

APPENDIX A

HISTORIC RESOURCES

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/08DCP033K

2/11/2008

Project number

Date received

Project: 365 BOND STREET

Properties with no archaeological significance:

365 BOND STREET, BBL 3004580001
363 BOND STREET, BBL 3004520001
400 CARROLL STREET, BBL 3004520015

[Handwritten Signature]

2/13/2008

SIGNATURE

DATE

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| | | | | | | |
|-------------------|----------------|------|---------|---------|------------|---|
| Post-it® Fax Note | | 7671 | Date | 2/19/08 | # of pages | 1 |
| To | Molly McDonald | | From | | | |
| Co./Dept. | ALRF | | Co. | | | |
| Phone # | | | Phone # | | | |
| Fax # | 212 213 | 3191 | Fax # | | | |



Environmental and Planning Consultants

440 Park Avenue South
New York, NY 10016
tel: 212 696-0670
fax: 212 213-3191
www.akrf.com

February 14, 2008

Ms. Gina Santucci
New York City Landmarks Preservation Commission
Municipal Building, 9th Floor
1 Centre Street
New York, NY 10007

cc. Amanda Sutphin, Director of Archaeology

| | |
|-----|---|
| Re: | Toll Brothers, Inc. Gowanus Canal Project Block 458, Lot 1; Block 452, Lots 1 and 15 363 and 365 Bond Street, Brooklyn, New York |
|-----|---|

Dear Ms. Santucci:

We have been engaged by Toll Brothers, Inc. to prepare an Environmental Impact Statement (EIS) in connection with a proposed rezoning and redevelopment of approximately one and a half blocks along the Gowanus Canal in Brooklyn (see attached map). The project site is bounded roughly by Bond Street, the Gowanus Canal, Carroll Street, and Second Street, excluding parcels in the northeast and southeast portions of that area. The site occupies an area totaling approximately 146,300 square feet. The rezoning area is bounded by Bond Street, the Gowanus Canal, Carroll Street, and Second Street.

The project site is currently zoned M1-2 and is occupied by open vehicle storage and warehousing and light manufacturing uses. The site is also bulkheaded and has a shallow water table due to its waterfront location. On the northwest corner of the rezoning area, but outside of the development site, there is an Emergency Medical Service facility owned and operated by the City of New York. This lot would not be subject to development or change in use as part of this project. Another City-owned parcel is associated with the Carroll Street Bridge (New York City Landmark and State/National Register [S/NR]-eligible) is located immediately adjacent to the project site, in the southeastern portion of the rezoning area. The project site and rezoning area are also located within the S/NR-eligible Gowanus Canal Historic District.

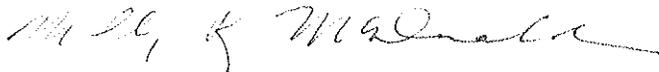
At this time, we are requesting an initial assessment from your office regarding any archaeological concerns you may have for this project site. We would appreciate it if you could provide us with a preliminary determination of the site's archaeological sensitivity so that we may be informed as to whether the site requires archaeological assessment in the form of a Stage 1A Documentary Study. We will be preparing a historic resources analysis as part of an EIS that will

be submitted to the New York City Department of City Planning, who will serve as the lead agency for environmental review under CEQR, and which will be provided to your office for review.

Thank you for your assistance in this matter. Please let me know if you have any further questions. I can be reached at (646) 388-9810.

Sincerely,

AKRF, INC.

A handwritten signature in black ink, appearing to read "Molly McDonald". The signature is written in a cursive style with a large, sweeping initial "M".

Molly McDonald, RPA
Archaeologist & Architectural Historian

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/08DCP033K

2/19/2008

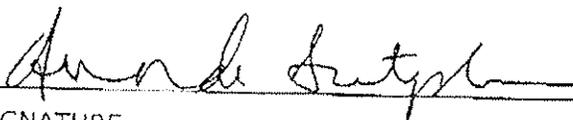
Project number

Date received

Project: 400 CARROLL STREET

365 BOND STREET, BBL 3004580001
363 BOND STREET, BBL 3004520001
400 CARROLL STREET, BBL 3004520015

Comments: For archaeological resources: the LPC has revised its findings of 2/13/2008 after reviewing the, "Final Report National Register of Historic Places Eligibility Evaluation and Cultural Resources Assessment for the Gowanus Canal," prepared for the USACE and dated December 2004. The LPC concurs that the canal bulkheads have the potential to be significant. Therefore, if the proposed project may impact these resources, appropriate mitigation should be developed and implemented.



2/19/2008

SIGNATURE

DATE

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THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/08DCP033K

2/11/2008

Project number

Date received

Project: 363-365 BOND STREET

Comments: The LPC is in receipt of the Positive Declaration, EAS, and Scope of Work for EIS (SEIS) dated 1/24/08. Regarding architectural resources, the LPC will comment upon receipt of the DEIS Historic Resources chapter. Photographs and analysis of the properties to be demolished on site will be required for architectural review as well. The SEIS is acceptable for historic resources.

2/27/2008

SIGNATURE

DATE



24417_FSO_GS_02272008.doc



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March 7, 2008

Amanda Sutphin, Director of Archaeology
New York City Landmarks Preservation Commission
Municipal Building, 9th Floor
1 Centre Street
New York, NY 10007

| | |
|-----|---|
| Re: | Toll Brothers, Inc. Gowanus Canal Project Block 458, Lot 1; Block 452, Lots 1 and 15 363 and 365 Bond Street, Brooklyn, New York 08DCP033K |
|-----|---|

Dear Ms. Sutphin:

This letter responds to the Landmarks Preservation Commission (LPC) Environmental Review of February 18, 2008 regarding the Toll Brothers Gowanus Canal Project. As you know, the project site is located within the S/NR-eligible Gowanus Canal Historic District. The bulkhead that runs along the Gowanus Canal, a portion of which is located within the study area, is considered a contributing resource to this Historic District (see Figures 1-3). This letter describes the proposed project's anticipated impacts on this resource, and proposes archaeological mitigation measures for your preliminary review.

Based on LPC's Environmental Review determination, the project site has no archaeological sensitivity with the exception of the archaeologically sensitive bulkhead. The Environmental Review further states that "if the proposed project may impact these [bulkhead] resources, appropriate mitigation should be developed and implemented."

The Gowanus Canal bulkhead was identified in the *National Register of Historic Places Eligibility Evaluation and Cultural Resources Assessment for the Gowanus Canal* (Army Corps of Engineers, 2004) as an archaeological resource significant under Criterion D, which contributes to the Gowanus Canal Historic District. This report identifies the bulkhead types present in the project study area as "timber cribwork with intact faces above mean low water" between Carroll and 1st Street (see Figures 1 and 2), and "timber cribwork with deteriorating but visible sections above mean low water," between 1st Street and 2nd Street (ACOE 2004: 3-3) (see Figures 1 and 3). The evaluation states that:

"Cribwork bottoms could include new information on vernacular adaptations of a well-established bulkhead form to marsh conditions. It is also possible that fill material in cribwork bulkheads might allow for relative dating of bulkhead sections, and for additional information on fill material sources" (ACOE 2004: 4-8).

Due to the deteriorated condition of the Gowanus Canal bulkheads in the project site and to provide the proposed waterfront open space requested by the City, the proposed project would construct a new steel sheet pile bulkhead along the length of the eastern boundary of the project site outside of the existing timber crib and bulkhead. Thus, the new sheeting would be installed against the face of the existing wood sheeting to the greatest extent possible. This construction would, however, require the removal of existing walers and piles. An anchoring system consisting of "deadmen" and steel tie rods would be installed, and would extend up to 40 feet landward of the bulkhead. The tie rods would run from the new sheeting to the deadmen approximately every eight feet for the length of the bulkhead. The installation of the tie rods would require that trenches between the bulkhead and the deadmen be excavated. Portions of the existing bulkhead face would be removed to facilitate the installation of the new tie rods and walers. In addition, the installation of the tie rods could require removal of portions of the existing cribwork sufficient to allow the steel tie rods to pass through the area.

As requested by the New York City Department of Environmental Protection (NYCDEP), two new storm water outfalls would also be constructed through the existing bulkhead, one at the end of 1st Street and the other at the end of 2nd Street.

The proposed work described above would impact portions of the existing archaeologically sensitive bulkhead at the project site. Therefore, mitigation in the form of archaeological monitoring is recommended. An Archaeological Monitoring Protocol will be prepared in coordination with LPC and the New York State Historic Preservation Office (SHPO) and in compliance with NYAC's *Guidelines for the Use of Archaeological Monitoring as an Alternative to Other Field Techniques* and the *Landmarks Preservation Commission's Guidelines for Archaeological Work in New York City* (2002). As would be stipulated in greater detail in the Monitoring Protocol, one or two archaeologists registered with the Register of Professional Archaeologists (ROPA) would be present to monitor all bulkhead rehabilitation and outfall construction activities that could impact the historic bulkheads. The archaeologist would complete a Monitoring Report after the completion of the work, which would be submitted to SHPO and LPC for review.

We would appreciate it if you could provide us with a preliminary opinion on the appropriateness of these mitigation measures. We will be preparing a historic resources analysis as part of an Environmental Impact Statement (EIS) that will be provided to your office for review.

Thank you for your assistance in this matter. Please let me know if you have any further questions. I can be reached at (646) 388-9810.

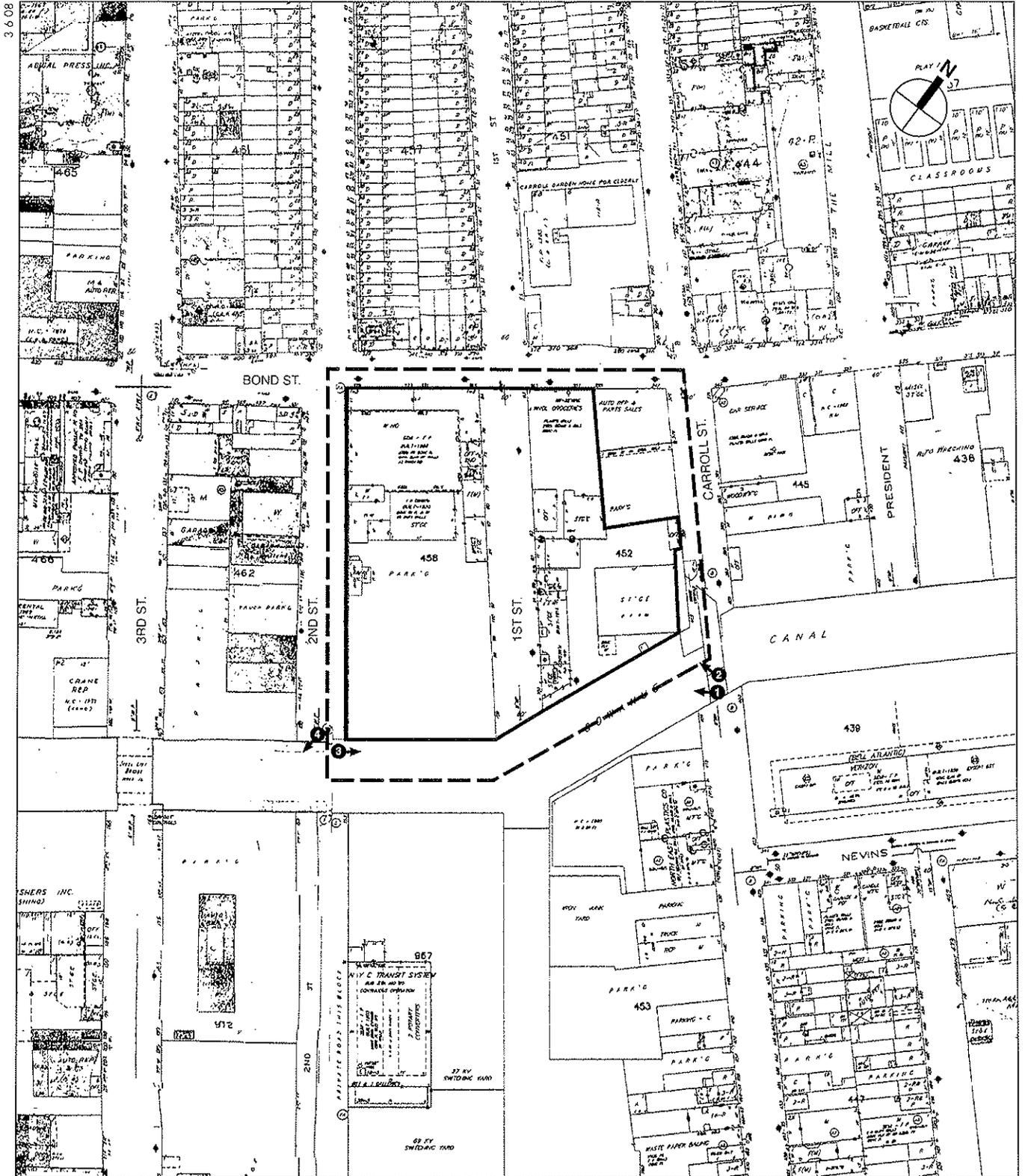
Sincerely,

AKRF, INC.

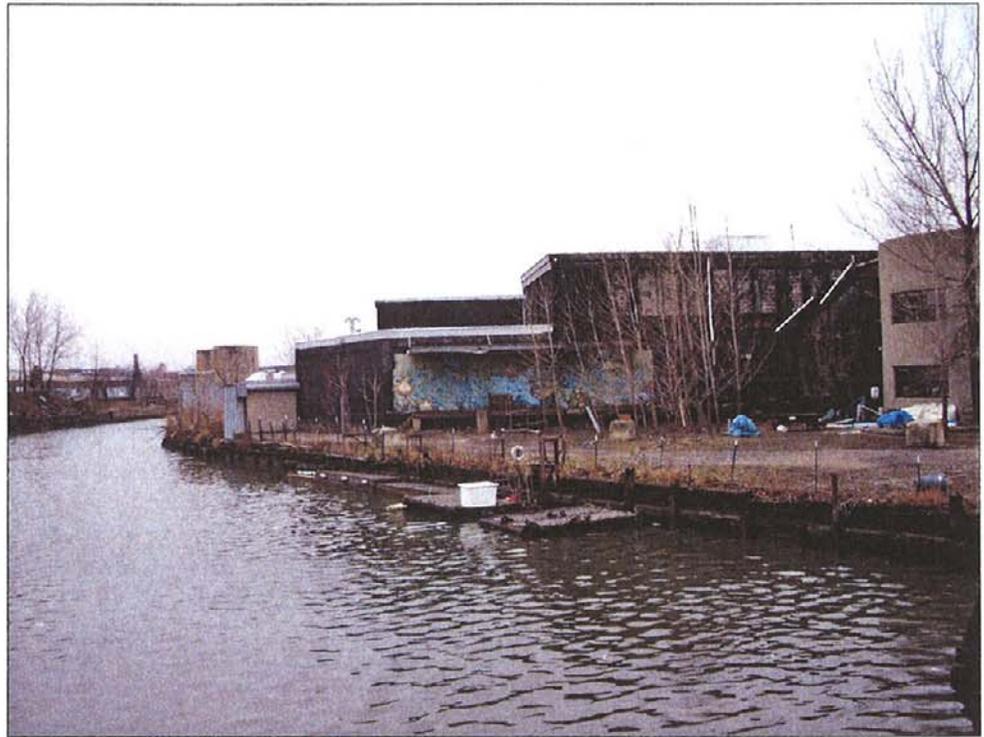


Molly McDonald, RPA
Archaeologist

cc. R. Dobruskin, A. Lynn (NYCDCP)



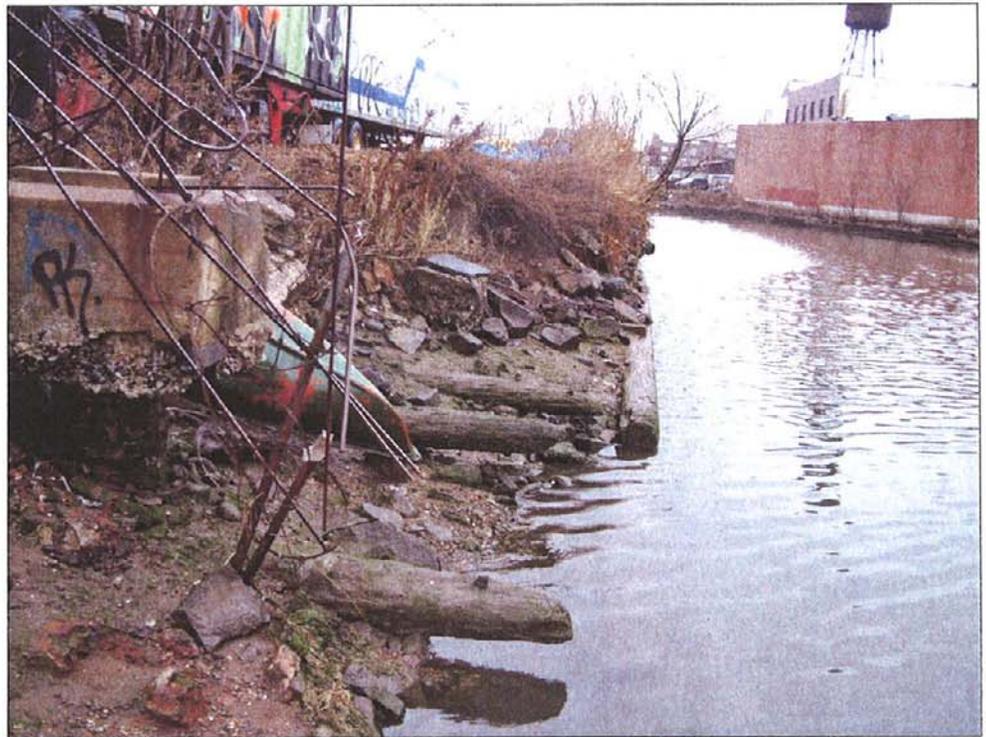
- Project Site Boundary
- - - Rezoning Area
- ①➔ Photo Location and Direction



Looking southwest from the Carroll Street Bridge over the Gowanus Canal, showing the existing bulkheads between Carroll Street and 1st Street, along the east edge of the Project Site. 1



A close-up view of the bulkhead along the west side of the Gowanus Canal between Carroll Street and 1st Street, in the Project Site. 2



Looking north from the terminus of 2nd Street on the west side of the Gowanus Canal towards the deteriorating bulkheads in the Project Site between 2nd and 1st Streets. 3



A view of the deteriorating bulkhead at the terminus of 2nd Street on the west side of the Gowanus Canal. 4



Environmental and Planning Consultants

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March 20, 2008

Amanda Sutphin, Director of Archaeology
New York City Landmarks Preservation Commission
Municipal Building, 9th Floor
1 Centre Street
New York, NY 10007

| | |
|-----|---|
| Re: | Toll Brothers, Inc. Gowanus Canal Project Block 458, Lot 1; Block 452, Lots 1 and 15 363 and 365 Bond Street, Brooklyn, New York 08DCP033K |
|-----|---|

Dear Ms. Sutphin:

This letter follows my letter of March 3, 2008, and our subsequent telephone conversation regarding the Toll Brothers Gowanus Canal Project. As you know, the Gowanus Canal bulkhead is considered a contributing resource within the S/NR-eligible Gowanus Canal Historic District. A portion of the bulkhead runs through the project site.

As described earlier, due to the deteriorated condition of the Gowanus Canal bulkheads and to provide the proposed waterfront open space requested by the City, the proposed project would construct a new steel sheet pile bulkhead along the length of the eastern boundary of the project site. In order to install an anchoring system for the new bulkhead, trenches would be excavated approximately every eight feet for the length of the bulkhead. These trenches are expected to be 3-4 feet wide, and 4-5 feet deep, extending up to 40 feet landward of the bulkhead face. Also, as requested by the New York City Department of Environmental Protection (NYCDEP), two new storm water outfalls would also be constructed through the existing bulkhead, one at the end of 1st Street and the other at the end of 2nd Street. On behalf of Toll Brothers, a preliminary recommendation was made that archaeological monitoring of the bulkhead reconstruction and storm water outfall installation be conducted in order to address the impacts to the Gowanus Canal bulkhead.

In keeping with the modifications to this proposed documentation strategy which you recommended in our subsequent telephone conversation, we now propose the following revised approach to archaeological documentation. An archaeological field investigation would be carried out that would document the extent and significant characteristics of the Gowanus Canal bulkhead. This field investigation would occur either in advance of or in concert with the bulkhead reconstruction and storm water outfall installation. The goals of the archaeological field investigation would be to determine the length and width of a single crib, document and/or

sample fill contained within the timber cribwork, and to evaluate and document the bulkhead's construction, including the joinery between adjacent cribs. The investigation would consist of excavation within a limited portion of the project site sufficient to answer, if reasonably possible, the research questions listed above. Following this excavation and documentation, no archaeological monitoring would be required.

This strategy would be described in greater detail in a Testing Protocol document, which would be written in compliance with NYAC's *Guidelines for the Use of Archaeological Monitoring as an Alternative to Other Field Techniques* and the *Landmarks Preservation Commission's Guidelines for Archaeological Work in New York City* (2002) and would be prepared in coordination with LPC and the New York State Historic Preservation Office (SHPO). As would be stipulated in greater detail in the Testing Protocol, archaeological investigations would be lead by an archaeologist registered with the Register of Professional Archaeologists (ROPA). The archaeologist would complete a Technical Report after the completion of the excavation, which would be submitted to SHPO and LPC for review.

We would appreciate it if you could provide us with a preliminary opinion on the appropriateness of these measures. We will be preparing a historic resources analysis as part of an Environmental Impact Statement (EIS) that will be provided to your office for review.

Thank you for your assistance in this matter. Please let me know if you have any further questions. I can be reached at (646) 388-9810.

Sincerely,

AKRF, INC.

A handwritten signature in cursive script, appearing to read "Molly R McDonald".

Molly McDonald, RPA
Archaeologist

cc. R. Dobruskin, A. Lynn (NYCDCP); J. Candreva (KLN&F, LLP)

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/08DCP033K

3/26/2008

Project number

Date received

Project: 363 BOND STREET

Comments: The LPC is in receipt of a letter from Molly McDonald of AKRF dated March 20, 2008 outlining research questions for this site and proposing how an archaeological investigation might be done. LPC concurs but will need to review the Testing Protocol once it is developed before such work may proceed.



3/27/2008

SIGNATURE

DATE

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Environmental and Planning Consultants

440 Park Avenue South
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April 7, 2008

Mr. Doug Mackey
New York State Office of Parks, Recreation and Historic Preservation
Peebles Island
Delaware Avenue
Cohoes, NY 12047

cc. Kathy Howe, OPRHP; Beth Cumming, OPRHP

| | |
|-----|---|
| Re: | Toll Brothers, Inc. Gowanus Canal Project Block 458, Lot 1; Block 452, Lots 1 and 15 363 and 365 Bond Street, Brooklyn, New York |
|-----|---|

Dear Mr. Mackey:

We have been engaged by Toll Brothers, Inc. to prepare an Environmental Impact Statement (EIS) in connection with a proposed rezoning and redevelopment of approximately one and a half blocks along the Gowanus Canal in Brooklyn. The project site is bounded roughly by Bond Street, the Gowanus Canal, Carroll Street, and Second Street, excluding parcels in the northeast and southeast portions of that area, and occupying a total area of 146,300 square feet. The rezoning area is bounded by Bond Street, the Gowanus Canal, Carroll Street, and Second Street.

The New York City Department of City Planning will serve as the lead agency for environmental review under City Environmental Quality Review (CEQR). The project will also be subject to permits from the New York State Department of Environmental Conservation (DEC) and the U.S. Army Corps of Engineers, and therefore, will also be assessed in compliance with the State Environmental Quality Review Act (SEQRA) and Section 106 of the National Historic Preservation Act (NHPA).

The project site is currently zoned M1-2 and is occupied by open vehicle storage, warehousing, and light manufacturing uses. The site is bulkheaded and has a shallow water table due to its waterfront location. On the northeast corner of the rezoning area, immediately outside of the development site, the Carroll Street Bridge and Operator's House (New York City Landmark and State/National Register [S/NR]-eligible) stands on a City-owned parcel. The project site and rezoning area are also located within the S/NR-eligible Gowanus Canal Historic District.

The Gowanus Canal bulkhead, a portion of which runs through the project site, is considered a contributing element within the S/NR-eligible Gowanus Canal Historic District, eligible under Criterion D. Due to the deteriorated condition of the bulkhead and the need to provide the proposed waterfront open space requested by the City, the proposed project would construct a

new bulkhead along the length of the eastern boundary of the project site. This construction would impact portions of the existing bulkhead. Therefore, archaeological field investigation and documentation is proposed as partial mitigation of the project's anticipated adverse effects on the bulkhead.

Enclosed please find preliminary drafts of the "Project Description" and "Historic Resources" chapters of the Draft EIS, for your initial review and comment.

Also attached is our recent correspondence with the New York City Landmarks Preservation Commission (LPC). As per the attached LPC comments dated February 13 and 19, 2008, the project site is considered to have no archaeological sensitivity, with the exception of the S/NR-eligible bulkhead. Research questions and a proposed approach to archaeological investigation were submitted to LPC on March 7 and 20, 2008. On March 26, 2008, LPC concurred with the recommended approach pending submission and review of the testing protocol.

We would appreciate it if you could review and provide us with your comments on the measures recommended in the attached correspondence and in the preliminary draft "Historic Resources" chapter.

Thank you for your assistance. Please let me know if you have any questions. I can be reached at (646) 388-9810.

Sincerely,

AKRF, INC.

A handwritten signature in cursive script, reading "Molly R. McDonald".

Molly McDonald, RPA
Archaeologist & Architectural Historian

cc. R. Dobruskin, A. Lynn (NYCDCP); J. Candreva (KLN&F, LLP)

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/08DCP033K

4/8/2008

Project number

Date received

Project: 365 BOND STREET REZONING AND RELATED ACTIONS

Comments: The LPC is in receipt of the following PDEIS chapters: Project Description (2/29/08); Historic Resources (3/28) and Construction Impacts (3/31). The chapters are acceptable for architecture and archaeology.

4/23/2008

SIGNATURE

DATE



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New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

David Paterson
Governor

Carol Ash
Commissioner

May 9, 2008

Molly McDonald, RPA
AKRF
440 Park Avenue South
New York, NY 10016

Re: CORPS/NYDEC
Toll Brothers Inc, Gowanus Canal
Kings County
08PR02257

Dear Ms. McDonald:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO) for the proposed Toll Brothers, Inc. development along the Gowanus Canal in Brooklyn. Since the Gowanus Canal Historic District is eligible for listing on the State and National Registers of Historic Places and the project will require permits from the Army Corps of Engineers we have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act and the implementing regulations.

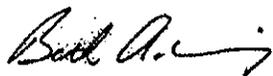
Based upon our review, we offer the following comments:

1. Please provide additional information to better understand the history of the project site. This should include an historic overview of the industrial/commercial activities that took place within the site and more detailed descriptions and histories for each of the structures proposed for demolition. These include the warehouses at 363 and 365-379 Bond Street, 89-107 First Street, the brick office building at 388 Carroll Street and the two small silos between Carroll and First Streets. These structures and others in the vicinity of the Gowanus Canal were not mentioned in the Army Corps of Engineers 2004 National Register eligibility evaluation report on the Gowanus Canal Historic District. While the National Register-eligible district identified by the Army Corps of Engineers is cohesive, the areas beyond the boundaries also reflect the larger industrial cultural landscape and are worthy of documentation and evaluation.
2. Based on our review of the information provided on the row houses 59-97 Second Street, we find these buildings eligible for listing on the State and National Registers of Historic Places. We have attached the Resource Evaluation for your use.
3. We have reviewed the archeological information provided in your submission. Based on that review, we concur with LPC regarding the archeological potential associated with the Gowanus Canal. This potential includes the associated features (bulkheads) and we concur that these areas should be further examined. In addition, we have received a number of calls from local citizens concerned about the history of the Freeke's Mill area. These calls included concerns for a potential Native American burial ground in close proximity to the Freeke's Mill Area. Since this potential has not been examined in any of the existing material submitted, we recommend that additional information on the history of the project vicinity be prepared and submitted for our review and comment. In preparing the materials, please contact the local history/preservation groups and inquire specifically into any concerns they may have regarding this area.

4. It is clear that the area has been previously developed and that substantial fill has been placed in the area. As such, there is a potential that early historic and prehistoric resources could be present beneath fill levels. Any soil boring data that has been collected should be provided for our consideration as part of this additional documentation.
5. We note that as part of the Gowanus Canal Historic District the Carroll Street Bridge is contributing to the Historic District. Since this bridge is in close proximity to the proposed development site, please provide additional information about potential project effects to this resource. We are particularly concerned since the bridge deck is wooden and additional traffic from the proposed development could cause harm and that construction vehicles could damage this structure.
6. Included in the Historic District is the bulkhead. It is our understanding that this bulkhead is proposed for replacement. Based on our standards, replacement should only take place where deterioration beyond repair has occurred. As such, please submit engineering reports demonstrating deterioration beyond repair. If we concur with these reports, than any proposed replacement should be completed in-kind.
7. Based upon review of the submitted rendering, we have serious concerns over the potential cumulative effects of any open space planning requirements as a result of the NYC planning rezoning. In the rendering, the waterfront appears to be pastoral with plenty of vegetation. The historic nature of the Gowanus Canal Historic District is industrial and pastoral landscapes are not appropriate in industrial districts.
8. As with any new construction in or adjacent to an historic district, we are concerned about the massing and fenestration of the proposed construction. Based on the rendering provided, the massing appears to be substantially taller than anything in the district and the fenestration does not pull its design aesthetics from the existing historic structures. We request you re-evaluate the massing and fenestration of the proposed construction keeping in mind our Guidelines for New Construction. We have attached a copy of our Guidelines for your use.

If you have any questions, I can be reached at (518) 237-8643, ext. 3282. Please refer to the SHPO Project Review (PR) number in any future correspondences regarding this project.

Sincerely,



Beth A. Cumming
Historic Preservation Specialist – Technical Unit
e-mail: Beth.cumming@oprhp.state.ny.us

enc: Resource Evaluation
Guidelines for New Construction



**New York State Office of Parks,
Recreation and Historic Preservation**

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189
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www.nysparks.com

David A. Paterson
Governor

Carol Ash
Commissioner

RESOURCE EVALUATION

DATE: April 30, 2008

STAFF: Kathy Howe

PROPERTY: Rowhouses at 59-97 Second Street
Historic District

MCD: Brooklyn

COUNTY: Kings

PROJECT REF: 08PR02257

USN: 04701.016190-

- I. Property is individually listed on SR/NR:
name of listing:
- Property is a contributing component of a SR/NR district:
name of district:
- II. Property meets eligibility criteria.
- Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: Post SRB: SRB date

Criteria for Inclusion in the National Register:

- A. Associated with events that have made a significant contribution to the broad patterns of our history;
- B. Associated with the lives of persons significant in our past;
- C. Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The Rowhouses at 59-97 Second Street are located one block west of the Gowanus Canal between Bond and Hoyt streets in Brooklyn. The row of twenty brick Italianate-style houses are a reminder of the mid-19th century building boom in South Brooklyn which was spurred by the rapid industrialization of the Gowanus area. The majority of the houses are two-and-a-half stories in height with stoops, three bays wide, and are crowned by bracketed cornices. Some retain their original six-over-six-, or nine-over-nine-light double-hung wood sash. The three houses at the east end of the district (nos. 93-97) are two stories tall. Many of the original cast-iron fences are intact at the stoops and front yards.

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

GUIDE TO COMPATIBLE NEW CONSTRUCTION

The New York State Historic Preservation Office offers the following general recommendations to ensure that new construction within or adjacent to historic districts is compatible with existing historic properties. If you would like our office to review and comment on specific projects, please submit site plans and elevation drawings clearly describing the proposal.

1. Siting

The building, parking and landscaping should be sited in a manner compatible with neighboring examples. Considerations include: setbacks from the street; the spacing between neighboring buildings that produces a rhythm along the street; siting of the long/short side of the structure with regard to the street; whether the building is sited parallel or at an angle to the street; an appropriate mix of deciduous/evergreen trees of species, height, and general density compatible with examples found in the district.

2. Scale

The building should be the same general scale or size as adjacent historic buildings. Considerations include the height of the building and the overall "footprint" or square footage of the building at grade. A general rule of thumb is to have these components of the new construction fall within 10% of those found at the existing historic structures.

3. Massing

New construction should be the same general massing as nearby historic buildings. Design issues that affect a building's massing include: the general grouping of the building parts (a box vs. a building with several additions or ells); the relative heights of different parts of the building; and the presence of a roof and/or dormers, their style (gable, Mansard or hipped) and slope (rise over run).

4. Materials

New buildings should be comprised of the same materials as their neighbors. Historic masonry structures may be stone, painted or unpainted brick, or terra

cotta; historic wood buildings may contain vertical or horizontal siding or shingles, either painted or unpainted. Some structures within historic districts may be a mix of materials that should be reflected in the compatible new work. In addition, roofs may have a significant impact on the appearance of historic districts and should be carefully considered; they may be comprised of slate, wood, metal or asphalt coverings.

5. **Windows**

Windows are important features that help to define historic structures, and the use of appropriate units is essential to ensure that new work is compatible with the old. Characteristics to consider include: window material; window proportions (width to height ratios); multiple window groupings; the type of window (double-hung or casement unit); the configuration of the window, or the number of lights or panes in each window part; and special design features like arched or rounded tops, decorative lintels or exterior trim, etc.

6. **Design Features**

Historic buildings often contain special characteristic design features such as porches, piers or pilasters, pediments, rails or balustrades, stepped end gables, cornices, unusual chimney types or locations, etc. that contribute to the character of the historic district. New construction should take its cues from these historic examples to ensure compatibility.

7. **Relief**

Very often historic buildings seem to have more relief or texture than their modern counterparts. This can be attributed to: the depth of window or door openings; the visual qualities or shadows created by the use of porches, setbacks, and the profiles and depth of cornices, moldings, columns, and trim.

Prepared by Richard M. Lord, Historic Sites Restoration Coordinator

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ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/08DCP033K

5/27/2008

Project number

Date received

Project: 363-365 Bond Street Rezoning

Comments:

The LPC is in receipt of the Executive Summary, Mitigation, and Alternatives chapters of the DEIS and the final scope of work and comments. Pertaining to archaeology, the LPC notes that the executive summary should be revised as it states that the proposed project will not have significant adverse impacts on archaeological resources. This is contrary to the findings noted in the Historic Resources and mitigation chapters. In addition, we note that the SHPO has been consulted about this project and their recommendations of May 9, 2008, that the EIS should provide more information about the history of the site, should be adhered to. Finally, in addition to the SHPO's request, we note that the DEIS should state that the MOA defining the archaeological testing protocol needed to document the Gowanus Canal Bulkhead will be included in the FEIS.

Cc: SHPO



5/30/2008

SIGNATURE

DATE



Environmental and Planning Consultants

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www.akrf.com

July 29, 2008

Ms. Beth Cumming
New York State Office of Parks, Recreation and Historic Preservation
Pebbles Island
Delaware Avenue
Cohoes, NY 12047

cc. Kathy Howe, OPRHP; Doug Mackey, OPRHP

| | |
|-----|---|
| Re: | Toll Brothers, Inc. Gowanus Canal Project Block 458, Lot 1; Block 452, Lots 1 and 15 363 and 365 Bond Street, Kings County, New York 08PR02257 |
|-----|---|

Dear Ms. Cumming:

Thank you for your letter response to our April 6, 2008 submittal on behalf of Toll Brothers, Inc. That submittal included preliminary chapters of the Toll Brothers Gowanus Canal Project Draft Environmental Impact Statement (DEIS). We appreciate your comments on those preliminary chapters. Provided below are responses to each of the points enumerated in your letter of May 9, 2008, as well as additional data as requested by your office which is attached to this letter. Furthermore, as requested by the New York City Landmarks Preservation Commission (LPC) in a letter dated July 7, 2008, and as discussed in subsequent telephone conversations with LPC, the study area for architectural resources is being expanded to include a secondary study area which extends approximately one half mile north and south of the project site and one quarter mile east and west of the project site. Both known and potential architectural resources located within the secondary study area have been identified. Brief histories and descriptions as well as photos of these resources are enclosed as Attachment A.

1. As requested in your comments, we have provided with this letter written detailed descriptions and histories for each of the buildings on the project site (please see Attachment B, enclosed). We have also provided a location map keyed to photographs of each of those buildings (see Figures 1-8). The project site buildings have been substantially altered since their initial construction and do not appear to meet the State/National Register of Historic Places (S/NR) eligibility criteria.
2. Thank you for the providing a Resource Evaluation for the row houses at 59-97 Second Street, which you have found eligible for the S/NR. We will incorporate this finding into the DEIS.

3. We acknowledge your concurrence regarding the archaeological potential of the Gowanus Canal bulkhead and the proposed archaeological examination of the bulkheads within the project site, as described in our April 6, 2008 letter and attached correspondence with the New York City Landmarks Preservation Commission (LPC). As described in detail in these documents, an area within the project site would be excavated under the supervision of an archaeologist in order to observe the characteristics and extent of the Gowanus Canal bulkhead. The investigation would be completed either in advance of or in concert with the bulkhead reconstruction and stormwater outfall installation, and would attempt to establish the width of the bulkhead and expose a long enough span of its western face to evaluate and document its construction. The excavation would also attempt to document and/or sample fill contained within the timber cribwork. Following the excavation of this larger area, and the archaeological documentation of the bulkhead features exposed in this area, no further archaeological monitoring would be required. A protocol for this archaeological investigation would be prepared in coordination with LPC and the OPRHP and in compliance with NYAC's *Guidelines for the Use of Archaeological Monitoring as an Alternative to Other Field Techniques* and the *Landmarks Preservation Commission's Guidelines for Archaeological Work in New York City* (2002).

In addition, your letter states: "we have received a number of calls from local citizens concerned about the history of the Freeke's Mill area. These calls included concerns for a potential Native American burial ground in close proximity to the Freeke's Mill area." Your letter recommends that "additional information on the history of the project vicinity be prepared and submitted for our review and comment." In response to this comment, we have prepared a supplementary evaluation of the potential for archaeological resources relating to these features to exist in the study area (please see Attachment C, enclosed). It is concluded that the project site is not sensitive for these features.

4. Your letter notes that the project site was previously developed and substantial fill was placed in the area, and requests that "any soil boring data that has been collected should be provided..." An extensive program of soil borings and monitoring wells was carried out on the project site as part of Phase II Investigations by Environmental Liability Management of New York, LLC, on behalf of Toll Brothers. Reports were prepared presenting the results of test pits, monitoring wells, and soil borings at 400 Carroll Street (May 6, 2005); monitoring wells and soil borings at 363 Bond Street (May 31, 2005); and monitoring wells and soil borings at 365 Bond Street (October 25, 2004). These samples resulted in data that indicate various layers characterized as fill (consisting of sand containing rock, gravel, and brick fragments) to average depths of between 8 and 11 feet below ground surface. Below fill levels, peat or dark gray clay interspersed with vegetative materials (considered portions of the meadow mat) was encountered. The soil investigation data is enclosed for your review (please see Attachment D, enclosed).

Based on project plans, the proposed project would not require excavation below the water table (located at 6 to 8 feet below ground surface) on the project site. Most of the site will be covered with additional soil (1-2 feet of fill) to raise the base grade above the flood level. Pile caps would extend to a maximum of 5 to 6 feet below ground surface; the building slab would be no more than 2 feet below current grade and in most cases would be on top of the proposed fill.

5. Your office expressed concern regarding potential project effects to the Carroll Street Bridge (a contributing element within the S/NR-eligible Gowanus Canal Historic District and a designated New York City Landmark). Specifically, your letter states, "since the bridge deck is wooden and additional traffic from the proposed development could cause harm and... construction vehicles could damage the structure."

The Carroll Street Bridge is not a truck route designated by the City. It is also too narrow, with a low overhang that would preclude its use by construction vehicles during project construction.

The only project-generated traffic that would use the bridge is cars during the occupancy phase of the project. Based on a traffic analysis conducted for the proposed project (to be included in DEIS Chapter 16, "Traffic and Parking"), the project would result in an average of roughly 37 more vehicles going over the bridge in the AM peak period and 21 more vehicles in the PM peak period compared to the future without the project. An engineering firm with experience with historic structures and bridges, Simpson, Gumpertz & Heger, was retained to evaluate the potential impacts of the additional traffic on the bridge. Based on a visual inspection of the bridge and review of past and projected traffic data documenting past and anticipated daily traffic on the bridge, the additional traffic would not result in significant additional wear and tear requiring additional repair and/or replacement. In addition, the bridge is subject to regular inspection and maintenance by New York City Department of Transportation (NYCDOT) (the bridge was recently restored in 1989). The report from Simpson, Gumpertz & Heger is attached as Attachment E.

6. As discussed in greater detail in Attachment F to this letter (a memo prepared by Project engineers, Halcrow/HPA), the timber crib bulkhead at the project site is functionally obsolete and with this project it will be preserved essentially intact with minimal disturbance. In addition, over the course of time it has been repaired with new materials and in ways that are inconsistent with the original construction. Thus, much of its integrity has been lost. The project proposes adding steel sheathing with a three inch thick by 14 inch wide timber veneer that will be visually consistent with the remnants of the original wooden bulkhead. It should be noted that there are a number of areas along the canal where the bulkhead has been reconstructed. Further, in numerous locations the bulkhead has been reconstructed utilizing steel sheeting.

The Halcrow/HPA memo also describes the alternatives that were considered in designing the bulkhead repair system in order to minimize impacts to the historic bulkheads in the course of project planning. In addition, it is recognized that timber crib bulkhead construction is no longer in use for a number of reasons, including its limited life span and the need to treat wood with preservatives. Photos of the existing bulkhead conditions and elevations of the proposed condition of the bulkhead are also included in Attachment F.

7. Your letter expresses concern that "the historic nature of the Gowanus Canal Historic District is industrial," and that the renderings of the proposed project included with the preliminary DEIS present the waterfront as "pastoral with plenty of vegetation." Provided with this letter are additional renderings (see Figures 1-3) which provide more thorough and expansive views of the existing and proposed conditions of the project site. Please note that in addition to the relatively small size and number of trees, marsh-like grasses and low bushes proposed for the project site, there is a substantial amount of paved area, including certain locations to be paved in Belgian block. Please see the attached landscaping plan, enclosed as Attachment G.

It is noted that it is an objective of the applicant and the City to open the waterfront of the Gowanus Canal as public open space in a setting that is comfortable and attractive. To that end, the applicant is coordinating with the City to develop a landscape plan that encourages public access and use. It is also recognized that a substantial number of trees and low vegetation currently exists on the project site and in the immediate vicinity of the project site (see, for example, Figures 1-3).

Furthermore, no period of significance was defined for the Gowanus Canal Historic District. However, even in the industrial period, historic photographs and other documents show that some vegetation and landscaping did exist in the immediate vicinity of the project site (see, for example, the photograph entitled "Carroll Street Bridge- After Planting," included as Plate 2.7 on page 2-37 of the Army Corps of Engineers (ACOE) 2004 *National Register of Historic Places Eligibility Evaluation and Cultural Resources Assessment for the Gowanus Canal*).

8. Lastly, your letter states that new construction in or adjacent to an historic district should be designed in keeping with your office's Guidelines for New Construction. Your office also expresses concern "about the massing and fenestration of the proposed construction," noting that the proposed project "does not pull its design aesthetics from the existing historic structures."

The bulk, height and massing of the proposed project would be consistent with the set of principles articulated in the New York City Department of City Planning's (DCP's) framework for the Gowanus Canal corridor. That zoning framework (available on the DCP website at www.nyc.gov/html/dcp/html/gowanus/index.shtml) has a combination of objectives including waterfront redevelopment for a mix of uses, public access to the canal, and preservation of active working waterfront uses concentrated primarily in the area south of the Third Street Bridge.

The contributing structures to the S/NR-eligible Gowanus Canal Historic District recognized in the above referenced report include the Carroll Street Bridge, the former Brooklyn Rapid Transit Power House, the Third Avenue Bridge, the Burns Brothers Coal Pockets, the Brooklyn Improvement Company Building, the S.W. Bowne Grain Storehouse, the Gowanus Canal Flushing Tunnel, and the Gowanus Pumping Station. These structures differ widely in design, height, massing, fenestration, materials, and function. The types of contributing structures range from the Carroll Street Bridge, a small retractable bridge; the Brooklyn Rapid Transit Power House, across the canal from the project site and a massive approximately 80 foot tall masonry structure with large round-arched windows; and the Burns Brothers Coal Pockets, tall windowless cylindrical structures constructed of reinforced concrete. In addition, these contributing structures, with the exception of the Carroll Street Bridge and the S.W. Bowne Grain Storehouse (this latter resource is located south of the Gowanus Expressway), are located on the east side of the canal and are separated from one another by parking lots and a variety of other structures. Therefore, there is no clear or uniform historic architectural standard/aesthetic for the Gowanus Canal Historic District that can be used in designing the proposed project, which is within an area where the City envisions waterfront redevelopment and open space. Furthermore, contributing buildings such as the Brooklyn Rapid Transit Power House and the Burns Brothers Coal Pockets are of heights comparable to the proposed development. Numerous buildings and rooftop features such as water tanks located outside but in the immediate vicinity of the S/NR-eligible district are also of heights comparable to the proposed project.

The Probable Impacts section of the preliminary DEIS's Chapter 7, "Historic Resources," describes the proposed project's design intent to take into account the architectural character of nearby buildings and neighborhoods. The proposed masonry and glass buildings have been designed to incorporate low-rise components at the project site mid-blocks, and low-rise residential buildings along Bond Street (see Figure 4). The medium-rise (12-story maximum) building components comprise a small percentage of the project's total footprint – the majority of the building would be four- to six -stories in height. The taller components would be located further east on the project site, and would be wrapped in low-rise bases, to maintain the existing low-rise character of the area.

As requested by the New York City Landmarks Preservation Commission, the proposed design of the project has been evaluated as per OPRHP's "Guide to Compatible Construction." Please see Attachment H.

Thank you for your assistance and we would appreciate it if you could provide us with any additional comments you may have on the material provided with this letter and in the attachments and figures enclosed herewith. We anticipate that the DEIS will be accepted as complete by the DCP in early August 2008. Working within that schedule, any additional comments you may have by late July would be appreciated.

Again, thank you very much for your time and attention on these matters. Please let me know if you have any questions. I can be reached at 646.388.9810.

Sincerely,


AKRF, INC.

Molly McDonald, RPA

cc. R. Dobruskin, A. Lynn (NYCDCP); J. Candreva (KLN&F, LLP); M. Silberman, G. Santucci,
A. Sutphin (NYCLPC)



Existing



Proposed



Existing



Proposed

West Bank of Gowanus Canal at 2nd Street,
Looking North
Figure 2



Existing



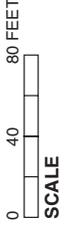
Proposed

Looking southeast towards Third Street Bridge from
First Street at Gowanus Canal

7.24.08



- Rezoning Area Boundary
- - - Project Site Boundary (Coterminous with GLSD Boundary)
- 4-5 Floors
- 6 Floors
- 7-8 Floors
- 11-12 Floors
- Private Court Yard
- Publicly-Accessible Open Space



NOTE: For Illustrative Purposes Only

363-365 BOND STREET

Site Plan
Figure 4

Attachments

Attachment A: Architectural Resources in Secondary Study Area

ARCHITECTURAL RESOURCES

SECONDARY STUDY AREA

The secondary study area for the project extends from Wyckoff Street on the north to 12th Street on the south, and from Smith Street on the west to 4th Avenue on the east (see Figure A-1). Two previously identified individually designated architectural resources and two historic districts are located in the secondary study area. Four previously identified architectural resources that contribute to the State/National Register of Historic Places (S/NR)-eligible Gowanus Canal Historic District are also located in the secondary study area. These known architectural resources within them are illustrated on Figure A-1.

Known Architectural Resources

Cobble Hill High School (S/NR-Eligible)

Cobble Hill High School is located at 347 Baltic Street, with facades on Baltic and Warren Streets between Smith and Hoyt Streets, on the border of the Cobble Hill and Boerum Hill neighborhoods. The four-story school, originally built as a public elementary school, has an H-plan with courtyards facing both Baltic and Warren Streets. It is constructed of brick, with stone trim, including Gothic door surrounds and pronounced quoins.

IND Subway 4th Avenue Station (S/NR-Eligible)

The 4th Avenue Station of the IND Subway (6th Avenue Line) is situated within a bridge that carries the elevated railroad across 4th Avenue along the north side of 10th Street. Constructed in 1933, the bridge has a steel arch and massive brick piers designed in the Art Deco-style, and featuring brickwork patterns and decorative exterior wall sconces. The station entry, ticketbooth, and stairway are located in the piers on the east and west sides of 4th Avenue, while the subway platform is located on the deck of the steel arch bridge. The station was identified as S/NR-eligible as part of the New York City Transit Authority's Historic Properties Survey in 1995.

Carroll Gardens Historic District (S/NR-Listed; New York City Landmark)

The Carroll Gardens Historic District is located roughly 500 feet from the project site. The historic district comprises President and Carroll Streets between Smith and Hoyt Streets. It is known for mid-rise brick and brownstone rowhouses in the Italianate and neo-Grec styles as well as the unusually large set-backs of the structures from the streets allowing spacious front gardens. Surveyor Richard Butts planned the development in 1846, designing an unusual street grid characterized by off-set blocks creating secluded feeling. The majority of the houses in the district were constructed between 1869 and 1884.

Gowanus Canal Historic District (S/NR-Eligible)

The following architectural resources were previously identified by the United States Army Corps of Engineers (ACOE) *National Register of Historic Places Eligibility Evaluation and Cultural Resources Assessment for the Gowanus Canal* as contributing to the S/NR-eligible Gowanus Canal Historic District and are located within the secondary study area. In addition to the resources listed below and illustrated on Figure 1, the ACOE study also flagged the Gowanus Canal Flushing Tunnel, an underground brick

tunnel that runs from the Pump Station at the northern terminus and thence westward beneath Butler Street. Furthermore, the 1st and 5th Street basins, which are now filled along 1st Street between the Canal and 3rd Avenue, and along 5th Street between the Canal and 4th Avenue, have also been considered significant.

Burns Brothers Coal Pockets

Located between 2nd Avenue, 6th Street, and the Canal, the Burns Brothers Coal Pockets consist of 18 coal storage silos. The cylindrical concrete structures are elevated on 15-foot high concrete legs. Eight of the silos were built between 1915 and 1924, while the additional 10 were built between 1932 and 1938. The coal pockets are considered significant for their association with one of the Canal's most important transports. Coal was essential to 19th and early 20th century urban society, and coal was transported to a large portion of developing Brooklyn via the Canal.

Third Avenue Bridge

The Third Avenue Bridge is located along 3rd Avenue at 5th Street, having crossed the 5th Street basin of the canal (now filled) east of 3rd Avenue. The bridge was constructed in 1870, and was extensively rebuilt in 1889.

Brooklyn Improvement Company Office Building

The Brooklyn Improvement Company Building, also known as the Litchfield Office Building, is located at 360 3rd Avenue at the southwest corner of 3rd Street. This Renaissance Revival-style structure was constructed in the 1880s as the office of Edwin C. Litchfield, a prominent Brooklyn citizen, and the driving force behind the Brooklyn Improvement Company, which was largely responsible for the construction of the Canal. The small two-story three-bay building features classical detailing including pedimented entryway with Ionic columns; it is constructed largely of cast stone.

Pumping Station

The Pumping Station located between Butler and Douglass Streets was constructed between 1905 and 1911 as part of the flushing system of the canal. The small gambrel-roofed brick building remains intact today despite the removal and/or reconstruction of much of the equipment associated with the system which occurred in the 1990s.

Potential Historic Resources

Potential Historic Resources Contributing to the S/NR-Eligible Gowanus Canal Historic District

R.G. Dun & Company Building (Butler Street)

The R. G. Dun & Company Building is located on the northwest corner of Butler and Nevins Streets, immediately across Butler Street from the Gowanus Pump Station and northern terminus of the Gowanus Canal (see Figure A-1 and A-2). It is a four-story building with a parged face; it has a flat roof hidden behind a parapet which features rounded and stepped sections at the corner and ends of the building along Butler and Nevins Streets. The four-story building has large rectangular ribbon windows arranged in groups of three along the first three stories of the building. The upper story contains large segmental-arched windows. While many of the windows have been sealed, others contain three-over-three-light double-hung sash. The bays of the concrete building are defined by concrete pilasters designed to suggest rusticated stone blocks. The facades are further ornamented by the use of decorative blue-colored terracotta tiles forming chevrons, diamonds, and other geometric shapes. A small parged smokestack rises from the roof of the structure at its southwest corner.

Historic Sanborn maps indicate that this building was constructed in 1914 as the publishing department for R. G. Dun & Co. The history of this company was put in context in a book by James D. Norris

published in 1978 and entitled *R.G. Dun & Co.: 1841-1900: The Development of Credit Reporting in the Nineteenth Century*. R. G. Dun was established in 1859 and by the 1880s had hundreds of thousands of subscribers. According to Norris, R. G. Dun was at the forefront of the development of modern credit reporting and thereby influenced the development of the United States economic system. The company was reorganized to form Dun & Bradstreet in the 1930s. As historic Sanborn maps indicate, this building functioned as the company's "publishing department," which, based on the industrial character of the building, likely included printing facilities. It is likely, if not certain, that the Gowanus Canal would have been utilized to transport goods to and/or from the facility.

American Can Company

The American Can Company Complex consists of two brick buildings at the southeast corner of 3rd Avenue and 3rd Street. A three- to four-story building occupies the corner while a five-story building is attached on the south end of the first (see Figures A-1 and A-3). The corner building is a flat-roofed building faced in red brick and designed an industrial interpretation of the Renaissance Revival style. The building has a four-story central section with two long three-story wings at right angles to the first, which front on 3rd Street and 3rd Avenue respectively. The building has a complex decorative corbelled brick cornice featuring large diamond windows on the upper story of the 3rd Avenue façade. Both facades include pilasters and segmental- and round-arch windows with slightly projecting brick lintels. Stone floor bands accent the story and mid-story divisions. A masonry-faced basement story is visible, partly within an areaway below street level. The six-story south section of the structure is somewhat plainer in design, but also includes a substantial corbelled brick cornice and segmental-arched windows with brick lintels.

The main corner section of the building was constructed ca. 1885, and in 1886 was occupied by the Somers Bros. Decorated Tinware Company, as indicated on a historic Sanborn map. By the 1920s, however, the structure was occupied by the American Can Company, and the six-story portion of the complex had been added. The Fifth Street basin of the Gowanus Canal formerly ran immediately south of the complex, and it is likely that the American Can Company utilized the canal for the transport of materials and goods.

Ice House/Brewery

The former Ice House and Brewery complex is situated on the east side of Bond Street between 3rd and 4th Street, immediately west of the Gowanus Canal (see Figures A-1 and A-4). The complex consists of four contiguous sections, all constructed of brick and ranging in height from one to six stories. The two tallest sections are designed in the Romanesque Revival style. The northernmost section is six stories high and six bays wide, with a flat roof and shallow stepped parapet. The uppermost story contains a recessed panel and corbelled cornice, while the story immediately beneath it contains round-arch windows. Many of the windows on the façade have been sealed with brick while others retain multi-light wood sash. Immediately south of this section is a single-story brick storage section with minimal Art Deco-style cast stone trim featuring stylized chevrons and other ornamentation. Immediately south of this is a large three-story section with a side-gable peaked roof. The Bond Street façade of this section is three bays wide, containing large round-arch windows on the first story and rectangular windows on the upper stories; most of which have been sealed. Projecting brickwork suggests stylized quoins and voussoirs. The side facades of the buildings are treated similarly and feature paired and single round-arched and rectangular windows. The southernmost section of the building is a narrow single-story garage with simple brickwork patterning consisting of recessed horizontal striations. A large doorway with a metal roll-down door is located in the center of the façade.

Historic Sanborn maps indicate that in 1904 the site was used by Empire City Hygeia Ice Company. Of the structures that currently stand on the site, only the peak-roofed three-story brick section appears on the 1904 map. This building contained condensers, filter rooms, ice engines, and a coal shed. By 1906, the largest, six-story section of complex had been constructed, and the facility served as Leonhard Michel

Brewing Co., containing a brew house, ice storage, and freezing tanks. By 1939, and likely at least a decade earlier, the complex had been taken over by the Ebling Brewing Company. All of the four sections of the complex facing Bond Street were in place at this time, the northern single-story section labeled as a racking room and cooperage, and the southernmost section labeled as 'lockers.' The 1950 Sanborn map shows that the complex had ceased to function as a brewery by that time, and was occupied by Municipal Haulage, Inc. While it is not certain that the ice house and brewery industries that occupied the complex, it is very likely that goods such as coal, ice, and other products, were transported to and from the structure via the Canal.

Former Thomas Roulston Grocery Warehouse (94-110 9th Street)

The Former Thomas Roulston Grocery Warehouse, located at 94-110 9th Street between 8th Street, 2nd Avenue, and the Gowanus Canal, is a brick industrial building (see Figures A-1 and A-5). It consists of three contiguous sections fronting on 9th Street. The easternmost section is two stories tall and three bays wide; the middle section is one story tall and three bays wide, and contains a brick smokestack; and the western section is four stories tall and five bays wide. All of the sections were built at the same time and share architectural characteristics. The flat-roofed brick complex is designed in the Renaissance Revival style, and features a corbelled brick cornice and segmental-arched upper-story windows with keystones. Most of the windows throughout the structure have been replaced, while others contain the original multi-light metal sash.

According to his obituary, published in the *New York Times* on April 27, 1918, Thomas Roulston was an Irish immigrant who founded the Thomas Roulston grocery store chain in the 1880s. Roulston ran the company with his sons, Thomas H. and Henry Roulston. By the time of his death, he had established more than 230 stores throughout Brooklyn and Long Island. Paul T. Cherrington's *Advertising as a Business Force* (1913) notes that Roulston's chain was the largest grocery store chain in Brooklyn at the turn of the century. Several historic *New York Times* articles suggest that the building at the corner of 2nd Avenue and 9th Street was the firm's main warehouse and also housed its offices. The Roulston company purchased goods directly from suppliers and kept them at this warehouse and then sent them to individual grocery stores as needed.

Other Potential Historic Resources

Rowblocks Constituting a Potential Extension of the Carroll Gardens Historic District

Two areas were identified for potential expansion of the existing NYCL and S/NR-listed Carroll Gardens Historic District described above. These flank the existing district to the north and south and include Degraw, Sackett, and Union Streets between Smith and Hoyt Streets on the north, and 2nd and 3rd Streets between Smith and Hoyt Streets on the south. The potential historic district expansion would also include the east side of Smith Street between 2nd and Degraw Streets, and both sides of Hoyt Street between 3rd Street and Sackett Streets. The history, overall architectural character, and historic integrity of the residential buildings along the streets that could potentially form a historic district expansion are generally similar to that which characterizes the existing historic district. The architectural character of these streets, moving from north to south, is described briefly below.

Degraw Street between Smith and Hoyt Streets, like the existing Carroll Gardens Historic District, is characterized by contiguous dwellings, generally three-and-a-half-stories in height, designed in the Renaissance Revival and Anglo-Italianate styles (see Figure A-1 and A-6). Most of them are faced in red brick with brownstone trim, however several are faced entirely in brownstone as is typically found within the existing Carroll Gardens Historic District. The Degraw Street dwellings are as high-style as those within the historic district, however, they lack the large front gardens typical of the existing historic district. While some stoops and windows have been replaced and a small number of structures on the street have been altered or newly constructed, the dwellings on Degraw Street generally retain a high level of historic integrity.

Sackett Street between Smith and Hoyt Streets is also characterized by Renaissance and Italianate-style contiguous townhouses of similar height and style (see Figure A-1 and A-7). Roughly half of the buildings on the block are faced in brick, while the others are faced in brownstone. The block lacks the large front gardens that the houses within the existing historic district possess. While a few residences have been reclad or otherwise altered, most of the buildings retain a high level of integrity, some retaining their original windows, doors, and cast-iron stoop balustrades. The house on the southwest corner of Sackett and Hoyt Streets is unique: it is a larger brick Italianate-style mansion with a hipped roof, fronting on Sackett Street. The three-bay façade features a central entryway with a double door trimmed in a wood rope motif. The building has a large cornice with decorative brackets, and retains multi-light wood-sash windows and brownstone trim. According to the current owner this dwelling is known as the Bacchus House, after its original owner who was an entrepreneur who made his fortune on canal-related industries.

The residences that line Union Street, the block located immediately north of the existing Carroll Gardens Historic District, are particularly similar to those which characterize the historic district (see Figure A-1, A-8, and A-9). Buildings along this block possess the large front gardens that typify the existing district; many of these front gardens retain their original cast iron perimeter fences. Furthermore, with the exception of two slightly larger brick apartment buildings located on the north side of Union Street (designed in the Renaissance Revival style), the contiguous three-and-a-half-story dwellings along Union Street are faced in brownstone. Most retain their cornices, brownstone door surrounds, and other detailing.

Immediately south of the existing Carroll Gardens Historic District, 2nd Street between Smith and Hoyt Streets, is also characterized by contiguous dwellings with large front gardens contained within cast-iron fences (see Figure A-1 and A-10). Houses along the north side of 2nd Street in this area are generally faced in brownstone, while those on the south side of the street are more often faced in brick with brownstone trim. Several buildings on the eastern end of the block, on both the north and south sides of the street, are somewhat shorter than is typical for the Carroll Gardens Historic District, rising to two-and-a-half rather than three-and-a-half stories.

The block of 3rd Street between Smith and Hoyt Streets is a wider and more heavily trafficked street and therefore has a slightly less insular feeling than the existing Carroll Gardens Historic District (see Figure A-1 and A-11). Nevertheless, it is lined with dwellings constructed in similar architectural styles and faced in brownstone and red brick. Some of the dwellings on the block have slate-clad mansard roofs. While they lack the large front gardens that typify portions of Carroll Gardens, the dwellings generally retain a high degree of historic integrity.

Wyckoff Street Rowblocks (Boerum Hill Historic District Extension)

Two rows of residential structures along the south side of Wyckoff Street (along the northern edge of the secondary study area), between Smith and Hoyt Streets, and between Bond and Nevins Streets, respectively, are comprised largely of contiguous single-family residential rowhouses constructed in the late 19th century. These rowblocks are located across the street diagonally from the southern edge of the Boerum Hill Historic District (NYCL; S/NR-listed), which is located immediately north of the secondary study area. The Renaissance Revival and Italianate-style residences that characterize these streets, are similar in period and style to the character of the buildings that typify the existing Boerum Hill Historic District. Two late 20th century housing projects, including the Gowanus Houses and Wyckoff Gardens, intervene in the area: one between the two rowblocks between Hoyt and Bond Street and the other immediately east of the rowblocks, between Nevins Street and 3rd Avenue.

The south side of Wyckoff Street between Smith and Hoyt Streets is characterized by three-story brick residences with brownstone trim, often including doorway pediments and window surrounds, and metal bracketed cornices (see Figure A-1 and A-12). The buildings are accessed via low stoops with cast iron railings. A large light-colored-brick commercial building, which ranges in height from four to six stories, is located on the southeast corner of Wyckoff and Smith Streets. This Renaissance Revival style structure,

which now functions as a bank, features patterned brickwork suggesting quoins, voussoirs, and rusticated pilasters. The building features decorative metal cornices.

The south side of Wyckoff Street between Bond and Nevins Streets includes three-story brick and brownstone-faced rowhouses designed in the Italianate and Renaissance Revival styles (see Figure A-1 and A-13). They are typified by large metal bracketed cornices and brownstone trim including pedimented entryways. The buildings have stoops, some of which retain cast-iron balustrades. Most of the lots also include small front gardens contained within cast-iron fences.

American Society for the Prevention of Cruelty to Animals Shelter (233 Butler Street)

The American Society for the Prevention of Cruelty to Animals (ASPCA) building is located at 233 Butler Street on the north side between Bond and Nevins Streets (see Figure A-1 and A-14). The two-story flat-roofed building has a scalloped corbelled brick cornice punctuated with blue-colored terra-cotta tile ornamentation. The ground story has a central entryway with a stone surround which includes pilasters supporting an entablature that reads “THE ROGERS MEMORIAL.” Above it is a round stone seal featuring the name and logo of the ASPCA. Flanking this central doorway are two large round-arched doorways. The second story contains ribbons of small narrow rectangular windows.

The ASPCA was founded in New York City in 1866. The ASPCA maintained a branch in Brooklyn. However, in the early 20th century, the organization’s Brooklyn headquarters had become outdated and needed to be replaced with a more modern facility. The northern half of the building was constructed as an animal shelter in 1913. The building was extended to the south in 1922. The *New York Times* reported on June 19, 1922 that the new facilities at 233 Butler Street would not only include an animal shelter, but would also house the Brooklyn branch of the ASPCA’s executive offices and include an ambulance and a garage.

Saint Agnes Church Complex

The Saint Agnes Church Complex consists of four buildings, including a large stone church located on the south side of Hoyt Street between Degraw, Sackett, and Bond Streets; a two-and-a-half-story brick Parish Hall, located on the east side of Sackett Street between Hoyt and Bond Streets; the Saint Vincent’s Residence, a three-story brick building on the east side of Degraw Street, between Hoyt and Bond Streets; and the Saint Agnes Roman Catholic School, immediately east of the Residence (see Figure A-1, A-15, and A-6).

Saint Agnes Church is a massive stone church designed in the Gothic Revival style. Its steeple and spirelets are roofed in stone, while its main roof is clad in slate tiles and features decorative copper coping. It has stained glass windows with stone tracery, and retains very good historic integrity. The interior of the church was not accessed. The Parish House is also designed in the Gothic Revival style. The pointed-arch windows of the brick building are trimmed in stone, and the roof is clad in slate, with copper coping. Saint Agnes Roman Catholic School is four-story brick, brownstone, and terra-cotta Romanesque Revival-style building. Saint Vincents Residence is exhibits elements of the Romanesque and Gothic Revival styles.

The Saint Agnes parish had been founded in 1878 by Bishop Loughlin who installed Father James Duffy as the first pastor. Duffy initially had a temporary frame church constructed at Hoyt and Degraw streets, while planning the current St. Agnes Church. The cornerstone for the church was laid in 1881 and construction proceeded slowly and steadily. The church was completed in 1888, and consecrated in 1893. When the church was completed, it was one of the largest Catholic churches in Brooklyn being 200 feet wide and 92 feet wide with a steeple rising 130 feet. Its architecture, including arched ceilings, frescoed interior walls, stained glass windows depicting scenes in the life of St. Agnes, marble alters and pillars of onyx, was extensively praised in the *New York Times*.

Five years after the consecration of the church, in 1898, Father Duffy filed plans for the construction of a parochial school to be associated with Saint Agnes Roman Catholic Church. The school building would be “brick with stone trimmings and a peaked mansard roof. . . [and] equipped with the most modern improvements and will be one of the finest of its kind in Brooklyn.” Thomas Houghton was hired as the architect for the project. Houghton, who had probably designed Saint Agnes Church itself a few years earlier, was the son-in-law of Patrick C. Keely, the well-known Irish-born architect, and worked in Keely’s office for several years. Houghton designed a number of distinguished Neo-Grec rowhouses and several other Catholic churches in the Brooklyn, including Our Lady of Victory Roman Catholic Church (1891-1895) and Saint Francis Xavier Church (1900-1904).

Saint Agnes Roman Catholic School continued to serve as a parochial institute through most of the twentieth century. In 1987, it was abandoned, and remained vacant for over a decade. In 1999, the building was converted for use as a medium-income apartment complex called the School House in Carroll Gardens. The exterior of the building, including terra-cotta and brownstone ornament, was conserved, and no substantial alterations were made to the exterior. The interior space was reconfigured to accommodate seven floors within an interior that had originally consisted of four stories. However, according to a *New York Times* article of September 17, 1999, the adaptive reuse was planned with an aim of retaining historic elements and “interior features like marble wainscoting, mosaic tile flooring and wrought iron railings, were saved whenever possible.” Saint Agnes Roman Catholic Church continues to function as a church.

The News Brooklyn Garage

The News Garage Building is a single-story concrete garage building with a large rectangular plan, occupying the east side of 3rd Avenue between Degraw and Douglass Streets (see Figure A-1 and A-16, Photo 31). Designed in the Art Modern style, each of the three facades of the flat-roofed building is characterized by stepped and rounded parapets decorated with simple vertical striations and slightly projecting piers. Each of the facades are inscribed with the words “The News Brooklyn Garage,” and feature a small camera logo associated with the New York *Daily News*.

This building functioned as a garage for News Syndicate, Inc., the newspaper company that published the New York *Daily News*. The paper’s main Brooklyn plant was located at 700 Pacific Street, and the structure apparently served as the main parking Brooklyn parking garage for employees of the company.

Our Lady of Peace Roman Catholic Church Complex

The potentially S/NR-eligible Our Lady of Peace Roman Catholic Church complex is located along Carroll Street between Whitwell and Denton Places (two single-block streets), and includes a church at mid-block, flanked by a school to the west and a rectory and war memorial to the east (see Figure A-1; Figure A-16, Photo 31; and Figure A-17). The church, built in 1902-4, is constructed in the Romanesque Revival style. It is a three-story brick building with stone trim composed of a central section flanked by two square-plan hip-roofed towers. The roof of the church is clad in slate and bears a metal cross at the front apex of each of the three sections. The church features round-arched windows, which are paired in many locations and form a continuous ribbon on second story above the main entryway. This entry consists of paired round-arched doorways surmounted by heavily ornamented pediments. In the center of the third story are pedimented niches containing statues and flanking a small stained-glass rose window.

The school located immediately west of the church, which was constructed in 1922, stands on the corner of Carroll Street and Whitwell Place. Architecturally, it exhibits an unusual combination of the Art Deco, Romanesque Revival, and Gothic Revival styles. The four-story brick building with stone trim has a flat roof with a low parapet culminating in a stepped gable crowned with a stone cross on the center of the front (Carroll Street) façade. The central doorway has a round-arch with a pronounced keystone. The windows throughout the building have slightly-rounded Gothic arches with label moldings. They are

arranged in ribbons and set within continuous stone surrounds extending three stories on both the front and side facades. A large clock, which appears original, is located on front gable of the façade.

The rectory, on the corner of Carroll Street and Denton Place, is a relatively simple three-story brick building with a hipped roof, built prior to 1933. A stone war memorial, commemorating local servicemen who fought in World War II, is located in front of the rectory building. This memorial was erected in the 1950s, and includes a bronze plaque listing names; it is surmounted by a large gilded eagle.

The Church of Our Lady of Peace was constructed to serve the large Italian population that inhabited this area of Brooklyn in the early 20th century. The parish was established on the present location, in what was considered Brooklyn's "Little Italy," in 1902 and the cornerstone of the church was laid in 1904. On August 8, 1904, the day the cornerstone was laid (construction had already been underway for some time), the *New York Times* reported that a crowd of 7,000, made up mostly of Italians and Italian-Americans from throughout New York City, came to view the ceremony. The church was originally run by the Vincentian Fathers, an order of Italian priests, but by 190 was taken over by the Franciscan Fathers, which according to a *New York Times* article published on December 30, 1906, caused some dissent among the local Italian community. A parochial school was constructed to the north of the church in 1922.

In their 1938 work *Italians of New York*, the Federal Writers' Project stated that the church was designed to seat 1,200 parishioners, although the congregation numbered 1,800, and 600 students were enrolled in the parochial school. In addition, Adrienne Onofri's *Walking Brooklyn* (2007) notes that Frank Sinatra sang at the church during a charity event in the 1940s.

Former Washington Park Ballfield Wall

A brick wall extends along the east side of 3rd Avenue between 1st and 3rd Streets and wraps around the corners of 1st and 3rd Streets to extend roughly one-quarter of the block towards 4th Avenue (see Figure A-1 and Figure A-18). Now forming the western wall of a large Con Edison facility, this wall is purported to have been constructed as part of a baseball field known as Washington Park in the early 20th century. This baseball field has sometimes been called Washington Park II in order to distinguish it from an earlier park of the same name which stood a short distance to the southeast.

The Brooklyn Dodgers played in this location between 1898 and 1914. Although baseball historians' opinions differ, this wall is believed to date to either the time when the Brooklyn Dodgers played in this location or immediately thereafter, ca. 1914. The wall, roughly 20 feet high and constructed of brick, contains a row of short recessed segmental arches, which presumably were once open, but are now sealed. These are set within slightly recessed panels with simple brick corbelling at the upper edge. The wall was later incorporated as the western wall of a large utilitarian brick structure built as part of the Con Edison facility that now occupies the site.

The original home field of the Brooklyn Dodgers, known also as the Trolley Dodgers, Bridegrooms, and Superbas, was the original Washington Park, located on the present site of J.J. Byrne Park, between 4th and 5th Avenues and between 3rd and 5th Streets. With the exception of a brief stint in the 1890s, the club played at the original Washington Park from 1883 to 1898. In 1898, they purportedly moved to the site bounded by 3rd and 4th Avenues and 1st and 3rd Streets, where the wall now stands. Fifteen thousand fans attended at the Dodgers' opening day in 1898. In 1914, the club's owner, Charles Ebbetts, moved the team to Ebbetts Field in Flatbush, Brooklyn, and the Dodgers left Washington Park. Immediately after the removal of the Dodgers in 1914, a federal league team called the Brooklyn Tip-Tops, owned by Robert B. Ward of the Ward Brothers Bread Company, moved into Washington Park, where they played for two years. Photographic documentation of Washington Park II is limited, and therefore, it is not certain when the wall was constructed. Baseball historian Bill Shannon, author of *The Ballparks* (1975) notes that the field infrastructure was extensively reconstructed when the Tip-Tops took

over the field in 1914. Neil DeMause, co-author of *Field of Schemes* (2002), has opined that the current brick wall dates to 1914 when the Tip-Tops rather than the Dodgers occupied Washington Park .

Eagle Clothes Building & Sign

The Eagle Clothes Building, is a large low two-story manufacturing building located on 6th Street between 3rd and 4th Avenues (see Figure A-1 and Figure A-19, Photo 37). The square-plan brick structure has a flat roof. Fenestration is limited to the upper story, which has ribbons of large rectangular windows with multi-light metal sash, which are almost continuous across the facades. While the Eagle Clothes building lacks ornamentation or architectural distinction, the large neon sign appended to a metal framework atop the building's roof, is aesthetically interesting and highly visible. The 1950-1 neon sign reads "Home of Eagle Clothes" and features a globe and shield logo.

Eagle Clothes, Inc., a menswear manufacturing company, was founded by Benjamin Goldman who also served as the company's president for many years. On February 8, 1951, the *New York Times* reported that the company was consolidating its manufacturing operations into one central location near 4th Avenue and 6th Street in Brooklyn. On May 21 of that year, the paper again reported on the development of the company's new headquarters. The building was being designed and built to be an "ideal factory" for workers, featuring air conditioning, adequate lighting, vibration reduction equipment, and twice as much workspace per individual as other similar factories. More importantly, the factory was designed to provide approximately 1,200 local jobs. When the factory opened later that year, it was applauded by worker's unions. As stated by Mark Jacobson in an article published in *New York Magazine* in 2001, the factory was successful for several decades after its opening, under the leadership of Stanley and Fred Goldman. The factory continued to employ hundreds of local workers, many of whom were Italian immigrants. However, as fashions changed, the company fell on hard times and on February 1, 1990 the *New York Times* reported that the company had filed for bankruptcy.

Kentile Building and Sign

The Kentile Building is located at the northwest corner of 9th Street and 2nd Avenue (see Figure A-1 and Figure A-19, Photo 38). The building has a large footprint, but stands only one-story tall, with the exception of a roughly eight-story-tall red neon sign on a massive metal support structure. The sign, which bears the large capitalized words "Kentile Floors" can be seen at a great distance, particularly from points south of the building. While historic Sanborn maps suggest that a small section of the building (the northeastern) was standing by the 1930s, most of the present building, including the neon sign, was constructed in the early 1940s. The building is currently characterized numerous individual facades along the 9th Street and 2nd Avenue frontages. In general, the façade is brick and lacks ornamentation. The various sections of the facade differ in window type and brick color, suggesting that they have been altered at various times by individual businesses operating in the structure. Three bays of the building in the middle of the 9th Street façade feature stone trim in the Neoclassical style, including a pedimented entry.

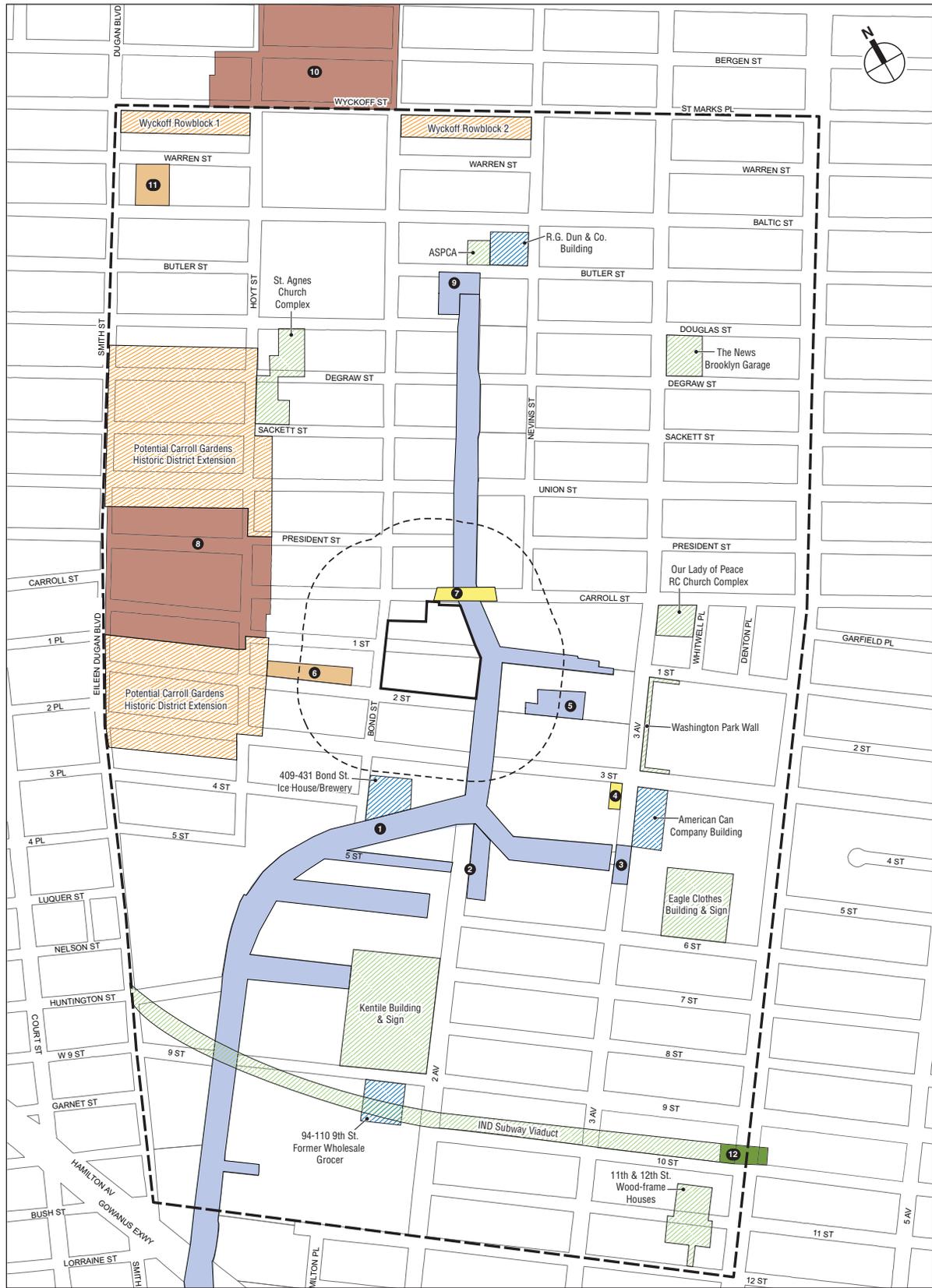
The Kentile Floors company was established by David E. Kennedy in the late 19th century. The company's name was changed from Kentile, Inc. to Kentile Floors, Inc. in 1964. Kentile Floors manufactured do-it-yourself resilient asphalt, vinyl, cork, rubber and vinyl asbestos tile flooring and special adhesive. Because the tiles could be installed by the homeowner, they became very popular as they could "reduce by as much as 40 percent the amount of time a housewife [spent] on the care of her floors" (*New York Times* 6/1/1958: R8). Kentile's floor tiles were later introduced in a variety of colors and patterns. The neon sign on the building was erected in the 1940s, at the height of Kentile's popularity (Jacobson 2005). At the end of the 20th century, the company was plagued by legal troubles as a result of the use of asbestos in their products. Representatives from Kentile testified at congressional hearings on asbestos and the company was the defendant of multiple lawsuits relating to asbestos (Bartrip 2006 and Jacobson 2005). The company eventually closed as a result of this issue.

IND 9th and 10th Street Subway Viaduct

The 4,400-foot long viaduct was built in 1933 to carry the IND subway (F & G lines), elevated in this area between Smith Street and 2nd Place and 10th Street between 4th and 5th Avenues (see Figure A-1, A-20, and A-21). The viaduct crosses the canal at 9th Street and curves in a southeast direction to 10th Street at 2nd Avenue. Where the viaduct crosses the canal it passes over the 9th Street vehicular bridge (previously determined not S/NR-eligible) and carries the Smith-9th Street subway station (also previously determined not S/NR-eligible). The viaduct consists of a steel trestle. Through much of the study area, it runs along the north side of 10th Street, passing over buildings that line that street. Truss sections are located where the viaduct crosses the canal; immediately west of 2nd Avenue; and where the viaduct crosses 3rd Avenue. Between the 3rd and 4th Avenues the viaduct declines slightly in elevation and has concrete and brick piers and stepped parapets with patterned brickwork and small windows containing six-light fixed metal sash. In several locations the brick face of these features has been chipped off, possibly as part of on-going repairs. The viaduct crosses 4th Avenue with a single-span steel arch with two massive brick piers designed in the Art Deco style and featuring brickwork patterning and exterior metal sconces. The piers and deck of this section contain the 4th Avenue subway station, which was previously listed on the S/NR. Metal panels with Art Deco-style geometric patterns enclose the steel-arch bridge.

Wood-frame houses on 11th and 12th Street

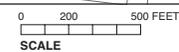
There are relatively few intact examples of nineteenth century wood-frame houses clad in wood siding in Brooklyn, however, a cluster of such residences remains on 11th and 12th Streets between 3rd and 4th Avenues in the eastern portion of Park Slope (see Figures A-1, A-22, and A-23). While several wood-frame structures remain on these two blocks, particularly on 11th Street, only a few retain original exterior features such as original clapboard siding, and wood porches. These structures, which are concentrated on 11th and 12th Street towards 4th Avenue, include the following addresses: 205 12th Street; 216, 217, 218, 219, 221, 223, 226, 229, and 232 11th Street. The two- to three-story structures were designed in the Italianate style, and most likely date to the third quarter of the 19th century. They retain wood cornice with decoratively carved wood brackets. Most retain original wood clapboard cladding, wood window and door surrounds, and ornamented front porches. While none of the original window sash remain, all of the structures retain their original fenestration, and transoms, and several retain their original wood paneled doors.



- Project Site Boundary
- Primary Study Area Boundary (400-Foot Perimeter)
- Secondary Study Area Boundary
- New York City Landmark and S/NR-Eligible
- Contributing Feature to the Gowanus Canal Historic District (S/NR-eligible)
- New York City Landmark and S/NR-Listed
- S/NR-Eligible
- S/NR-Listed

- Potentially Contributing to Gowanus Canal Historic District
- Potential Historic Resource (Individual)
- Potential Historic District Extension

- Architectural Resources**
- | | |
|--|-------------------------------------|
| 1 Gowanus Canal Waterway and Bulkheads | 7 Carroll Street Bridge |
| 2 Burns Brothers Coal Pockets | 8 Carroll Gardens Historic District |
| 3 Third Avenue Bridge | 9 Pumping Station |
| 4 Brooklyn Improvement Company Office Building | 10 Boerum Hill Historic District |
| 5 Former Brooklyn Rapid Transit Power House | 11 Cobble Hill High School |
| 6 59-97 Second Street | 12 IND Subway 4th Avenue Station |





The R. G. Dun & Co. Building, located on the corner of Nevins and Bond Streets, immediately across Butler Street from the northern terminus of the Gowanus Canal. The structure, was built in 1914 to house the printing department for the large credit reporting company, R. G. Dun & Co. This photograph shows the south (left) and east (right) facades of the building

1



Looking northeast towards the south façade of the R.G. Dun & Co. Building on Butler Street. The parged concrete building is ornamented with blue terra-cotta tiles

2

Potential Architectural Historic Resources in Secondary Study Area:
Potentially Contributing to Gowanus Canal Historic District



Looking southeast towards the north (left) and west (right) facades of the American Can Company Building on the southeast corner of 3rd Street and 3rd Avenue. Note the segmental-arched windows, corbelled brick cornice, and multi-light diamond-shaped windows on the upper story of the west façade

3



The west façade of the American Can Company Building on 3rd Street. The red brick section (right) was constructed ca. 1885, while the five-story section to the south (right), which also has segmental-arched windows and a corbelled brick cornice, was added at the turn of the century

4

Potential Architectural Historic Resources in Secondary Study Area:
Potentially Contributing to Gowanus Canal Historic District



The front (west) façade of the northernmost section of the former Brewery on Bond Street at 4th Street. The tall brickstructure has a both round-arch and rectangular windows, and an ornamental brick cornice

5



Looking southeast towards the three southern sections of the former Ice House and Brewery on Bond Street. The peak-roofed section (center), which was round-arched windows and projecting brickwork suggesting quoins and voussoirs, is the earliest section, built ca. 1900

6

Potential Architectural Historic Resources in Secondary Study Area:
Potentially Contributing to Gowanus Canal Historic District

363-365 BOND STREET

Figure A-4



Looking southwest towards the former Thomas Roulston Grocery Warehouse. The brick structure, which is composed of three sections, ranging in height from one to four stories, was built as a wholesale warehouse for what was Brooklyn's largest grocery chain at the turn of the century

7



Looking southeast towards the eastern portion of the Thomas Roulston Grocery Warehouse. All of the sections of the building share similar architectural details, including corbelled cornice and round- and segmental-arched windows with pronounced keystones

8

Potential Architectural Historic Resources in Secondary Study Area:
Potentially Contributing to Gowanus Canal Historic District



A view looking northwest towards the north side of Degraw Street between Smith and Hoyt Streets

9



Looking southwest towards the south side of Degraw Street between Smith and Hoyt Streets

10

Potential Architectural Historic Resources in Secondary Study Area:
Potential Carroll Gardens Historic District Expansion Area

363-365 BOND STREET

Figure A-6



Looking northeast towards the north side of Sackett Street from just east of the corner of Smith Street **11**



Looking southeast towards the south side of Sackett Street from just east of the corner of Smith Street. Note the early 20th century brick apartment building (right) and single-family brick and brownstone-faced townhouses **12**

Potential Architectural Historic Resources in Secondary Study Area:
Potential Carroll Gardens Historic District Expansion Area



Looking southeast towards the brownstone-faced rowhouses on the south side of Sackett Street from the middle of the block between Smith and Hoyt Streets

13



A view of the Bacchus House, an Italianate-style brick dwelling on the southeast corner of Hoyt and Sackett Streets

14

Potential Architectural Historic Resources in Secondary Study Area:
Potential Carroll Gardens Historic District Expansion Area

363-365 BOND STREET

Figure A-8



The north side of Union Street between Smith and Hoyt Streets, looking northwest. Note the brownstone-faced single-family residences with large front gardens

15



Looking southwest from the corner of Union and Hoyt Streets towards the south side of Union Street. While many of the windows and some of the cornices of these rowhouses have been replaced, the residences retain much of their historic character

16

Potential Architectural Historic Resources in Secondary Study Area:
Potential Carroll Gardens Historic District Expansion Area

363-365 BOND STREET

Figure A-9



Looking northwest towards the north side of 2nd Street between Smith and Hoyt Streets, showing the brownstone-faced dwellings with large front gardens that line this row **17**



Looking southeast towards the south side of 2nd Street between Smith and Hoyt Streets. This side of Union Street includes a large number of brick rowhouses with front gardens **18**

Potential Architectural Historic Resources in Secondary Study Area:
Potential Carroll Gardens Historic District Expansion Area



A view of the north side of 3rd Street between Smith and Hoyt Streets, looking northwest from near the corner of Hoyt Street **19**



The south side of 3rd Street between Smith and Hoyt Streets, looking southeast from the middle of the block. Note the mansard-roofed rowhouses on the right, and the Renaissance Revival-style apartment houses on the left **20**

Potential Architectural Historic Resources in Secondary Study Area:
Potential Carroll Gardens Historic District Expansion Area



A view looking southeast from the corner of Wyckoff and Smith Streets, showing the large brick commercial building on the southeast corner

21



A view looking southeast towards the south side of Wyckoff Street between Smith and Hoyt, from the middle of the block. The late 19th-century three-story Renaissance Revival-style brick rowhouses are typical of this block

22

Potential Architectural Historic Resources in Secondary Study Area:
Wyckoff Street Rowblock between Smith and Hoyt Streets



A view looking southeast towards the south side of Wyckoff Street between Bond and Nevins Streets. These Italianate-style brick rowhouses are typical of the block; several retain their original windows as well as cornices and other features **23**



Looking southwest towards the south side of Wyckoff Street between Bond and Nevins Streets **24**

Potential Architectural Historic Resources in Secondary Study Area:
Wyckoff Street Rowblock between Smith and Hoyt Streets



The south (front) façade of 233 Butler Street, constructed in 1913 and rebuilt in 1922 as a shelter and office building for the American Society for the Prevention of Cruelty to Animals (ASPCA)

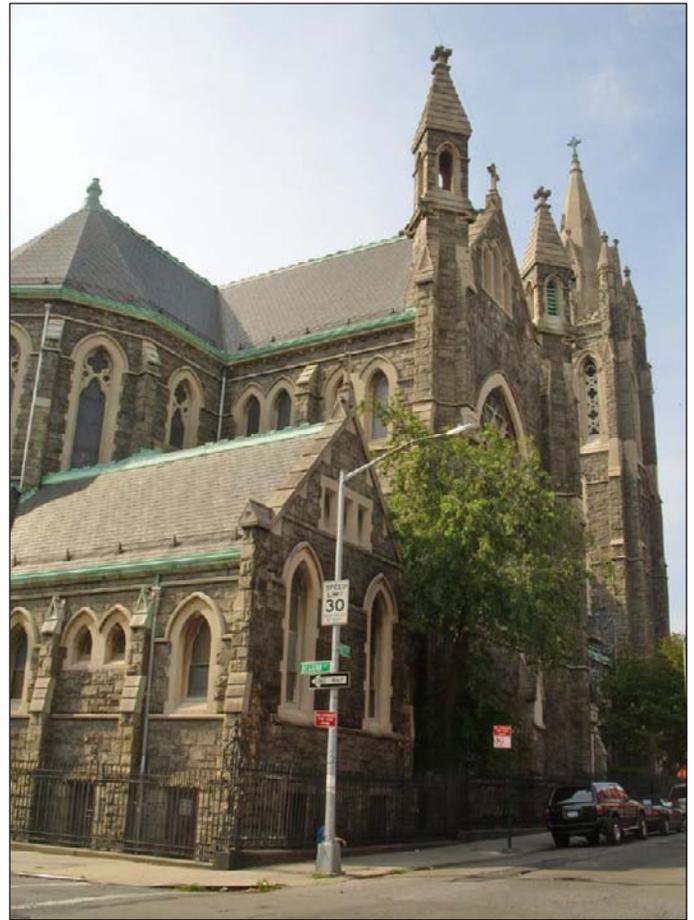
25



A close-up view of the stone frame of the central entryway, which includes a round shield with the ASPCA's logo

26

Potential Architectural Historic Resources in Secondary Study Area:
ASPCA Shelter



A view of Saint Agnes Church, looking southeast from the corner of Hoyt and Degraw Streets. The large stone Gothic Revival-style church, constructed 1881-8, is located on the east side of Hoyt Street between Degraw and Sackett Streets **27**



Looking northeast from Sackett Street just east of Hoyt Street towards the brick Gothic Revival-style Parish House (right) associated with Saint Agnes Church (left) **28**

Potential Architectural Historic Resources in Secondary Study Area:
Saint Agnes Church Complex

Figure A-15



29
The Saint Agnes School, now apartments, located at 421 Degraw Street, on the north side of the street between Hoyt and Bond Streets



30
Saint Vincent's Residence, a brick Gothic Revival-style building, associated with the Saint Agnes Church complex, and located immediately west of the former school building shown above

Potential Architectural Historic Resources in Secondary Study Area:
Saint Agnes Church Complex
Figure A-16



A view looking northeast of the south façade (Degraw Street frontage) of The News Brooklyn Garage Building. The building has three façades: on 3rd Avenue, Douglass Street, and Degraw Street, all of which are very similar. The Art Moderne-style concrete garage was built the Brooklyn plant of the New York Daily News newspaper, located nearby. The small camera inscribed in the façade between the words 'The' and 'News' is the company's logo

31



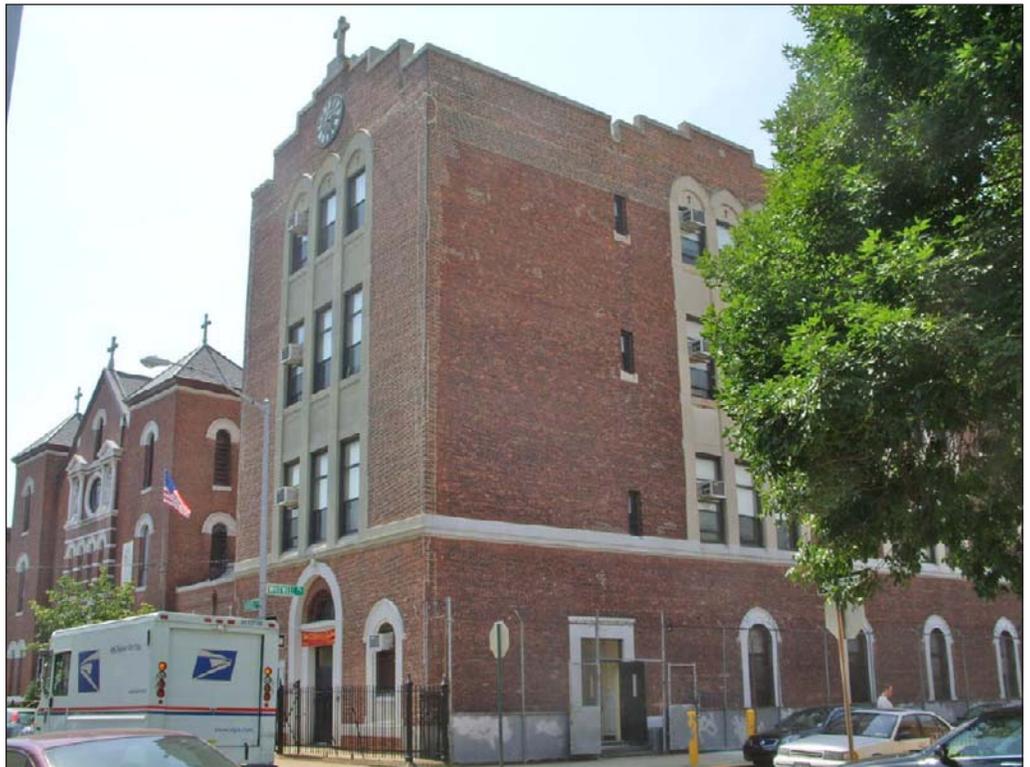
Looking southeast towards the south side of Carroll Street between Whitwell and Denton Place, showing the Our Lady of Peace Roman Catholic Church, constructed in 1902-4. The church is flanked by a brick hip-roofed rectory to the east (right) and a school to the west (left)

32

Potential Architectural Historic Resources in Secondary Study Area:
 Saint Agnes Church Complex



Looking southwest towards the school (right) constructed in 1922 in association with Our Lady of Peace Roman Catholic Church (left) **33**



A view looking southeast from the corner of Carroll Street and Whitwell Place, showing the front and side (west) facades of the school associated with Our Lady of Peace Roman Catholic Church **34**

Potential Architectural Historic Resources in Secondary Study Area:
Our Lady of Peace Roman Catholic Church



Looking southeast towards what is now the wall of a Con Edison facility on 3rd Avenue between 1st and 3rd Streets. The wall is purported to have been built in the 1910s as part of the second Washington Park, a ball field where the Brooklyn Dodgers played from 1912-14, and where the Brooklyn Tip-Tops played from 1914-1916

35



A close-up view of the wall, showing the recessed panels and brick segmental arches along the middle portion of the structure along 3rd Avenue

36

Potential Architectural Historic Resources in Secondary Study Area:
Wall of Former Washington Park Baseball Field



Looking northeast towards the Eagle Clothes Company Building with large neon sign atop the roof. The building is located on 6th Street between 3rd and 4th Avenues, and was constructed in 1950-1

37



The Kentile Building and large neon sign, looking northwest at the corner of 2nd Avenue and 9th Street

38

Potential Architectural Historic Resources in Secondary Study Area:
Wall of Former Washington Park Baseball Field



Looking west along 9th Street near 2nd Avenue towards the IND subway viaduct where it crosses over the Gowanus Canal. In this location, the viaduct passes over the 9th Street vehicular bridge, which has been determined not S/NR-eligible

39



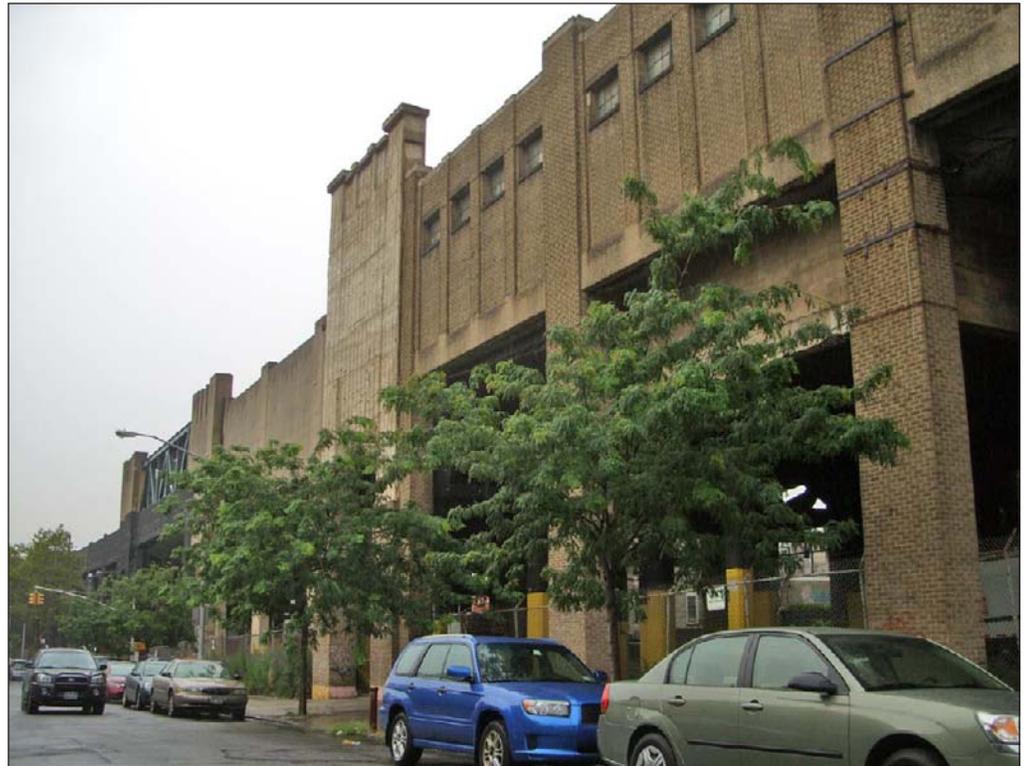
The IND subway viaduct (looking east) where it passes over buildings between 9th and 10th Street just west of 2nd Avenue

40

Potential Architectural Historic Resources in Secondary Study Area:
IND Subway Viaduct

363-365 BOND STREET

Figure A-21



Looking west towards the IND subway viaduct from 10th Street between 3rd and 4th Avenues. On the left, the truss section where the viaduct crosses 3rd Avenue is visible. To the right, the viaduct is enclosed in brick facing

41



Looking northeast from 10th Street and 4th Avenue to the IND subway viaduct where it crosses 4th Avenue. This portion of the viaduct, consisting of a steel-arch and brick piers designed in the Art Deco-style, houses the 4th Avenue subway station, which is listed on the S/NR

42

Potential Architectural Historic Resources in Secondary Study Area:
IND Subway Viaduct



43
The wood-frame clapboard-clad residence at 204 12th Street, between 3rd and 4th Avenues. This dwelling is part of a cluster of wood-frame houses on 11th and 12th Streets



44
The residence at 229 11th Street between 3rd and 4th Avenues. The mansard-roofed residence retains its original wood clapboard cladding, cornice, and porch

Potential Architectural Historic Resources in Secondary Study Area:
Wood-Frame Houses on 12th and 11th Streets
Figure A-23



The wood-frame residences at 217-223 11th Street 45



The wood-frame residences at 216-218 11th Street 46

Potential Architectural Historic Resources in Secondary Study Area:
Wood-Frame Houses on 12th and 11th Streets

Attachment B: Descriptions and Histories of Project Site Buildings

The following structures are located on the project site and were not designated as contributing elements within the State/National Register-eligible Gowanus Canal Historic District.

Building 1: The brick-and-concrete-block warehouse located at 365-379 Bond Street (a.k.a. 109-129 Second Street), is located in the southwestern portion of the project site, on Second Street between Bond Street and the Gowanus Canal (see Figures B-1 to B-3). This one- and two-story complex was built in numerous stages, chiefly between 1920 and 1956. The building's Second Street frontage consists of three separate elements, which include (from west to east) a single-story brick structure with two large garage doors; a two-story two-bay stucco-clad structure; and a low single-story brick structure. The portion of the building that fronts on Bond Street is a two-story flat-roofed brick structure, built in two phases, as described below. It has a simple brick cornice and no other ornamentation. All of the original window and door openings have been entirely or partly blocked. This section of the building wraps around to front on First Street. Also contiguous on First Street is a long narrow single-story structure, which was built in four phases (the first prior to 1915 and the last after 1951, as described below). This single consolidated structure is faced in brick and concrete block, and it has no window or door openings.

A 1915 Sanborn fire insurance map shows that the land on which the building stands included all or portions of seven separate parcels at that time. The entire north half of the block between First, Second, and Bond Streets and the Gowanus Canal was owned by Standard Oil Company of New York. The south half of the block was owned in part by Frank D. Creamer & Co. Building Materials; and also included several privately owned dwellings. Most of the buildings shown on the location in the 1915 Sanborn map (including dwellings, oil tanks, a wagon house, and pump room, among others) are no longer standing; however, three non-contiguous buildings shown on the map appear to have been incorporated into what is now Building 1. These three buildings, which comprise roughly 20% of the building's current footprint, include a narrow two-story L-shaped building fronting on Bond and First Streets, and a single-story "Auto House," fronting on First Street (both on the Standard Oil property); as well as a small two story "Auto House/Office" fronting on Second Street (on the Frank D. Creamer Company property).

A 1951 Sanborn map shows that the location where Building 1 now stands was owned entirely by Standard Oil Company of New York at this time; and Fleeer & Fleeer, Inc. is listed as the tenant. A narrow two-story rectangular-plan structure fronting on Bond Street has been built to connect with and extend the existing L-shaped building to Second Street, the consolidated structure is designated for "Storage." A large single-story brick "Auto House" has been built in the center of the property (noted as having been built in 1920). Both of these structures are also now integrated into Building 1. Additionally, a single-story "Garage" has been added to the east end of the existing single-story "Auto House" fronting on First Street, and this structure also appears to have been incorporated into the current building. Several oil storage tanks and a storage structure, no longer extant, are also shown on portions of the property now occupied by Building 1. The portion of the building that fronts on Bond Street is labeled 'storage.' A recent Sanborn map indicates that a large portion of Building 1, fronting on Second Street and comprising roughly 50% of the total footprint of the structure, was built in 1956. The structure has most recently been occupied by the Fiber Wave Company.

Building 2: The single-story brick building at 363 Bond Street (a.k.a. 63-87 First Street) between First and Carroll Streets is a warehouse structure with simple diamond-shaped brickwork on a low parapet (see Figure 1; and Figure 4, View 5). Although the building appears to have had several windows and doors originally, these have been sealed. The building does not appear on a 1915 Sanborn map; however, it does appear to be the same building shown on a 1951 Sanborn map, labeled as a garage and auto repair shop.

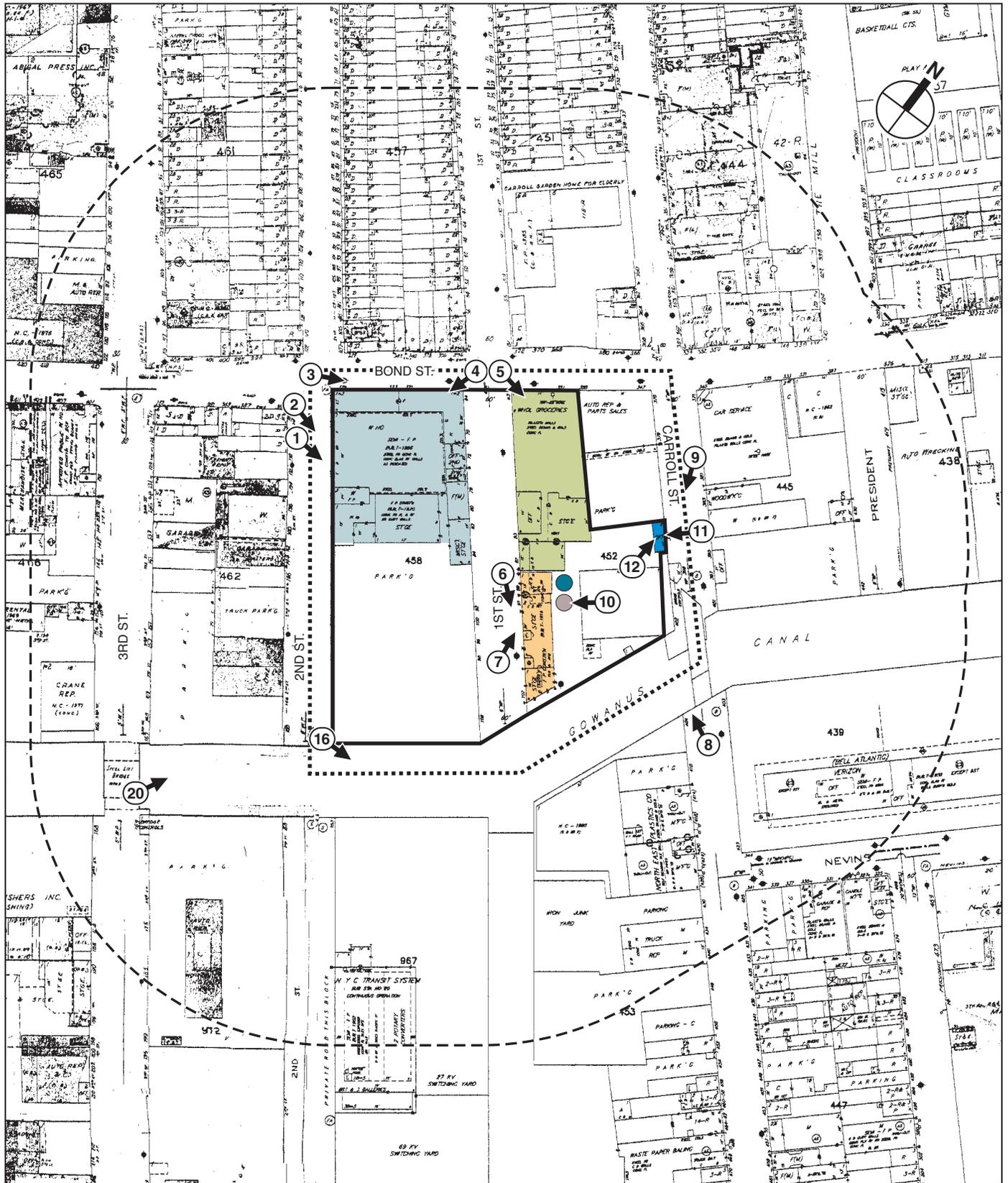
Building 3: The brick and concrete warehouse building at 89-107 First Street, on the north side of First Street between Bond Street and the Gowanus Canal, adjoins Building 2 (see Figure B-1; Figure B-4, View 6; and Figure B-5). Faced in concrete, the former windows of the two-story building are delineated by slightly projecting piers; most of the windows have been sealed with concrete blocks; others with modern metal roll-down gates. According to a 1951 Sanborn map, the building was constructed in 1916 as a warehouse, and became associated with the Pure Oil Company in 1951.

Two cylindrical reinforced-concrete buildings, former containment structures, are located between Carroll and First streets. One of these structures, **Building 4**, was substantially rebuilt in the late 20th century; its walls were augmented, and small windows and a conical roof was added to the structure (see Figure B-1; Figure B-5, View 8; and Figure B-6). Most recently, it has been used primarily for storage. Another former containment structure, **Building 5**, also concrete cylinder, with a low conical roof and picture windows added in the late 20th century (see Figure B-1; and Figure B-6, View 10). These structures do not appear on the 1915 Sanborn map of the property, but are shown on the 1951 Sanborn map as part of the Pure Oil Company Property (to which Building 6, described below also belonged). Buildings 4 and 5 are indicated as containing 100,000 gallon gasoline tanks. Also located on the property were three additional containment structures, a pump house, and two additional structures, none of which are extant.

Building 6: The two-story five-bay rectangular-plan brick building at 388 Carroll Street has a flat roof with a small chimney on the northwest corner (see Figures B-1 and B-8). The building has a simple brick cornice and floor band, but is otherwise unornamented. The window openings contain retrofitted one-over-one-light double-hung sash windows, or sealed or covered with corrugated metal awnings. The building does not appear on the 1915 Sanborn map of the property. It is shown on the 1951 Sanborn as part of the Pure Oil Company property, labeled as an office.

Summary

None of the buildings on the project site appear to meet the State/National Register of Historic Places eligibility criteria. None of the buildings are remarkable for architecture or design. Many of the buildings were built in numerous phases, and passed through numerous ownerships and uses. All of the buildings were substantially altered during the second half of the 20th century and no longer retain historic integrity.



- Project Site Boundary
- Primary Study Area Boundary (400-Foot Perimeter)
- Rezoning Area Boundary
- Photograph View Direction and Reference Number
- Building 1
- Building 2
- Building 3
- Building 4
- Building 5
- Building 6

0 200 FEET
SCALE

363-365 BOND STREET

Key to Photographs
Figure B-1



Looking northeast from Second Street at Bond Street towards the Second Street frontage of Building 1 on the project site. 1



The same view showing a portion of the two-story portion of Building 1 at the northeast corner of Bond and Second Streets. 2



View from Bond Street at Second Street, looking northeast towards the Bond Street facade of Building 1. **3**



View from Bond Street at First Street looking east towards the Gowanus Canal and the First Street facade of Building 1. **4**



View from Bond Street at First Street looking northeast towards Building 2.

5



Looking northeast from First Street between Bond Street and the Gowanus Canal towards Building 3.

6



View from First Street and the west side of the Gowanus Canal, looking northwest towards Building 3 on the project site.

7



View from the east side of the Carroll Street Bridge looking west towards the project site. The rear of Building 3 is visible on the left. Building 4, a reinforced concrete former containment structure is visible on the right.

8



View from Carroll Street looking southeast towards the northeast corner of the project site. Note Building 4, the two-story brick office pictured on the left, and Building 5, the cylindrical former containment structure, on the right.

9



Looking southwest from the Carroll Street Bridge towards Buildings 4 and 5.

10



Looking south from Carroll Street just west of the Gowanus Canal towards the front (north) facade of Building 6, a two-story brick structure.

11



Looking north from within the project site, a view of the rear (south) facade of Building 6.

12

Attachment C: Additional Archaeological Sensitivity Evaluation

EVALUATION OF POTENTIAL FOR BURIAL GROUNDS IN PROJECT SITE VICINITY

No information regarding the presence of a Native American burial ground in the vicinity of Freeke's Mill could be identified. Various published texts documenting Brooklyn's history were consulted, including Stiles' 1869 *History of Brooklyn*, as well as works summarizing its precontact history, such as Grumet's *Native American Place Names of New York City* (1981), Ritchie's *The Archaeology of New York State* (1980), and Tooker's *Indian Names of Places in the Borough of Brooklyn* (1901), and previously conducted cultural resources studies such as Army Corps of Engineers (ACOE) 2004 *National Register of Historic Places Eligibility Evaluation and Cultural Resources Assessment for the Gowanus Canal*. These works refer to various Native American villages and campsites which have been documented in the vicinity of the project area (including the Werpoes site, identified as Site 4 on Figure 7-2 of the preliminary DEIS), but none indicate that a Native American burial ground was situated there.

Historic maps dating to the 18th and 19th centuries suggest that the project area was occupied by the Gowanus Creek and the low-lying marshland that bordered it. Such an environment would most likely not have been conducive to human burials. The only documented human burials in the vicinity appear to be those associated with the soldiers, many from Maryland, killed during the Battle of Brooklyn in 1776 and buried near the Gowanus Canal. Most sources (ACOE 2004; Williams 1998; Carroll 1991) suggest that the burials were located near Third Avenue between 7th and 8th Streets, on the eastern side of the Gowanus Canal, roughly 1,200 feet southeast of the project site (identified as Site 1 on Figure 7-2 of the preliminary DEIS). Fraser (1909) suggests that the burials were located on an island within the Gowanus Creek. Fraser appears to be referring to the small island depicted on Ratzler's 1766 map of the area at the mouth of Denton's Mill Pond, roughly 400 feet east of the project site, across the present canal. Most sources agree that more than 20 feet of fill was deposited on the site of the burial ground.

In summary, no documentary evidence has been found for Native American burials on or in the immediate vicinity of the project site. Furthermore, the project site would historically have been marshy in character, and therefore, the terrain would have been unfavorable as a Native American burial ground. It is possible that the Revolutionary War-period burial ground described above could be present below substantial fill, though between 400 and 1,200 feet southeast of the project site.

EVALUATION OF PROJECT SITE'S POTENTIAL FOR MILL-RELATED ARCHAEOLOGICAL RESOURCES

As described in the preliminary DEIS and the Army Corps report, three mills were located along the Gowanus Creek in the 18th and 19th centuries (see preliminary DEIS Figure 7-2). There are no indications that any structures or dams associated with the three mills were situated within the project site. Two of the mills, Freeke's Mill, to the roughly 600 feet northeast of the project area, and Denton's Mill, roughly 300 feet east, are better documented than the third. Many 18th and 19th century maps depict these mills though none indicate that any portion of the mills, including the mill ponds, were located within the boundaries of the project site (see Figure C-1).

Cole's Mill, named after miller Jordan Coles, was located a substantial distance south of the project site; however, the mill pond associated with it extended north of the mill building. Based on historic map analysis, Coles Mill pond would have terminated roughly half a block south of the project site (see Figure

C-1). This mill was constructed within the marshland surrounding the Gowanus Creek circa 1700 (Stiles 1869), although the mill pond was not depicted on maps until the 19th century. Coles' house was located on Ninth Street between the Canal and Smith Street (ibid). The mill pond appears to have been filled in after 1837.

Therefore, no archaeological resources associated with Freeke's, Denton's or Cole's Mill would be expected to exist on the project site.

Sources:

Army Corps of Engineers

May 2004 *National Register of Historic Places Eligibility Evaluation and Cultural Resources Assessment for the Gowanus Canal.*

Carroll, Charles

1991 "Maryland's Brave 400 at Long Island," published on the Sons of the American Revolution website, <http://www.rsar.org/military/mdatli.htm>, accessed May 2008.

Fraser, Georgia

1909 *The Stone House At Gowanus.* New York: Witter and Kintner.

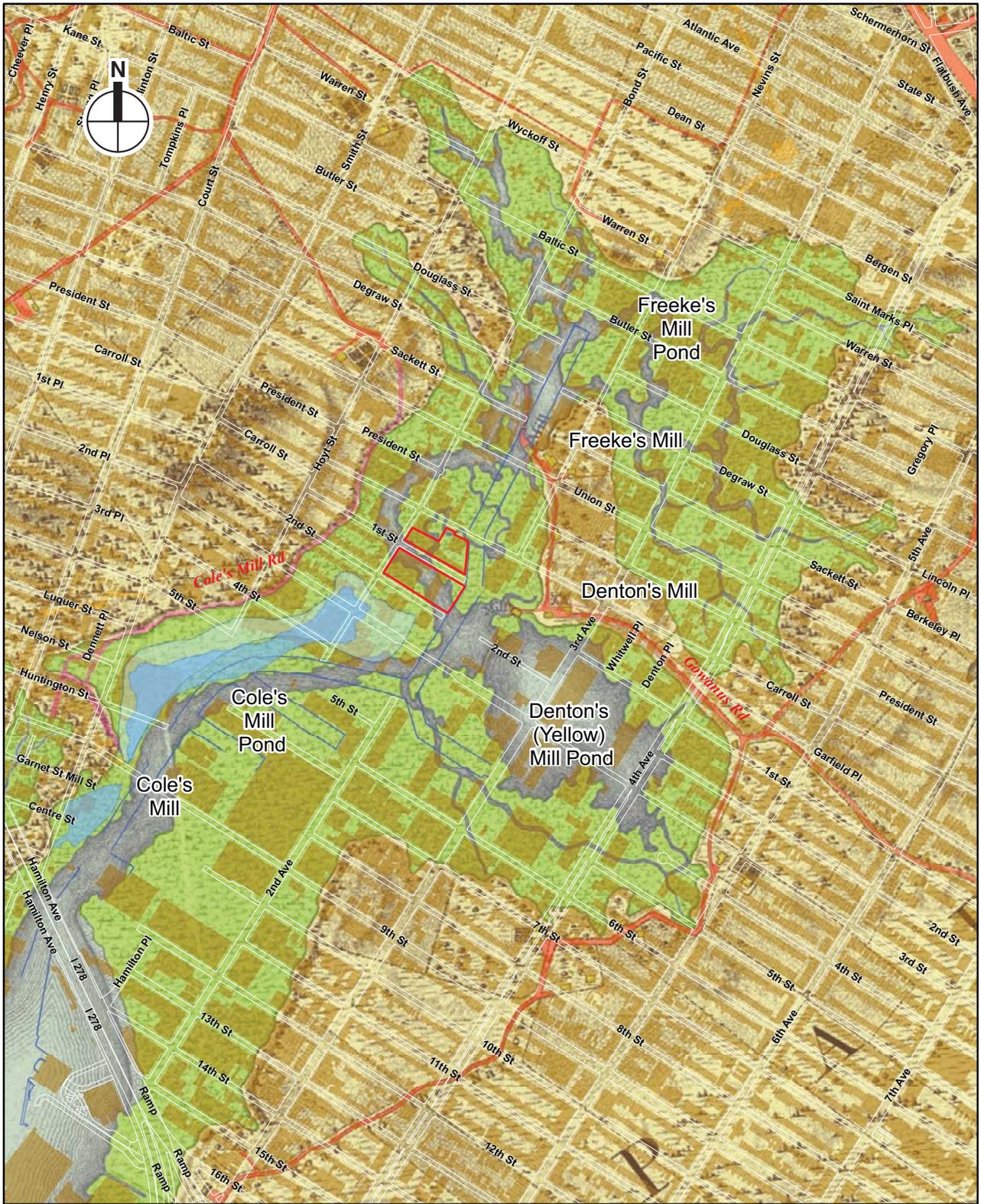
Tooker, William Wallace

1901 *Indian Names of Places in the Borough of Brooklyn: With Historical and Ethnological Notes.* New York: Francis P. Harper.

Williams, Monte

5/26/1998 "Brooklyn Fire May Lead to Revolutionary Graves," *The New York Times.* Accessed through the *New York Times* Digital Archive May, 2008.

Base Map: 1766 Brooklyn Rarzer Survey; Overlays: Cole's Mill Pond from 1782 British Head Quarters Map, 1848 Drainage Plan for the Gowanus Canal, 1880 Brooklyn Wards Map (Bromley) Atlas; 2006 New York City Department of City Planning Building Data



- Project Site
- 1782 Coles Mill Pond
- 1766 Roads
- 2006 Buildings
- 1848 Coles Mill Pond
- 1782 Roads
- 1766 Buildings
- 1782 Buildings
- 2004 Gowanus Canal Bulkheads
- 1766 Gowanus Marshes



Location of Former Mills
Relative to Project Site
Figure C-1

Attachment D: Soil Investigation Data

(Can be Requested from New York City Department of City Planning)

Attachment E: Carroll Street Bridge Evaluation



24 July 2008

Ms. Claudia Cooney
AKRF, Inc.
440 Park Avenue South
New York, NY 10016

Project 080571-CARR – Visual Inspection of the Carroll Street Bridge, Brooklyn NY

Dear Ms. Cooney:

At your request, we performed a visual assessment of the Carroll Street Bridge in Brooklyn, NY, a New York City landmark structure. Because a slight bridge traffic increase is expected due to a construction project in the area, and because of the associated concerns by the Landmarks Commission and the SHPO, you asked us to assess whether the anticipated new traffic would result in significant structural impacts or need for repair and replacement that would otherwise not occur due to normal wear and tear, which the city addresses routinely.

1. OBSERVATIONS

Marjorie Lynch and Eileen Quigley visually surveyed the bridge on 22 July 2008. We were able to view the bridge from the deck and from the abutments at street level. We were not able to access the underside of the bridge. The bridge is a retractile bridge structure crossing the Gowanus Canal in the borough of Brooklyn, was opened to traffic in 1889, and supports a 17 ft wide roadway and two 4.5 foot sidewalks. The bridge is steel-framed with stone and timber abutments, a timber roadway deck, and timber walkways along each fascia beam (Photo 1). The superstructure is constructed of built-up riveted structural steel members, with vertical frame in the center of the span. Steel rods that allow for truss action are attached to the frame and to the fascia beams below the deck (Photo 2).

During our survey, workers from the New York City Department of Transportation (NYCDOT) were on site. They told us that the NYCDOT opens the bridge once a month in accordance with Coast Guard regulations for an active waterway. We did not observe any load or height restriction posting signs for the bridge. An old speed restriction sign is posted above the bridge indicating a five-dollar fine for speeding.

The steel structure has localized impact and corrosion damage with section loss at several locations. Repairs have been made at the corners of the bridge by replacing rivets with high strength bolts (Photo 3). We did not observe any significant section loss in the steel rods (Photo 4).

The roadway deck is constructed of two layers of 10 in. wide timber planks nailed and screwed into place (Photo 5); we could not see how the planks are connected to the structure. We were able to measure one plank, which was 2 1/4 in. thick. The wood deck surface is worn, with a

portion the top plank surfaces eroded (Photo 6). We observed no loose, missing, or distressed planks.

2. REVIEW OF TRAFFIC DATA

You provided us with three pages of traffic data for the bridge. According to this information, the bridge experienced a peak average traffic of approximately 7800 vehicles a day in the early 1960s. From the 1970s through 2000, however, the traffic on the bridge experienced a slow and steady decline. In this period, the traffic remained consistently below 2000 vehicles a day and in 2000 was around 1200 to 1300 vehicles. The 2000 traffic study shows daily bridge traffic of 1265, and the 2006 traffic data indicates 1068 vehicles per day.

In 2011, the projected traffic volume will be 1121 vehicles, assuming a growth rate of 1% per year. The project under design is predicted to add 256 vehicles (cars only) per day to the bridge traffic, for a total of approximately 1377 vehicles per day on the bridge in 2011.

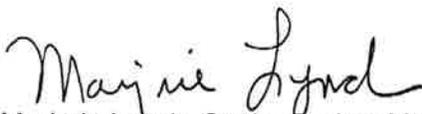
3. DISCUSSION

Based on our visual observations, none of the bridge framing appears to be significantly deteriorated at this time. The timber deck shows localized signs of wear and tear, but is still serviceable. The surface of the timber deck may be the only bridge element that could potentially be affected by traffic increase, but given the small projected added volume and the fact it would comprise only cars, which have a much smaller impact on surface area than trucks or busses, we do not believe that the rate of deterioration increase will be significant. Also, we do not know when the deck was installed, but it is likely that the NYCDOT periodically replaces this deck as part of its bridge maintenance program.

All bridges are inspected at least every other year in accordance with Federal law, supplemented with interim inspections for moveable bridges and bridges with fracture-critical elements. In addition, the Coast Guard requires a monthly test opening of moveable bridges in navigable waterways. The Carroll Street Bridge is also a city landmark; therefore, the City has an additional interest in keeping it in good condition.

The projected increased volume on the bridge is only slightly above the annual traffic observed recently (2000 and 2006), it is well within the range observed from 1970 to 2000, and it is far lower than the traffic on the bridge in the 1960s. Since we did not observe any currently distressed or deteriorated structural components of the bridge that could be expected to progressively worsen due to passage of vehicles, we do not expect that significant additional repairs and/or replacement to the deck or any other structural systems would be needed due to this relatively small and car-only increase in traffic.

Sincerely yours,



Marjorie Lynch, Senior Project Manager
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Photo 1

Carroll Street Bridge looking east.



Photo 2

Carroll Street Bridge looking southeast.

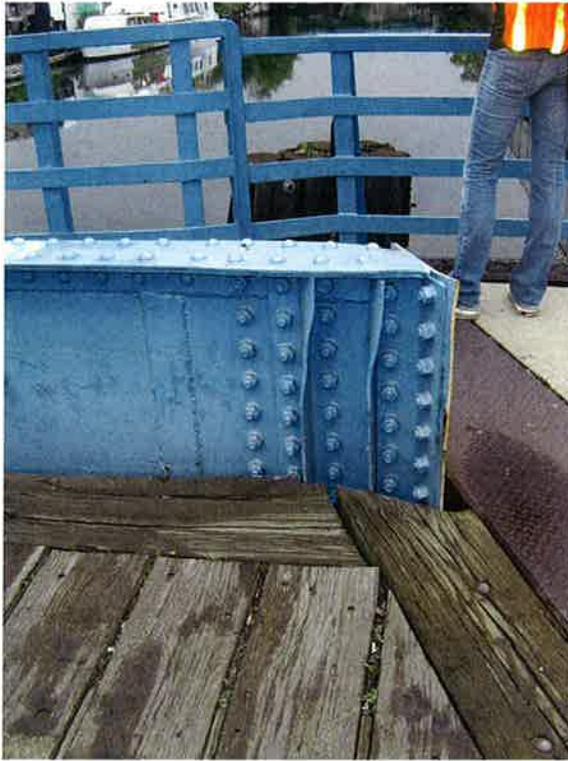


Photo 3

Impact damage to web stiffeners.

Note high strength bolts.



Photo 4

Painted steel rods.



Photo 5

General view of deck.



Photo 6

Worn timber deck planks.

Attachment F: Gowanus Canal Bulkhead Alternatives Analysis and Bulkhead Sections and Elevations

Halcrow HPA

22 Cortlandt Street, New York NY 10007 USA
Tel (212) 608-4963 Fax (212) 566-5059
www.halcrowhpa.com

**Memo**

To David Yudelson
From Joseph Silva, P.E.

Ref DWDGOW
Date 7/16/08

Copy David Von Spreckelson, Nimita Shah

Project: Toll Brothers 363-365 Bond Street Development

Subject: Reconstruction of the Existing Bulkhead

The original replacement design of the bulkhead consists of positioning and installing a new steel sheet pile wall outboard of the existing rock filled timber crib bulkhead as close as constructability will allow. This is the optimal solution for providing long term shoreline stabilization with no loss of upland real estate. However, based on a conference call held on Friday, December 21, 2007, Halcrow HPA understands that the DEC no longer allows an existing bulkhead to be reconstructed 18 inches outboard of the existing bulkhead face without substantial justification and/or necessity. As such, reconstruction of the bulkhead under these restrictions will greatly complicate construction procedures and cause a large degree of disturbance to the surrounding environment and additional cost burden to the Owner.

The following is a discussion on the possible alternatives considered for this project site as well as the difficulties associated with each alternative based on the new DEC restrictions. These solutions were carefully considered and ultimately rejected prior to selecting the design approach currently proposed:

- No Action
- Repair the existing rock filled timber crib bulkhead
- Install new steel sheet pile bulkhead behind the existing timber bulkhead
- Complete demolition, excavation, removal, and replacement of the existing bulkhead

ALTERNATIVE 1: No Action

If no action takes place, the existing bulkhead will continue to deteriorate and eventually collapse under its own weight and/or newly imposed loads. Further deterioration and/or collapse of the bulkhead will result in a threat to public safety and property, especially with the addition of the proposed development. Therefore, this alternative is not considered an effective option.

| | | | |
|-------------|--------------------|-------------|---------|
| To | David Yudelson | Ref | DWDGOW |
| From | Joseph Silva, P.E. | Date | 7/16/08 |

ALTERNATIVE 2: Repair the existing rock filled timber crib bulkhead

Repairs to the existing rock filled timber crib bulkhead would provide only a short-term solution to the ongoing deterioration and eventual failure of the bulkhead. Repairs would consist of patching the bulkhead and possibly fortifying it along selected portions. However, the deterioration of the bulkhead is so widespread that these types of repairs would be only partially effective and temporary at best. Therefore, this alternative is not considered an effective solution.

ALTERNATIVE 3: Install new steel sheet pile bulkhead behind the existing timber bulkhead

Bulkhead replacement behind the existing timber bulkhead (upland side), in lieu of the outboard (water) side, of the existing bulkhead was considered. The existing rock filled timber crib wall bulkhead extends back into the upland approximately ten feet and is most likely composed of varying types and sizes of rock fill material enclosed by timber framing members. The timber members make up the overall framework of the crib and are necessary to maintain stability of the existing bulkhead. These timber members would directly impede construction of the new steel sheet pile bulkhead and need to be removed in their entirety to permit installation of the new bulkhead. Removal of these timbers could cause the existing bulkhead to fail abruptly. Therefore, a piece-by-piece removal and replacement of the bulkhead was considered as a possible means of avoiding widespread failure and limiting unsupported portions of the bulkhead to relatively short segments. It was ultimately concluded that there is too much risk of failure for each bulkhead segment during these operations, due to the advanced state of deterioration. It is also anticipated that the infill may contain a significant amount of oversized rock fragments, miscellaneous debris, and other obstructions that may not allow for installation of the sheeting. Therefore, this alternative was not considered an feasible solution.

ALTERNATIVE 4: Complete demolition, excavation, removal, and replacement of the existing bulkhead

Complete demolition, excavation and removal of the existing bulkhead and backfill was considered. This alternative would require complete removal of the bulkhead, fill materials, installation of new steel sheet pile bulkhead and the placement of new clean backfill. Excavation of the materials will require a temporary slope extending a minimum of forty feet upland to provide room for removal of all bulkhead components and maintain a safe working slope. Removal of the bulkhead will cause a significant portion of the existing backfill material to slough into the resulting excavation and significant disturbance to the surrounding water environment. Based on the results of the Phase II Environmental Investigation, Halcrow HPA understands the existing site soils contain some

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| To | David Yudelson | Ref | DWDGOW |
| From | Joseph Silva, P.E. | Date | 7/16/08 |

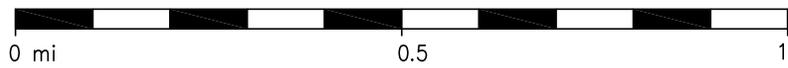
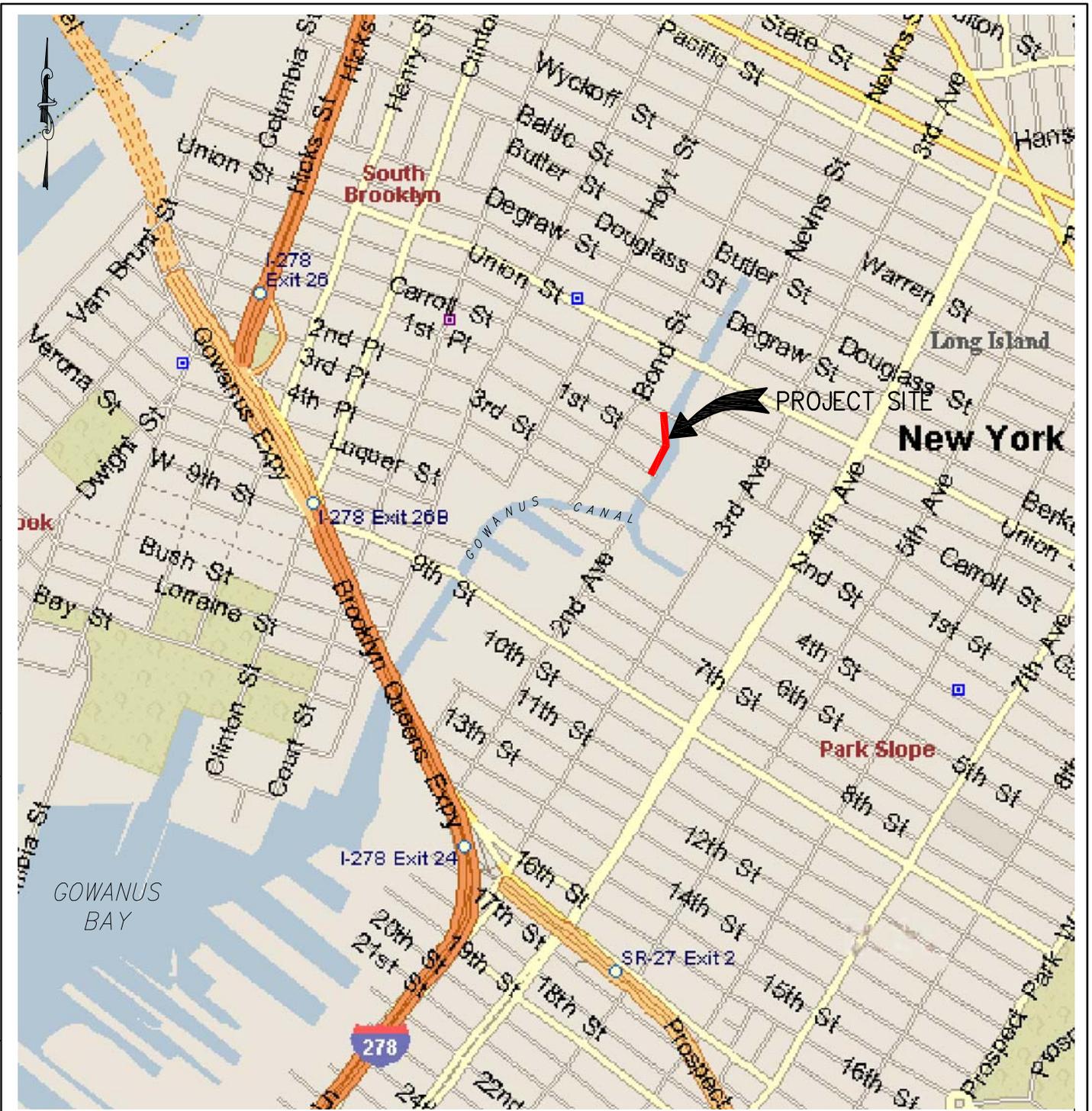
contaminants and will require special consideration. As such, this alternative was deemed to be to extreme in scope, very disruptive to the environment and cost prohibitive to the project.

In light of the above, Halcrow HPA recommends pursuing the original design approach for reconstruction of the bulkhead. In this case, construction of the new steel sheet pile wall will consist of a 12 inches deep sheetpile placed up against the existing bulkhead. This approach will be the most optimal solution to ensure proper constructability, minimal impact to the surrounding environment and reasonable cost. Furthermore, this method of bulkhead replacement has been granted by the DEC to numerous property owners along the Gowanus Canal with good results and clearly is a precedent that should be applied to this Owner's situation.

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|--|---|--|
| <p>PURPOSE: PROPOSED NEW BULKHEAD</p> <p>PREPARED BY HPA ENGINEERS, P.C.</p> | <p>363-365 BOND STREET</p> <p>LOCATION PLAN</p> | <p>PROPOSED: STEEL SHEET PILE BULKHEAD</p> <p>CITY: BROOKLYN COUNTY: KINGS APPLICANT: TOLL BROTHERS, INC.</p> <p>SHEET 1 OF 7 DATE: 6/19/2008</p> |
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PURPOSE:
 PROPOSED NEW
 BULKHEAD

PREPARED BY
 HPA ENGINEERS, P.C.

363-365 BOND STREET

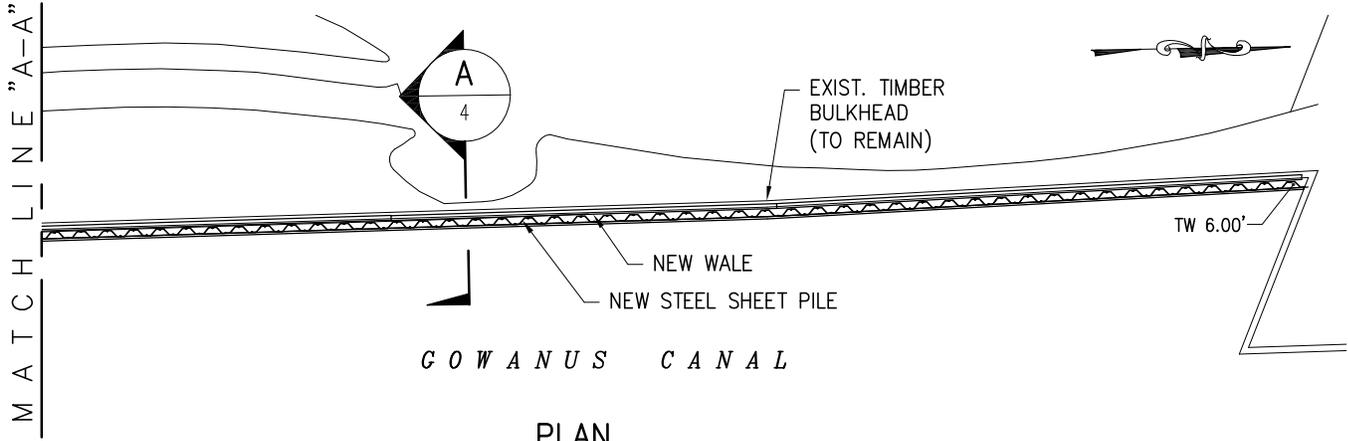
SITE PLAN

PROPOSED: STEEL SHEET PILE
 BULKHEAD

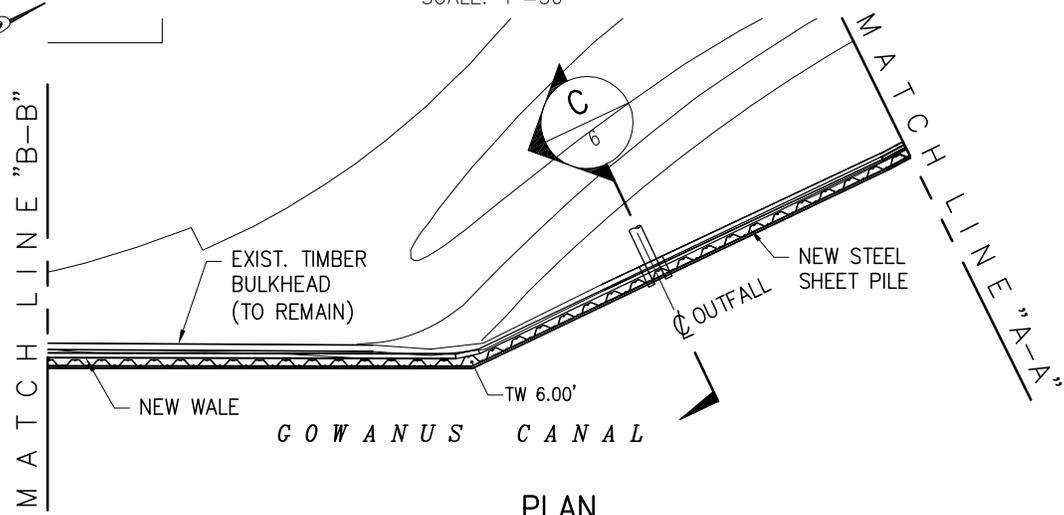
CITY: BROOKLYN
 COUNTY: KINGS
 APPLICANT: TOLL BROTHERS, INC.

SHEET 2 OF 7 DATE: 6/19/2008

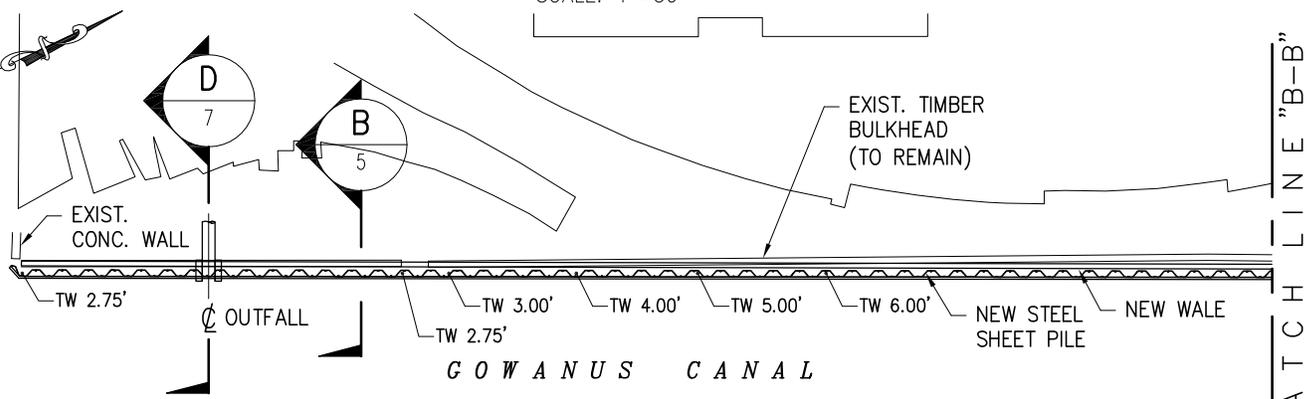
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PLAN
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PLAN
SCALE: 1"=30'



PLAN
SCALE: 1"=30'

PURPOSE:
PROPOSED NEW
BULKHEAD

PREPARED BY
HPA ENGINEERS, P.C.

363-365 BOND STREET

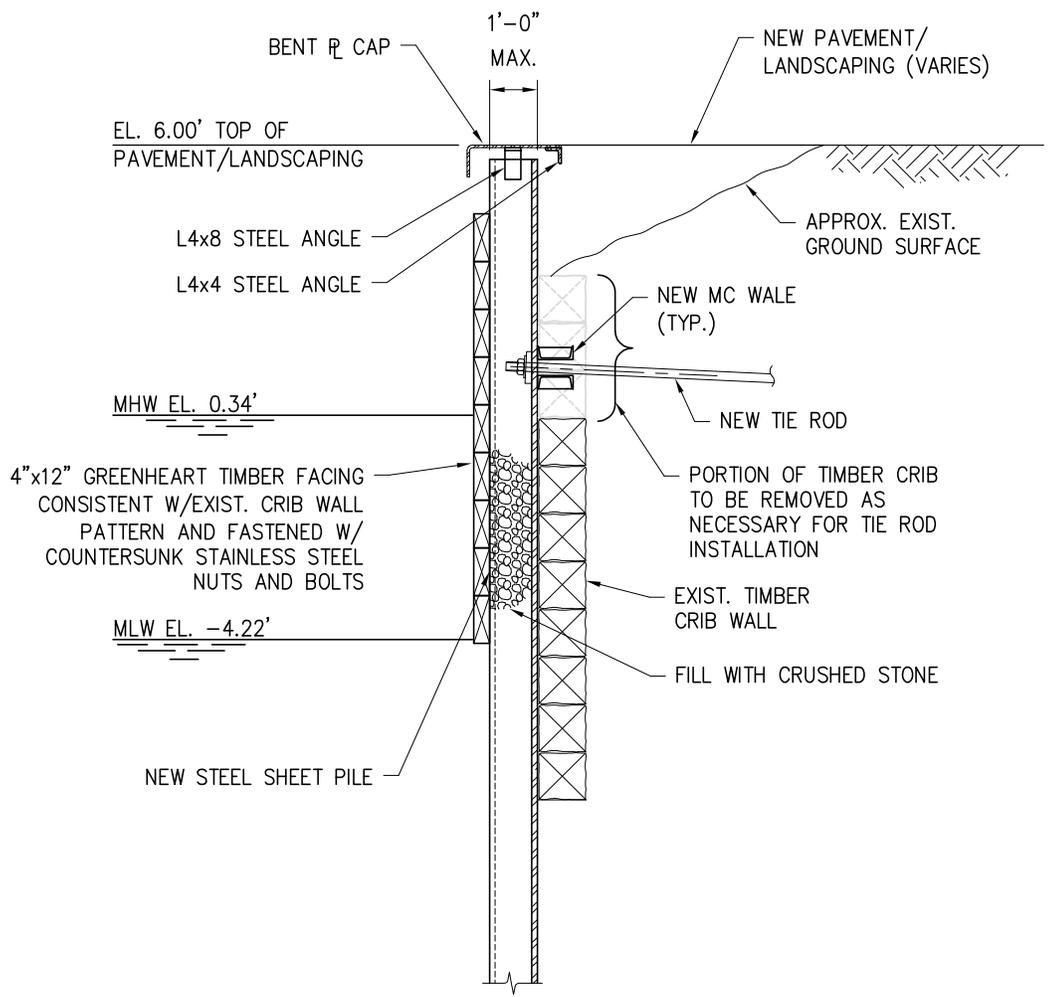
GENERAL PLAN

PROPOSED: STEEL SHEET PILE
BULKHEAD

CITY: BROOKLYN
COUNTY: KINGS
APPLICANT: TOLL BROTHERS, INC.

SHEET 3 OF 7 DATE: 6/19/2008

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A SECTION
3 SCALE 1/4"=1'-0"

PURPOSE:
PROPOSED NEW
BULKHEAD

PREPARED BY
HPA ENGINEERS, P.C.

363-365 BOND STREET

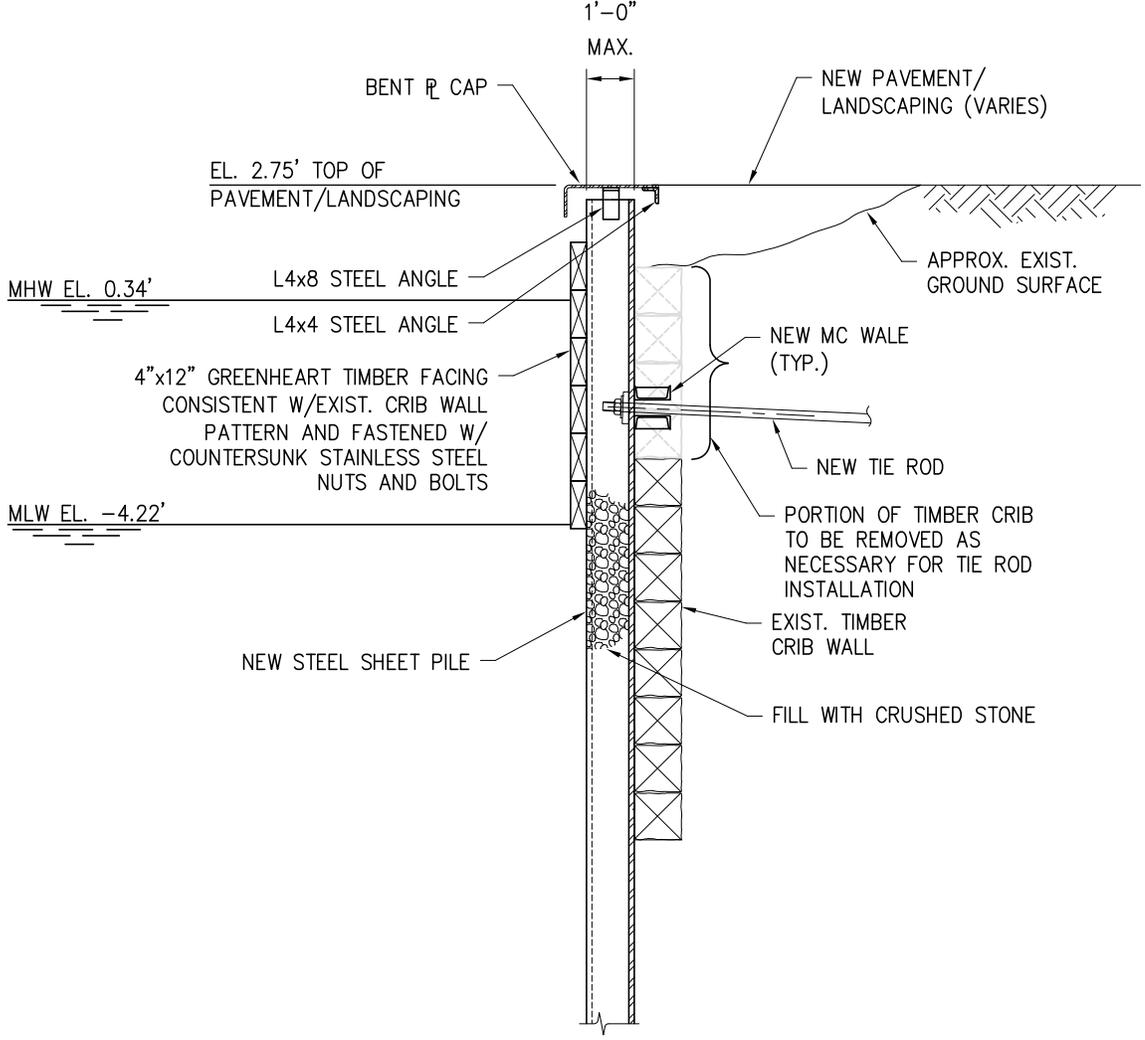
**SHEETPILE BULKHEAD
SECTION A**

PROPOSED: STEEL SHEET PILE
BULKHEAD

CITY: BROOKLYN
COUNTY: KINGS
APPLICANT: TOLL BROTHERS, INC.

SHEET 4 OF 7 DATE: 6/19/2008

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B SECTION
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PURPOSE:
 PROPOSED NEW
 BULKHEAD

PREPARED BY
 HPA ENGINEERS, P.C.

363-365 BOND STREET

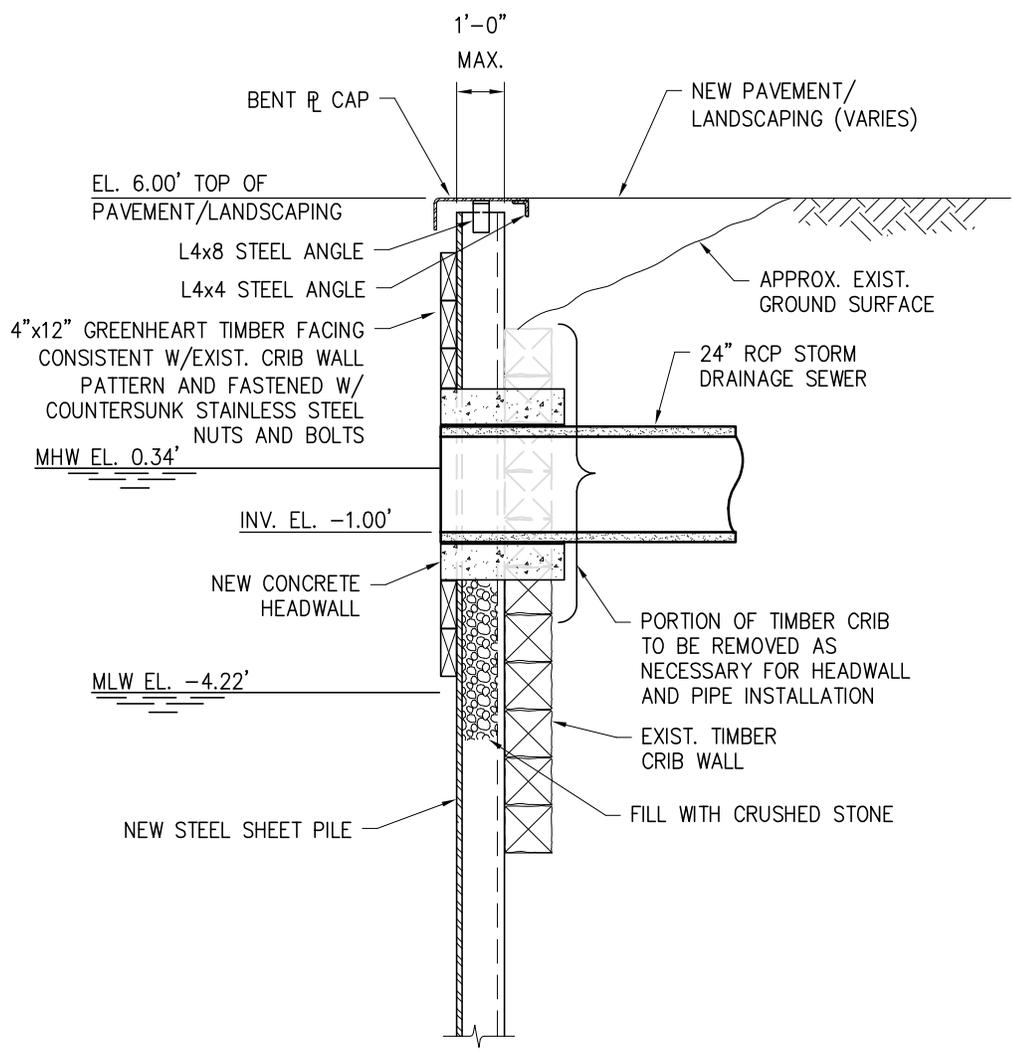
SHEETPILE BULKHEAD
SECTION B

PROPOSED: STEEL SHEET PILE
 BULKHEAD

CITY: BROOKLYN
 COUNTY: KINGS
 APPLICANT: TOLL BROTHERS, INC.

SHEET 5 OF 7 DATE: 6/19/2008

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C SECTION
3 SCALE 1/4"=1'-0"

PURPOSE:
PROPOSED NEW
BULKHEAD

PREPARED BY
HPA ENGINEERS, P.C.

363-365 BOND STREET

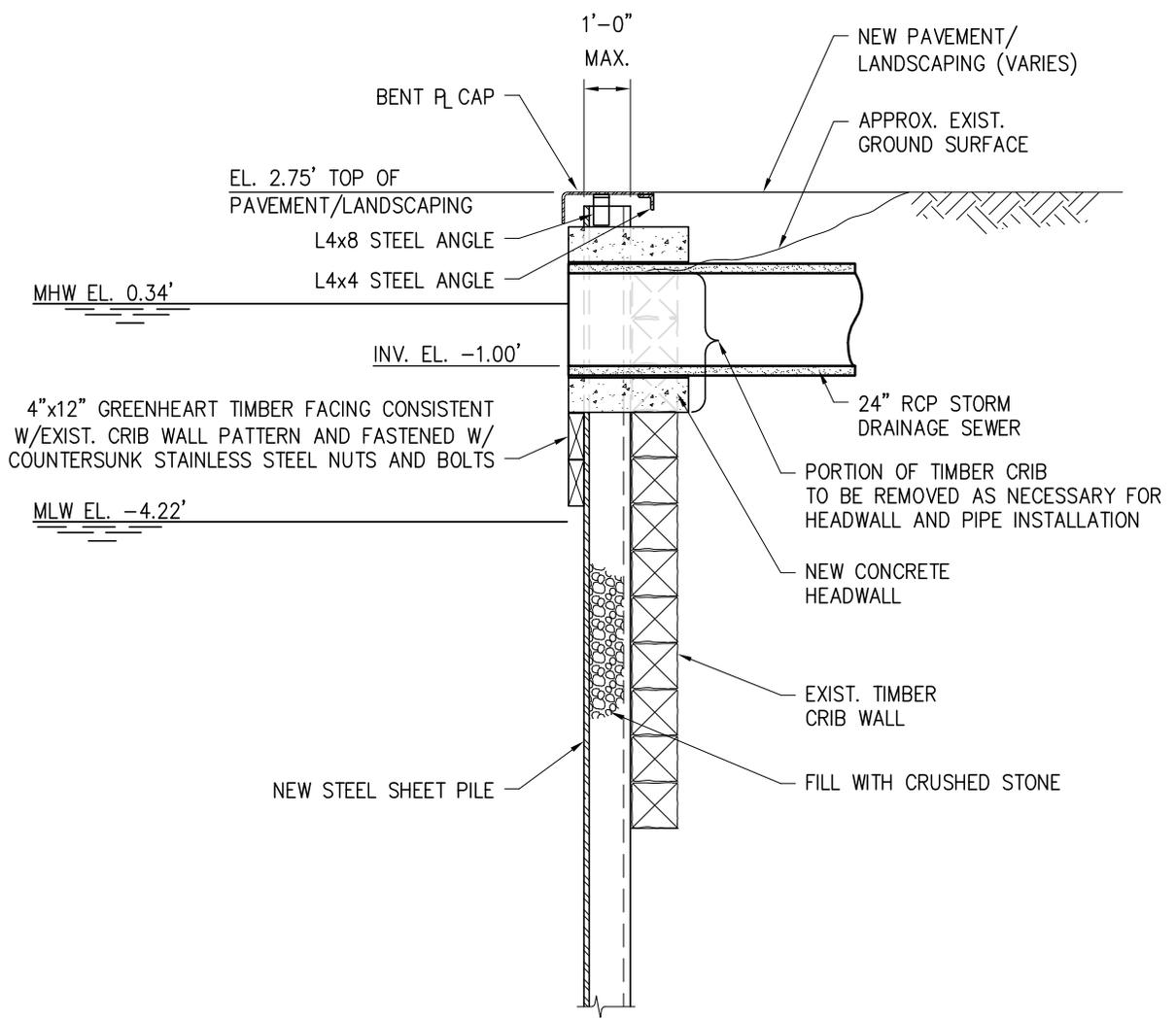
SHEETPILE BULKHEAD
SECTION C

PROPOSED: STEEL SHEET PILE
BULKHEAD

CITY: BROOKLYN
COUNTY: KINGS
APPLICANT: TOLL BROTHERS, INC.

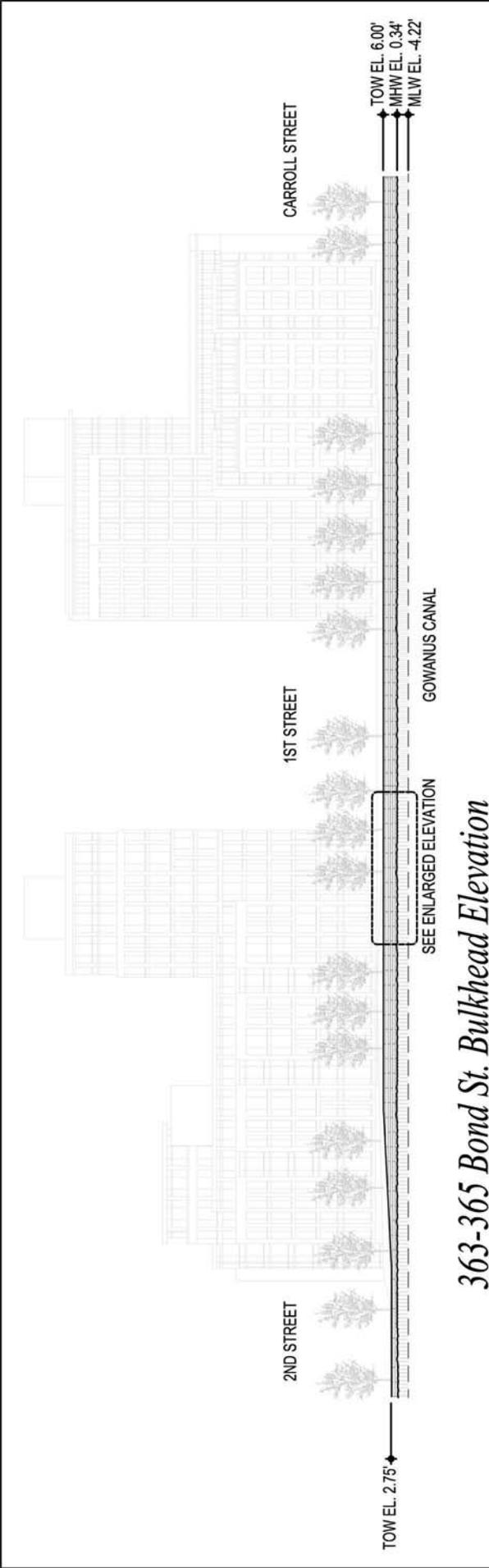
SHEET 6 OF 7 DATE: 6/19/2008

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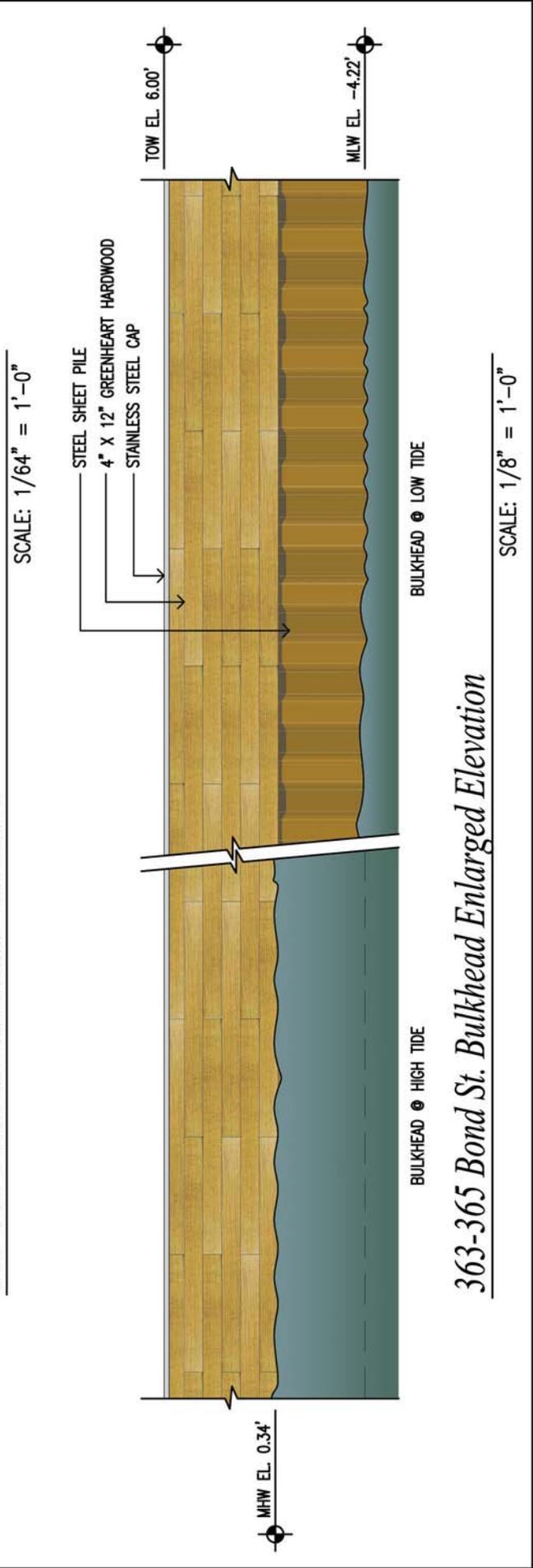


D
SECTION
SCALE 1/4"=1'-0"

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| PURPOSE: PROPOSED NEW BULKHEAD PREPARED BY HPA ENGINEERS, P.C. | 363-365 BOND STREET SHEETPILE BULKHEAD SECTION D | PROPOSED: STEEL SHEET PILE BULKHEAD CITY: BROOKLYN COUNTY: KINGS APPLICANT: TOLL BROTHERS, INC. SHEET 7 OF 7 DATE: 6/19/2008 |
|--|---|--|



363-365 Bond St. Bulkhead Elevation



363-365 Bond St. Bulkhead Enlarged Elevation

363-365 Bond St.
 Brooklyn, NY
 July 24, 2008

BULKHEAD ELEVATION

Lee Weintraub
 Landscape Architecture, LLC
 Toll Brothers, Inc.



The Gowanus Canal bulkhead along the western side of the canal between 1st and Carroll Streets within the project site



The Gowanus Canal bulkhead along the western side of the canal between 1st and 2nd Street.

Attachment G: Landscape Plan

(Can be Requested from New York City Department of City Planning)

Attachment H: Evaluation of Proposed Project as per OPRHP's Guide to Compatible New Construction

The proposed project is located adjacent to the Gowanus Canal, a contributing resource of the S/NR-eligible Gowanus Canal Historic District. Other contributing resources include non-contiguous structures and buildings: the Carroll Street Bridge, the Third Avenue Bridge, the former Brooklyn Rapid Transit Power House, the Burns Brothers Coal Pockets, the S.W. Bowne Grain Storehouse, the Brooklyn Improvement Company Building, the Gowanus Canal Flushing Tunnel, and the Gowanus Canal Pumping Station. AKRF has identified 4 additional properties that appear to meet S/NR eligibility criteria as contributing structures to the Gowanus Canal Historic District—the R.G. Dun & Co. Building at 220 Nevins Street (see Figures A-1 and A-2), the National Can Company Building at 361-385 3rd Avenue (see Figures A-1 and A-3), the ice house/brewery at 409-431 Bond Street (see Figures A-1 and A-4), and the former Thomas Roulston wholesale grocer complex at 94-110 9th Street (see Figures A-1 and A-5)—which are described in Attachment A. Similar to the previously identified contributing resources, these are a non-contiguous group of buildings that differ in use, design, height, massing, fenestration, and materials.

Keeping in mind that 1) the project site is located only adjacent to the Gowanus Canal, a waterway whose primary architectural features are bulkheads, and 2) there is no unified historic district with contiguous buildings that possesses a cohesive architectural vocabulary, and 3) the fact that the proposed project is a primarily residential development that would be built subject to a rezoning approval by the New York City Department of City Planning, the proposed development's compatibility to the existing and proposed contributing buildings of the Gowanus Canal Historic District has been assessed as per the criteria contained in the New York State Office of Parks, Recreation and Historic Preservation's (OPRHP) "Guide to Compatible New Construction." Taking into account these considerations, the project is consistent with the guidelines for the reasons set forth below.

1. Siting

The proposed development will be sited along the Gowanus Canal as is the S.W. Bowne Grain Storehouse, the Burns Brothers Coal Pockets, the former Brooklyn Rapid Transit Power House, and the former ice house/brewery at 409-431 Bond Street. Both the S.W. Bowne Grain Storehouse and the Brooklyn Rapid Transit Power House are set back from the canal. The S.W. Bowne Grain Storehouse is set back from the canal behind paved parking and the Brooklyn Rapid Transit Power House is set back from the canal behind parking and trees and shrub grass. The new development would also be set back from the canal behind a paved walkway that will be lined with trees and shrubs.

The buildings will be parallel with the streets as are the other contributing buildings in the district. They will primarily be built to the sidewalk, including on Bond Street as are other contributing and proposed contributing buildings. They will also be placed parallel to the Gowanus Canal, following the trajectory of the waterway. The proposed landscaping would be set around a paved walkway along the canal. As described above, there is vegetation along the canal, including trees, such as located across the canal on the site of the Brooklyn Rapid Transit Power House.

2. Scale

The proposed new development is adjacent to the Gowanus Canal. There is no point of comparison between a bulkheaded waterway and a building. Therefore, the proposed new development will be evaluated in comparison to the non-adjacent contributing buildings in the historic district.

The proposed development will consist of two separate buildings, one between Carroll and First Streets and one between First and Second Streets. The buildings will have large footprints as do other non-adjacent contributing buildings in the district. These include the Brooklyn Rapid Transit Power House, which is the closest contributing resource, located across the Gowanus Canal. In addition, the Bowne Grain Storehouse, the National Can Company Building, and the R.G. Dun & Co. Building also are large structures or complexes.

The buildings have been designed with heights ranging from 4- to 12-stories. The majority of the proposed buildings will range in height from four to six stories. This is comparable to the height of the S.W. Bowne Grain Storehouse, the Burns Brothers Coal Pockets, the National Can Company Building, and the R.G. Dun & Co. Building. Closer to the canal, the building steps up with the sections of the buildings at the south and north corners of First Street reaching 12-stories. The Brooklyn Rapid Transit Power House and the six-story portion of the former ice house/brewery at 409-431 Bond Street along the canal are taller structures. The Brooklyn Rapid Transit Power House is a massive, approximately 80 foot tall building. The tallest (6-story) portion of the brewery is approximately 90 feet in height. Though portions of the new buildings would have elements that would be 12-stories, they would be located only at the corners of First Street and they would be primarily clad in glass so as to create greater transparency.

3. Massing

As described above, the building would be designed with variable heights. The variety in heights is not unlike that of industrial complexes, which frequently have buildings or sections of buildings of different heights, as is the case with the ice house/brewery complex and the former wholesale grocer complex at 94-110 9th Street.

Near Bond Street, the mid-block portions of the buildings have been organized as 4-story sections designed to read as rowhouses as a result of narrow setbacks which will be set in the façade. These design elements are compatible with the S/NR eligible rowhouses located on the north side of 2nd Street between Bond and Hoyt Streets that likely housed canal industry workers. In addition, other sections of the buildings have been designed with 5-story sections that slightly project out from the façades and that are comparable to the heights of several of the contributing buildings in the district including the S.W. Bowne Grain Storehouse, the National Can Company Building, the R.G. Dun & Co. Building, and portions of the ice house/brewery complex and former wholesale grocer complex.

The proposed buildings will have flat roofs as does the Brooklyn Rapid Transit Power House, the Brooklyn Improvement Company Office Building, the R.G. Dun Co. building, the National Can Company Building and the former wholesale grocer complex. The other contributing buildings have peaked roofs, including the S.W. Bowne Grain Storehouse and the Gowanus Canal Pumping Station, as well as portions of the ice house/brewery.

4. Materials

The OPRHP guidelines state that new buildings should be constructed of the same materials as their neighbors. As described above, the neighboring contributing resource is the Gowanus Canal itself, which has wooden bulkheads at the project site. Since the proposed project involves new buildings, the proposed development has been compared to the non-adjacent contributing buildings in the historic district.

The new buildings will be clad in brick, masonry, and glass. Windows would mostly be set within brick facades. At the base, windows/storefronts would be set between brick piers or would be set above a masonry base. Masonry or stone may also be used as coping and for window sills. Windows would be set within metal frames with metal muntins dividing the panes. Most of the contributing buildings in the

historic district are clad in brick, and, therefore, the proposed project is compatible with this aesthetic. The use of masonry or stone at the base or at the windows is also found in the district; the Brooklyn Improvement Company Office Building and the American Can Company have masonry bases. Other structures, include these two buildings, as well as the Gowanus Canal Pumping Station have masonry or stone window trim or parapet coping. The Carroll Street Bridge and the Third Avenue Bridge are built of steel, and metal framing and window divisions relate to this industrial aesthetic.

Since the proposed project will utilize brick, masonry, glass and metal, which are all materials utilized in the historic district, the materials of the proposed development would be compatible with the historic district.

5. Windows

Some resources, such as the bridges and the Burns Brothers Coal Pockets, do not have windows. In buildings, window openings in the historic district are round and flat arched. Window placement and treatment varies. Windows are widely spaced on the S.W. Bowne Grain Storehouse, but more closely spaced and grouped vertically as in the Brooklyn Rapid Transit Power House. The majority of the contributing buildings have had all or most of their windows sealed. The Brooklyn Improvement Company Office Building is an exception, but the windows on this structure have been fitted with modern replacements. Therefore, there is no consistent precedent for window placement or divisions within the openings.

Windows in the proposed project will mostly be set within large masonry openings, flat arched, and with metal sashes. This would be consistent with the industrial character of the R.G. Dun & Co. Building and the former wholesale grocer complex. Both complexes have large openings that make up a significant portion of the facades. While a number of windows have been sealed in the R.G. Dun & Co. Building, or covered in security mesh at the former wholesale grocer complex, and windows have been replaced in both structures, original windows are metal (grouped double-hung sash at the R.G. Dun & Co. Building and multi-light metal sash at the former wholesale grocer complex).

6. Design Features

As described above, the massing of the mid-block portions of the buildings have been organized as 4-story rowhouses. These portions of the buildings will also have stoops. These design elements make reference to the S/NR eligible rowhouses located on the north side of 2nd Street between Bond and Hoyt Streets. A stoop is also located at the front entrance to the Brooklyn Improvement Company Office Building and at the Third Street entrance of the American Can Company.

Also as described above, the use of brick piers and masonry at the base as well are details that relate to buildings in the historic district, including the Brooklyn Rapid Transit Power House, which façade is organized by brick piers dividing window bays, and the Brooklyn Improvement Company Office building and the American Can Company, which have masonry bases.

7. Relief

The projecting sections and narrow setbacks will provide relief and texture to the façades of the new buildings. The windows will be recessed within the facade, providing a relief between the windows and the facades as found in the contributing buildings in the historic district, where windows are typically shallowly recessed within the façades. The use of recessed entrances and stoops will also create a play of light and shadow as found in the contributing buildings, including the Brooklyn Improvement Company Office Building, whose entrance is recessed within a portico and which also has a projecting stoop, and the American Can Company, whose entrance on Third Street is accessed via a short stoop.



New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

David A. Paterson
Governor

Carol Ash
Commissioner

August 7, 2008

Molly McDonald, RPA
AKRF
440 Park Avenue South
New York, NY 10016

Re: CORPS
Toll Brothers Gowanus Canal
Kings County
08PR02257

Dear Ms. McDonald:

Thank you for providing the additional information requested for the proposed Toll Brothers project in Brooklyn. We have continued to review the project in accordance with Section 106 of the National Historic Preservation Act of 1966 and the relevant implementing regulations.

Our Architectural Historian, Kathy Howe, has reviewed Attachment A: Architectural Resources in the Secondary Study Area and Attachment B: Descriptions and Histories of Project Site Buildings. Her National Register Comments are attached for your use. Our Archeologist, Douglas Mackey, has no additional comments as the submission addresses our prior questions on archeology.

Based upon our review of the entire project, it is the opinion of the State Historic Preservation Office (SHPO) that the project will have No Adverse Effect upon historic resources provided the following conditions are met:

1. An unanticipated archeological discovery protocol will be put in place. The protocol shall be reviewed and approved by our office prior to construction.
2. A protocol for the discovery of human remains shall be put in place. The protocol shall be reviewed and approved by our office prior to construction.
3. A construction protection plan will be put in place to protect the historic Carroll Street Bridge, 59-97 Second Street and any other historic resources within 90 feet of the construction site. The plans shall be submitted for our review and comment.
4. Plans and specifications for bulkhead stabilization shall be developed in consultation with our office. Plans shall be submitted at a minimum at the preliminary and pre-final stages for our review and comment.
5. Consultation shall continue regarding the landscape design along the historic Gowanus Canal. This shall include the opportunity to comment, at a minimum, on development and pre-final designs.

If you have any questions, I can be reached at (518) 237-8643, ext. 3282. Please refer to the Project Review (PR) number in any future correspondences regarding this project.

Sincerely,

Beth A. Cumming *BAC*
Historic Site Restoration Coordinator
e-mail: Beth.cumming@oprhp.state.ny.us

enc: NR Comments



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David A. Paterson
Governor

Carol Ash
Commissioner

National Register Comments – 08PR02257 – Toll Brothers Gowanus Canal Project

1. While the boundaries for the S/NR-eligible Gowanus Canal Historic District as previously identified by the U.S. Army Corps of Engineers (Corps) has not been fully delineated, it is the opinion of the State Historic Preservation Office (SHPO) that historic resources related to the industrial history of the Canal and dependent upon the Canal for the transport of goods to and/or from their facilities, and that retain architectural integrity are worthy of investigation for inclusion. Though a period of significance for the district was not noted by the Corps, the SHPO has defined the period of significance as beginning ca. 1853 – the date when actual construction on the canal began – to the end of World War II when the number of vessels using the canal significantly decreased.
2. In addition to the architectural resources previously identified by the Corps as contributing to the Gowanus Canal Historic District, it is the opinion of the SHPO that the following resource in proximity of the Canal also contribute to the historic district:
 - a. R.G. Dun & Company Building, 216-224 Nevis St./ 239-257 Butler St.
 - b. American Can Company Complex, 316-385 3rd Avenue/ 232-250 3rd St.
 - c. Ice House/Brewery Complex, 409-431 Bond Street
 - d. Thomas Roulston Grocery Warehouse, 94-110 9th Street
 - e. Kentile Building (and sign), 101-125 9th St/ 44-96 2nd Ave.
3. In addition to the S/NR-eligible Gowanus Canal Historic District, the following properties within the Secondary Study Area has been determined to be S/NR-eligible:
 - a. Carroll Gardens Historic District Boundary Increase (Degraw, Sackett, Union, 2nd, and 3rd Streets between Smith and Hoyt Streets). Meets Criterion C for rowhouse architecture.
 - b. Boerum Hill Historic District Boundary Increase (aka “Wyckoff Street Rowblocks) (Wyckoff Street – south side – between Smith and Hoyt Streets and between Bond and Nevins Streets.) Meets Criterion C for rowhouse architecture.
 - c. American Society for the Prevention of Cruelty to Animals Shelter, 233 Butler Street. Meets Criterion A in the area of social and philanthropic history and Criterion C as an example of a specialized building type.
 - d. Saint Agnes R.C. Church Complex (419-435 Sackett St.; 267-285 Hoyt St; 424-436 Degraw St; 415-439 Degraw St.) Meets Criterion C as outstanding example of Gothic Revival ecclesiastical design.
 - e. Our Lady of Peace R.C. Church Complex (203-219 Carroll St.) Meets Criterion C as an example of intact Romanesque Revival ecclesiastical design and Criterion A in area of social and ethnic history for its association with the Italian-American population it served.
 - f. IND 9th and 10th Street Subway Viaduct. Meets Criterion A in area of transportation and Criterion C as a distinctive Art Deco structure.
 - g. Wood-frame houses on 11th and 12th Streets (205 12th St.; 216-219, 221, 223, 226, 229, and 232 11th St.) This small historic district meets Criterion C as a rare surviving cluster of intact frame houses in Brooklyn.
4. The following properties are not eligible for listing on the State or National Registers of Historic Places:
 - a. The News Brooklyn Garage (191-208 3rd Ave.; 280-298 Douglass St.; 575-595 Degraw St.).
 - b. Former Washington Park Ballfield Wall (321-359 3rd Avenue.)
 - c. Eagle Clothes Building & Sign (213-241 6th Street)
5. Although Building 1 (365-379 Bond Street/a.k.a. 109-129 Second Street), Building 2 (363 Bond Street/a.k.a. 63-87 First Street), Building 3 (89-107 First Street), and Buildings 4 and 5 (former cylindrical containment structures) on the Project Site are part of the industrial setting of the Gowanus Canal corridor they do not meet the criteria for listing due to high levels of alterations. While far fewer changes have been made to Building 6 (388 Carroll Street) on the Project Site, it does not meet the S/NR eligibility criteria.

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/08DCP033K

8/4/2008

Project number

Date received

Project: 363-365 BOND STREET REZONING

Comments: The LPC is in receipt of the preliminary draft historic resources chapter of the EIS dated 8/1/08. Additionally, LPC is in receipt of the SHPO findings of 8/7/08. LPC concurs with the SHPO findings.

Comments on the EIS text for architecture are as follows.

Page 7-3. Shadow studies for the Carroll Gardens HD should be provided for review and comment.

LPC determinations for the properties within the Project Site and Study Area are as follows.

The Brooklyn Improvement Company Office Building is LPC designated and appears S/NR eligible.

The Rowblocks constituting a potential extension of the Carroll Gardens Historic District appear LPC and S/NR eligible. The Wyckoff Street Rowblocks (Boerum Hill District Extension) appear LPC and S/NR eligible. The ASPCA Shelter at 233 Butler St., and the St. Agnes Church Complex appear LPC and S/NR eligible. The remaining properties and the project site properties do not appear LPC eligible.

Page 7-27. "Secondary Study Area". Shadow studies for the project should be submitted for review and comment. Historic resources under the shadow study should include but are not limited to: Our Lady of Peace R.C. Church Complex, and the St. Agnes R. C. Church Complex.

Cc: SHPO

SIGNATURE

DATE

8/7/2008



ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/08DCP033K

8/4/2008

Project number

Date received

Project: 363 Bond Street

Comments: The LPC is in receipt of the Preliminary Draft EIS dated August 1, 2008. The LPC concurs with the language pertaining to archaeology.

cc SHPO



8/7/2008

SIGNATURE

DATE

24417_FSO_ALS_08072008.doc

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/08DCP033K

8/4/2008

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Page 7-27. "Secondary Study Area". Shadow studies for the project should be submitted for review and comment. Historic resources under the shadow study should include but are not limited to: the LPC and S/NR eligible Carroll Gardens extension, Our Lady of Peace R.C. Church Complex, and the St. Agnes R. C. Church Complex.

Cc: SHPO

As amended 8/8/08

8/7/2008

SIGNATURE

DATE

