site 102 is adjacent to this resource. Any construction adjacent to this designated structure would be subject to the procedures of Building Code section 27-166 and PPN #10/88. The church, which includes stained glass windows, would experience some incremental shadow as a result of the proposed action.
19 th Police Precinct Station House & Stable	no	no	no	no	This resource is not immediately adjacent to any projected or potential development sites (potential development Site 96 is located on the opposite side of the BQE from this resource)
Williamsburg Savings Bank	no	no	no	no	This resource is not immediately adjacent to any projected or potential development sites (development Sites 331, 332 and 333 are located on the block to the north of this site).
Kings County Savings Bank	no	no	no	no	This resource is not immediately adjacent to any projected or potential development sites (development Sites 331, 332 and 333 are located on the block to the north of this site).
Hecla Iron Works Office Building	yes	no	no	no	Potential development Site 118 encompasses this structure. However, this is identified as a conversion site in the RWCDs, and no significant changes to this resource are anticipated.
Greenpoint Historic District	no	no	no	no	There are no identified projected or potential development sites within this district. Any development occurring in the historic district in the future would require a Certificate of Appropriateness from LPC.
<i>Eligible Architectural Resources Within Proposed Action Area</i>					
Greenpoint Terminal Market	yes	no	yes	no	These buildings are S/NR eligible and would be demolished either in part or entirely to facilitate new development on projected development Sites 56 and 60 and potential development Site 61. As these buildings are privately owned, such demolition can be carried out as long as no federal, state, or City governmental discretionary permits or funding are involved. The redevelopment of the Greenpoint Terminal Market site would constitute a significant adverse impact.
Former Northside Savings Bank	no	no	yes	no	Development Site 291 is adjacent to this structure. Should this building become designated, any construction adjacent to it would be subject to the procedures of Building Code section 27-166 and PPN #10/88. If it is not designated however, it may be adversely impacted by adjacent development.
Former Williamsburg Trust Co.	no	no	no	no	Development Sites 334 and 335 are adjacent to this structure. However, Site 334 is a conversion site, and Site 335 is projected to be developed under No-Action conditions as well, and therefore neither would adversely affect this resource. Should this building become designated, any construction adjacent to it would be subject to the procedures of Building Code section 27-166 and PPN #10/88.
Eberhard Faber Pencil Building	yes	no	no	no	Projected/potential development Site 55 encompasses this structure. However, this is identified as a conversion site in the RWCDs, and no significant changes to this resource are anticipated.

TABLE 7-4 (continued)
Summary of Potential Effect of the Proposed Action on Identified
Architectural Resources in the Proposed Action Area

Property Name	Direct Effect	Indirect Effect	Construction Impact	Shadows	Comments
<i>Eligible Architectural Resources Within the Proposed Action Area - continued</i>					
59 Kent Street	yes	no	no	no	Potential development Site 50 encompasses this structure. However, this is identified as a conversion site in the RWCDS, and no significant changes to this resource are anticipated.
37 Greenpoint Avenue/102 West Street	yes	no	no	no	Potential development Site 53 encompasses this structure. However, this is identified as a conversion site in the RWCDS, and no significant changes to this resource are anticipated.
75-83 Roebling Street	yes	no	no	no	Potential development Site 195 encompasses this structure. However, this is identified as a conversion site in the RWCDS, and no significant changes to this resource are anticipated.
67 Metropolitan Avenue	yes	no	no	no	Potential development Site 247 encompasses this structure. However, this is identified as a conversion site in the RWCDS, and no significant changes to this resource are anticipated.
55 Hope Street	yes	no	no	no	Potential development Site 275 encompasses this structure. However, this is identified as a conversion site in the RWCDS, and no significant changes to this resource are anticipated.
390 Wythe Avenue	yes	no	no	no	Potential development Site 323 encompasses this structure. However, this is identified as a conversion site in the RWCDS, and no significant changes to this resource are anticipated.
143 Roebling Street	yes	no	no	no	Potential development Site 266 encompasses this structure. However, this is identified as a conversion site in the RWCDS, and no significant changes to this resource are anticipated.
184 Kent Avenue (Austin-Nicols Warehouse)	no	no	yes	no	Potential development Site 222 is adjacent to this structure. Should this building become designated, any construction adjacent to it would be subject to the procedures of Building Code section 27-166 and PPN #10/88. If it is not designated however, it may be adversely impacted by adjacent development.

As discussed above, the buildings comprising the Greenpoint Terminal Market site, which may be eligible for S/NR listing, would likely be demolished in part or entirely to facilitate residential and local commercial development on projected development Sites 56 and 60 and potential development Site 61. As these buildings are privately owned, such demolition can be carried out as long as no federal, state, or City governmental discretionary permits or funding are involved. Should future development on those sites involve federal, state, or City governmental discretionary permits or funding, measures to preserve the eligible structures may be required. As per the *CEQR Technical Manual*, such measures may include redesign, adaptive reuse of the structures, construction protection plan, data recovery, or relocation of the resource. The redevelopment of the Greenpoint Terminal Market site would constitute a significant adverse impact. No mitigation measures are feasible, however, because the site is privately-owned and the structures are not designated as landmarks, which prevents the City from mandating possible mitigation measures described above. Consequently, the impact would remain unmitigated.

In addition, it should be noted that development/conversion anticipated on Site 102 in the future with the proposed action would be adjacent to the lot containing the Russian Orthodox Cathedral. However, as with future No-Action conditions, the development/conversion would occur adjacent to the cemetery, not the structure.

Potential development Sites 291 and 334 are also located adjacent to two structures that have been identified as eligible for designation as City landmarks and S/NR listing. Site 291 is located adjacent to the former Northside Savings Bank building on Grand Street, and Site 334 is adjacent to the former Williamsburg Trust Company building. It should be noted however that Site 334 is a conversion site and is not anticipated to entail new construction. Projected development Site 335 is also adjacent to the Williamsburg Trust Company building. Site 335 is projected to be developed with a new residential building under both the No-Action and With-Action conditions, pursuant to a granted BSA variance, and therefore no additional effects would be expected as a result of the proposed action. Finally, potential development Site 222 is located adjacent to 184 Kent Avenue, which may be eligible for designation. This eligible structure would be converted/alterd in the No-Action pursuant to a BSA variance. Potential construction impacts on designated or eligible resources from adjacent development are discussed in the "Construction" section below.

As noted above, LPC has determined that the Eberhard Faber Building at 61 Greenpoint Avenue (projected/potential development Site 55) is eligible for LPC and S/NR designation. However, Site 55 is identified as a conversion site in the RWCDs, and as such no significant changes to this eligible resource are anticipated as a result of the proposed action, and no significant adverse impacts would be expected. Finally, as discussed above, seven other projected/potential development sites have been identified as eligible for LPC and/or S/NR designation (Sites 50, 53, 195, 247, 266, 275, and 323). As indicated in Table 7-4, all of the seven sites are identified as conversion sites in the RWCDs, and as such no significant changes to those eligible resources are anticipated as a result of the proposed action, and no significant adverse impacts would be expected.

As discussed above, four structures located outside the proposed action area have also been determined to be eligible for LPC and/or S/NR designation. These are the former Sparrow Shoe Factory (185-195 Broadway), former Opera House Building (253 Roebling Street), former Bedford Avenue Theater (101 and 109 South 6th Street), and the loft building at 103 Broadway. Those four eligible structures are located outside the boundaries of the proposed action area, and are not adjacent to or near any projected or potential development sites. As such, they would not be affected by the proposed action.

The projected and potential developments to be constructed subsequent to the proposed action are not expected to have significant adverse indirect impacts on existing historic resources in the area. As noted above, the proposed action would mandate contextual zoning in the upland areas. The use of contextual zoning districts in both residential and mixed-use areas of the upland would ensure that the scale and bulk of new buildings is sensitive to and consistent with existing developments (refer to Chapter 8, "Urban Design and Visual Resources," for details). On waterfront blocks, a combination of R6 and R8 districts and zoning text changes would require development to provide a transition from the scale of the adjoining upland neighborhood to areas closer to the shoreline, where taller buildings could be located. Although some new buildings on the waterfront could be as tall as 350 feet, they would be located at a considerable distance from any of the identified architectural resources, and would therefore be unlikely to alter the immediate visual context of those resources.

The developments resulting from the proposed action would not alter the setting or visual context of any historic resources in the area, nor would they eliminate or screen publicly accessible views of any

resources. Moreover, no incompatible visual, audible or atmospheric elements would be introduced by the proposed action to any historic resource's setting. Therefore, the proposed action is not expected to result in any significant adverse impacts on historic architectural resources.

Construction

Any new construction taking place on Site 102 which would be adjacent to the Russian Orthodox Cathedral, has the potential to cause damage to this historic building from ground-borne construction vibrations. However, development on this site is anticipated under No-Action conditions as well, and under both No-Action and With-Action conditions, new development is expected to consist of the conversion of the adjacent building, which would not involve any in-ground construction (digging for new foundations, etc.). As such, no significant adverse construction-related impacts to this historic building are anticipated as a result of the proposed action.

Although any future development on this site pursuant to the proposed zoning would be as-of-right, the city has procedures for avoidance of damage to historic structures from adjacent construction. Building Code section 27-166 (C26-112.4) serves to protect historic structures by requiring that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 (Article) and Building Code Subchapters 11 and 19 (Article). In addition, the New York City Department of Buildings' Technical Policy and Procedure Notice (PPN) #10/88, supplements these procedures by requiring a monitoring program to reduce the likelihood of construction damages to adjacent historic structures and to detect at an early stage the beginnings of damage so that construction procedures can be changed. Therefore, construction period impacts on any designated historic resources would be minimized, and these historic structures would be protected, by ensuring that adjacent development projected as a result on the proposed action adheres to all applicable construction guidelines and follows the requirements laid out in PPN #10/88.

Should the former Northside Savings Bank building or the former Williamsburg Trust Company building (which are adjacent to potential development Sites 291 and 334, respectively), or the Austin-Nicols Warehouse at 184 Kent Street (which is adjacent to potential development Site 222) become designated as historic resources prior to approval of the proposed action, they would also be subject to the construction protection procedures discussed above. However, potential development Site 334 would entail conversion of an existing building, and would therefore be unlikely to result in any vibration impacts on any adjacent resources. Site 335 is also adjacent to the Williamsburg Trust Company building. However, Site 335 is projected to be developed with a new residential building under both No-Action and With-Action conditions, pursuant to a granted BSA variance, and therefore no new construction-related impacts would occur at this site as a result of the proposed action. Therefore, the only development sites that would entail new construction and are adjacent to an eligible resource are Sites 222 and 291, which are adjacent to the former Northside Savings Bank and 184 Kent Avenue, respectively. If the eligible structures are not designated however, they would not be subject to the above construction protection procedures, and may therefore be adversely impacted by adjacent development resulting from the proposed action. This would constitute a significant adverse impact. No mitigation measures are feasible, however, because the sites are privately-owned and the structures are not designated as landmarks, which prevents the City from mandating or enforcing construction protection measures. Consequently, the impact would remain unmitigated.

It is not anticipated that construction induced by the proposed action would have any adverse physical impacts on any other historic resources in the area, as no other resources abut any of the projected or potential development sites.

Shadows

According to the *CEQR Technical Manual*, the longest shadow a structure will cast, except for periods close to dawn or dusk is 4.3 times its height. Projected and potential developments would range in building heights from 150 to 350 feet along the waterfront and would therefore cast maximum shadows of 645 to 1,505 feet. Projected and potential developments would range in height from 50 to 80 feet within the upland portion of the action area and would therefore cast maximum shadows of 215 to 344 feet. Preliminary assessment of the projected and potential development sites and the shadows they would cast found that several would cast shadows long enough to reach architectural resources. The architectural resources of concern, including those designated and potentially eligible resources discussed in this chapter, were assessed for their potential to be sunlight sensitive.

As discussed in Chapter 6, “Shadows,” the projected/potential development would cast incremental shadows on the Greenpoint Historic District. The largest shadow areas would be cast during the winter months, but these shadows would move relatively quickly and last for short durations. The projected/potential development would cast shadows along the western portion of the historic district, along the east side of Franklin Street. According to the *CEQR Technical Manual*, sensitive features on a historic structure include details or characteristics that make the resource significant. Examples of sensitive features include stained glass windows and highly carved ornamentation. As described above, the majority of structures within the Greenpoint Historic District are brick row houses with cast-iron window lintels, which are not considered sunlight sensitive features. There are several churches that contain stained glass located within the historic district, although shadows from the projected/potential development would not be long enough to reach them. As such, the shadow effects caused by the projected/potential development would not be considered significant adverse impacts as no new shadows would be cast on any structure within the historic district that contains sunlight sensitive features.

However, the *CEQR Technical Manual* cites stained glass windows as an example of sunlight sensitive features. The Russian Orthodox Cathedral of the Transfiguration of Our Lord contains stained glass windows and as such, has the potential to be impacted by shadows cast by new buildings resulting from the proposed action. In addition, the Greenpoint Historic District contains several churches with stained glass windows and therefore also has the potential to be impacted by shadows cast by new buildings resulting from the proposed action. As discussed in Chapter 6, “Shadows,” the proposed action would cast minimal shadows on the Greenpoint Historic District, ranging from 20 minutes to one hour and six minutes, although such shadows would not be long enough to reach any of the churches that contain stained glass located within the historic district. Therefore, the proposed action would not result in any significant adverse shadow impacts on this historic district, which includes several churches.

The Russian Orthodox Cathedral features large arched stained glass windows on all four facades of the building. The church has frontage on Driggs Avenue, North 11th Street, and North 12th Street. The south and north facades of the Church, along North 11th Street and North 12th Street, respectively, both contain a large stained glass window. The main entrance to the church is located along Driggs Avenue, which is the west facade of the structure. The west facade also contains a large stained glass window.

Development resulting from the proposed action would cast new incremental shadows on the east and west facades of the church, although they would not be considered significant. As discussed in Chapter

6, “Shadows,” none of the stained glass windows on the east and west facade of the church would be cast in shadow by the projected/potential development for extended periods of time, nor would they be affected at all times of the year. As discussed in Chapter 6, the incremental shadows cast by the proposed action on the church would only occur on December 21 and June 21, and would range from 10 minutes to one hour and 57 minutes. In addition, neither window would ever be completely cast in shadow. Although the church would experience new incremental shadows as a result of the proposed action, the duration of the shadows would not be so long as to significantly detract from the church’s essential functions or its architectural or historic significance, nor would they significantly impact the enjoyment of the stained glass windows by the parishioners. Therefore, the proposed action would not result in significant adverse shadow impacts to the church.