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**PLACE-BASED
COMMUNITY
BROWNFIELD
PLANNING**

**FOUNDATION REPORT
ON
EXISTING CONDITIONS**

SOMA

South of Myrtle Avenue

**Ridgewood, Queens &
Bushwick, Brooklyn**

**FINAL
May 2014**



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MAYOR

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PURPOSE

This existing conditions foundation report was commissioned by the New York City Mayor's Office of Environmental Remediation (OER) to help community members and community-based organizations (CBO's) conduct place-based planning for revitalization of vacant and underutilized brownfield properties. Place-based planning by community groups is supported by OER under the NYC Place-Based Community Brownfield Planning Program and by the New York State Department of State in the Brownfield Opportunity Area Program. To advance implementation of plans, OER provides financial and technical assistance to CBO's for cleanup and redevelopment of brownfield properties and seeks to help people foster greater health and well-being in their neighborhoods.

Brownfields are vacant or underutilized properties where environmental pollution has deterred investment and redevelopment. Pollution introduces many risks to land development and often causes community and private developers to pass over these properties, especially in low-income neighborhoods where land values may be depressed and insufficient to cover added cleanup costs. Over time, brownfield sites accumulate and cluster in these neighborhoods, presenting heightened health risks while also reducing opportunities for small businesses, permanent new jobs, and affordable housing. OER has established a wide variety of programs to support place-based community brownfield planning and establish a local vision for use of these properties and to help bring community plans to life. Using these tools, we seek to help people turn brownfield liabilities in their neighborhoods into community assets.

This report provides an overview of the study area's geologic and natural features, historical development patterns, zoning, land use and infrastructure, as well as demographic and economic profiles, a summary of environmental conditions, and a preliminary evaluation of potential strategic properties. It is intended to initiate an ongoing process of data collection and analysis to better inform community planning activities and visioning and to enable people to make more informed decisions about their neighborhoods. This report was prepared by the New York City Department of City Planning under contract with the Mayor's Office of Environmental Remediation.

EXECUTIVE SUMMARY

SOMA, which derives its name from its location South Of Myrtle Avenue, is an area straddling the Queens and Brooklyn border. This report was written to support community brownfield planning in the SOMA study area. Such planning work can bring financial and technical assistance to community-based organizations working towards the revitalization of areas affected by brownfields., seeks to produce healthy neighborhoods, people and economies by capitalizing on existing community resources to redevelop brownfields. The analysis in this report was conducted in early 2014.

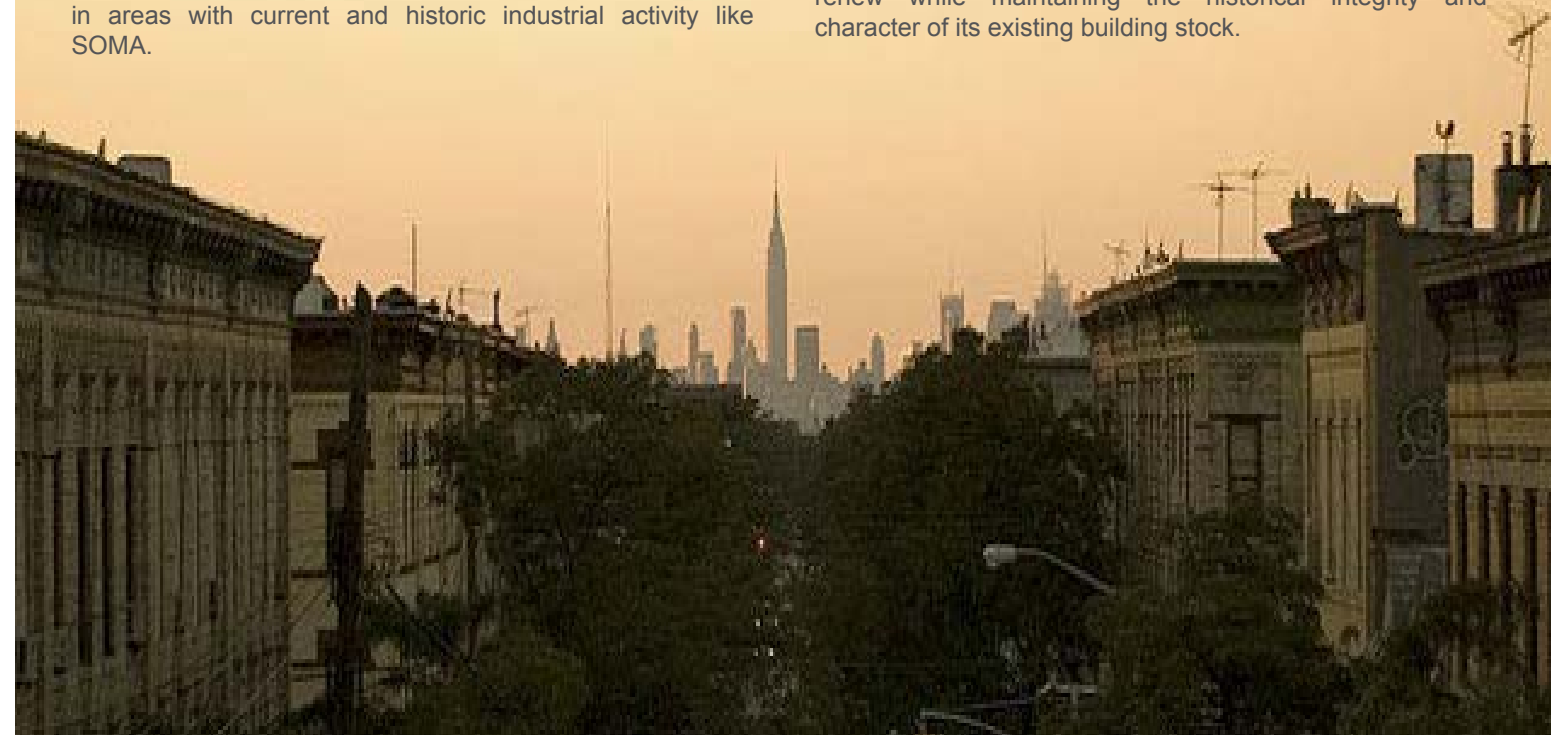
SOMA has a rich history as a mixed residential, commercial, and industrial neighborhood. The neighborhood's built character has remained relatively unchanged since its hey-day as a manufacturing center at the turn of the 20th century. Located just south of Myrtle Avenue, a prominent commercial corridor that services the area, SOMA is adjacent to the Knollwood Park, Trinity and Evergreen Cemeteries. The Study Area is situated in the western portion of Queens Community District 5 and the northern portion of Brooklyn Community District 4.

SOMA once served as the epicenter of knitwear production and beer brewing in New York City. With the citywide decline in manufacturing businesses, the area has struggled to remain active. Buildings have fallen into disrepair, and there is a dearth of investment in the area. Environmental degradation and contamination is prevalent in areas with current and historic industrial activity like SOMA.

In addition to textile and beverage production, some local businesses were involved in the manufacture and processing of chemical materials – some of them highly noxious. A prominent example of this is the Former Wolff Alport Chemical Company, which was historically involved in the refinement of radioactive materials associated with the Manhattan project and the development of nuclear weaponry.

Though it has a prominent industrial past, SOMA is also home to a significant residential population. The L train runs underneath Wyckoff Avenue, a commercial corridor characterized by a mix of industrial loft buildings and three- to four-story brick apartment buildings with ground-floor retail. There are two subway stations within the study area: one on Halsey Street and Wyckoff Avenue, the other on Wilson Avenue adjacent to Trinity Cemetery.

These issues -- stagnant industrial activity, severe contamination, and a significant residential population -- illustrate the need for the development of a comprehensive strategy to guide further development in the neighborhood that accurately reflects the mixed-use character of SOMA. It is imperative to protect residents who may be potentially impacted by adjacent industrial uses and toxic residue, but also to foster the creation of appropriate jobs in the area. SOMA needs a plan to attract new public and private investment opportunities. Community brownfield planning offers an opportunity for the SOMA area to reinvent and renew while maintaining the historical integrity and character of its existing building stock.



DATA SOURCES

The **U.S. Census** counts every resident in the United States, and takes place every 10 years. The data collected by the decennial census determine the number of seats each state has in the U.S. House of Representatives and is also used to distribute billions in federal funds to local communities.

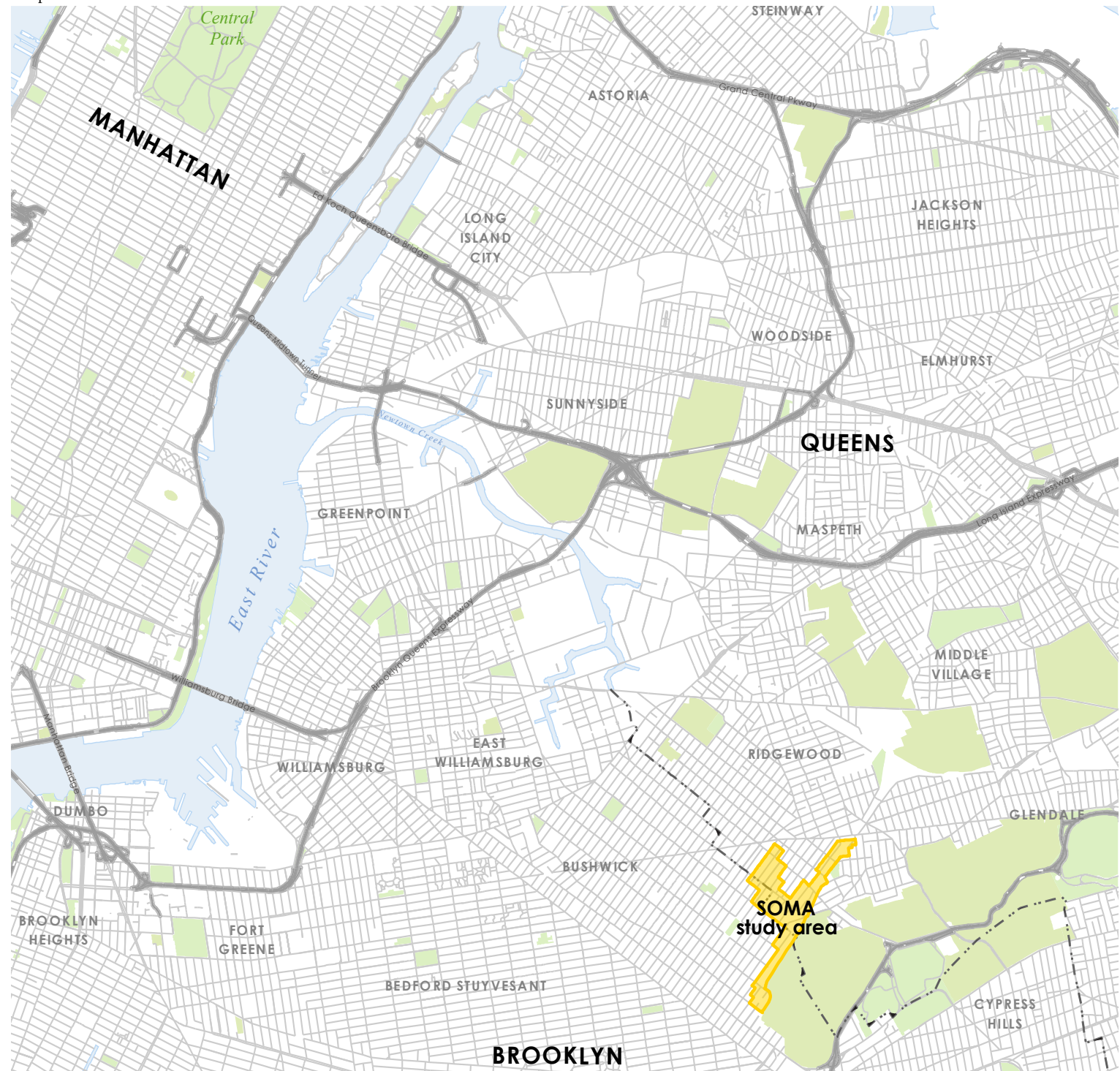
The **American Community Survey (ACS)** is an ongoing survey that provides data every year -- giving communities the current information they need to plan investments and services. The American Community Survey includes questions that are not asked by the 2010 Census, and the two serve different purposes.

The **Quarterly Census of Employment and Wages (QCEW)** program produces a comprehensive tabulation of employment and wage information for workers covered by State unemployment insurance (UI) laws and Federal workers covered by the Unemployment Compensation for Federal Employees (UCFE) program. The data are provided to the Department of City Planning (DCP) by the New York State Department of Labor (NYS DOL), and are geocoded and analyzed by DCP.

Primary Land Use Tax Lot Output (PLUTO) represents a compilation of data from the Department of Finance and the Department of City Planning. It includes primary tax lot and building characteristics such as land use, ownership, year built, number of units, lot and building size, allowable and built floor area ratio (FAR), and the presence of historic districts or landmarks.



Map 1. SOMA CONTEXT MAP



PART ONE GEOGRAPHY AND LAND USE

The SOMA Study Area is defined by the manufacturing zoning districts (M-Zones) that straddle the Queens/Brooklyn border. Its name is derived from its location South Of Myrtle Avenue. Located at the confluence of the two boroughs, the study area spans the neighborhoods of Ridgewood, Queens and Bushwick, Brooklyn.

This section will provide an overview of the historical development, geographic features, and land use patterns of the study area.



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HISTORICAL DEVELOPMENT

Both the neighborhood and borough boundaries in the SOMA area have been the subject of much past debate. Settled by the Dutch and later the English in the 17th century, the border between the towns of Bushwick, Brooklyn and Ridgewood, Queens (then called Newtown) was originally demarcated in 1769 by a 10,000-year-old glacial boulder known as Arbitration Rock. Arbitration Rock also served to define the boundary between what are now Queens and Kings Counties.

These boundaries remained fluid for over a century. In 1925, the New York State Legislature established the county border that is familiar today: a jagged line zigzagging down Wyckoff and Irving Avenues. Though the boroughs were distinctly demarcated, the neighborhoods of Ridgewood and Bushwick were not; The zip code of Ridgewood still spanned both boroughs, and encompassed much of Bushwick. While not yet politically or geographically distinguishable, social and economic conditions separated the two areas.

The SOMA area became industrialized at the turn of the century as waves of German immigrants settled in the neighborhood to find work in the local manufacturing base: breweries and knitting mills. During this period, SOMA was considered part of Bushwick. Situated directly at the confluence of an abundant water supply, rail, and transportation, the area became known as the “beer capital of the Northeast.” Before Prohibition (1920-1933), seventy breweries were in operation in New York City, and forty-five of them were in the borough of Brooklyn. Fourteen breweries operated in a fourteen-block area of Bushwick in 1890, and it is estimated that ten percent of all beer produced in the United States originated in Brooklyn -- much of it coming from Bushwick. Prohibition, urban out-migration, and national competition took its toll on the industry. The last Bushwick brewery closed in 1976.

SOMA was also a center of the knitting industry in New York. Knitted garments were popularized in the 1920s by French designers including Jean Patou and Coco Chanel, and sweaters were the most common piece produced in the SOMA area. At one point, there were over one hundred and forty knitting mills in the Ridgewood area. Despite growing pressures from foreign competition, a small number of knitting mills continue to operate in SOMA.

Today, Arbitration Rock is displayed on the property of the Vender Ende – Onderdonk House, the oldest Dutch Colonial stone house in New York City and home to the Greater Ridgewood Historical Society. Both the house and rock are local landmarks.



HOUSING STOCK & POPULATION

The majority of the housing stock in Ridgewood was built in the early 19th century to house German immigrants working in the breweries and knitting mills straddling the Brooklyn-Queens border. After World War I, the area was primarily settled by an influx of Gottscheers (an ethnic German population from Slovenia), as well as Irish and Italian immigrants. According to historical census data, approximately two thirds of the population during the 1950s and '60s were German. Around this time, Eastern Europeans such as Romanians and Yugoslavs as well as Puerto Ricans came to the area. More recently, Dominican and Ecuadorian populations as well as Poles have come to call Ridgewood their home. Bushwick is now home to one of Brooklyn’s largest Hispanic-American communities.

A densely settled neighborhood, the housing stock ranges from six-family buildings near the Brooklyn border to two-family and single-family row houses deeper into Queens. Homes in Ridgewood range from two- to three-story, high-lot-coverage attached rowhouses or two-story, semi-detached brick houses and multi-family frame buildings. Many of these residences are quite ornate, with detailed cornices and curved bays and faced with a yellow or orange brick and a patterned brick above or below the windows. All of the rowhouses have high or low stoops, and some have open porches.

Ridgewood is visually distinguished from Bushwick by the large amount of exposed brick construction; in Brooklyn, vinyl siding is more common. Like Ridgewood, Bushwick’s diverse housing stock includes many two-family townhouses and six-family apartment buildings.

CURRENT COMMUNITY FEATURES

SOMA is well-served by existing mass transit including MTA bus and subway. It has extensive public transportation access connecting to points throughout the city in addition to transfers at major transportation hubs throughout the metropolitan region.

Myrtle Avenue is a robust commercial corridor at the northernmost boundary of the study area. A major thoroughfare since the early 19th century, the corridor, which stretches eight miles from Flatbush Avenue in Downtown Brooklyn to Jamaica, Queens, was named for named after the myrtle trees that were plentiful in the area.

Myrtle Avenue is the busiest commercial strip in the SOMA area. It serves residents of Ridgewood and Bushwick, as well as the adjacent community of Glendale, Queens. Over 150 commercial and retail uses are located along this stretch of Myrtle Avenue, including variety stores, small department stores, clothing stores, home supply stores, restaurants, pizzerias, fast food restaurants, delis, pharmacies, hair salons, travel agents, professional offices, and bank branches. Approximately 600 housing units are also located along Myrtle Avenue, generally above ground floor commercial uses. Buildings are mainly three-story attached structures built to the street line.

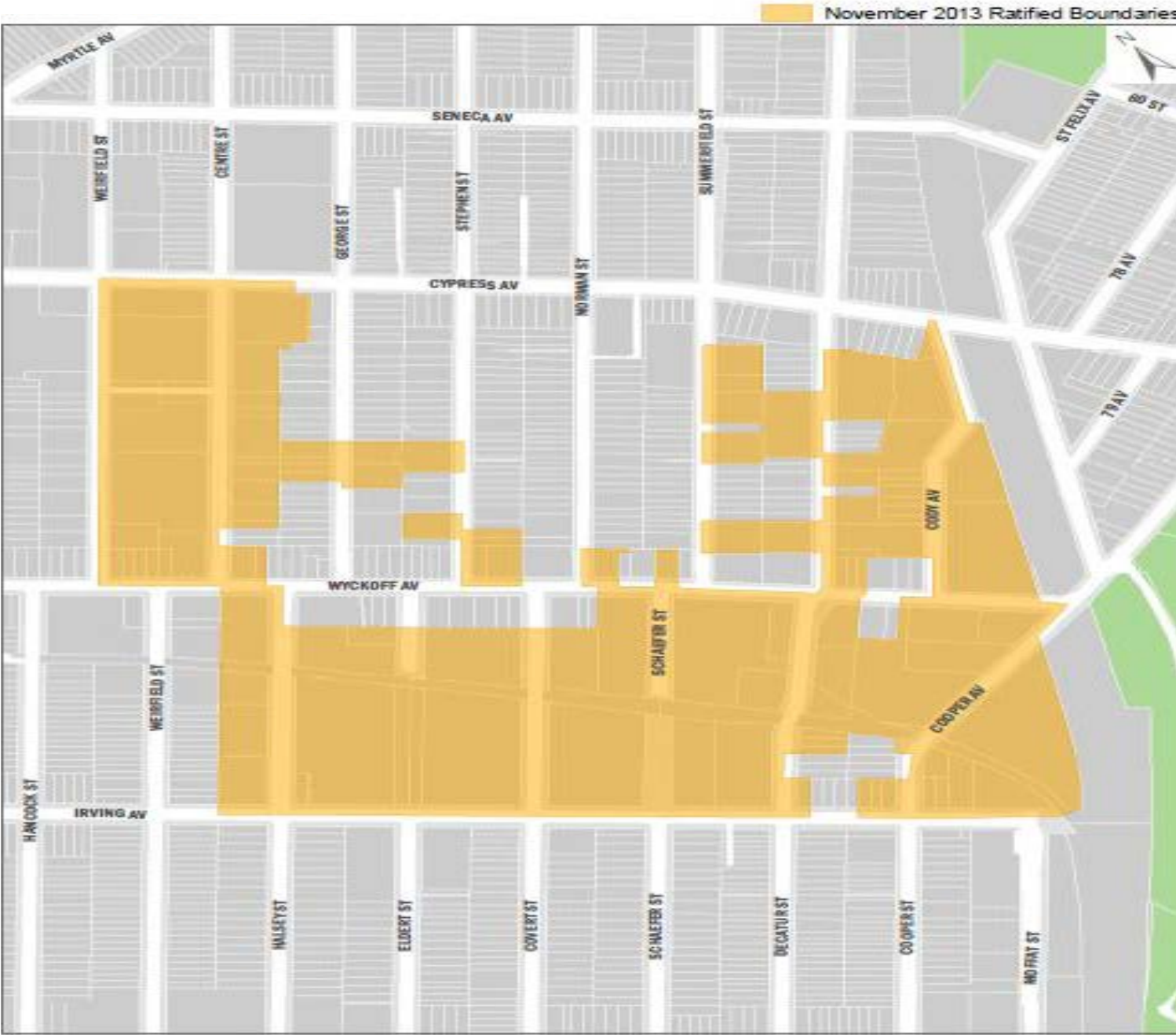
Myrtle Avenue was recently the recipient of a Federal grant of \$2.5 million, which was used to install new sidewalks, outdoor furniture, and two pedestrian mini-plazas as well as reconstruct storefront facades and plant 75 honey locust and ginkgo trees.



LOCAL POLICY CONTEXT

Industrial Business Zone

In November 2013, a portion of SOMA was designated an Industrial Business Zone (IBZ). The designation offers a tax credit of \$1,000 per employee (with a maximum of \$100,000 per business) to industrial and manufacturing firms choosing to move their business within the IBZ.



Data Source: MapPLUTO copyrighted by the New York City Department of City Planning. Prepared by New York City Economic Development Corporation (MGIS Unit) 11/21/2013.

ZONING

The **1961 Zoning Resolution** separated industrial and residential areas to ensure the safety of city residents and to insulate communities from industrial traffic and other irritants. It also was designed to shield industry from nuisance-generated complaints. No new residences were permitted in manufacturing districts, although many existing residences remained as non-conforming uses due to past land-use patterns.

Today’s manufacturing uses and the zoning districts in which they are located encompass far more than factories engaged in the manufacture of goods. The range of industrial and manufacturing activities important to New York City’s economy is enormous—from catering suppliers, lighting fabricators, and warehouse and distribution centers to film production studios, ferry and ship terminals, and essential municipal facilities like sewage treatment plants, train yards and sanitation garages. In addition to these traditional and emerging industrial uses, manufacturing districts permit many commercial uses and, with limitations, some community facility uses.

The **SOMA Study Area** is defined by the manufacturing zoning districts (M-Zones) that straddle the Queens/Brooklyn border. These consist of an M1-4 and M1-4D district in Queens, and two M1-1 districts in Brooklyn.

M1 zoning districts allow light industrial uses that comply with stringent performance standards. **M1-4D districts** allow residential uses by authorization certification. With some exceptions, commercial uses, including hotels and business, professional, and government offices, are permitted in manufacturing districts. Certain large retail uses are permitted in M1 districts only by a City Planning Commission special permit.

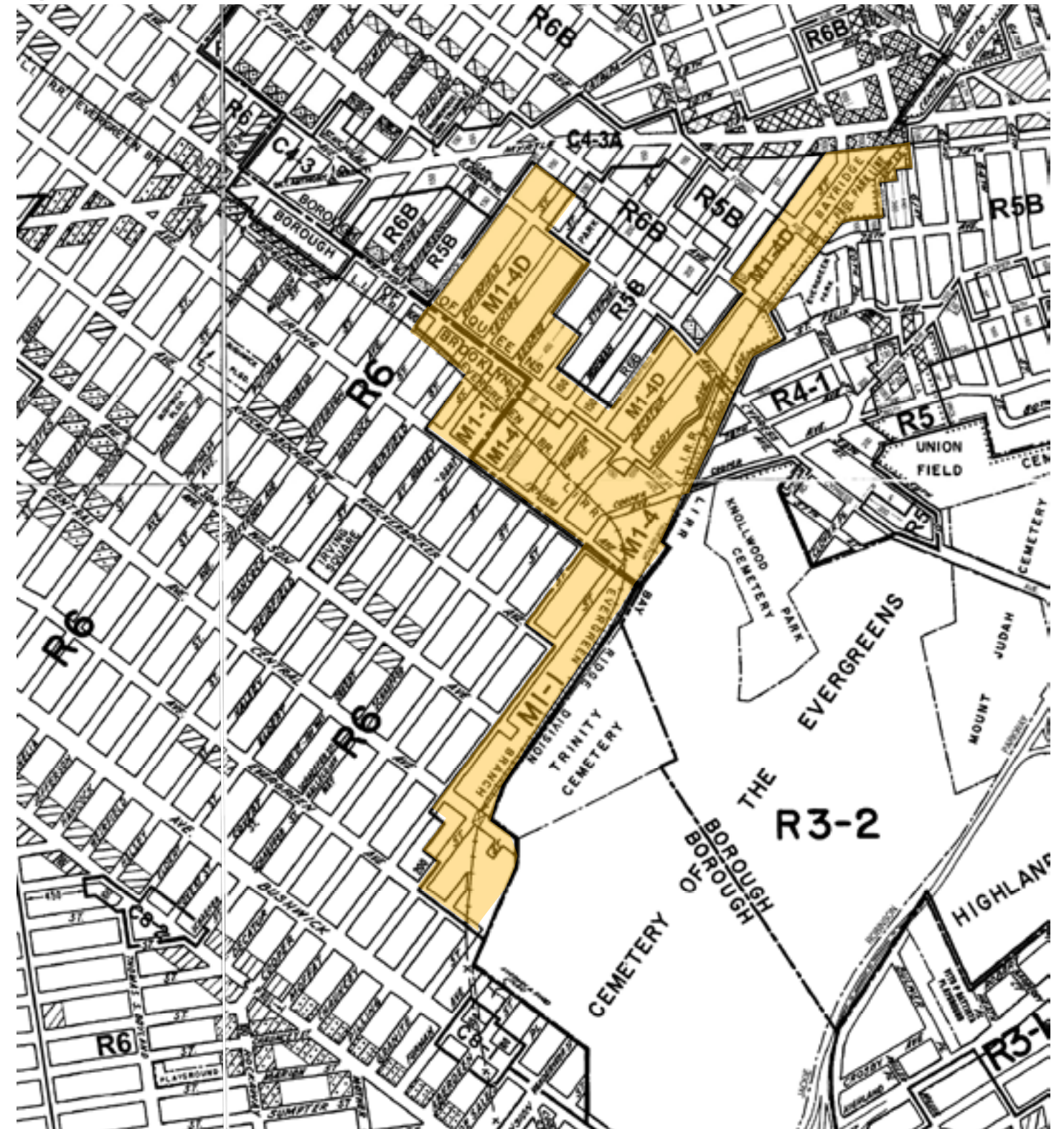
The **zoning in Ridgewood and Bushwick** has remained largely the same since the adoption of the 1961 Zoning Resolution, with the exception of a rezoning in the SOMA area that occurred in 2000. The 2000 rezoning of the Ridgewood section of Queens encompassed 250 blocks. It rezoned R4, R5, R6, C4-3 and M1-1 districts to R5B, R6B, C43-A, M1-1, M1-4, and M1-4D districts; replaced C1-2 and C2-2 districts with C1-4 and C2-4 districts; and established C1-4 and C2-4 districts on block fronts not currently zoned for commercial use.

The **SOMA Study Area** currently includes M1-1, M1-4, and M1-4D manufacturing districts, which allow light industrial uses that must adhere to performance standards. In M1-1 districts, manufacturing uses are permitted up to a floor area ratio (FAR) of 1.0, while manufacturing uses are permitted up to 2.0 FAR in M1-4 and M1-4D districts. **Offices, hotels, and most retail uses** are permitted within these districts. Limited residential development is permitted in M1-4D districts but is prohibited in M1-1 or M1-4 districts. Certain community facilities, such as hospitals are allowed in M1 districts only by special permit. **M1-“D” districts** make existing residences conforming uses and allow limited new residential development through a discretionary review process. The FAR for residential uses in these districts is 1.65.

New residences or residential enlargements may be permitted by the authorization of the City Planning Commission if the following criteria are met:

- The zoning lot contains a building that has one or more stories of lawful residential or community facility uses and no more than one story of commercial or manufacturing uses
- 25 percent or more of the aggregate length of the block fronts on both sides of the street facing each other is occupied by zoning lots containing residential or community facility uses
- Residential uses will not be exposed to excessive noise, smoke, dust, noxious odor, toxic materials, safety hazards or other adverse impacts from current or previous commercial or manufacturing uses
- There are no open uses listed in Use Group 18 within 400 feet of the zoning lot
- The residential uses will not adversely affect commercial or manufacturing uses in the district
- The authorization will not alter the essential character of the neighborhood or district in which the uses is located, nor impair the future use or development of commercial and manufacturing zoning lots

Map 3. SOMA ZONING



District	Allowable Uses	Maximum FAR
M1-1	Typically includes light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Some community facilities and hotels are allowed in M1 districts.	1.0
M1-4	Typical M1 uses (see above); no parking requirements.	2.0
M1-4D	Same as above; new residences allowed by Commission authorization.	2.0 <i>Residential: 1.65</i>



STUDY AREA BOUNDARY

The SOMA Study Area is defined by the manufacturing zoning districts (M-Zones) that straddle the Queens/Brooklyn border. These consist of an M1-4 and M1-4D district in Queens, and two M1-1 districts in Brooklyn. Located at the confluence of two boroughs, the study area spans the neighborhoods of Ridgewood, Queens, and Bushwick, Brooklyn. The area is bounded by Myrtle Avenue to the north; the former Evergreen (now New York and Atlantic Railway) line and Knollwood, Trinity, and Evergreen Cemeteries to the East; Bushwick Avenue and Broadway Junction to the south; and East Williamsburg to the west.

The study area encompasses approximately 400 acres, or 0.6 square miles. Though the built character and land use patterns of the study area are virtually indistinguishable by borough, there are distinct political boundaries that bifurcate the SOMA. The Queens portion is served by Community Board 5, and is represented by the council member from District 34. The Brooklyn area is served by Community Board 4, and is represented by the council member from District 37.

The following analysis situates the SOMA Study Area within the broader context of the boroughs and New York City as a whole. Though SOMA spans two boroughs, approximately 70% of the study area is situated in Queens. Accordingly, the SOMA Study Area is considered to be primarily located in the borough of Queens, and much of the following analysis reflects this. As such, the following demographic and economic analyses refer to average data from Queens as a comparative standard for the SOMA Study Area and SOMA neighborhood.



Map 4. SOMA STUDY AREA BOUNDARY



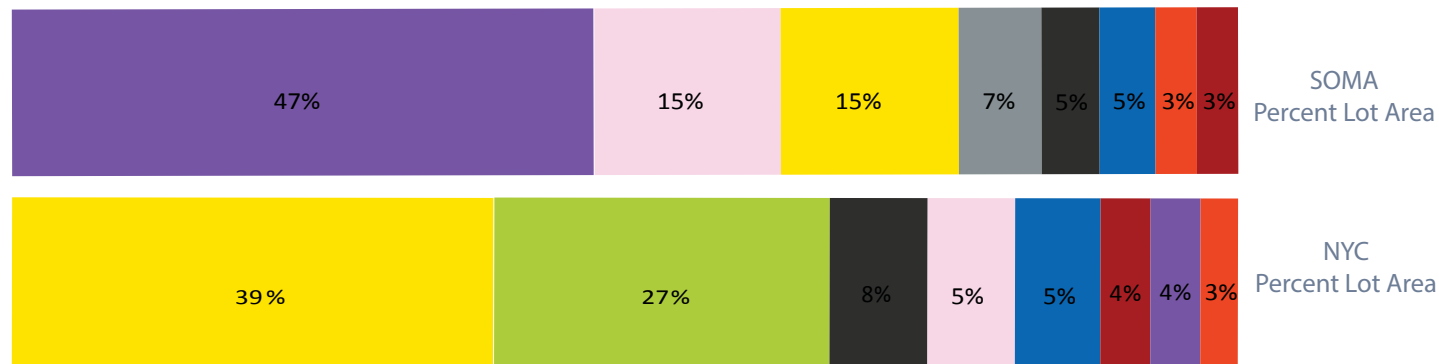
LAND USE

The SOMA Study Area is a historically industrial pocket at the nexus of two boroughs. Situated within two distinct residential communities, it is characterized by a mixture of low-rise, one- and two-story buildings containing manufacturing and industrial uses. Commercial uses, primarily neighborhood retail, are concentrated along Myrtle, Wyckoff, and Irving Avenues. The building stock and land use patterns which characterized SOMA between 1900 and 1920 remain largely intact today.

Industry and manufacturing remains the predominant land use across all categories of measurement. Approximately 60 percent of the *built area* in SOMA consists of **industrial** structures, while almost 50 percent of total *lot area* and 22.5 percent of all *tax lots* are occupied by this use. There is a considerable amount of residential development in the study area; Almost 47 percent of *tax lots* are occupied by one and two family, multifamily walkup and mixed commercial and residential structures, while approximately 18 percent of *lot area* and 22 percent of *building area* are occupied by these use groups.

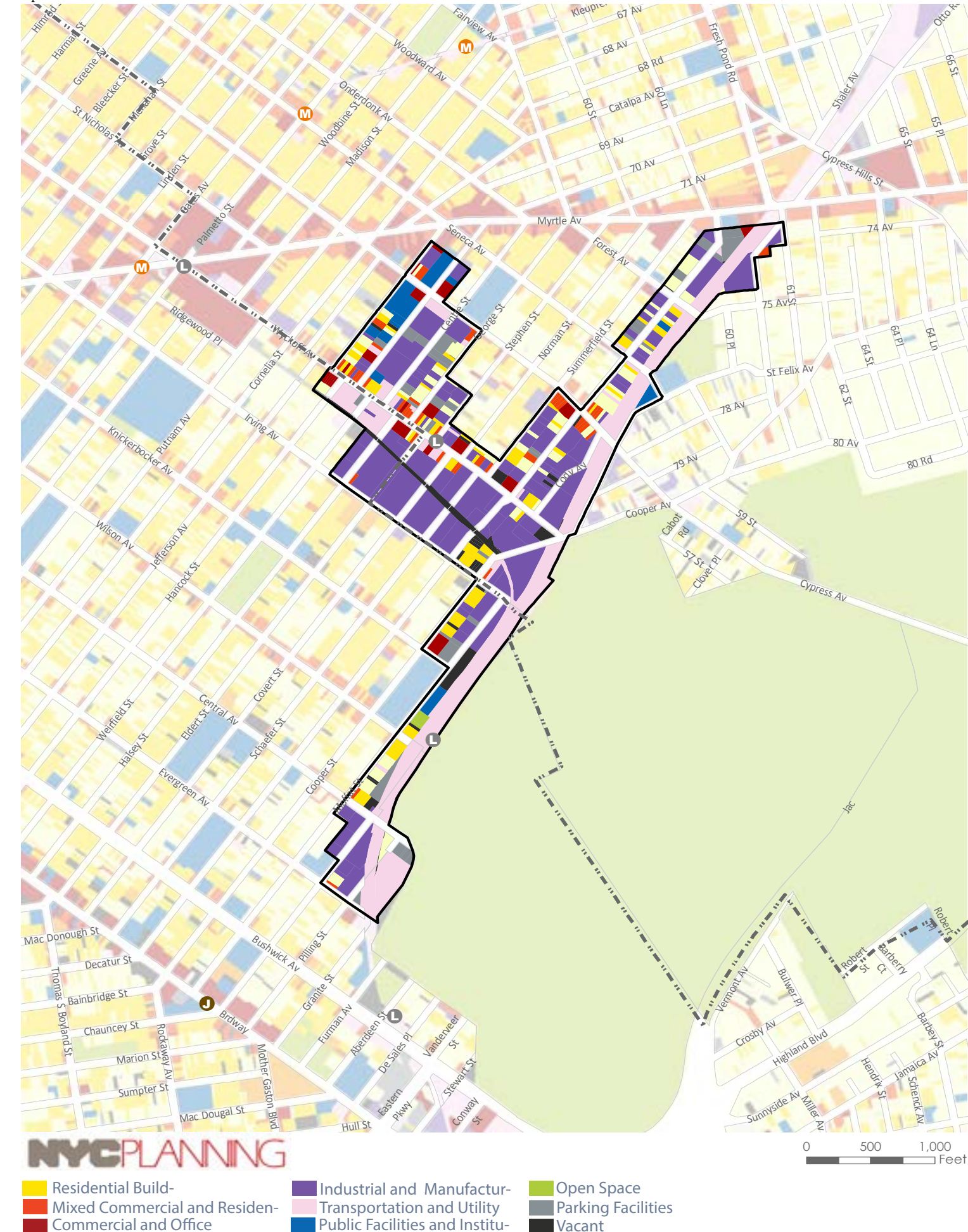
Transportation and utilities also represents a significant land use in the area, making up 15 percent of the *lot area*, 8 percent of *tax lots* and 4 percent of *built area*. Approximately 5 percent of *tax lots*, or 3 percent of *lot area*, is vacant.

The SOMA study area has significantly more land used for industrial and manufacturing purposes than the rest of Queens and New York City as a whole (47 percent compared to 3 percent). There are notably fewer one- and two-family buildings in the study area (8 percent) as compared to Queens (36 percent) and New York City (27 percent). There are significantly more parking facilities (7 percent compared to 1 percent in both Queens and NYC), and a significant lack of open space within the study area boundaries(0 percent as compared to 21 and 27 percent, respectively). There is, however, a large cemetery complex directly adjacent to SOMA to the east.



Key	Building Type	SOMA	NYC
	Residential Buildings	15%	9%
	Mixed Commercial and Residential	3%	3%
	Commercial and Office	3%	4%
	Industrial and Manufacturing	47%	4%
	Transportation and Utility	15%	7%
	Public Facilities and Institutions	5%	7%
	Open Space	0%	27%
	Parking Facilities	7%	1%
	Vacant Land	3%	6%

Map 5. SOMA LAND USE



- Residential Build-
- Industrial and Manufactur-
- Open Space
- Mixed Commercial and Residen-
- Transportation and Utility
- Parking Facilities
- Commercial and Office
- Public Facilities and Institu-
- Vacant

HOUSING

According to data from the 2010 U.S. Census, there are almost 24,000 residents occupying approximately 8,654 housing units in the SOMA neighborhood. Approximately 6,000 of these residents live in M-districts within the Study Area. The following analyses are based on data from the SOMA neighborhood, as opposed to the SOMA Study Area (see next page.)



Typologies

Unlike the rest of Queens, there are very few single family or one-unit homes in the SOMA area. Most homes in SOMA consist of multiple units: 26 percent of homes have 2 units; 27 percent have 3 or 4 units; and 30 percent of homes contain 5 to 9 units. This differs from the rest of Queens and New York City, where the majority of buildings contain twenty or more housing units. In SOMA, just under 7 percent of housing is of this typology.

Tenure

Approximately 78 percent of homes in SOMA are occupied by renters. This is significant, as Queens has a much higher rate of home ownership than the rest of the city. Approximately 78 percent of the homes in SOMA are occupied by renters. This is 10 percent more than the NYC average, and over 20 percent more than the Queens average. Though the borough of Queens has a much higher rate of home ownership than the rest of New York City (45 compared to 32 percent), home ownership in the SOMA area is significantly lower than both, at 22 percent.

Vacancy

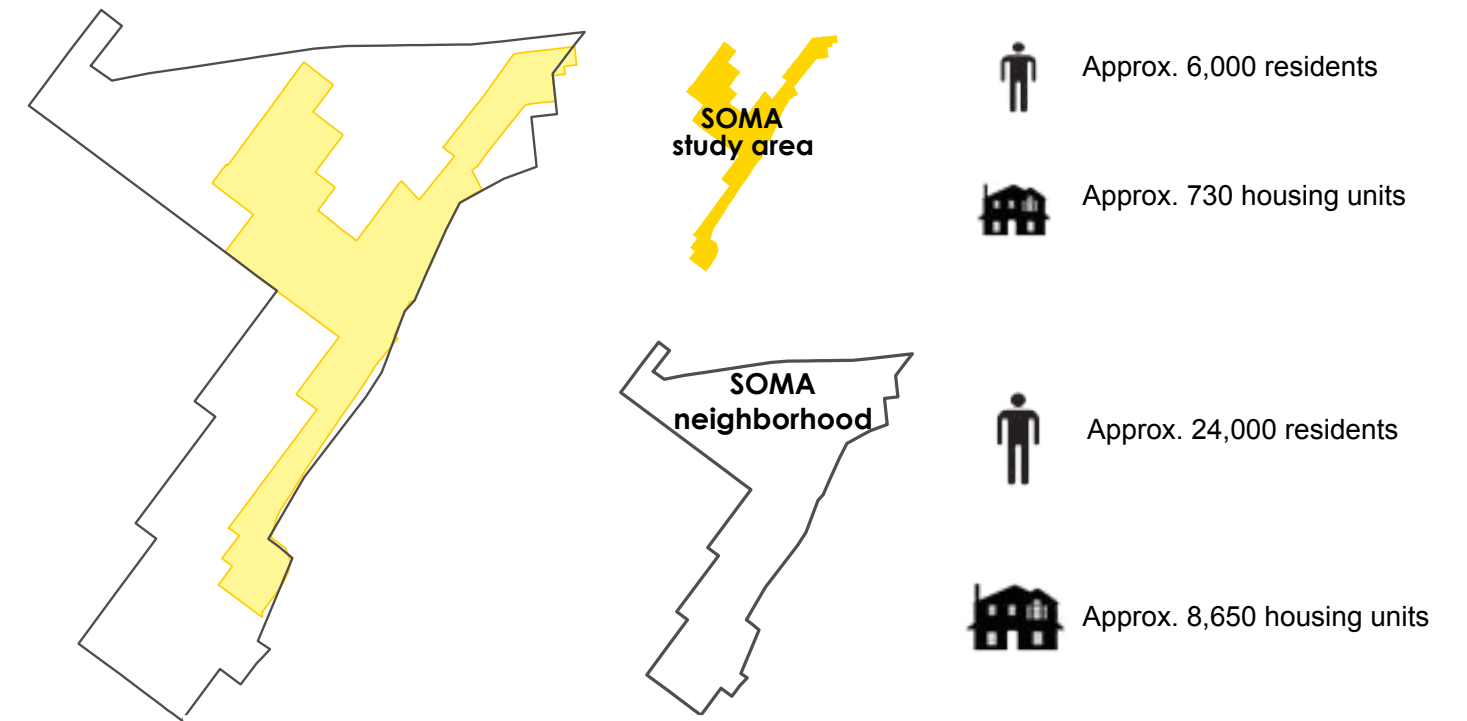
There is slightly more vacant housing in the SOMA area than in the rest of Queens or New York City. Approximately 11 percent of homes in SOMA are vacant, while only 7 percent in Queens and 9 percent in NYC are unoccupied.

Age

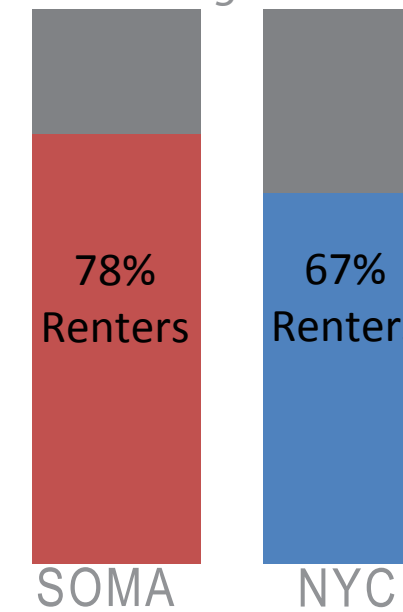
Much of the building stock within the study area is aging. Almost 60 percent of the homes in the study area were built before 1939, and another 15 percent were built between 1940 and 1949. Though housing construction slowed after the wars, just under ten per-cent was constructed between 1950 and 1959. The following decades, however, contributed little in terms of new addition to the housing stock in the area. Only three percent of homes in the SOMA area were constructed between 1960 and 1969, while a total of ten percent were constructed in the following three decades before (1970 to 1999). Five percent of homes were constructed between 2000 and 2004, while just 2 percent were built after 2005.

This pattern is similar to the rest of Queens and New York City as a whole. One notable distinction, however, is that a larger share of the housing stock in the SOMA area was built before 1939. Whereas 60 percent of homes in SOMA were constructed before 1950, only around 40 percent of homes in the rest of Queens and New York City were built during this time period, making the SOMA housing stock considerably older than the rest of the city's. Additionally, SOMA has experienced approximately 5 percent less new housing construction than both Queens and the city as a whole since 2000.

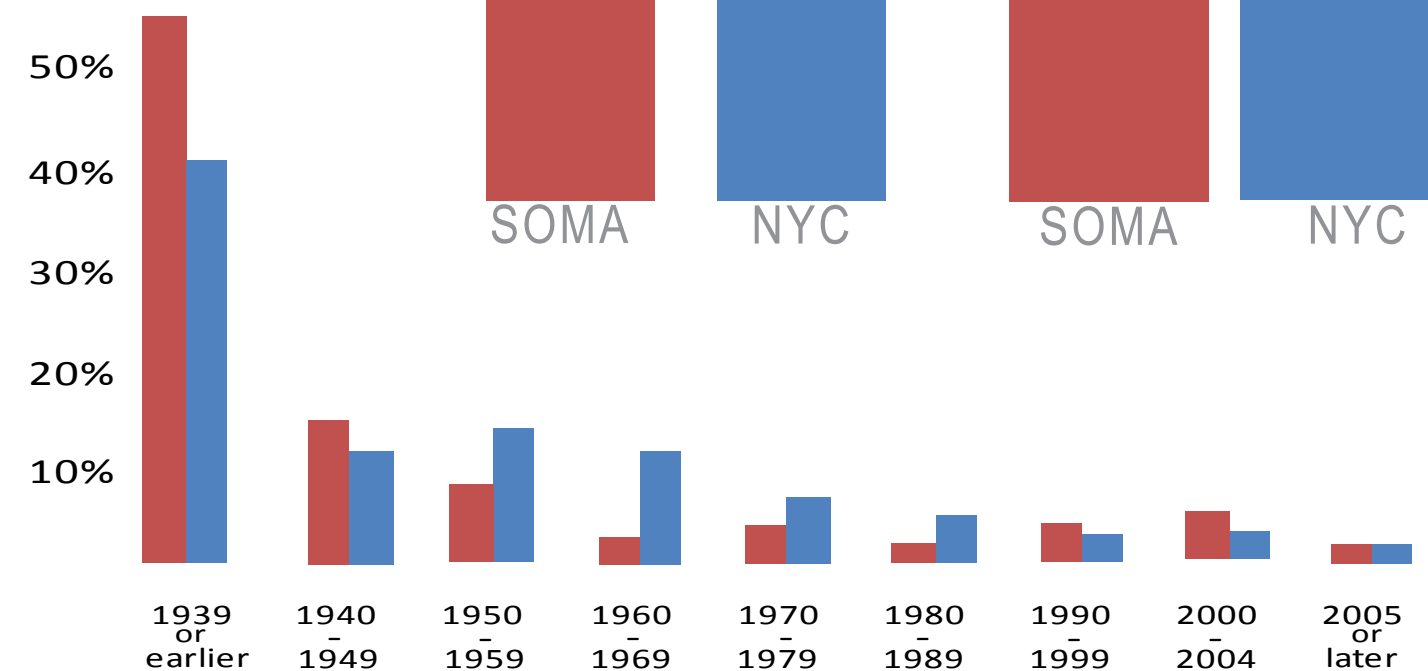
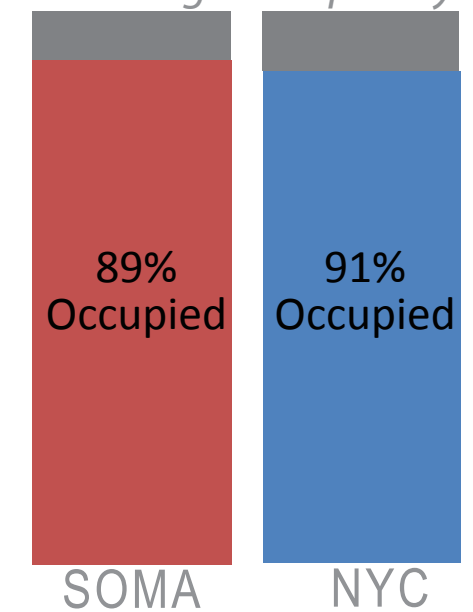
SOMA Geography



Housing Tenure



Housing Occupancy



Building Age

INFRASTRUCTURE

Transportation Transportation accessibility is an important asset to the SOMA study area. Originally developed due to its proximity to transportation infrastructure, the neighborhood continues to be well served by public, private and freight transportation access.

SOMA is well served by existing mass transit including MTA bus and subway, and has extensive public transportation access connecting to points throughout the city in addition to transfers at major transportation hubs, throughout the metropolitan region.

The study area is adjacent to several major transportation nodes including three highways, one passenger train junction, and a freight rail line. Access to highways is an important consideration in manufacturing areas and although regional connections may be strong, maneuverability for trucks is an issue because roads in the area are narrow.

Though regional transportation may be strong, access for trucks is an issue. The **Jackie Robinson Parkway** is the closest of the major highways to the study area. It runs through the cemetery complex directly to the east of SOMA, feeding into Grand Central Parkway and transporting non-commercial traffic to eastern Long Island. Commercial vehicles are generally prohibited from using the Parkway System. The **Long Island Expressway (LIE)** runs parallel to the north of Grand Central Parkway, bisecting Ridgewood and neighboring Maspeth. The **Brooklyn Queens Expressway (BQE)** cuts across Williamsburg to the west of the study area. These expressways, however, are not particularly accessible from the study area.

The railroad right of way that serves as the eastern boundary of the study area currently functions as a freight line. Formerly a passenger line operated by the Long Island Rail Road (LIRR), New York and Atlantic Railway took over freight operation in 1997 and transports goods such as building materials, lumber, plastic, food products, recyclables and paper to approximately 80 businesses in Brooklyn, Queens, and Long Island.

Most of the study area is characterized by two-way east-west streets and alternating north and southbound one-way streets. **Myrtle Avenue** is a major street that travels through Queens and Brooklyn. **Wyckoff Avenue** and Cypress Avenue are two-way streets that carry one lane of traffic in each direction with parking on both sides of the street. **Irving Avenue** carries one lane of eastbound traffic with parking on both sides of the street. The northbound and southbound streets are alternating one-way streets that carry local traffic.

The rush-hour commute by car via local streets connecting to the Long Island Expressway and the **Queens Midtown Tunnel** takes less than an hour, and the tunnel toll is \$7.50.

Myrtle Avenue is a major road directly to the north of the study area. Broadway is another major artery to the south of the study area in Brooklyn. Flushing and Grand Avenues are in Queens to the west and north of the study area, respectively. Atlantic Avenue and Eastern Parkway are to the south of the study area in Brooklyn.

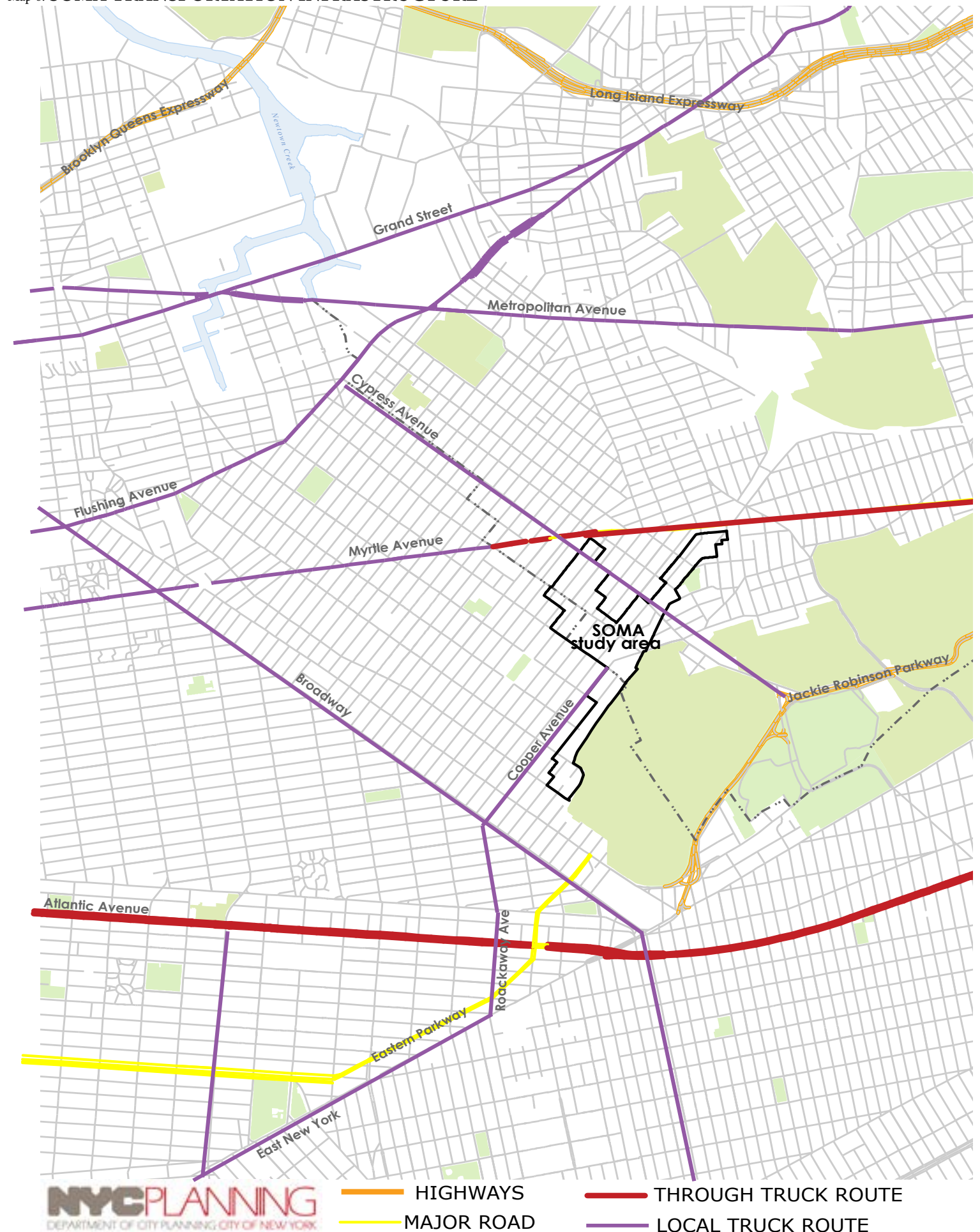
Truck Routes

The surrounding streets of the SOMA study area include portions of the City's truck network. In Queens, **Myrtle Avenue** serves as a *Through Truck Route*: it is used by trucks that have neither an origin or destination within the borough. In Brooklyn, Myrtle Avenue is a *Local Truck Route*, meaning that only trucks with an origin and destination within the borough may use it.

There are four major *Through Truck Routes* in the SOMA Area: the BQE, LIE, and Myrtle Avenue (in Queens only) to the north of the study area, and Atlantic Avenue to the south. Many *Local Truck Routes* also serve the SOMA area: Grand Street, Broadway, and Flushing and Metropolitan Avenues connect the greater Ridgewood-Bushwick-Williamsburg area, while Cypress and Cooper Avenues feed directly into the study area.

Though there are multiple Local and Through Truck Routes in the SOMA area, most are considered unattractive by local business for distribution purposes. The approaches to the neighborhood and local streets are not designed for modern 53-foot trucks. Roads are generally narrow, making turns as well as loading and unloading difficult.

Map 6. SOMA TRANSPORTATION INFRASTRUCTURE



INFRASTRUCTURE

Subway Service

Two MTA subway lines serve the SOMA area. The “L” train runs through the heart of SOMA, with two stops in the study area and one directly adjacent. Stations within the study area are located at Halsey Street and Wilson Avenue, while the station directly adjacent to the study area is at the intersection of Myrtle and Wyckoff Avenues.

The “M” train also serves the SOMA area. It stops at the Myrtle/Wyckoff station as well as the Fresh Pond Road station, which is approximately 7 blocks north of Myrtle Avenue. At the end of the Myrtle Avenue Line is the Fresh Pond Yard, which functions as a storage yard for the “M” train.

Commute time from SOMA on the “L” train is approximately 20 minutes to 14th Street Union Square, where passengers can connect to uptown or downtown express service. The “M” train transports commuters to the Financial District and uptown connections in less than 30 minutes.

Bus Service

Several MTA bus lines serve the SOMA area, connecting local neighborhood destinations and providing transport between boroughs. In 2010, the MTA unveiled an intermodal bus transit station anchored by Palmetto Street between St. Nicholas Avenue and the intersection of Myrtle and Wyckoff, which is now solely dedicated to bus traffic. The Ridgewood Terminal serves the B13, B26, B52, B54, Q55, and Q58 bus lines. According to the MTA, approximately 10,000 riders use the terminal every day.

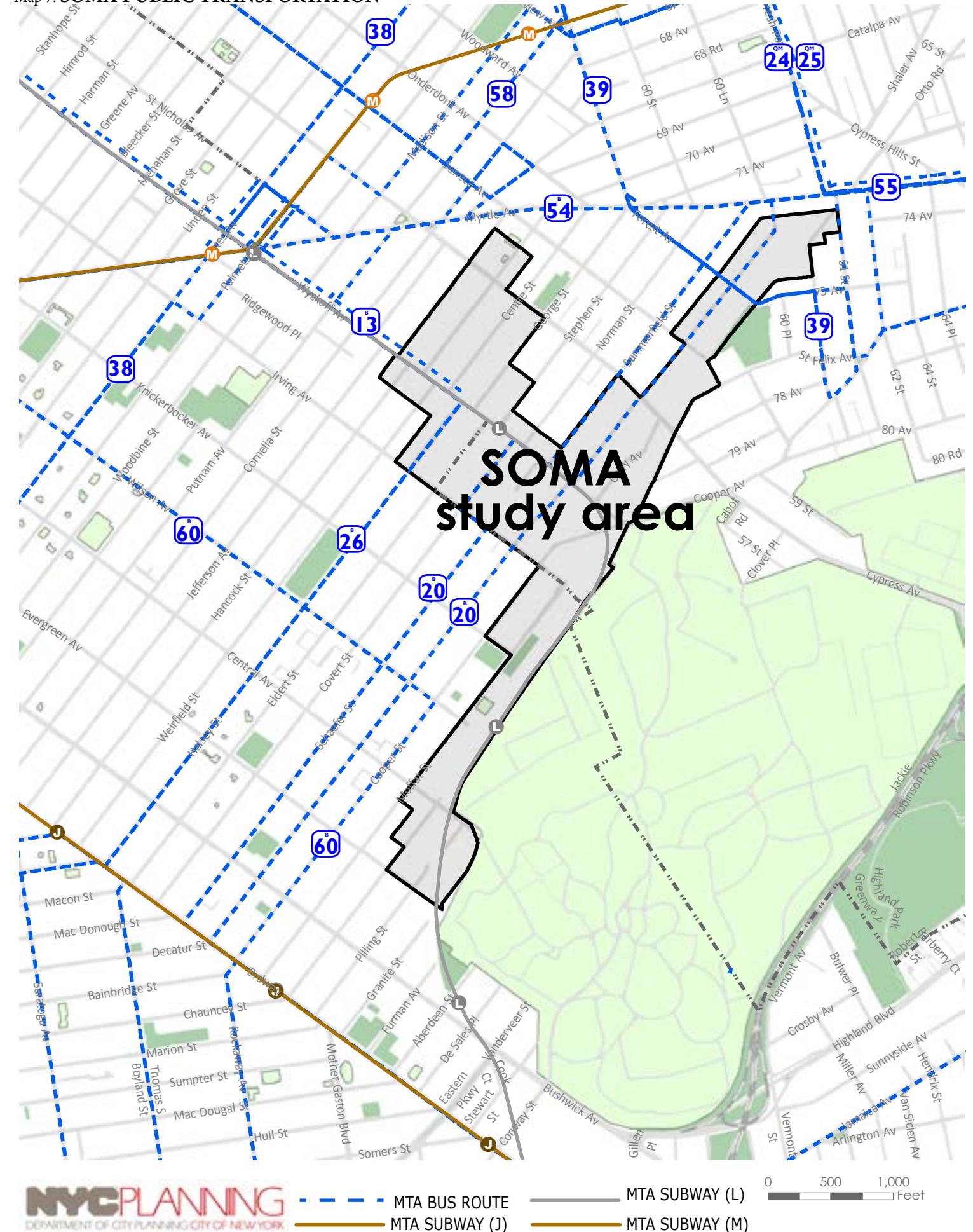
The B20, B38, Q39 and Q54 bus lines also serve SOMA. Additionally, the neighborhood is home to the large Fresh Pond Bus Depot, which services many of the buses that run throughout Brooklyn and Queens.

Two express buses serve the area: The QM24 reaches Midtown in approximately 35 minutes, and the Q25 reaches Lower Manhattan in about an hour.



MTA: Myrtle/Wyckoff

Map 7. SOMA PUBLIC TRANSPORTATION



INFRASTRUCTURE

Sewer and Power

SOMA is served by New York City's sewer system. The area is serviced by the largest of New York City's 14 wastewater treatment plants, the Newtown Creek Wastewater Management Treatment Center. It services approximately 1 million residents in a drainage area of more than 15,000 acres, or 25 square miles.

Parks and Open Spaces

Open space is defined by the New York City Department of Parks and Recreation as "publicly or privately owned land that is publicly accessible and has been designated for leisure, play or sport, or land that has been set aside for the protection and/or enhancement of the natural environment."

The study area does not contain any parks or open spaces. However, Irving Square Park, Evergreen Park, and Clemens Triangle are located just beyond the SOMA Study Area.

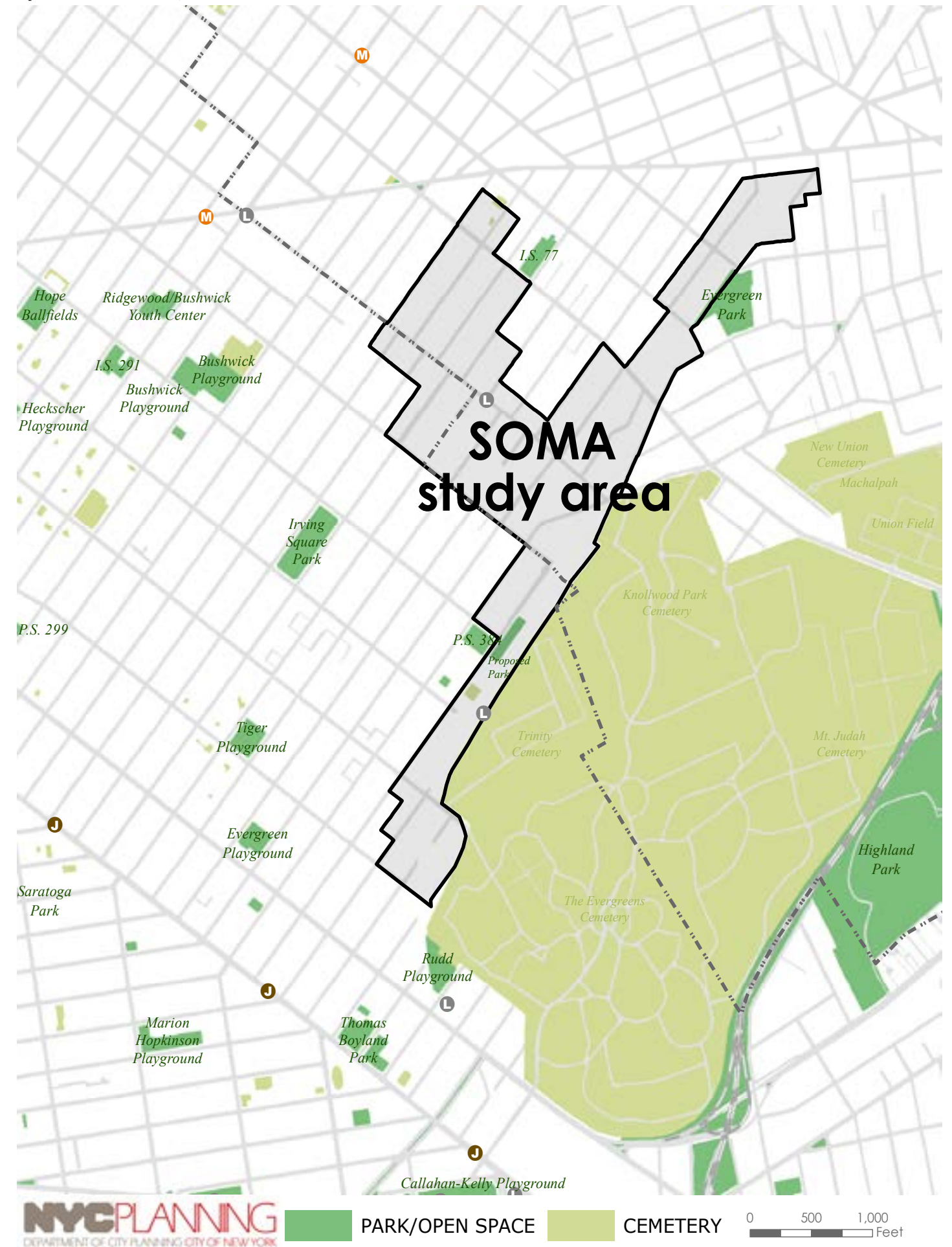
Irving Square Park, which is one block south of Irving Avenue, occupies an entire city block bounded by Wilson Avenue and Knickerbocker Avenue, and Weirfield Street and Halsey Street. The park includes playground equipment, a public plaza, a garden area, a central lawn, and a small performance space.

The 3.32-acre **Evergreen Park** is located to the northeast of the Project Area, along St. Felix Avenue, and is adjacent to Public School 68. The park includes bocce courts, basketball courts, handball courts, spray showers, and playground equipment.

Clemens Triangle is located at the intersection of Cypress Avenue and Myrtle Avenue. The small open area, which includes only passive space, has benches, trees, shrubs, and decorative pavers.



Map 8. SOMA PARKS, CEMETERIES & OPEN SPACES





DEMOGRAPHIC AND ECONOMIC PROFILE

Data from several surrounding census tracts are drawn to provide more accurate, contextualized information about the demographic and economic profile of the SOMA Study Area and the surrounding residential community.

Eight census tracts spanning two boroughs make up the surrounding community of the SOMA Study Area and are referred to as “SOMA” or the “SOMA neighborhood.” Tracts 553, 555, 557, 559 encompass the M1-4 and M1-4D districts in Ridgewood, Queens, as well as an adjacent residential community in areas zoned R5B and R6B. Tracts 403, 409, 411, and 439 capture the two M1-1 districts in Bushwick, Brooklyn, as well as the adjacent residential community located in an R6 district.

Because their populations are distinct, the four census tracts in Brooklyn are further distinguished by their relative location in the neighborhood of Bushwick. Tracts 409 and 439 make up “Bushwick North,” which more closely resembles the demographic and economic characteristics of the Queens portion of the SOMA neighborhood. The population of Tracts 403 and 411, referred to in this document as “Bushwick South,” are more comparable to the Brooklyn demographic and economic profiles.

Map 9. SOMA CENSUS TRACTS



DEMOGRAPHICS: SOCIAL AND ECONOMIC CHARACTERISTICS

Population

Approximately 24,000 people live in SOMA. Almost 13,000 of these residents live in M-districts, or the study area.

The population of SOMA has grown by approximately 5.5 percent since 2000. Most of this growth is concentrated in “Bushwick South,” where the population increased by almost 20 percent. Total population in Queens has remained relatively unchanged.

Race

According to the 2010 Census, the majority of the population of the study area is Hispanic, with 60 percent of residents self-identifying within this demographic. There is a considerable Black/African American presence in the area (23 percent), which is mostly concentrated in Brooklyn – specifically “Bushwick South”, which is itself 60 percent Black/African American. Nine percent of the total population of the SOMA neighborhood identifies as white alone; the majority of this population resides in the Queens. Five percent is Asian.

The SOMA neighborhood has approximately twice as many residents identifying as Hispanic than the New York City average. There are significantly fewer White and Asian residents in SOMA compared to the rest of New York City.

Age

In general, SOMA residents are younger than the rest of Brooklyn, Queens and New York City. There is a much greater share of residents ages 20 to 34 years old in SOMA than other boroughs, and fewer residents over the age of 65.

Educational Attainment

Compared with the rest of the borough and city, the population of the SOMA study area has a significantly lower educational attainment at all levels. While the attainment of high school diplomas and associate’s degrees are on par with the rest of the city, residents of the SOMA area are half as likely to have completed a bachelor’s or graduate or professional degree. While approximately 20 percent of Queens residents have bachelor’s degrees, only 10 percent of Brooklyn residents have attained the same level of education. Almost 20 percent of the surrounding community has an educational attainment of less than 9th grade. While “Bushwick North” and Queens contain roughly the same percentage of high school graduates (approximately 70 percent), “Bushwick South” has a significantly lower percentage (53 percent). Overall, Queens residents generally have a higher educational attainment level than Brooklyn residents.

Poverty

SOMA has significantly more residents living in poverty than the rest of the city. The New York City average of *families* living in poverty is 11.5 percent. Queens has slightly fewer families living below the poverty level (10 percent), while Brooklyn has more (18 percent). In SOMA, almost one third of families (31 percent) are living in poverty. “Bushwick South” has particularly high rates of family poverty: between 40 and 50 percent of families had incomes in the past 12 months that were below the poverty level.

SOMA also has a significantly higher percentage of *people* living in poverty as well. The New York City average is approximately 18.5 percent. Again, Queens has fewer people living in poverty (12 percent), and Brooklyn has slightly more (22 percent). In SOMA, 29 percent of all people had incomes in the past 12 months that were below the poverty level.

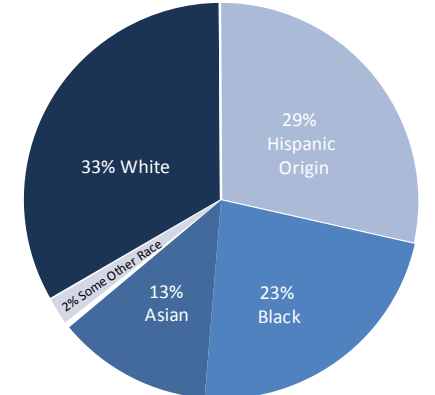
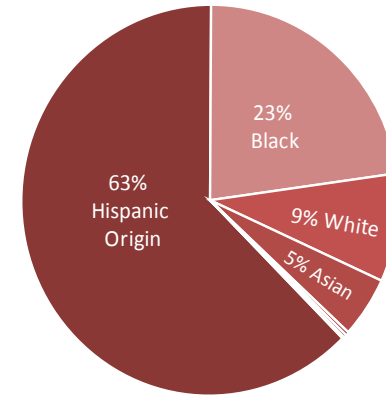
Median Income

The median income of SOMA residents is \$34,078. This is significantly less than the median incomes of both Brooklyn and Queens residents (\$45,215 and \$56,708, respectively), as well as New York City as a whole (\$51,865).

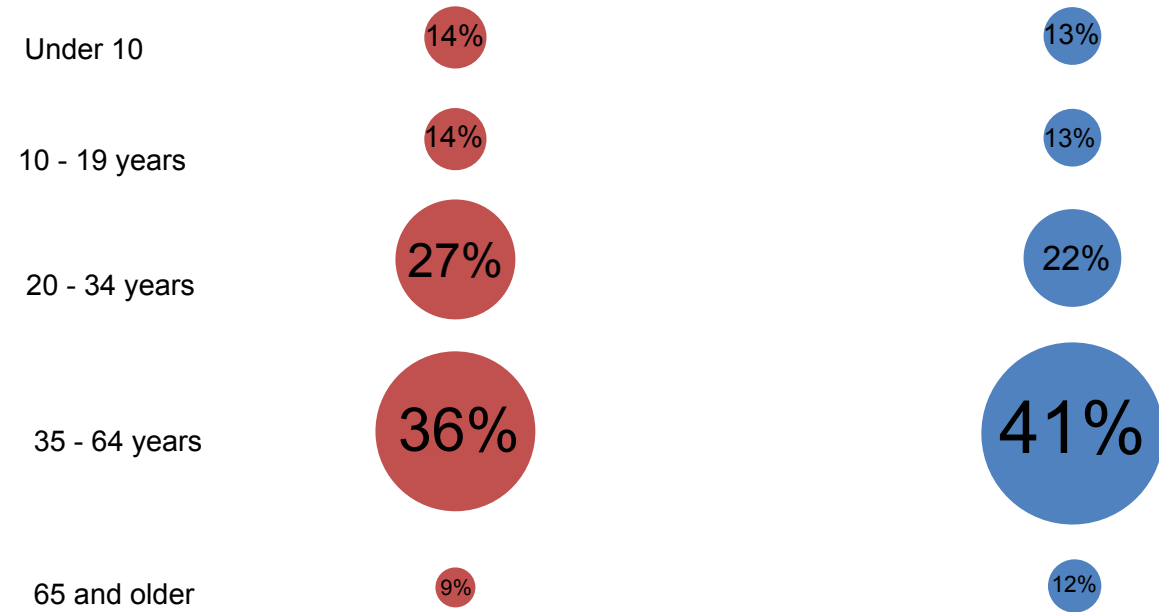
Race

SOMA

NYC



Age



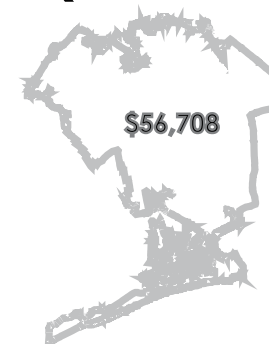
Median Income

SOMA



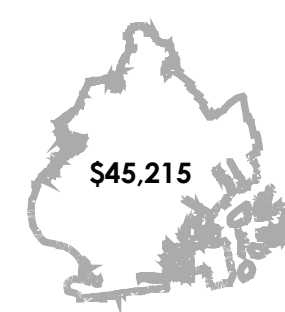
\$34,078

QUEENS



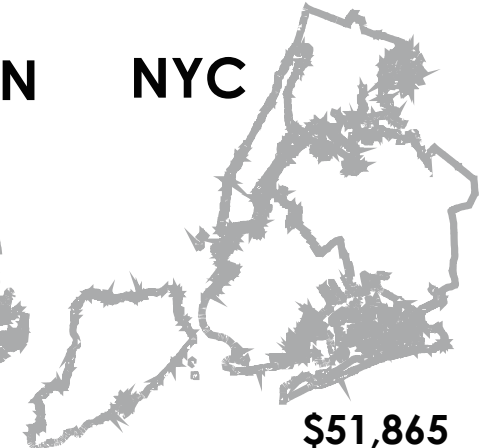
\$56,708

BROOKLYN



\$45,215

NYC



\$51,865

INDUSTRIES AND EMPLOYMENT

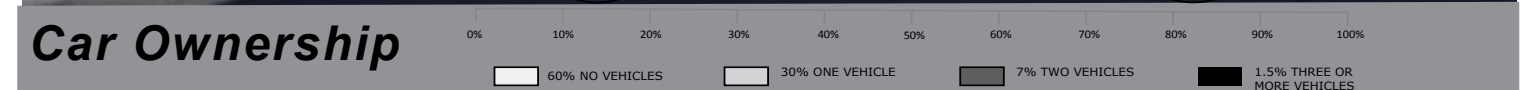
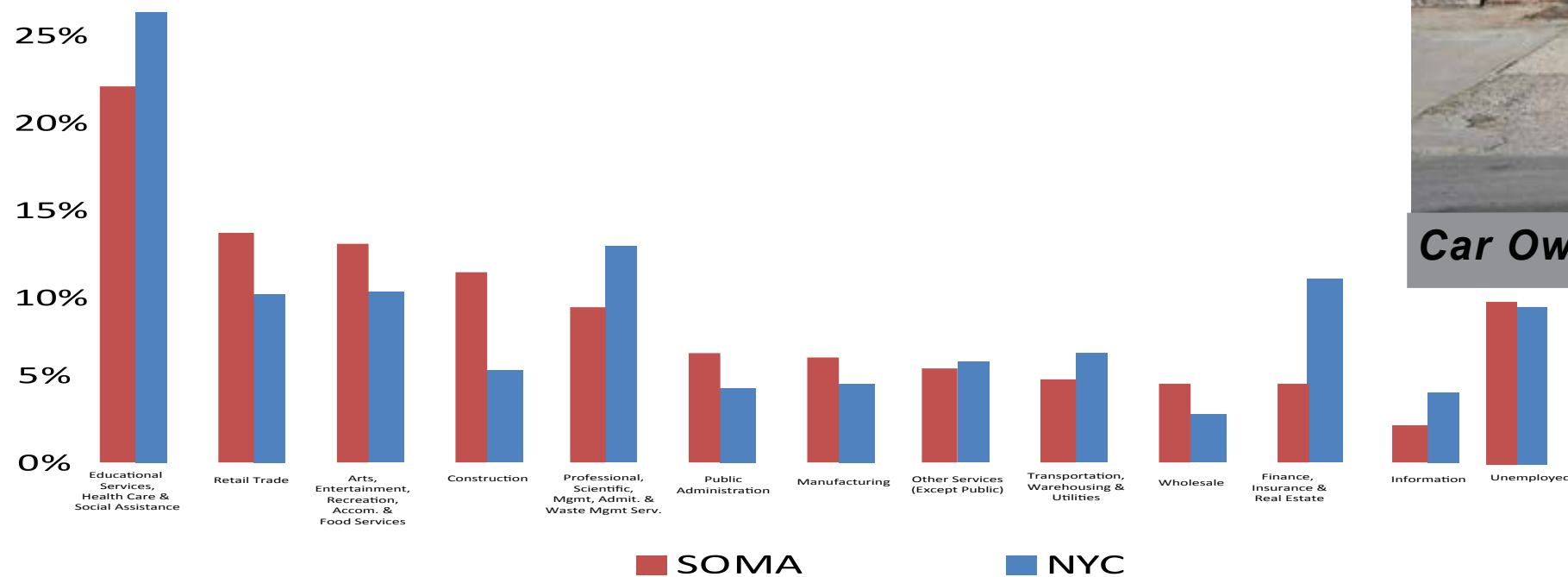
Employment by Industry

The employment patterns in SOMA are similar to those in the rest of Queens and the city as a whole. The educational and health services sector employs the largest share of the workforce, at 22 percent. Retail trade is the second largest sector, employing 13 percent of SOMA residents. This is a slightly higher percentage than the rest of the borough and NYC. Arts, entertainment and recreation, and accommodation and food services are a close third, employing approximately 12.5 percent of SOMA residents. Construction is also a significant industry in the area, employing almost 11 percent of residents.

The unemployment rate of SOMA residents is approximately 10 percent. This is on par with the rest of Brooklyn (9.5 percent) and Queens (9 percent), as well as New York City as a whole (9.5 percent).

Jobs and Firms

Unlike manufacturing, retail trade and construction in SOMA have experienced massive growth over the last decade. Both sectors have more than doubled in both number of firms and employment. Eleven new retail operations have opened in the area since 2000, and total employment in this sector has jumped from 40 to 140. The construction industry has experienced a 320 percent increase in firms, and currently employs 150 percent more workers than it did ten years ago. Transportation and Warehousing remains a steady employer and consistent land use in the area.



Sixty percent of SOMA residents do not have access to a vehicle. This is ten percent more than the rest of Queens, and approximately five percent more than the New York City average.

In SOMA, thirty percent of residents have access to one vehicle; seven percent have access to two, while 1.5 percent has access to 3 or more.

LOCAL BUSINESS PROFILES

McDermott Light & Signal 16-39 Stephen Street

This structure was originally built as a dairy at the turn of the century, and has been inhabited by the McDermott Light & Signal Com-pany for the past thirty years. This family-owned business has been in operation for almost sixty years, producing all types of lighting appliances including vehicular, railroad and marine navigation lights. Many of their products are ubiquitous to the New York cityscape: the company designs and produces the new bicycle lights along the Hudson River Greenway, New York City Transit and Amtrak work lights, blue lights and third rail protectors and barge lights, as well as construction products, barricades, and traffic cones. McDer-mott is at the forefront of his industry, employing cutting-edge techniques including the latest LED and 3D printing technologies. The McDermott Light & Signal company employs just under fifty people; approximately 80 percent are local residents, hailing from Ridgewood or neighboring Glendale, and many employees have spent their entire working career with the company. The lack of parking availability has put a strain on the business, and makes it difficult to recruit non-local employees.



Metro Knitting Corp 16-39 Centre Street

Formerly a garage adjacent to/associated with a farm and food processing plant, this building is currently inhabited by Metro Knitting Corp. This textile and knit production company produces clothing for the budget consumer that is competitive with the imported prod-ucts currently sold at mass-merchandise stores. It employs anywhere between thirty and sixty employees depending on demand, and competes with at least four other knit and textile production companies in the area that are spread across seven different factory buildings. The majority of employees are Latin and Asian immigrants. Metro Knitting Corp would like to consolidate its Ozone Park knitting mill and design studio in Ridgewood, but cites difficulties in transportation and product shipment as well as real estate prices for their inability to do so.



LOCAL BUSINESS PROFILES

Houdini Kitchen Laboratory 1563 Decatur Street

This is a former brewery currently functioning as Decatur Studios and Houdini Kitchen Laboratory. Located on the corner of Wyckoff Avenue and Decatur Street, the building was erected in 1898 to house the Diogenes Brewing Company, which produced Diogenes Extra Lager and Diogenes Sparkling Ale until Prohibition. After 1920, the plant became the Malt-Diastase Co., which produced malt extract for sale to candy manufacturers. More recently, the building was inhabited by MAPAC Distributing Corp. and Sheet Manufacturing Co., Inc. Today, it is inhabited by Decatur Studios, which provides space for rent to local artists. Massimiliano Bartoli and Pilar Rigon, of the acclaimed former Miss Williamsburg Diner have recently opened Houdini Kitchen Laboratory on the ground floor of the space. It includes an open kitchen with a brick oven and serves artisanal pizza. There are plans to open a bar and event space in the basement.



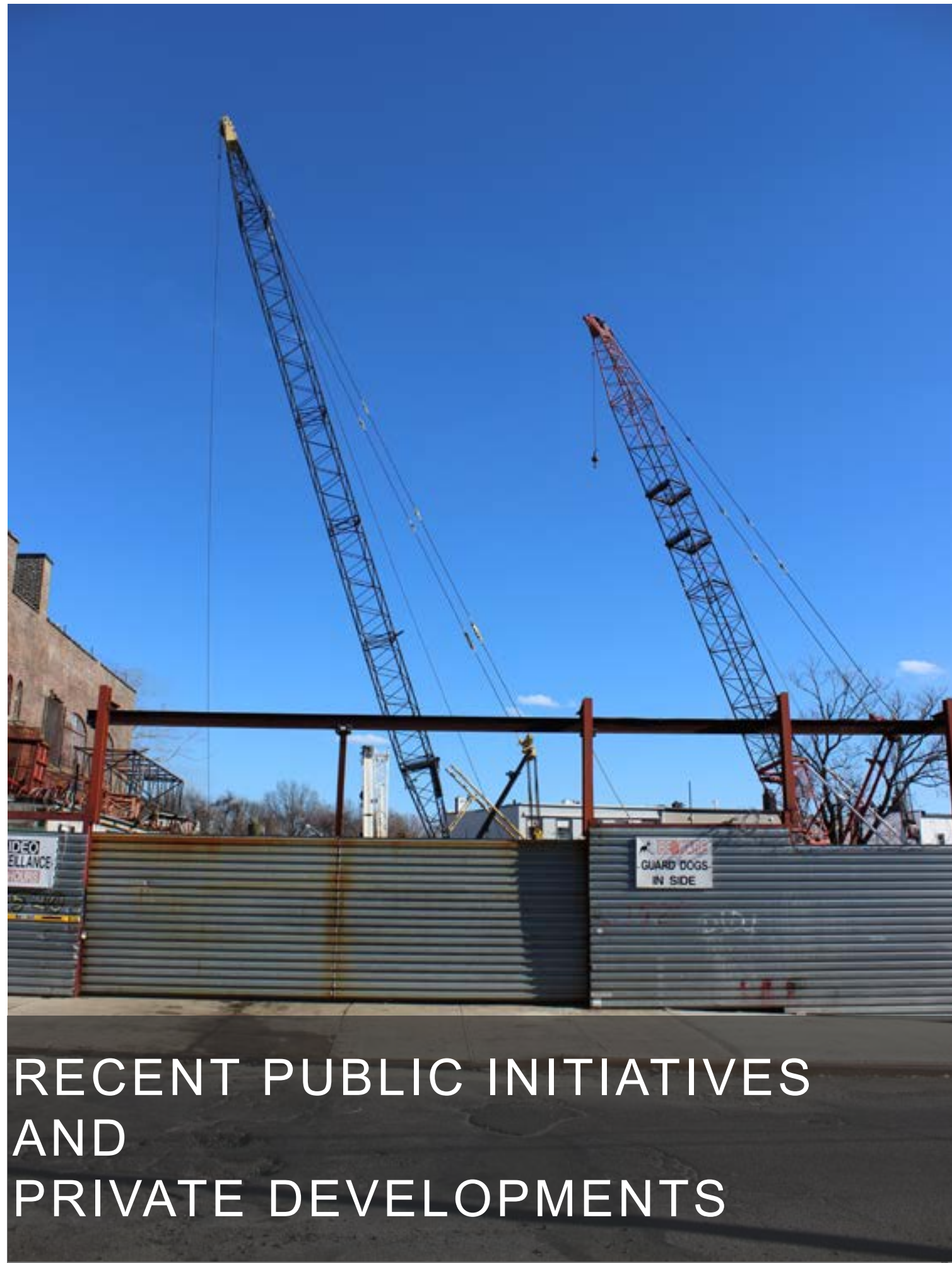
Lorimoto 16-23 Hancock Street

This is a former knitting mill currently functioning as a gallery and studio space. Approximately 1,200 square feet at the front end of the structure has been converted to a gallery and showroom space for the exhibition of both local and global works. Husband and wife team Lori Kirkbride and Nao Matsumoto, both artists, occupy two studio spaces and curate the shows. In the basement, they have discovered a manual two-lane bowling alley that is thought to have served as a speak-easy club during the Prohibition Era. The couple has raised funds to preserve, restore, and reopen the bowling alley.



Left Field 753 Onderdonk Avenue

This is a former sweater factory currently functioning as a small-scale, independent clothing manufacturer and store. Left Field is a vintage brand that focuses on bespoke craftsmanship. Their space services as a community gathering space and neighborhood institution.



RECENT PUBLIC INITIATIVES
AND
PRIVATE DEVELOPMENTS

PRIVATE DEVELOPMENTS

Recent development in the SOMA Study Area has followed the existing zoning and produced buildings that are comparable to the predominantly high lot coverage, two-to-four story buildings that epitomize the development patterns in the surrounding area.



16-11 Norman Street

**Before
2012**

16-11 Norman Street is the first as-of-right housing development in the recently adopted M1-4D district in the SOMA study area. Formerly a 1-story wood-frame single-family house estimated to have been built in 1930, the development is a 3-story structure with cellar/2-family building.



**After
2013**



PART TWO

ENVIRONMENTAL CONDITIONS STRATEGIC SITES

DATA SOURCES AND METHODOLOGY

The following list is a compilation of governmental databases and regulatory programs that are associated with the management of hazardous materials. These records are publicly accessible and indicate potential contamination in a given area and help communities maintain awareness of environmental issues in their neighborhood. In addition to Sanborn Fire Insurance maps and records kept by the New York City Department of Buildings, the following resources also contribute to the site histories found in the Strategic Site profiles.

Government Databases and Regulatory Programs

New York State Bulk Storage Program

Tanks storing petroleum and hazardous chemicals must meet minimum standards established by the United States Environmental Protection Agency (EPA) and the New York State Department of Environmental Conservation (DEC). New York's Hazardous Substances Bulk Storage Program (including Petroleum Bulk Storage and Chemical Bulk Storage programs) provides guidelines and controls for the storage of many different hazardous chemicals including petroleum products.

Petroleum Bulk Storage (PBS)

The NYS Petroleum Bulk storage Program regulates tanks at facilities with a cumulative storage capacity of more than 1,000 gallons.

Chemical Bulk Storage (CBS)

The NYS CBS program regulates above-ground storage tanks with a capacity of 185 gallons or more, all underground storage tanks regardless of capacity, and all non-stationary tanks.

New York State Spill Incidents Database

A "spill" is an accidental or intentional release of petroleum or other hazardous materials. The database records spill incidents, including such information as material spilled, resource affected, amount spilled in gallons or pounds, and the name of water body affected by spill.

New York State Major Oil Storage Facility (MOSF)

The MOSF program regulates tanks and vessels at petroleum storage facilities with a cumulative capacity of 400,000 gallons or more.

New York State Resource Conservation and Recovery Act Facilities (RCRA)

The Resource Conservation and Recovery Act Program addresses adverse impacts to human health and the environment that are discovered as a result of unsafe waste handling and disposal practices.

New York State Solid Waste Facilities

Solid waste facilities are sites listed on NYSDEC's solid waste database and may include landfills or solid waste transfer stations.

New York City Vacant Fill Property database

Vacant Fill Properties (VFP) are vacant, privately-owned properties that have evidence of historic fill. Vacancy status, signifying the lack of structure or use on site, is determined by NYC Department of Finance assessment.

New York City E-Designation

Changes in zoning are subject to an environmental review pursuant to state and local law. An (E) designation is a zoning map designation that provides notice of the presence of an environmental assessment requirement pertaining to potential hazardous materials contamination, noise, or air quality impacts on a particular tax lot where new construction or land use change is planned. Planned development of E-designated properties requires coordination with the Mayor's Office of Environmental Remediation.



DATA SOURCES AND METHODOLOGY

The following resources and records were the primary sources consulted in the compilation and evaluation of strategic sites.

Sanborn Fire Insurance Maps

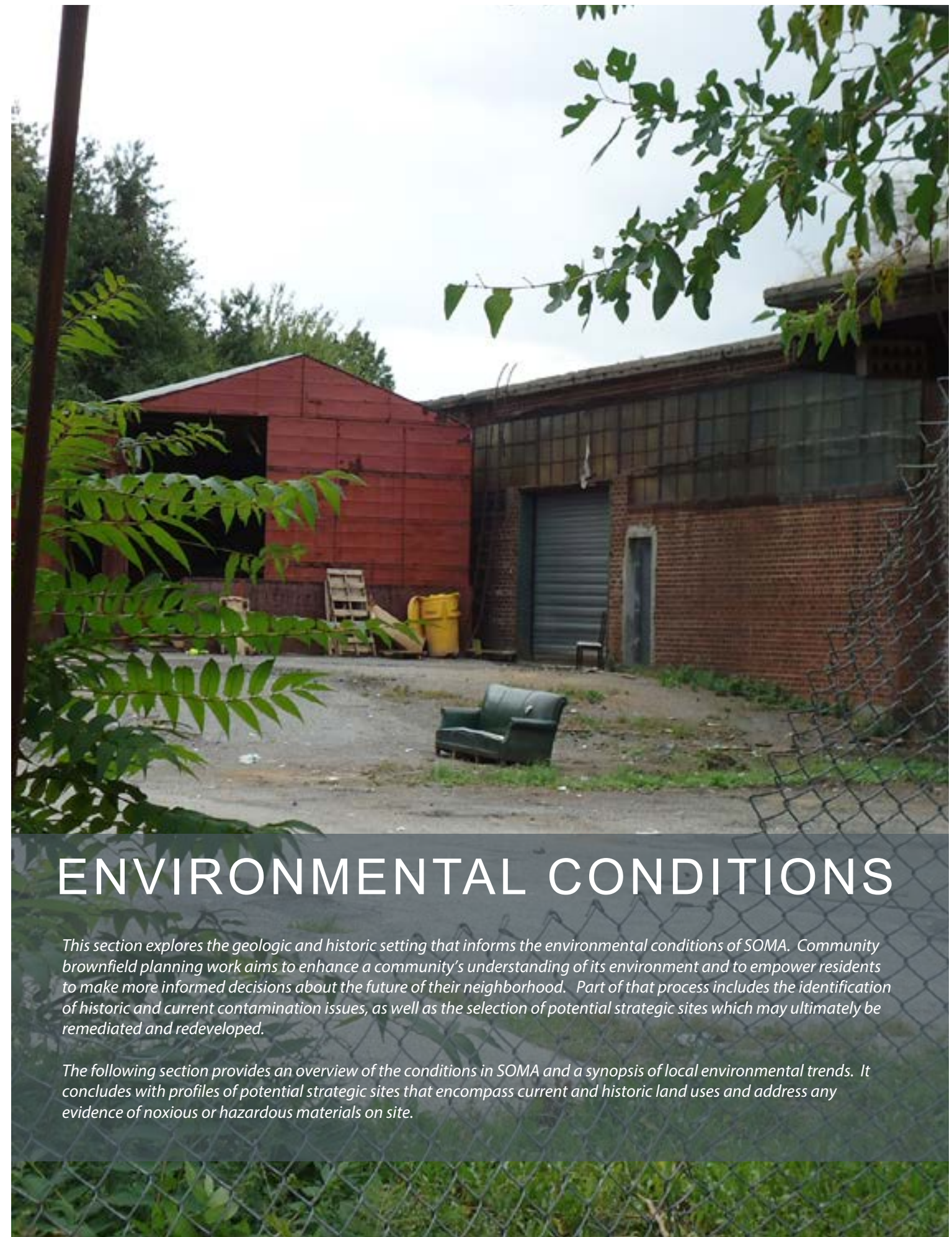
These maps, produced by the Sanborn Map Company since 1867, include information about built structures such as building footprint, construction materials, and use of structures. The maps identify materials known to be fire accelerants, and show all pipelines, railroads, wells, dumps, and heavy machinery in an area.

Department of Buildings Records

The Department of Buildings maintains records of all construction activity, job filings, violations, complaints, and certificates of occupancy for a particular address.

CEQR Hazardous Materials Appendix

The City Environmental Quality Review (CEQR) Technical Manual maintains a list of activities, facilities, and conditions that, if present on or adjacent to a site, trigger the requirement of an environmental assessment preceding new development. In CEQR, these “Hazardous Materials” are generally defined as any substances that pose a threat to human health or the environment.



ENVIRONMENTAL CONDITIONS

This section explores the geologic and historic setting that informs the environmental conditions of SOMA. Community brownfield planning work aims to enhance a community’s understanding of its environment and to empower residents to make more informed decisions about the future of their neighborhood. Part of that process includes the identification of historic and current contamination issues, as well as the selection of potential strategic sites which may ultimately be remediated and redeveloped.

The following section provides an overview of the conditions in SOMA and a synopsis of local environmental trends. It concludes with profiles of potential strategic sites that encompass current and historic land uses and address any evidence of noxious or hazardous materials on site.



HISTORICAL CONTAMINATION AND REMEDIATION ACTIONS

Environmental degradation and contamination is prevalent in areas like SOMA with current and historic industrial activity. This area is unique, however, in the acute proximity of its sizable residential population to industrial activity and historic noxious uses. The following section will highlight areas of potential environmental concern and contamination associated with specific sites. It is meant to serve as a preliminary identification of areas and issues for further evaluation.

Rail Spur

An abandoned railroad spur bifurcates eight blocks of the SOMA study area. The line, now defunct, once connected the railroad to the east of the study area with several industrial businesses in SOMA including the Former Wolff-Alport Chemical Company, Boro Kitchen Cabinet, and Weirfield Coal (profiled in the following pages). The railroad spur is of potential environmental concern for three primary reasons. First is the possibility of leakage or spills during the transportation of hazardous materials to and from the industrial businesses along the rail corridor. The second is more pervasive and is associated with the maintenance of the railroad itself. Historical soil, surface water, and groundwater contamination is prevalent around rail corridors due to the coal and petroleum-based products and heavy metals associated with the maintenance of the trains and tracks. Finally, the spur is now abandoned, and much of it is overgrown; it is thus a target for illegal dumping and possible pesticide contamination.



59-44 Summerfield Street

One property directly adjacent to the SOMA study area experienced severe mercury contamination. A single-story brick structure located in the rear of 59-44 Summerfield Street (Tax Block 3589, Lot 24) was used during the early 20th century as a mercury thermometer manufacturing and processing facility. The facility was used to produce thermometers for submarines used in high pressure/high temperature conditions. At the time of discovery, the structure was occupied residentially. The contaminated structure, which had been occupied by the same tenants since 1997, cannot be seen from the street. It is located behind a three-story residential property and garage in an R5B district. At least two adjacent residential properties were impacted by the release and spread of mercury contamination.

In November 2011, the United States Environmental Protection Agency (EPA) received a request from the New York State Department of Environmental Conservation (NYSDEC) to evaluate the Ridgewood Summerfield Mercury Site for a Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) removal action. Comprehensive testing including indoor air, soil, and building material samples from the building and seven other adjacent properties that was conducted by the NYC Department of Health and Mental Hygiene (DOHMH) established exceedances of the (regulated) allowable levels of mercury .

Mercury contamination was found in the air, soil, subsoil, and building materials of the cottage and basement and boiler room of the structure at 59-44 Summerfield Street, as well as the backyards of two adjacent residential properties. According to the New York State Department of Environmental Conservation,

“Mercury contamination was found in the building materials from throughout the cottage at concentrations up to 195.1 mg/kg and in the subsurface soils of the poverty at concentrations up to 158.4 mg/kg at a depth of 1 foot and up to 30.4 mg/kg at a depth of 4 feet.

Elevated levels of mercury were detected in the air inside the cottage ranging from 9.0 to 25.0 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) and exceeded the recommended maximum New York State Department of Health (NYSDOH) and NYSDEC level of 1.0 $\mu\text{g}/\text{m}^3$ in residential properties that have had known mercury spills.

Mercury was detected in all surface soil samples at concentrations ranging from 97.9 to 311.3 milligrams per kilogram (mg/kg). These concentrations are above the NYSDEC’s Residential Use Cleanup Objective of 0.81 mg/kg.”¹

An order of vacation was issued, and the demolition and disposal of the contaminated cottage and soil was conducted by Environmental Restoration Emergency and Rapid Response Services (ERRS) on March 25, 2013. The property has since been remediated to the highest possible standards.

For more information, consult the United States Environmental Protection Agency (US EPA) Region 2.



STRATEGIC SITES

The following section includes a comprehensive inventory of selected potential strategic sites. Sites may be considered strategic if they meet the following criteria:

- The parcel is vacant with no built structure, or the built structure is unoccupied and/or**
- The parcel was previously zoned for commercial or industrial uses**

The following site profiles help to inform the community planning process by identifying land use trends and types of contamination issues. The list is broad in scope and represents an initial, flexible selection that will be informed and amended by the Ridgewood LDC and community members. Additionally, the identification of multiple but focused redevelopment opportunities creates a collective energy that attracts investment and builds momentum in development.

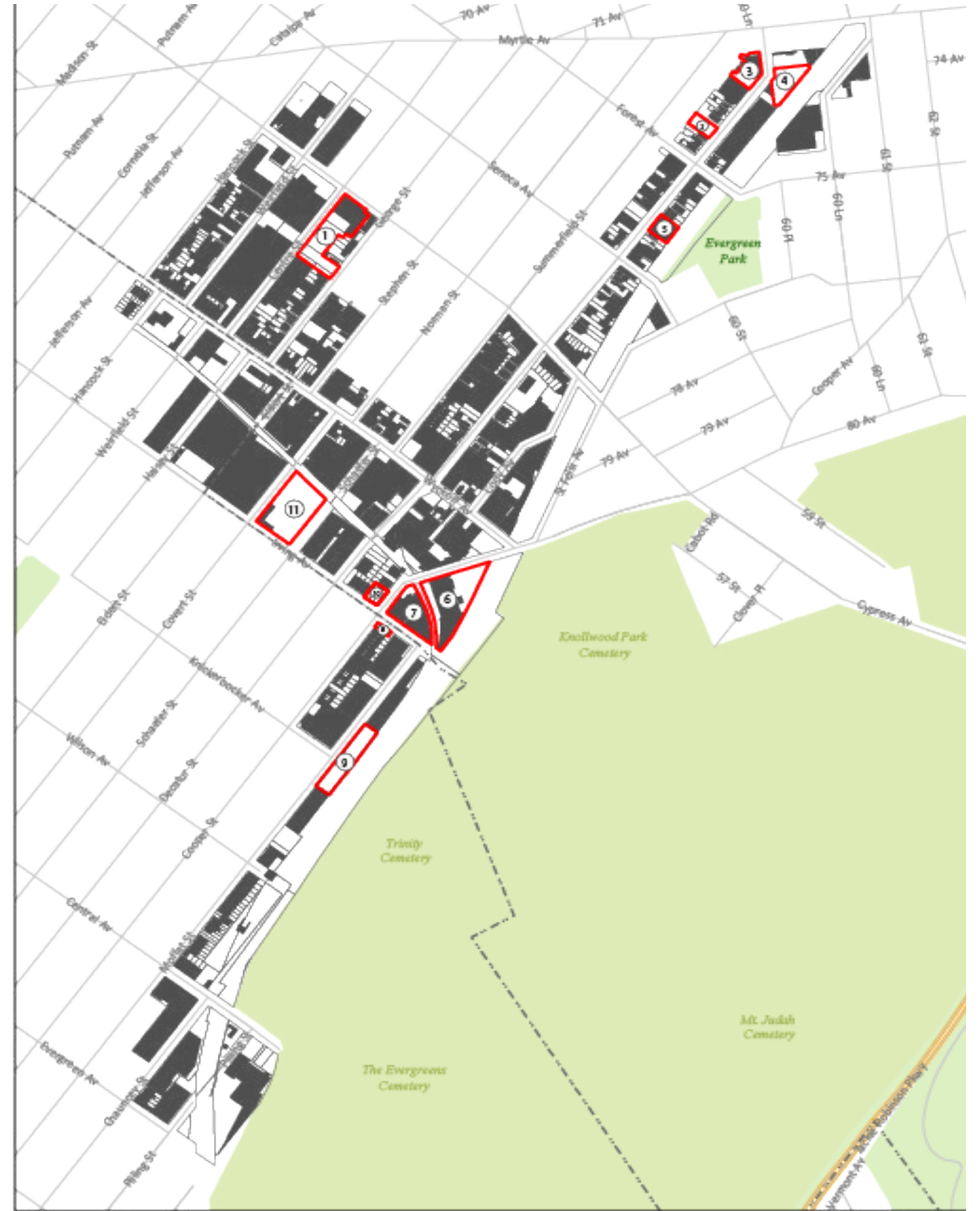
Each profile provides an in-depth historical description of current and historic land uses and highlights any evidence of noxious or hazardous materials on site. This is intended to help community members, investors, and developers to understand the extent of a potential contamination issue—the first step in remediation, revitalization, and redevelopment efforts.

Eleven strategic sites have been identified for the purposes of this existing-conditions study. The following table and map summarize their characteristics and locations within the study area.

No.	Name	Size (sq ft)
1	Knitwork Properties	55,842
2	Ridgewood Savings Bank	8,225
3	Decatur Street Properties	15,923
4	Post Office Site	21,215
5	1820 Decatur	10,800
6	Boro Kitchen Cabinet	62,872
7	Former Wolff Alport Chemical Company	31,830
8	Former Irving Avenue Homes	6,750
9	Cooper Street Site	2,000
10	282 Moffat Street	31,573
11	Weirfield Coal	60,837

Total: 307,867

Strategic Sites



NYCPLANNING STRATEGIC SITE TAX LOT BUILDING 0 500 1,000 Feet

STRATEGIC SITE 1: KNITWORK PROPERTIES



The Knitwork Acquisition Properties, zoned M1-4D, consist of five tax lots. The northernmost tax lot (50) contains a built structure with signage that indicates vacancy. The remaining four tax lots are vacant and are being used as parking facilities. Totalling 55,842 square feet, the five tax lots encompass the northern portion of Tax Block 3551. Characteristic of SOMA, Block 3551 contains a variety of uses. While the west side of the block is predominantly industrial, the east side is over 50 percent residential.

Lot 50 fronts both Cypress Avenue and Centre Street and contains a 16,300-square-foot built structure with an FAR of 0.63. Lot 41 fronts Centre Street; Lot 38 spans the width of the block and fronts both Centre and George Street; Lot 36 fronts Centre Street and Lot 83 fronts George Street. These four lots are currently used for parking and storage purposes. All lots are under the ownership of Knitwork Acquisition.

Department of Buildings Records and Sanborn maps indicate that Tax Lots 36 and 41 were a part of Hegeman Farms Corporation between the years of 1936 and 1950. A dairy operated on site. The same sources identify adjacent lots as garages from 1936 to at least 1950.

Current zoning permits 1.65 FAR for residential uses, 2 FAR for commercial and industrial, and 6.25 FAR for community facilities.

Name	Knitwork Properties
Address	16-60 Centre Street
Map Location	73°54'11.955"W 40°41'52.704"N 73°54'13.308"W 40°41'51.778"N 73°54'13.633"W 40°41'50.702"N 73°54'14.451"W 40°41'50.702"N 73°54'13.407"W 40°41'50.113"N
Zoning	M1-4D
Block/Lot	3551/50 3551/41 3551/36 3551/83
Ownership	Knitwork Acquisition
Lot Area(s)	24,736 sq ft 16,090 sq ft 10,016 sq ft 2,500 sq ft 2,500 sq ft
Total Site Area	55,842 sq ft
Existing Buildings	1

STRATEGIC SITE 1: KNITWORK PROPERTIES



STRATEGIC SITE 2: RIDGEWOOD SAVINGS BANK



The Ridgewood Savings Bank property contains no built structure and is zoned M1-4D. It is located on the southern portion of Tax Block 3589, which is bounded by Summerfield and Decatur Streets to the west and east, and Forest and Myrtle Avenues to the south and north. The eastern portion of the block fronting Decatur Street is mixed in character; the western side, fronting Summerfield, is not included in the SOMA Study Area and is zoned R-5B.

The Ridgewood Savings Bank parcel fronts Decatur Street. It is 66.5 feet wide, 129.17 feet deep, and has an area of 8,525 square feet. Owned by Decatur Queens Properties, LLC., the site is currently used for parking. The site is situated in between two residential properties and is directly across from a large, four to five-story industrial building (the former Great Atlantic & Pacific Tea Co. Warehouse).

According to the New York State Petroleum Bulk Storage Database, there is one underground tank in service on site with a capacity of 15,000 gallons. Of potential environmental concern is the site's proximity to a former plastics extruding business, as well as the former Augustus Weisler Chemical Thermometer Company (see Strategic Site 3). The Ridgewood Savings Bank Property is separated from the aforementioned properties by five residential parcels.

Current zoning permits 1.65 FAR for residential uses, 2 FAR for commercial and 6.25 FAR for community facilities, which require a special permit.

Name	Ridgewood Savings Bank
Address	Approx. 59-13 Decatur Street
Map Location	73°53'49.688"W 40°41'57.449"N
Zoning	M1-4D
Block/Lot	3589/70
Ownership	Ridgewood Savings Bank
Lot Area	8,525 sq ft

STRATEGIC SITE 2: RIDGEWOOD SAVINGS BANK



STRATEGIC SITE 3: DECATUR STREET PROPERTIES



The Decatur Street Properties are made up of two parcels both zoned M1-4D. One is vacant with no built structure, and the other contains an unoccupied built structure. Cumulatively, both tax lots encompass 15, 923 square feet. The two lots are located on the northern portion of Tax Block 3589, which is bounded by Summerfield and Decatur Streets to the west and east, and Forest and Myrtle Avenues to the south and north. The eastern portion of the block fronting Decatur Street is mixed commercial/industrial/residential in character; the western side fronting Summerfield is not included in the SOMA study area and is zoned R-5B.

Current zoning permits 1.65 FAR for residential uses, 2 FAR for commercial, and 6. 25 FAR for community facilities.

59-37 Decatur Street

Lot 51, located at 59-37 Decatur Street, is the northernmost of the two parcels. It is privately owned by Art Logistics Property. The tax lot is 8,000 square feet, with a front of 135.33 and depth of 99.58 feet. The single-story industrial brick building has multiple loading docks at varying heights. It is built to the tax lot, taking up the entire area of 8,000 square feet. The built FAR is 1. The structure is currently vacant. Department of Buildings records indicate that a garage opened on the site in 1936.

59-25 Decatur Street

Lot 40, located at 59-25 Decatur Street, is owned by 59-23 Decatur St. LLC. The lot is 7,923 square feet, with a frontage of 75 feet and depth of 117 feet. It currently contains no built structure and is used as a parking facility.

Historical sources have identified various land uses of potential environmental concern both on and around the site. According to historical Sanborn maps, Lot 40 (59-25 Decatur Street) site was occupied by Weiler Chemical Thermometers Company in the 1930s.

This site is associated with the mercury contamination identified in the rear of 59-44 Summerfield Street, a property directly adjacent to the east. Though this contamination was remediated in 2011 (see page 40), there are no records indicating the status of associated properties including these Decatur Street Properties.

Additionally, Sanborn maps indicate that a chemical extruding business opened during the 1950s in the lot directly adjacent to the south of the Decatur Street Properties. Though the exact nature of this business is unknown, these activities are of potential environmental concern and require further evaluation.

STRATEGIC SITE 3: DECATUR STREET PROPERTIES



Name	Decatur Street Properties
Address	59-25 Decatur Street 59-37 Decatur Street
Map Location	73°53'47.021"W 40°41'59.883"N 73°53'46.324"W 40°42'0.809"N
Zoning	M1-4D
Block/Lot	3589/51 3589/40
Ownership	59-23 Decatur St. LLC Art Logistics Propert
Lot Area(s)	7, 923 8, 000 sq ft
Total Site Area	15, 923 sq ft

STRATEGIC SITE 4: POST OFFICE SITE



The Post Office Site contains no built structure and is zoned M1-4D. Owned by Decatur Queens Property, it is currently used as a parking facility for the United States Postal Service. The lot is 21,215 square feet, with a frontage of 75 feet and a depth of 168 feet. It is located on the northern portion of Tax Block 3590, which is bounded by Decatur Street to the west, the railroad right of way to the east, Myrtle Avenue to the north, and Forest Avenue to the south. Block 3590 is entirely industrial in character.

According to historical Sanborn maps, the site was occupied by Evergreen Steam Stone Works in 1914. Department of Buildings records indicate that the site became used as a parking facility in 1999. The New York State Spill Database has a recorded Open Petroleum Spill associated with the Decatur Street Auto Shop, which is situated in the southern portion of the lot. Also of potential environmental concern is the railroad tracks directly adjacent to the east of the property, which have been in operation since the 1880s.

Current zoning permits 1.65 FAR for residential uses, 2 FAR for commercial, and 6.25 FAR for community facilities.

Name	Post Office Site
Address	59-60 Decatur Street
Map Location	73°53'44.452"W 40°41'59.675"N
Zoning	M1-4D
Block/Lot	3590/105
Ownership	Decatur Queens Property
Lot Area(s)	21,215 sq ft

STRATEGIC SITE 4: POST OFFICE SITE



STRATEGIC SITE 5: 1820 DECATUR



1820 Decatur Street consists of a vacant structure zoned M1-4D. It is under the private ownership of 1820 Decatur Realty Co. Fronting Decatur, the property is in the middle of Tax Block 3579, which is approximately 50 percent industrial and 50 percent residential. The lot is 10,800 square feet, with a front of 100 feet and a depth of 108.42 feet. The vacant, built structure on site is 10,000 square feet with a built FAR of 0.93. It was constructed in 1931.

According to records from the Department of Buildings, the site was used as a garage for three decades beginning in the 1920s. In 1956, it was converted to a knitting mill. These records also indicate that an unspecified illegal conversion took place on site in 2008. Of potential environmental concern is the railroad tracks directly adjacent to the east of the property, which have been in operation since the 1880s.

Current zoning permits 1.65 FAR for residential uses, 2 FAR for commercial, and 6.25 FAR for community facilities.

Name	1820 Decatur
Address	1820 Decatur Street
Map Location	73°53'44.452"W 40°41'59.675"N
Zoning	M1-4D
Block/Lot	3579/31
Ownership	1820 Decatur RealtyCo
Lot Area(s)	10,800 sq ft
Existing Buildings	1
Building Area	10,000 sq ft

STRATEGIC SITE 5: 1820 DECATUR



STRATEGIC SITE 6: BORO KITCHEN CABINET



The Boro Kitchen Cabinet site is a large parcel with one vacant built structure zoned M1-4D. It is owned privately by Cooper Street Holding. The total lot area is 62, 872 square feet. The vacant structure, which fronts Cooper Street, was built in 1956; it has a built area of 25,600 square feet and an FAR of 0.57.

The site is located on Tax Block 3725, adjacent to an unused and overgrown railroad spur that separates the property from the Former Wolff-Alport Chemical Company, which the U.S. EPA added to the national Superfund list for radiological contamination in May 2014 (see Strategic Site #7). Directly to the east is a railroad right of way that has been in operation since the 1880s. This block is wholly industrial.

Historical land uses on site indicate potential environmental contamination. Sanborn maps identify the former Boro Kitchen Cabinet site as a cement manufacturing facility during the early 20th century. Department of Buildings Records indicate that later, circa 1956, the site contained a factory involved in the manufacturing of wood products. The open areas on site were used for the storage of lumber and motor vehicles. The railroad tracks directly adjacent to the east of the property, which have been in operation since the 1880s, are also of environmental concern.

Current zoning permits 1.65 FAR for residential uses, 2 FAR for commercial and 6. 25 FAR for community facilities.

Name	Boro Kitchen Cabinet
Address	56-06 Cooper Avenue
Map Location	73°54'5.846"W 40°41'33.391"N
Zoning	M1-4
Block/Lot	3725/30
Ownership	Cooper Street Holding
Lot Area	62, 872 sq ft
Existing Buildings	1
Building Area	25, 600 sq ft

STRATEGIC SITE 6: BORO KITCHEN CABINET



STRATEGIC SITE 7: FORMER WOLFF ALPORT CHEMICAL COMPANY



The Former Wolff Alport Chemical Company (FWACC) Site is a triangularly shaped parcel on the border of Queens and Brooklyn zoned M1-4. It is a Federal Superfund site with radiological contamination located on Block 3725 encompassing six tax lots: 31, 33, 42, 44, 46 and 48. The site is approximately 0.75 acres and is situated in an area characterized by mixed industrial, commercial, and residential use. It is bounded by Cooper Avenue to the north and west, a rail spur and former cabinet manufacturer and warehouse (Strategic Site 6) to the north and east, and by Irving Avenue to the south. Knollwood Park Cemetery borders the Site to the east on the opposite side of the rail line.

The site consists of six parcels of land containing six built structures. These include (1) a two-story masonry and frame building housing a delicatessen/grocery store, office space and a residential apartment over the delicatessen, (2) an attached one-story building housing a tire shop, (3) a one-story building with an auto repair shop and office space, (4) a commercial building with an auto body shop, and (5) two one-story buildings used as warehouses.

According to historical Sanborn maps, various uses have occupied the site since the construction of buildings between 1914 and 1936. The most prominent and noxious use was the former Wolff Alport Chemical Company (1936), which was involved in the extraction of radioactive materials during the late 1930's and through the next decade. Previously, the site was occupied by a cement mixing operation (1902). In subsequent years after the closing of the chemical facility, the site housed a gasoline filling station, auto-repair and laundry facilities (1953), as well as industrial operations including clothing manufacturing and other commercial operations (1965). Historical data from 1987 indicate that two separate companies, Lynda Knitwear (1127-1127A Irving Avenue) and Beth-A-Way Beverage (1129 Irving Avenue), occupied the site at that time.

In May 2014, the United States Environmental Protection Agency (EPA) added this site to its National Priorities List (NPL), for inclusion in the Federal Superfund Program. EPA is preparing to perform a remedial investigation to fully characterize the nature and extent of contamination at the site. For more information, refer to the following sources, and contact EPA Region 2's Superfund bureau :

Radiological Scoping Survey For Former Wolff-Alport Chemical Corporation Site. Prepared for the New York City Department of Design and Construction by Louis Berger & Assoc., PC. August 23, 2010.
http://www.epa.gov/region02/waste/wolff/pdf/NYC_DDC_FINAL_RAD_Scoping_Survey_2010.pdf

Health Consultation: Former Wolff-Alport Chemical Corporation Site. U.S. Department of Health and Human Services, Agency for Toxic Substances and Disease Registry, Division of Health Assessment and Consultation. February 29, 2012.
<http://www.atsdr.cdc.gov/HAC/pha/FinalWolffAlportChemicalCorporation/FinalWolffAlportChemicalCorporationHC.pdf>

STRATEGIC SITE 7: FORMER WOLFF ALPORT CHEMICAL COMPANY



Name	Former Wolff Alport Chemical Company
Address	15-14 Cooper Avenue 1125 Irving Avenue 1127 Irving Avenue 1129 Irving Avenue 1133-1139 Irving Avenue
Map Location	73°54'8.873"W 40°41'33.23"N 73°54'8.957"W 40°41'33.136"N 73°54'8.683"W 40°41'32.981"N 73°54'8.056"W 40°41'33.004"N 73°54'7.354"W 40°41'32.262"N
Zoning	M1-4
Block/Lot	3725/48; 3725/46; 3725/44; 3725/42; 3725/33
Ownership	Rudy L. Reyes Second A-One, Inc. LPL Properties, Inc. Arctic Glacier, U.S.A.
Lot Area(s)	4,339 sq ft 2,500 sq ft 2,500 sq ft 9,083 sq ft 13,408 sq ft
Total Site Area	31,830 sq ft
Existing Buildings	5
Building Area	1,180 sq ft 4,000 sq ft 2,500 sq ft 7,489 sq ft 13,408 sq ft

STRATEGIC SITE 8: FORMER IRVING AVENUE HOMES



The Former Irving Avenue Homes site consists of three vacant tax lots zoned M1-4. They are located on the southeast corner of Tax Block 3542, which is bifurcated by an abandoned railroad spur. The southern portion of the block is predominantly residential, while the northern is industrial. Surrounding land uses are of potential environmental concern: this site is directly across the street from the Former Wolff-Alport Chemical Company (Strategic Site #7), and cater-corner to both the Cooper Street Site (Strategic Site #9) and Boro Kitchen Cabinet (Strategic Site #6).

Each lot is 2,250 square feet, with a front of 25 feet and depth of 90 feet. In total, the site is 6,750 square feet. Tax Lots 1 and 2 (11-13 and 11-15 Irving Avenue) are owned by Cyfield Corp., while Tax Lot 4 (11-11 Irving Avenue) is owned by Alfred Beaumont. The site has historically been occupied by residential uses, but is currently vacant due to a fire in the past decade.

Current zoning allows 2 FAR for commercial uses, and 6.5 FAR for community facilities. Residential is not permitted.

Name	Former Irving Avenue Homes
Address	11-11 Irving Avenue 11-13 Irving Avenue 11-15 Irving Avenue
Map Location	73°54'10.383"W 40°41'33.89"N 73°54'10.131"W 40°41'33.747"N 73°54'9.867"W 40°41'33.598"N
Zoning	M1-4
Block/Lot	3542/4 3542/2 3542/1
Ownership	Alfred Beaumont Alfred Beaumont Cyfield Corp.
Lot Area(s)	2, 250 sq ft 2, 250 sq ft 2, 250 sq ft
Total Site Area	6,750 sq ft

STRATEGIC SITE 8: FORMER IRVING AVENUE HOMES



STRATEGIC SITE 9: COOPER STREET SITE



The Cooper Street Site is a vacant lot zoned M1-1. It is located on the northwest corner of Tax Block 3448, which is a mix of residential, commercial and industrial properties. The western portion of the block (fronting Cooper) is primarily residential, while the eastern (fronting Moffat) is largely industrial. The site is privately owned by 308 Cooper LLC. Total lot area is 2,000 square feet, with a front of 25 feet and a depth of 80. The site has historically been occupied by residential uses. Historical sources have identified various surrounding land uses of potential environmental concern. The adjacent Former Wolff Alport Chemical Company to the north, as well as the portion of Irving Avenue in front of the property and the intersection with Cooper Street have experienced deep thorium contamination, and require further evaluation and remediation (see Strategic Site #7).

Current zoning allows 1 FAR for commercial uses, and 2.4 FAR for community facilities. Residential use is not permitted.

Name	Cooper Street Site
Address	308 Cooper Street
Map Location	73°54'9.65"W 40°41'31.968"N
Zoning	M1-1
Block/Lot	3443/37
Ownership	308 Cooper LLC
Lot Area	2, 000 sq ft

STRATEGIC SITE 9: COOPER STREET SITE



STRATEGIC SITE 10: 282 MOFFAT STREET



282 Moffat Street, or Tax Lot 30, is a vacant lot zoned M1-1. It is located in the middle of Tax Block 3448, which houses a mix of industrial, residential, and community facility uses. There is an industrial building to the north of the site, and a school, daycare center, and playground proximate to the south. The railroad right of way is adjacent to the east.

The site is privately owned by Kings Re, LLC. Total lot area is 31,573 square feet, with a front of 394.67 feet and a depth of 80 feet. It is currently vacant, with no built structure. The New York City Department of Parks and Recreation is currently in negotiation to acquire the property.

According to historical Sanborn maps, a coal yard operated in the southern portion of the site. This source also indicates that fuel trucks were parked on the premises. The maps identify adjacent and surrounding land uses of potential environmental concern, including a coal plant, a dyeing facility to the east, and Dieco Die Casting Corporation, auto mechanic operations, and an ice company to the north. Additionally, numerous gasoline tanks were identified on adjacent and nearby properties to the northwest and west of the site.

Current zoning allows 1 FAR for commercial uses, and 2.4 FAR for community facilities. Residential use is not permitted.

Name	282 Moffat Street
Address	282 Moffat Street
Map Location	73°54'11.969"W 40°41'25.359"N
Zoning	M1-1
Block/Lot	3448/30
Ownership	Kings Re, LLC
Lot Area	31,573 sq ft

STRATEGIC SITE 10: 282 MOFFAT STREET



STRATEGIC SITE 11: WEIRFIELD COAL



The Weirfield Coal site is a large parcel that is largely vacant except for a small structure in the southwest portion of the site. It is owned privately by Weirfield Coal, Inc., and is zoned M1-4. The total lot area is 60, 837 square feet, with a front of 200.17 feet and a depth of 108 feet. The built area, which was constructed in 1930, is 402 square feet and has an FAR of 0.66.

The site is located on the southern portion of Tax Block 3540, which is bifurcated by an abandoned railroad spur and fully industrial in character. The large open area of Lot 1, or 10-51 Irving Avenue, is currently used to store building supplies, trucks, and cars.

Historical Sanborn maps indicate that the site functioned as a coal and lumber yard between 1936 and 1950. Department of Buildings records demonstrate that it was converted to a garage, warehouse, and storage space in 1955. Adjacent land uses of potential environmental concern include a former glass works factory and coal and lumber yard beyond the railroad spur to the north, as well as the abandoned railroad spur itself. According to the current property owner, a plastic factory operated on site and/or on an adjacent property until it was destroyed by a fire.

Current zoning allows 2 FAR for commercial uses, and 6.5 FAR for community facilities. Residential is not permitted.

Name	Weirfield Coal
Address	10-51 Irving Avenue
Map Location	73°54'15.672"W 40°41'37.96"N
Zoning	M1-4
Block/Lot	3540/1
Ownership	Weirfield Coal, Inc.
Lot Area	60, 837 sq ft
Existing Buildings	1
Building Area	40, 200 sq ft

STRATEGIC SITE 11: WEIRFIELD COAL





KEY FINDINGS AND NEXT STEPS

For much of the 20th century, SOMA was a successful manufacturing center that produced goods for both regional and national markets. Locally famous for its thriving breweries and knitting mills, the area was also home to other manufacturers including food wholesalers such as farms, dairies and bakeries, as well as purveyors of fuels (coal and lumber) and metals (copper).

Though currently zoned for manufacturing, the SOMA study area retains a significant residential population. Some tax blocks in the Study Area are thoroughly mixed in use, and contain factories and warehouses directly adjacent to hundreds of housing units and residents. While some of this population represents the residual old-world immigrant community that used to work in the local neighborhood factories, newer Hispanic and immigrant communities are emerging in the area. Though the Queens portion of the study area has remained largely static, new residential construction is taking place in Brooklyn, industrial buildings are being converted to residential uses, and there is interest in real estate development in the SOMA Study Area.

Still, vestiges of SOMA's booming industrial past remain. Today the area is home to many auto mechanic operations; metallurgy, woodworking, and sign shops; and knitting mills. There are also less active industrial uses, including warehousing and parking facilities, as well as self-storage units. Some local companies have been active for half a century or longer; others bring new life to the historic character of the neighborhood. Many business owners, however, complain about the lack of available parking for both employees and delivery trucks, as well the general auto-inaccessibility of the area. Encroaching residential expansion is also a point of contention in the community.

Previous land uses in the SOMA area raise potential environmental concerns. While breweries and coal and lumber facilities pose contamination issues, they pale in comparison to the significant radiological contamination associated with the Former Wolff Alport Chemical Company. This site was recently named to the United States Environmental Protection Agency's National Priorities List, which is the first step in a long process of remediation. These environmental concerns must be addressed to ensure both the safety of workers as well as the residential community present in the area.

These issues highlight the need for an organized and comprehensive approach to future planning in the SOMA area, making this an opportune time for community brownfield planning work. This study is an opening for community input and aims to provide support for community dialogue, facilitated by the Ridgewood LDC. This dialogue will ultimately shape a vision for the neighborhood and identify future goals for development. Resources such as OER's place-based grants and the NYS Brownfield Opportunity Area program aim to support growth in an area by promoting more efficient uses of land, addressing the presence of vacant and underutilized properties, and supporting the remediation of environmental contamination. Moving forward, Ridgewood LDC may consider devising a community participation strategy and carrying out community engagement activities to develop consensus around goals for the area.

CEQR

City Environmental Quality Review Technical Manual

CEQR TECHNICAL MANUAL Hazardous Materials Appendix



NYC Mayor's Office of
Environmental Coordination

JANUARY 2012 EDITION (REV. 05/13)

LIST OF FACILITIES, ACTIVITIES, OR CONDITIONS REQUIRING ASSESSMENT

1. A facility, on or adjacent to a tax lot, which generates (including small quantity generators), stores, treats, or disposes of hazardous waste, as defined by RCRA and regulated by EPA and/or DEC.
2. A facility, on or adjacent to a tax lot, which manufactures, produces, prepares, compounds, processes uses, repackages or disposes of hazardous chemicals, as defined under New York City's Community Right-to-Know Law, N.Y.C. Admin. Code tit. 24, Ch. 7 (1992).
3. A facility, on or adjacent to a tax lot, which is included on the following list:
 - Adhesives and sealants manufacture
 - Advertising displays manufacture
 - Agricultural machinery manufacture (including repairs)
 - Aluminum manufacture or aluminum products manufacture
 - Aircraft manufacture (including parts)
 - Airports Appliance (electrical) manufacture
 - Art goods manufacture
 - Asphalt or asphalt products manufacture
 - Athletic equipment manufacture
 - Automobile and other landrics
 - Automobile manufacture
 - Automobile rental establishments
 - Automobile wrecking establishments
 - Automobile service stations
 - Battery manufacture
 - Bicycle manufacture
 - Blacksmith shops
 - Boat repair
 - Boat fuel sales
 - Boat storage
 - Business machine manufacture
 - Camera manufacture
 - Canvas or canvas products manufacture
 - Carpet cleaning establishments
 - Carpet manufacture
 - Cement manufacture
 - Ceramic products manufacture
 - Charcoal manufacture
 - Chemical compounding or packaging
 - Chemical manufacture
 - Cleaning or cleaning and dyeing establishments
 - Clock manufacture
 - Clothing manufacture
 - Coal products manufacture
 - Coal sales or storage
 - Coke products manufacture
 - Coil coating
 - College, university, trade school laboratories
 - Construction machinery manufacture
 - Copper forming or copper products manufacture
 - Cosmetics or toiletries manufacture
 - Dental instruments manufacture
 - Dental laboratories
 - Disinfectant manufacture
 - Drafting instruments manufacture
 - Dry cleaning establishments
 - Dumps
 - Electric power or steam generating plants
 - Electric power substations
 - Electric and electronic components manufacture
 - Electric appliance manufacture

- Electric supplies manufacture
- Electroplating or stereotyping
- Engraving or photo-engraving
- Exterminators
- Explosives manufacture
- Felt products manufacture
- Felt products bulk processing, washing or curing
- Fertilizer manufacture
- Filling stations
- Film manufacture
- Fire stations
- Foundries ferrous or non-ferrous
- Fuel sales
- Fungicides manufacture
- Fur tanning, curing, finishing or dyeing
- Furniture manufacture
- Garbage incineration, storage or reduction
- Gas manufacture, storage
- Gasoline service stations
- Generating plants, electric or steam
- Glass manufacture
- Glue manufacture
- Golf courses
- Graphite or graphite products manufacture
- Gum and wood chemicals manufacture or processing
- Hair products manufacture
- Hardware manufacture
- Heliports
- Incineration or garbage reduction
- Ink or ink ribbon manufacture
- Insecticides manufacture
- Inorganic chemicals manufacture
- Iron and steel manufacture
- Jewelry manufacture
- Junk yards
- Laboratories, medical, dental, research, experimental
- Leather tanning, curing, finishing or dyeing
- Linoleum manufacture
- Luggage manufacture
- Lumber processing
- Machine shops including tool, die, or pattern making
- Machine tools manufacture
- Machinery manufacture or repair
- Mechanical products manufacture
- Medical appliance manufacture
- Medical instruments manufacture
- Medical laboratories
- Metals manufacture including alloys or foil
- Metal casting or foundry products
- Metal finishing, plating, grinding, polishing, cleaning, rust-proofing, heat treatment
- Metal ores reduction or refining
- Metal product treatment or processing
- Metal reduction, refining, smelting or alloying
- Metal treatment or processing
- Mining machinery manufacture
- Mirror silvering shops
- Motorcycle manufacturer
- Motor freight stations musical instruments manufacture
- Newspaper publishing
- Non-ferrous metals manufacture
- Office equipment or machinery repair shops
- Oil, public utility stations for metering or regulating oil sales
- Oil storage
- Optical equipment manufacture
- Organic chemicals manufacture
- Orthopedic appliance manufacture

- Ore mining
- Paint and ink manufacture
- Paper and pulp mills
- Paper products manufacture
- Pesticides manufacture
- Petroleum or petroleum products refining
- Petroleum or petroleum products storage and handling
- Pharmaceutical products manufacture or preparation
- Photographic equipment and supplies manufacture
- Plastics and synthetic products manufacture and processing
- Plastics raw manufacture
- Plumbing equipment manufacture
- Porcelain enameling
- Precision instruments manufacture
- Printing and publishing
- Pumping stations, sewage
- Radioactive waste disposal services
- Railroad equipment manufacture
- Railroad rights-of-ways, substations
- Railroad freight terminals, yards or appurtenances
- Refrigerating plants
- Rubber processing of manufacture
- Rubber products manufacture
- Sewage disposal plants, pumping stations
- Ship or boat building repair yards
- Shipping waterfront
- Shoes manufacture
- Sign painting shops
- Silver-plating shops
- Silverware manufacture, plate or sterling
- Slag piles
- Soap and detergent manufacture
- Soldering shops
- Solvent extraction
- Steam electric power plants
- Steel products manufacture
- Tar products manufacture
- Textiles bleaching, products manufacture or dyeing
- Textile mills
- Thermometer manufacture or assembly
- Tile manufacture
- Timber products manufacture
- Tool or hardware manufacture
- Toys manufacture
- Trailer manufacture
- Transit substations
- Truck manufacture
- Trucking terminal or motor freight stations
- Turpentine manufacture
- Varnish manufacture
- Vehicles manufacture
- Venetian blind manufacture
- Welding shops
- Wood distillation