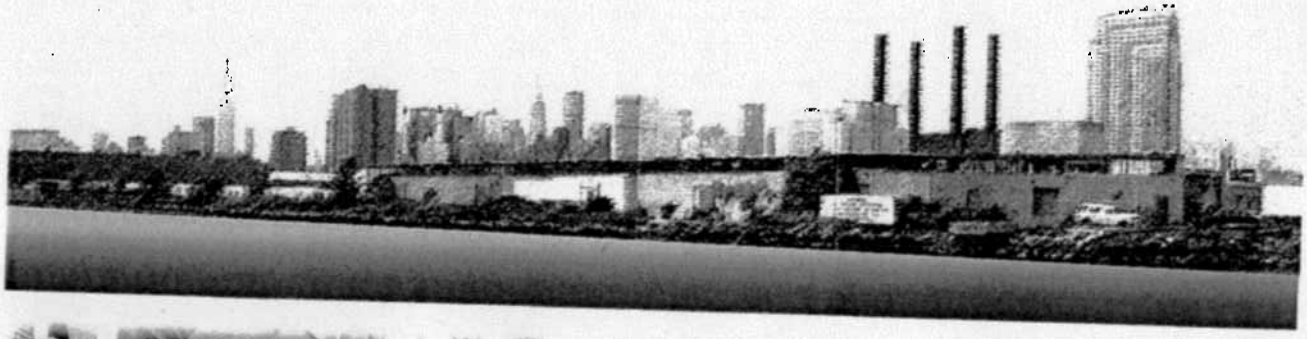
Community Board 1 — Borough of Brooklyn

GREENPOINT 197-A PLAN

As modified and adopted by the
City Planning Commission and the City Council



Department of City Planning
City of New York

Community Board 1 — Borough of Brooklyn

GREENPOINT 197-A PLAN

As modified and adopted by the
City Planning Commission and the City Council

City of New
Michael R. Bloomberg, Mayor

Department of City Planning
Amanda M. Burden, Director

Spring 2002
DCP# 02-10

INTRODUCTION

Under Section 197-a of the New York City Charter, community boards may propose plans for the development, growth and improvement of land within their districts. The plans are reviewed in accordance with standards and rules of procedure for 197-a plans which were developed and adopted by the City Planning Commission. Once approved by the Commission and adopted by the City Council, as submitted or as modified, 197-a plans serve as policy guides for subsequent actions by city agencies.

In 1998, Brooklyn Community Board 1 submitted two plans to the City Planning Commission for its consideration: one for the Williamsburg Waterfront in the southern part of the community district and the other for Greenpoint to the north. Both were adopted in January 2002.

This report on the Greenpoint 197-a Plan provides information for those interested in the plan's policies and recommendations. It may also be of interest to other communities considering the 197-a process. The report contains four sections:

1. The City Council resolution, dated January 30, 2002, adopting the plan as modified by the City Planning Commission.

2. The final modified plan as set forth in the City Planning Commission report and resolution dated December 19, 2001.

3. The proposed Greenpoint 197-a Plan, as originally submitted by Brooklyn Community Board 1 in October 1998 and revised in March and June 1999, excluding technical appendices.

4. A matrix summarizing the plan's original recommendations and the final modifications proposed by Community Board 1.

Section 1
City Council Resolution

City Council resolution, dated January 30, 2002, adopting 197-a plan as modified by the City Planning Commission

THE COUNCIL OF THE CITY OF NEW YORK
RESOLUTION NO. 29

Resolution approving the decision of the City Planning Commission on Non-ULURP No. N 990152 NPK, a Section 197-a Plan for the Greenpoint neighborhood in the northern portion of Community District 1, Brooklyn (L.U. No. 61).

By Council Members Katz and Martinez

WHEREAS, the City Planning Commission filed with the Council on January 3, 2002 its decision dated December 19, 2001 (the "Decision"), on the Plan, *for the Greenpoint 197-a Plan,* submitted by Brooklyn Community Board 1, pursuant to Section 197-a of the New York City Charter (Non-ULURP No. N 990152 NPK) (the "Plan");

WHEREAS, the Decision is subject to review and action by the Council pursuant to Section 197-d(b)(1) of the City Charter;

WHEREAS, upon due notice, the Council held a public hearing on the Decision and Plan on January 25, 2002;

WHEREAS, the Council has considered the land use implications and other policy issues relating to the Decision and Plan; and

WHEREAS, the Council has considered the relevant environmental issues and the Negative Declaration, issued on February 23, 2000 (CEQR No. 00DCP037K);

RESOLVED:

The Council finds that the action described herein will have no significant effect on the environment;

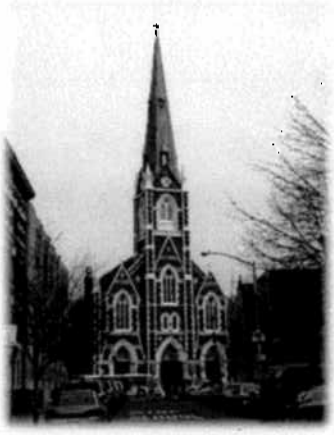
Pursuant to Sections 197-a and 197-d of the City Charter and on the basis of the Decision and Plan, the Council approves the Decision.

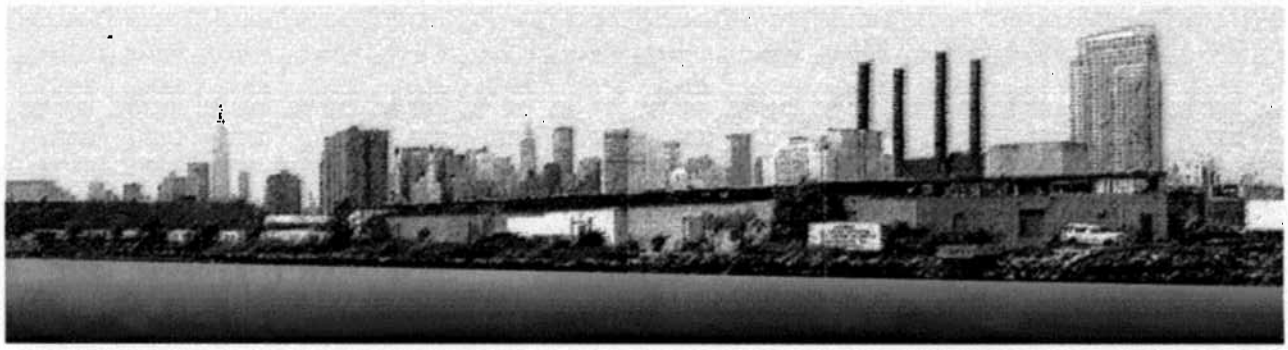
Adopted.

Office of the City Clerk, }
The City of New York, } ss.:

I hereby certify that the foregoing is a true copy of a Resolution passed by The Council of The City of New York on January 30, 2002, on file in this office.

City Clerk, Clerk of the Council





Section 2

City Planning Commission Report

City Planning Commission's consideration and resolution, dated December 19, 2001, approving and modifying the 197-a plan

CITY PLANNING COMMISSION

December 19, 2001/Calendar No. 23 N 990152 NPK

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

BACKGROUND

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

PLAN DESCRIPTION

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

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

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

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

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

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

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

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

THRESHOLD REVIEW AND DETERMINATION

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

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

ENVIRONMENTAL REVIEW

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

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

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

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW

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

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

COMMUNITY BOARD PUBLIC HEARING

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

BOROUGH PRESIDENT RECOMMENDATION

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

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

CITY PLANNING COMMISSION PUBLIC HEARING

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

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

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

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

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

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

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

CONSIDERATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLUTION

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

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

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

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

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

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

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

GREENPOINT 197-A PLAN RECOMMENDATIONS

Rezoning Principles

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

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

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

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

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

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

Specific Zoning Recommendations

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

Area 1: Expand to include four additional waterfront blocks; rezone from M1-1 to mixed use (e.g., R6/M1-1)
Area 2: Rezone from M3-1 to residential and mixed use (e.g., R6 and R6/M1-1); rezone the Greenpoint Manufacturing and Design Center (GMDC) site from M3-1 to M1-1. (Note: The community would like to see GMDC remain, and it understands that the owner of the Lumber Exchange desires to develop the site in accordance with the principles outlined in the 197-a Plan.)
Area 3: Increase enforcement of performance standards in the existing M1-1 district; rezone McGuiness Boulevard block fronts from M1-1 to mixed use (e.g. R6/M1-1) to accommodate existing non-conforming residential uses.
Area 4 (GTM site): Rezone to permit medium-density contextual residential development, with a commercial overlay supporting neighborhood-seale retail development. Every effort should be made to provide affordable housing on this site and to encourage preservation of existing structures.
Area 5: Rezone from M1-1 to mixed use (e.g., R6/M1-1).
Area 6: Examine two sites for rezoning from M1-2 to R6.
Area 15: Study further for potential mixed use zoning.

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

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

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

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

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

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

Environment

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

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

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

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

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

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

10. Establish environmental monitoring and education stations and programs, involving local organizations, in parks and public spaces throughout Greenpoint.

11. Establish environmental training and remediation programs for youth.

12. Encourage clean, environmentally friendly industry; reduce pollution levels; enforce regulations.

13. Increase 94th Precinct participation in environmental protection enforcement.

14. Offer tax credits and technical assistance to promote sustainable business practices

15. Develop a strategy to improve water quality of East River and Newtown Creek.

16. Dredge Newtown Creek after Mobil cleanup to restore natural ecological balance and allow for recreational uses that would not conflict with legal industrial uses.

17. The city should work with DEC and EPA to enforce accelerated cleanup of Mobil Oil spill and create a Mobil Oil Reclamation Fund from proceeds of reclaimed oil to finance open space amenities.

18. Develop a greening program for alleyways, rooftops, squares, intersections, etc. Provide incentives and technical assistance to promote greening of private property.

19. Plant trees every 25' on every block; encourage backyard tree planting.

20. Plant foliage wherever possible; green and narrow intersections where feasible to discourage truck traffic from entering residential districts.

21. Require permeable paving where feasible.

22. Reduce permitted pollution levels in Greenpoint and bring into conformance with national average and EPA standards within 15 years.

23. Any dismantling of the Greenpoint incinerator and reuse of the site should he performed in accordance with all city, state and federal regulations, and take into account the environmental concerns of the community.

24. Explore the feasibility of establishing a boat launch at Whale Creek or another acceptable site along Newtown Creek east of McGuiness Boulevard to accommodate small craft and provide public access for sitting and viewing.

25. The community is strongly opposed to any further expansion of the Greenpoint WPCP.

26. Design the WPCP to reflect and enhance area architecture.

27. Implement a CSO abatement plan concurrent with WPCP upgrade.

28. Develop a green buffer area between the WPCP and residential area.

29. Expand/upgrade sewer lines in Greenpoint.

Waterfront Access / Open Space

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

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

31. Undertake streetscape capital improvements on specified public access routes.

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

Note: At this point, all relevant piers have been demolished. EDC submitted a grant proposal as of August 2001 to rebuild the pier at Kent Street and create an esplanade between Kent and Java Streets.

33. Maintain specified visual corridors to the waterfront.

34. Create multi-use promenades linking to Williamsburg from N. 12 St up to and including Manhattan Avenue. Provide point access and selected street-end improvements beyond Whale Creek.

35. Create a promenade from Greenpoint Manufacturing and Design Center to the Pulaski Bridge as part of the Manhattan Avenue reconstruction.

36. Encourage the continued monitoring of sewage discharge at India Street outfall and other locations.

37. Reclaim Newtown Creek from contamination and provide access to selected portions of the creek for water-dependent sports and recreation such as kayaking and canoeing.

38. Encourage creation of a citywide kayaking map by a kayaking association or other non-profit; study feasibility of route from Newtown Creek to Roosevelt Island and Long Island City.

39. Work with the owner of the Greenpoint Lumberyard to acquire property on the mouth of Newtown Creek for the expansion of Greenpoint Park.

40. Improve Newtown Barge Terminal Playground.

41. Explore adaptive reuse of the DEP sludge storage tank on Dupont Street for a multi-use recreation facility. If it is decommissioned, its reuse would be subject to community acquisition and funding.

42. Develop WNYC Transmitter site for passive recreation; study feasibility of ferry or water taxi slip adjoining the park.

43. Create USS Monitor Park and Marina at Bushwick Inlet; include the Greenpoint Monitor Museum, chartered by New York State in 1996.

Note: The community believes that with acquisition of adjacent city-owned property and the proposed development of the Greenpoint Terminal Market site, both the land and the resources can be found.

44. Give serious consideration to the pending community proposal for redesign of McCarren Park and Pool.

45. Establish North 14th Street as an identifiable pedestrian and bicycle link between Bushwick Creek and McCarren Park, corresponding to the development of a waterfront promenade, the Greenpoint Monitor Museum, and public open space at Bushwick Inlet.

Note: North 14th Street is an important component in the network of public open spaces and connections to the Brooklyn waterfront envisioned in both the Williamsburg and Greenpoint plans. It currently provides a clear visual connection between McCarren Park and the East River and Manhattan skyline. Development of a

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

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

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

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

Housing / Historic Preservation

48. Expand the housing supply with new market-rate and affordable units.

49. New development should be compatible with the existing landmark district, in terms of building height and scale, in order to retain the village quality of the community.

50. Encourage the inclusion of affordable senior housing in any new or renovated residential development.

51. Ensure that existing and prospective homeowners have access to low-interest loans.

52. Consider preserving and landmarking existing noteworthy buildings on the Greenpoint Terminal Market site.

53. Explore the merits and feasibility of expanding the Greenpoint Historic District towards the East River including parts of the GTM site.

Economic Development

54. Promote neighborhood-scale retail development that serves the needs of the local community, and maintain the rich variety of shops and services along the area's retail corridors. While the community would support zoning changes permitting the development of restaurants, mid-sized supermarkets and other local retail services, it is strongly opposed to the development of shopping malls and superstores, which serve a much larger market. Greenpoint's relatively narrow streets cannot support the high level of car and truck traffic associated with such large-scale facilities.

55. Encourage non-polluting businesses; develop and enforce performance standards; pursue non-compliance with Good Neighbor Agreements.

56. Provide job training, ESL classes, computer skills training for immigrants, youth.

57. Create Clean Industries/Good Neighbor Program; create economic development programs to retain non-polluting businesses.

Community Facilities

58. Develop community facilities including daycare centers for children and seniors, schools, other educational institutions and community meeting space to meet community needs. Consider using a vacant Catholic School as a new vision school and youth center.

59. Reconstruct and expand the Greenpoint branch library.

60. Encourage development of an entertainment complex on Manhattan Avenue.

61. Support the continued existence of a farmers market in McCarren Park. Include a crafts fair on the site. Encourage an annual harvest festival.

Transportation / Infrastructure

62. Restrict and regulate truck traffic on residential blocks through urban design improvements such as traffic calming, lane reduction, and the narrowing of selected corners. A "traffic calming" study and urban design study of techniques that would appropriately curtail truck traffic from residential streets should he undertaken as soon as possible.

63. Improve the streetscape on Manhattan Ave (Commercial to Driggs), Franklin, West and all waterfront view corridors.

64. Explore the feasibility of a light rail/trolley along Manhattan Avenue linking to Red Hook and Queens.

    Note: Proposed residential development along the Brooklyn and Queens waterfront; efforts to reduce subway service in the area; and the present high level of traffic congestion warrant the study of energy-efficient and non-polluting transportation alternatives (e.g., feasibility of light rail and Manhattan Avenue footbridge below). In addition, research indicates that the commuting pattern chosen by new residents is set in the first few years. The community would like to promote Greenpoint as a pedestrian friendly non-auto dependent community. Reduction of traffic and the easy movement of people and goods along Manhattan Avenue would also reinforce its role as a regional shopping strip.

65. Explore the feasibility of restoring the Manhattan Avenue footbridge and extending the light rail to Queens. The proposed bridge would link the Queens West development to the Manhattan Avenue shopping corridor and would provide direct access from the Greenpoint community to the #7 subway line in Long Island City.

66. Expand mass transit service; retain manned G train operation; extend bus routes to Franklin and Kent.

67. Encourage the establishment of a ferry service and water taxi linking Greenpoint to the rest of the New York waterfront and connecting Greenpoint's historic sites to other historic sites in the harbor. This is a long-term proposal that has been set forth by the Metropolitan Waterfront Alliance as part of the Harbor Loop Study.

68. Establish bike paths on promenades and streets where feasible.

69. Encourage development of municipal or privately funded public parking facilities in the vicinity of the Greenpoint Manufacturing and Design Center to serve the local manufacturing and commercial community

70. Work with Consolidated Freightways to relocate their parking. As a private initiative, this may be accomplished with the assistance of an organization such as the New York Industrial Retention Network.

Agency Service Statements

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

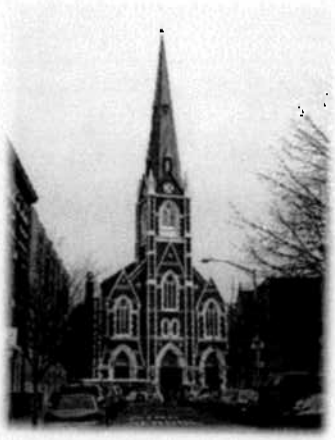
Addendum: A number of blocks just south of the Brooklyn Queens Expressway are to be included in the Greenpoint 197-a Plan for further study. These blocks form a rough triangle bounded by Metropolitan Avenue, Union Avenue, Meeker Avenue, Kingsland Avenue, Morgan Avenue and Maspeth Avenue. This area includes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

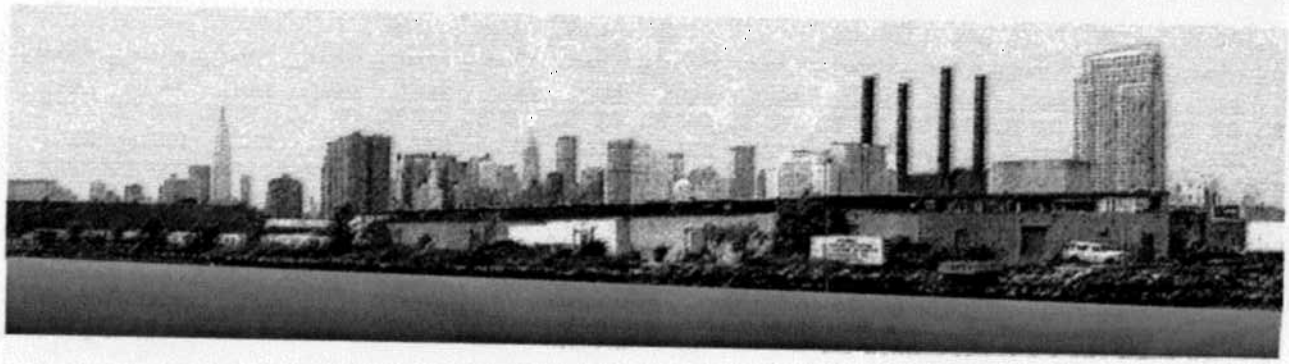
The above resolution (N 990152 NPK), duly adopted by the City Planning Commission on December 19, 2001 (Calendar No. 23) is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

JOSEPH B. ROSE, Acting Chairman

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

JANE D. GOL, Abstaining





Section 3
Community Board's Proposed 197a Plan

Community Board 1 *Greenpoint 197-a Plan*
as submitted October 1998 - June 1999

The City of New York

COMMUNITY BOARD No. 1

435 GRAHAM AVENUE - BROOKLYN, N.Y. 11211-2429
PHONE: (718) 389-0009
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HON. MARTY MARKOWITZ
BROOKLYN BOROUGH PRESIDENT

VINCENT V. ABATE
CHAIRMAN

GERALD A. ESPOSITO
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HON. DAVID S. YASSKY
COUNCILMAN, 33rd CD

HON. DIANA REYNA
COUNCILMAN, 34th CD

RABBI JOSEPH WEBER
FIRST VICE-CHAIRMAN

RONALD E. WEBSTER
SECOND VICE-CHAIRMAN

MINERVA MOISES
THIRD VICE-CHAIRPERSON

HAZEL T. HUNTER
FINANCIAL SECRETARY

ISRAEL ROSARIO
RECORDING SECRETARY

CHRISTOPHER H. OLECHOWSKI
MEMBER-AT-LARGE

December 5,2001

Dear Reader:

During the mid 1980's, Community Board No. 1 responded to the growing concerns emanating from residents and businesses focusing upon the district's deteriorating waterfront. Seeing that a more comprehensive approach was needed than just reacting to individual complaints, the Board established a Waterfront Committee that began to assess issues about conditions while simultaneously questioning the future use of its once active East River border. With limited financial and technical resources the Committee began to set out a path to seek remedy for the ills that were plaguing the waterfront. It was a leadership role that led to the great responsibility of sponsoring a community plan while gaining an overall consensus and testing a new planning process.

Although Community Boards are allowed to develop plans for their district, a plan's individual clout was never clearly defined. However, the City's Charter Revision in 1989 included changes that would allow Community Boards more empowerment with development plans. It provided guidelines and the appropriate mechanism that would officially furnish the way for review and adoption.

Community Board No. 1 seeing these changes on the horizon sought to harness this new planning ability. We made our announcement to New York City Department of City Planning of our intention to develop plans and diligently set forth on a purposeful planning odyssey. It was a journey that

would take over a decade to complete, culminating in two comprehensive neighborhood blueprints for the Greenpoint and Williamsburg neighborhoods. Each plan addresses many concerns and offers solid recommendations for improvement and future development.

These two proactive plans represent an uncountable total number of hours comprised of volunteer work, outreach efforts, public review, revision sessions, and a persistent search for resources, including enlisting support from elected officials and briefing encounters with City agencies. Each step along the way is marked with a milestone pointing towards completion, submission and the City's ultimate adoption. We look forward to seeing their respective recommendations implemented.

Planning for a Better Greenpoint-Williamsburg.

Sincerely,

Vincent V. Abate
Chairman

Julie Lawrence
Waterfront Committee
Chairperson

Gerald A. Esposito
District Manager

GREENPOINT 197-A COMMITTEE
Janice Lauletta, Coordinator

Approved by:

BROOKLYN COMMUNITY BOARD ONE
Vincent V. Abate, Chairman

Gerald A. Esposito, District Manager

GREENPOINT 197-A PLAN

Note: This draft is based on the Greenpoint 197-a Plan ("newspaper"). While it is identical to the newspaper in content, sections are arranged to follow the order typical of planning documents. In comparison to the newspaper, the names of a few sections have been changed and the "invitation" to the June 24, 1998 public forum has been deleted. Any additions in the original document are shown in Italics.

June 1998
Brooklyn, New York

Approved by Community Board One
October 14, 1998

Reformatted
January 24, 1999

TABLE OF CONTENTS

SCHEDULE OF MAPS

INTRODUCTION

Manhattan Avenue Looking South Towards St. Anthony's Church

Greenpoint, located in the northernmost portion of Brooklyn, earned its name from the lush greenery covering its expanse before early nineteenth century development. It lies on a peninsula jutting northwest into the East River towards Manhattan, and is bounded on the north and east by Newtown Creek, which separates Brooklyn from Queens. Greenpoint, only a short distance from the central business districts of Brooklyn, Queens, and Manhattan, has always maintained a distinctive small town identity. It has a history of neighbors knowing neighbors and a sense of mutual caring often not associated with communities in big cities.

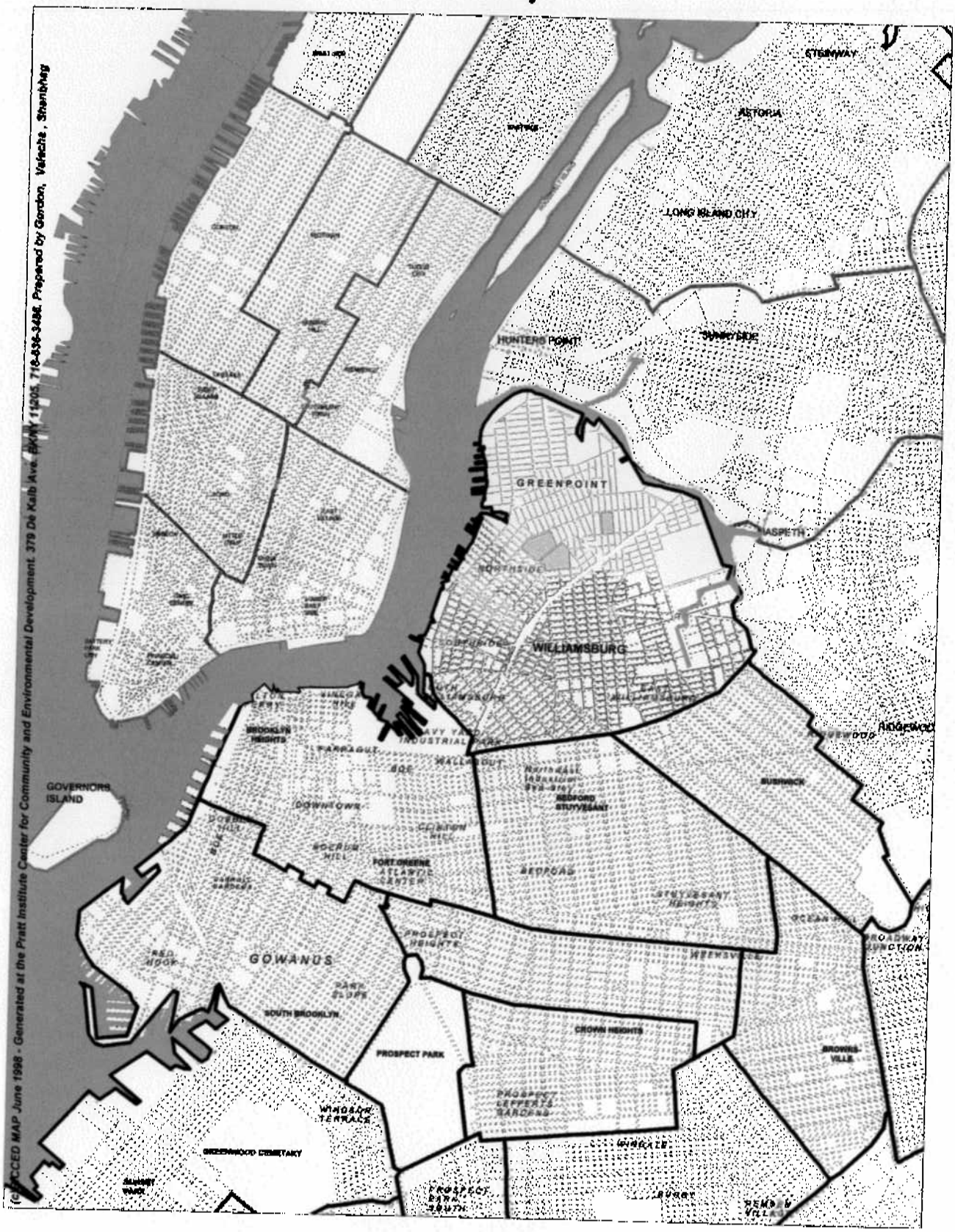
Greenpoint has a variety of neighborhoods tied together by a sense of community identity and a common future. They share a vibrant and active commercial strip that reflects the diversity of Greenpoint's ethnic populations. The Manhattan Avenue commercial strip has a wide range of commercial and retail activity. Along the Avenue there are numerous places with striking views of the architectural landmarks that are dispersed throughout the community. A thriving Historic District located at the core of the community links Greenpoint's commercial hub with its East River waterfront. Manhattan's commanding skyline can be viewed from numerous places – both from Manhattan Avenue as well as from the streets that lead from the Avenue to the river. These same streets are the finest examples of urban street development that one can find in the country. They harmoniously blend together townhouse and institutional architecture and are reminiscent of an age when design and quality were a major determinant of development. Other commercial strips, such as Nassau Avenue with its growing number of shops also add vitality to the community. Monsignor McGolrick Park, on the National Registry of Historic Places, lies in the eastern portion of Greenpoint, and with its monument to the sailors of the ironclad *Monitor*, anchors a wonderfully scaled and beautifully designed residential quarter of the community. It is intensely used and its design is reminiscent of the squares and commons of London and other world class communities. McCarren Park with its active recreational facilities and historic structures, provides a solid base for the southern boundary of the community.

Monument to the Monitor, Monsignor

As captivating as the physical environment is, Greenpoint's history, traditions, folklore and culture compete with it for attention. Few neighborhoods have contributed more to their country and their city. Long a site of shipbuilding and waterborne commerce, the neighborhood's dockyards harbored the construction of the U.S.S. Monitor -- the Union's ironclad fighting ship that turned the tide of the Civil War. Greenpoint's ship-building, printing, pottery, glass, iron, and other industries were staffed by generation after generation of hard-working immigrants and provided the city with one of its strongest anchors of manufacturing.

MAP 1

Greenpoint Plan - Context Map



 ACED MAP June 1998 - Generated at the Pratt Institute Center for Community and Environmental Development. 379 De Kalb Ave. BKNY 11205. 718-636-3486. Prepared by Gordon, Velechi , Shantzhng

Greenpoint has many families that have lived there for three or more generations. Those families sustain Greenpoint's tradition and folklore. They speak passionately about the street life. Vividly describing the many games played in the streets of Greenpoint – stickball, Johnny-on the pony, "stoop ball" and of the nights hanging out on the "stoop" or in front of the "inkies". Tradition, culture and history are important to Greenpoint. It is the foundation upon which the community is able to integrate change and to adapt and position itself for the future. The 197-a plan builds upon Greenpoint's assets – its architecture and urban fabric, its people, its spirit and spirituality – to address the challenges and opportunities that the community faces as we enter the next Millennium.

Overview

Community Meeting on the Greenpoint Plan held on February 1, 1998.

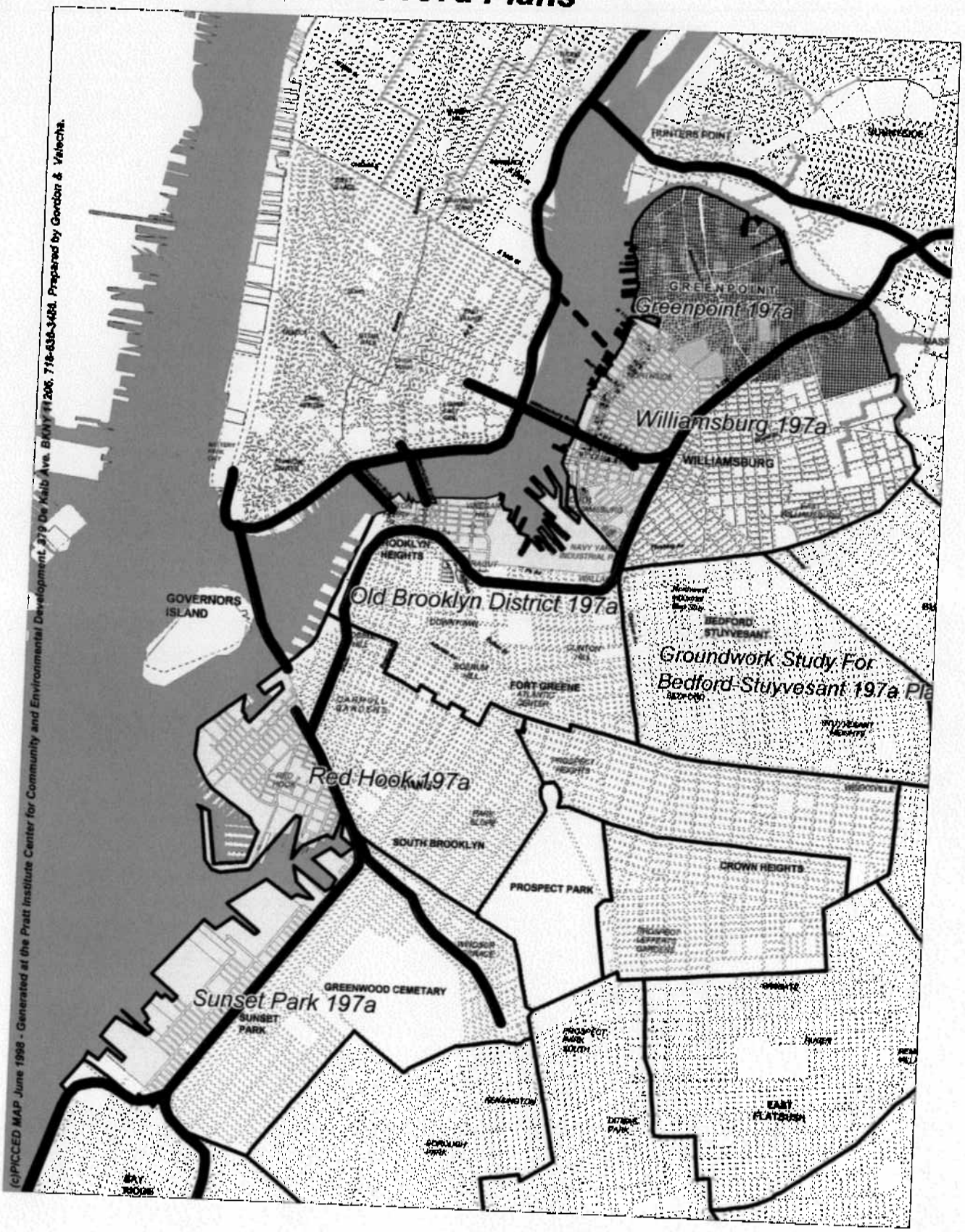
The Greenpoint "*197-a Plan*" emerged from over a decade of community activism in Greenpoint. It is a plan to address the future of this community, to build upon its strengths, and to eliminate the impediments to the growth of a healthy and viable community. In part, it is also a response to a series of ill-considered public and private actions. From the late fifties to today public policies have led Greenpoint's eastern sector to become a "dumping ground" for burdensome facilities. The Newtown Creek area became fair game for unplanned and ad hoc siting decisions. Such facilities as waste transfer stations began to proliferate. Outraged, energetic and determined activists from the neighborhood began filing petitions, testifying at hearings, and joining working groups and advisory committees. Residents worked to improve Greenpoint as they "adopted" decaying piers on the illegally fenced-off East River waterfront, wrote and circulated local newsletters throughout the neighborhood, and organized countless community meetings -- all for the purpose of protecting and revitalizing their community.

Ultimately, Greenpoint residents, local community organizations, business leaders, and Community Board One members began working together to devise a plan that would guide the community's future. The outcome of their efforts is a plan that recognizes the community's historic role, and its unique identity and multicultural contribution to the city, as well as the aspirations of those that live and work there.

The Plan is a blueprint for the present and future -- one that will inform, monitor, and guide city agencies about how Greenpoint can best be developed, how its problems can be redressed and its promise achieved. The plan is an invitation to the city to join with Greenpoint residents in a dialogue about how to help the community achieve its goals and how neighborhood's development can serve as a role model to other communities.

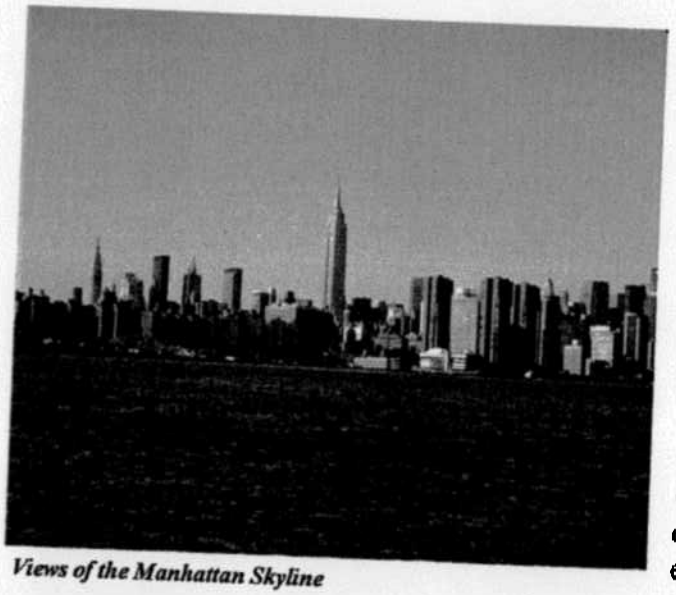
MAP 2

Brooklyn Waterfront 197a Plans



The Greenpoint 197-a Plan offers recommendations for the entire Greenpoint community, which includes the East River, Bushwick Inlet, McCarren Park, and Newtown Creek. It includes residential areas, industrial zones and commercial strips. The Plan addresses all major aspects of Greenpoint life. It focuses on the areas demographics and labor force, housing, industrial and commercial uses, its environment, land use and zoning, its parks and open space, and the facilities, services and infrastructure it offers to the people who live and work there.

The Plan outlines the many opportunities that exist to preserve and enhance what is good and to revitalize what is weak. The major objectives listed below are aimed at strengthening and diversifying Greenpoint's economic, social, historic, and cultural base and integrating Greenpoint into the broader New York City community. They are:



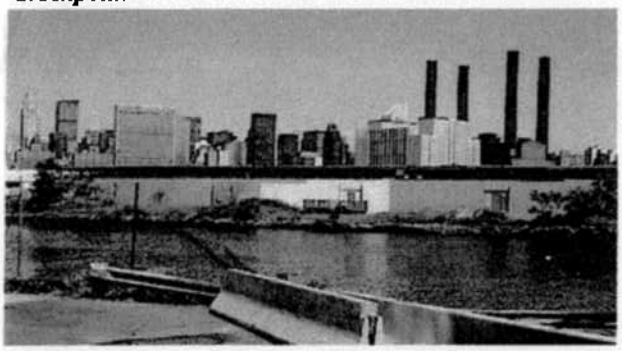
Views of the Manhattan Skyline

- Revitalize and make publicly accessible Greenpoint's historic waterfront with its breathtaking views of Manhattan.
- Develop the natural connection between the East River waterfront and the Manhattan Avenue shopping district. This can be achieved, in part, by maintaining and enhancing the east-west streets with their magnificent view corridors that link Manhattan Avenue to the East River Waterfront.
- Clean and renew Greenpoint's environment through monitoring existing industries, eliminating the negative effects of their byproducts, and regreening the neighborhood through tree planting and development of parkland and open space.
- Build upon Greenpoint's historic mixed-use character by reusing vacant buildings and land to create a mixture of residential, commercial, workshops, high performance businesses, studios and parks and open spaces.
- Foster a renaissance in Greenpoint through historic preservation and the creation of additional cultural and educational facilities. The goal is to build upon the many cultural facilities and events that serve Greenpoint's Polish, Latino, Asian and other immigrant and native born residents.
- Provide for needed senior citizen, youth and community services.
- Maintain and improve mass transit in the area and establish a transit line linking the revitalized waterfront community to existing mass transit connections in Brooklyn and Queens.
- Minimize uses that attract high volume of automobile and truck traffic, restrict, and regulate truck traffic on residential blocks.
- Re-establish the historic connection with neighborhoods to the north by rebuilding the Manhattan Avenue or "Penny Bridge" linking Long Island City to Greenpoint.

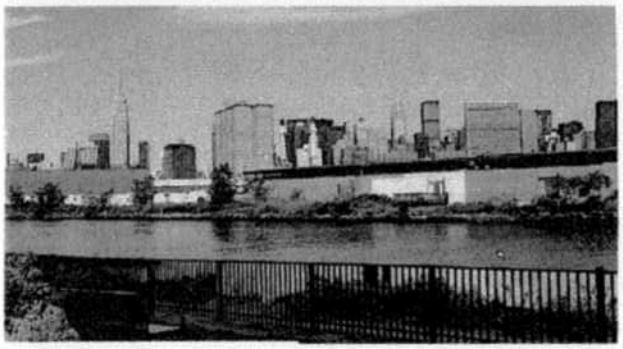
- Ensure that the Department of City Planning immediately begins the process of rezoning the six proposed Rezoning Study Areas in Greenpoint in order to achieve the objectives proposed in the Greenpoint 197-a Plan.

Greenpoint 197-a Plan and Community Vision

Greenpoint



Today ***Courtesy: Janice Lauletta***



Tomorrow ***Courtesy: Janice Lauletta***

When residents of Greenpoint and Williamsburg shared ideas for their waterfront in numerous workshops organized by local community groups and Community Board One over the last 10 years, they saw their neighborhoods as forming a tapestry, and a mosaic. The 197-a Plan makes active use of these ideas, and builds upon Greenpoint's enormous potential to use its community assets, such as its diverse population, location and proximity to centers of employment and culture in ways that will benefit the neighborhood and New York City.

- *A Blueprint for Action*

The Greenpoint 197-a Plan provides a blueprint for community and city action and a policy guide for the actions of city agencies in the neighborhood. It gives Greenpoint citizens a means of monitoring how closely actual developments match their vision of the community.

- *A Vision for the future*

The community envisions Greenpoint as a neighborhood with a continuous publicly accessible waterfront, restored housing stock, and revitalized commercial streets, a radically improved environment, and a high quality of life. For Greenpoint residents and those who work there, the 197-a Plan embodies a positive "vision" -- one that builds upon the community's strengths, promotes change, and helps the Greenpoint community to address and resolve problems, as well as serve as a role model for other neighborhoods.

- *A Consensus Built Within the Community*

The Greenpoint 197-a Plan identifies planning and development strategies that respond to the needs of the Greenpoint community and build on its assets. The Greenpoint Waterfront Committee, working together with local community groups and organizations, prepared the plan which reflects a consensus of different neighborhood interests. Through public forums, workshops, discussions, petitions, and local newspapers, collaboration between community-based groups, merchants, residents, manufacturers, new and old immigrants, and the young and the old began to revitalize the community by means of this local planning process. This is their plan.

Polish Community Activities on the Streets of Greenpoint

Grassroots Initiatives: Parks Cleanup of the Greenpoint Park. Courtesy: Hispanos Unidos de Greenpoint

To date, the benefits of the 197-a process in other parts of the City have been difficult to evaluate in part because the process is a new one. There is also a general reluctance by government to raise expectations where and when resources are limited. The Greenpoint Plan acknowledges these obstacles, but it also recognizes the enormous opportunities that can be built upon if these recommendations are implemented. The benefits are both social and economic, and result in the reduction of traffic congestion and pollution, increased productivity, increased real estate values and an enhanced quality of life.

In order to address the opportunities outlined here, the Greenpoint 197-a Plan has been drafted in the belief that "planning matters." It recognizes that participatory processes build a civil society that can and will hold government accountable. Therefore, the plan will be submitted as part of the official 197-a process. But, it will also be a guideline for future community change in Greenpoint; it will complement other actions and activities of the residents of Greenpoint. It will be the basis upon which Greenpoint residents will petition the Community Board under Section 2707 of the City Charter to request that each agency prepare a statement outlining how they intend to implement the plan. We believe that in conjunction with Charter Section 2707, the 197-a Plan will be a far more potent tool, particularly with the support of the vast majority of area residents. In that context, planning will matter.

Study Area

The Greenpoint 197-a Plan study area encompasses almost the entire Greenpoint neighborhood, located in the northern section of Brooklyn. The Greenpoint neighborhood study area is bounded on the south by North 12th Street, Bayard Street, the Brooklyn Queens Expressway, and Lombardy Street, on the north and east by Newtown Creek, and on the west by the East River. For the purpose of demographic analysis, the study area was defined as per Census Tracts 499, 559, 563, 565, 567, 569, 571, 573 575, 577 579, 589, 591 and 593, which comprise most of the neighborhood planning area. In addition, a seventeen block area east of the Brooklyn Queens Expressway was added in order to make the area coterminous with Zip Code 11222, at the request of community participants and to include the Department of City Planning Rezoning Subarea 15. Where appropriate and needed, the maps were modified to reflect this change *(See Maps 3, 4 and 5)*

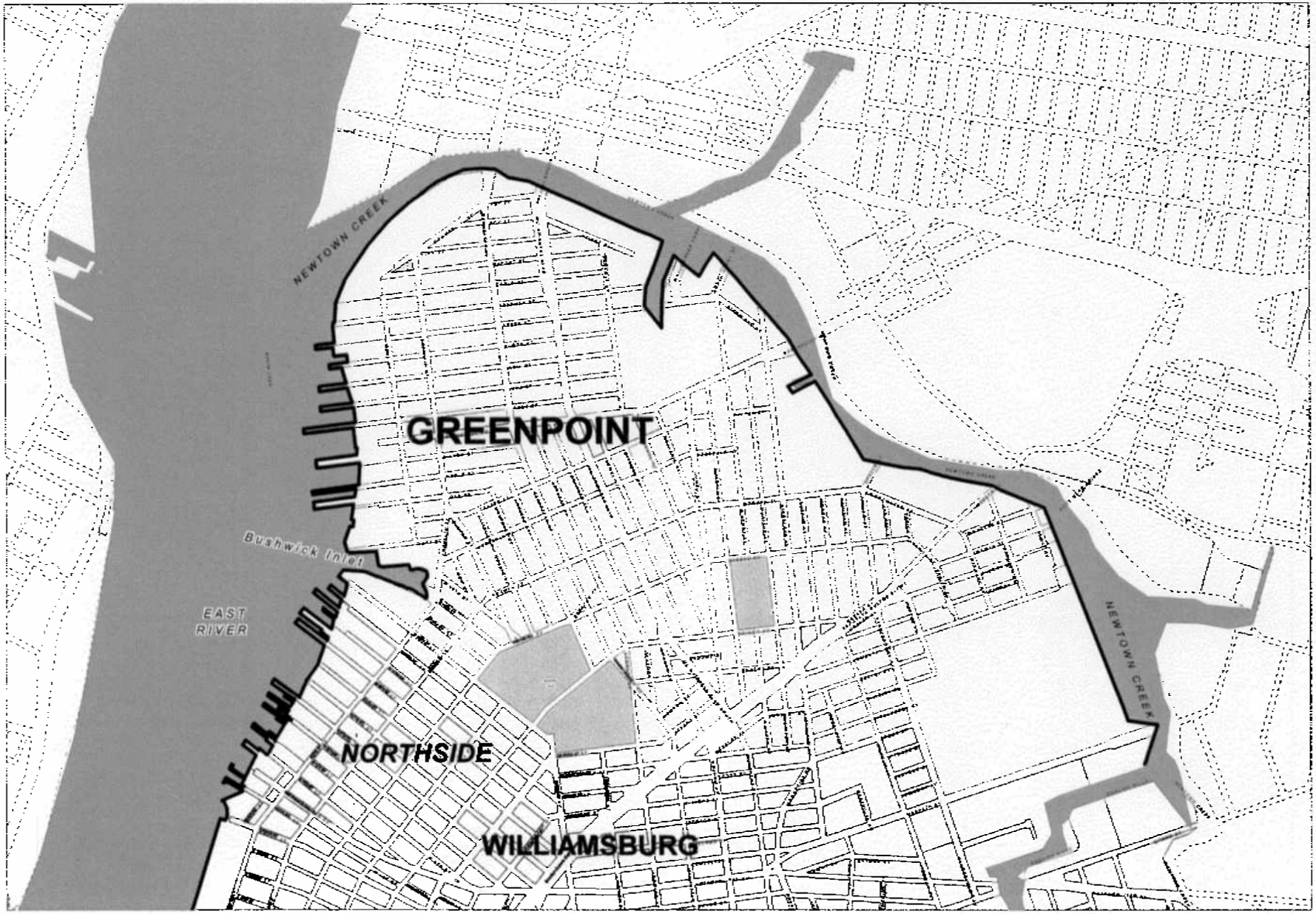
Greenpoint Planning Process

For several years the Community Board One's Waterfront Committee has been working toward a comprehensive plan for the Greenpoint and Williamsburg waterfront. Community participation on the Greenpoint/Williamsburg waterfront plan began in 1989 with five open meetings facilitated by a planning firm hired by the Community Board.

As the Williamsburg 197 A Plan points out,
"These sessions informed designs for the former Brooklyn Eastern District Terminal and the Greenpoint Terminal Warehouse, the two largest underutilized waterfront sites in the district. Upon completion of the architects' plans, however, there were calls for broader community participation.
In February 1993, a community group, Williamsburg/Greenpoint Organized for an Open Process (WOOP) hosted a daylong workshop to further explore what people would like to see on the waterfront. This workshop served as a model for additional workshops held in South Williamsburg, The Southside, the Northside, and Greenpoint in 1995. The Department of Urban Affairs and Planning at Hunter College ran a graduate-planning studio on the waterfront concurrent with these workshops".

In early in 1997, for reasons cited in detail below, participants from Greenpoint decided to undertake a separate 197-a plan for their entire neighborhood. Greenpoint's 197-a plan was refined and completed over the past year with the technical assistance and resources from the Pratt Institute Center for Community and Environmental Development (PICCED) and with the energy, commitment and sustained participation of members of Greenpoint's 197a Committee coordinated by Janice Lauletta . In addition to numerous meetings of the Greenpoint 197a Committee three major public forums were held between the summer of 1997 and the summer of 1998. In addition there were two meetings held with the business community hosted by the Greenpoint Manufacturing and Design Center and organized with the assistance of the North Brooklyn Community Development Corporation. Presentations were also made on two separate occasions at open meetings of Community Board One prior to the adoption of the recommendations by the Community Board. In addition, over 9,000 copies of the Newspaper edition [a 12 page New York Times Format] of the proposed 197a Plan were distributed door to door throughout the Greenpoint Community, in essence distributing almost one copy per household to Greenpoint residents and businesses.

MAP 3



Greenpoint Plan STUDY AREA

Generated at the Pratt Institute Center for Community and Environmental Development
379 Dekalb Ave. Brooklyn NY 11205 Tel. 718.636.3486 Fax. 718.636.3709
©PICCED Map, Prepared by Gordon, Valachia & Shambhag June 1998

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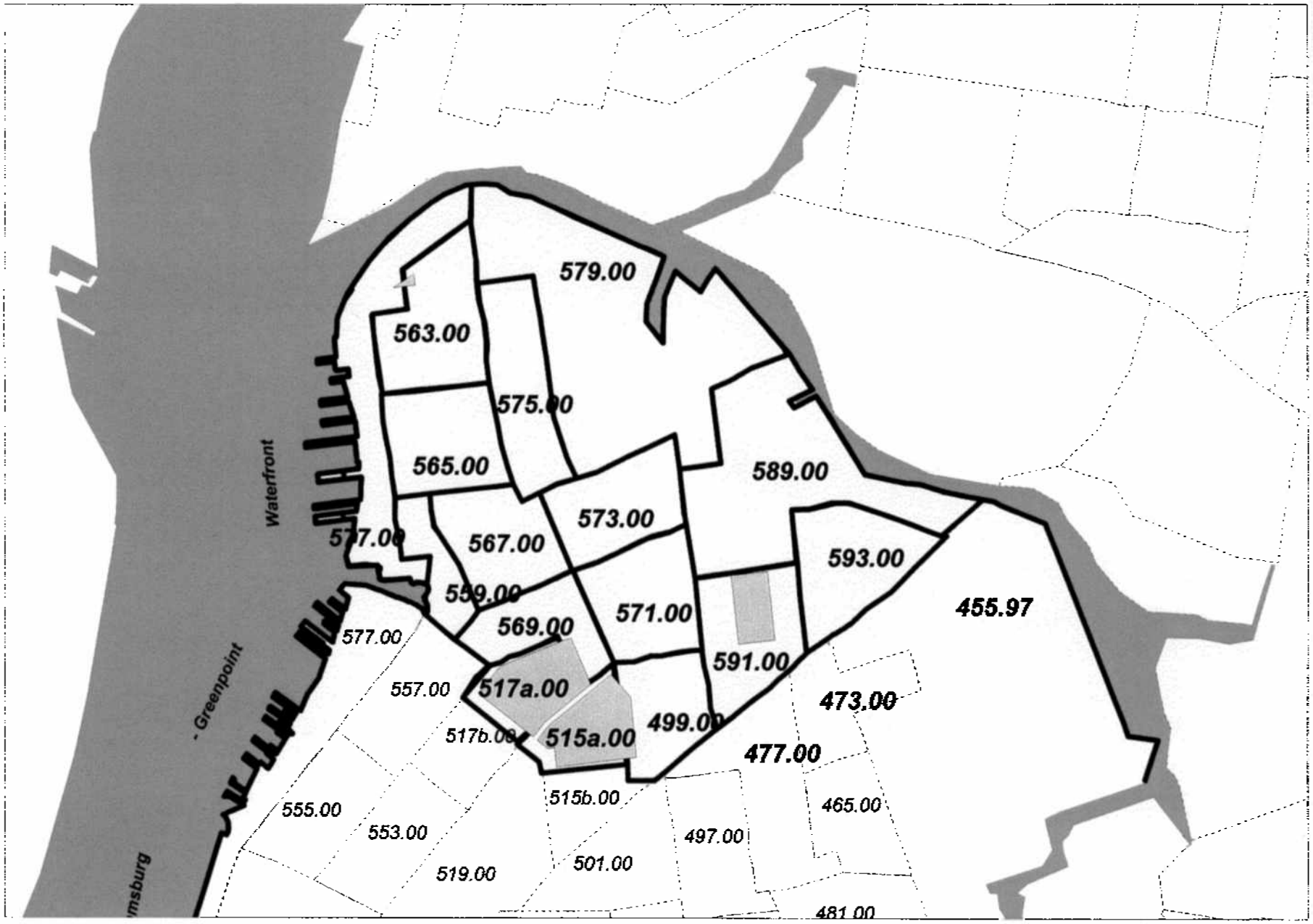
Miles

MAP 4



Greenpoint Plan

CENSUS TRACT MAP

Generated at the Pratt Institute Center for Community and Environmental Development
379 Dekalb Ave. Brooklyn NY 11205 Tel. 718.636.3486 Fax. 718.636.3709

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MAP 5

Greenpoint Plan *ZIP CODE MAP*

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379 Dekalb Ave. Brooklyn NY 11205 Tel. 718.636.3486 Fax. 718.636.3709
©PICCED Map, Prepared by Gordon, Valacha & Shanbhag June 1998

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Miles

Source: Community 2020 HUD Consolidated Planning Software 1997.

November 10, 1997, Polish National Alliance

The forum was advertised in local newspapers. About 70 residents attended the forum.

The overview of recommendations compiled by the Greenpoint 197-a Plan Coordinator was distributed at the forum. The forum started with a brief introduction by the Coordinator and a slide show by the consultant team from the PICCED. Questions and answers followed. Issues and question brought up included: concerns over industrial areas that were zoned M3-1 for heavy industry; the need for implementation of the "fair share" siting criteria to address environmental reclamation; the need to rezone the East River waterfront for residential use; the need to strengthen existing retail corridors and promote higher quality retail; some residents brought up complaints regarding the purported lack of support by the community board.

February 1, 1998, Cyril and Methodius School

The forum was advertised in local newspopers and about 500 flyers in English, Spanish and Polish were distributed throughout the neighborhood. About 120 residents participated. The aim of the outreach was to involve the diverse groups of Greenpoint in the participatory process. A summary of recommendations in English, Spanish and Polish were distributed.

The forum included an introduction by the Coordinator, brief statements in Spanish and Polish by neighborhood leaders, a slide show by the PICCED's Director, a questions and answers session, and a brief workshop with the Hispanic and the Polish groups held in their native languages. All recommendations brought up by the residents were included in the plan. Main concerns included the need for affordable housing (including affordable home ownership) and social services, in particular day care centers; the need for a space for community events organized by a local Hispanic organization; the need for a theater or a multi-purpose entertainment center for youth; improvements in quality of life in particular regarding public safety concerns related to truck traffic in the neighborhood; the need for access to the water, including recreational activities such as kayaking and small boat sailing, the need for youth programs, etc.

June 24, 1998, Greenpoint Saving Bank

Over 9,000 copies of the "newspaper edition of the plan" were distributed throughout the neighborhood. The forum attracted about 150 participants.

The forum started with a brief introduction by the Coordinator and a slide show by PICCED's Director and comments by other members of the Greenpoint 197a Committee. Questions and answers followed. Major issues included the need to include "17 blocks" of Greenpoint south of the BQE (although still within the 11222 zip code area) that were initially not included in the draft Greenpoint 197-a Plan; the need to provide affordable housing; the need for youth and daycare and other community facilities, reclaiming McCarren Park pool; public transportation improvements; and environmental monitoring programs. In general, the group expressed a great deal of support for the document with the major issue being expansion of the boundaries of Greenpoint. This was resolved in part by including the remainder of the area in the Greenpoint postal zip-code. However, subsequent to this meeting others have questioned why their area was excluded from the plan. The 197a Committee felt that different people had different notions of how to draw the boundaries of Greenpoint. The Committee felt that it was

rational to expand the boundaries to include the remainder of Greenpoint's postal zip-code and while it did not address everyone's vision of what constituted Greenpoint it was rational, and based on sound precedent.

Significant Meetings:

08.20.97 Met with Area Businesses at Greenpoint Manufacturing Design Center
10.21.97 Greenpoint Steering Committee Meeting
11.10.97 Public Meeting at the Greenpoint Polish National Alliance
12.18.97 Greenpoint Steering Committee Meeting
01.25.98 Hispanos Unidos de Greenpoint
02.03.98 Met with Area Businesses at Greenpoint Manufacturing Design Center
06.04.98 Greenpoint 197a Meeting w/ Greenpoint Coalition
06.24.98 Public Meeting at Greenpoint Savings Bank
08.04.98 Greenpoint Steering Committee w/ Greenpoint Coalition
08.12.98 Greenpoint Steering Committee w/ Greenpoint Coalition
09.03.98 Greenpoint Steering Committee w/ Greenpoint Coalition
09.16.98 Presentation of Greenpoint 197a Proposal to Community One
10.07.98 Community Board Follow-up Meeting
10.14.98 Community Board One Approves Greenpoint 197a Plan for Submission to City Planning Department
10.20.98 Waterfront Tour with City and Council Officials
12.29.98 Greenpoint Steering Committee Meeting

Meetings with government agencies have begun in February 1999 and are scheduled through March as follows:

02.22.99 Meeting with Department of City Planning, Brooklyn Office
02.22.99 Meeting with Department of Parks and Recreation
03.02.99 Meeting with Metropolitan Transit Authority
03.04.99 Meeting with New York City Housing Preservation and Development.
03.17.99 Meeting with the Department of Environmental Protection
03.18.99 Meeting with the Department of Transportation

In addition, the Greenpoint 197a held numerous work sessions and informal meetings with area residents, community organizations and other community-based efforts in the preparation of this plan including the advisory committee for the redesign of the Greenpoint Water Pollution Control Plant.

The Greenpoint 197-a Plan considered in its preparation applicable policy documents, including the Ten-Year Capital Strategy, the Zoning and Planning Report, the New York City Comprehensive Waterfront Plan, the Brooklyn borough and mayoral Strategic Policy Statements and the draft of the 197-a Plan for the Williamsburg Waterfront. Letters along with a draft of the plan were sent to all concerned government agencies for their review and comments last July, and are attached. (See Appendix F)

PLANNING AND DEVELOPMENT CONTEXT: CONSTRAINTS AND OPPORTUNITIES

Illegal Access to the East River

Restricted Access to the East River

For more than a decade, a number of local community coalitions and the Community Board One Waterfront Committee held public participation forums and workshops focused on Greenpoint and Williamsburg waterfront planning. Those who participated in the many community forums described the current state of the waterfront as inaccessible and underutilized, envisioning instead a cleaned-up and accessible waterfront with market rate and affordable housing, promenades, a ferry, a marina, and cultural and educational activities.

The vision of a revitalized Greenpoint presented in the plan is a response to a number of issues:

- Increased pollution and environmental degradation of Greenpoint.
- A decline in heavy manufacturing and a high vacancy rate along the industrial East River waterfront
- Rapidly increasing rents caused by illegal conversions to residential lofts, creating displacement of compatible non-polluting industry.
- The demand to rezone the East River waterfront, in particular large vacant lots, (currently zoned for manufacturing) for residential and commercial uses.
- A dramatic rise in the demand for housing and related community facilities due to a great increase in immigration in the area.

Since 1995, Community Board One and local community groups have begun treating the 197-a Plan as a means of responding to these pressures and synthesizing views and ideas voiced in Greenpoint's and Williamsburg's public forums. Given the diversity of interests, issues, and the structural differences between the two communities, it was determined that two 197-a Plans covering the two geographically distinct areas of Williamsburg and Greenpoint should be prepared.

The Williamsburg 197-a Plan focuses on a linear stretch of three interconnected neighborhoods along the East River waterfront, while the Greenpoint Plan focuses on a neighborhood, a clearly identifiable community with an easily identifiable "main street," Manhattan Avenue. The Avenue functions as the commercial focal point and integrator of this diverse waterfront community. Greenpoint's waterways -- Bushwick Inlet, the East River, and Newtown Creek -- define most of its boundaries and surround the neighborhood on three sides. The Brooklyn-Queens Expressway and McCarren Park outline the eastern and southern sections of Greenpoint.

Milton Street Looking East towards St Anthony's Church in the Heart of Greenpoint's Historic District

Greenpoint has a unique blend of diverse land use patterns with vigorous small businesses, moderate-density residential neighborhoods, and the vital commercial spine of Manhattan Avenue, which serves as a unifying corridor running through the community. Just off this vibrant commercial center in Greenpoint lie some of New York City's hidden treasures - the quiet residential blocks of Kent, Noble, Calyer, Milton, Oak and other streets that lead west towards the East River. This residential neighborhood contains a Landmark District and many individually landmarked buildings. Its streets are filled with a mixture of residential and small-scale manufacturing buildings, and on the waterfront, entire building complexes of vacant and underutilized warehouses, heavy manufacturing and storage facilities. This mixed land use pattern is also characteristic of the streets running parallel with Manhattan Avenue towards the north and northeast that lead to Newtown Creek.

Much of Greenpoint's East River Waterfront with its splendid and dramatic views of the Manhattan skyline remains unused and or under-utilized and inaccessible. Some of the neighborhood's waterfront sites are held vacant by their owners who hope for zoning changes that would allow superstores or a high density residential development to take place. Others appeared to be prepared to come forth with proposals that would lead to publicly accountable and compatible residential and open space development of this treasured waterfront area with its spectacular views of Manhattan.

Zoned for manufacturing, the Greenpoint East River waterfront from North 12th Street up to Newtown Creek is lined with petroleum storage tanks, parking lots, storage facilities, fenced off vacant lots, and even an entire vacant building complex -- the Greenpoint Terminal Market. With the exception of the Lumberyard Exchange, one of the few active sites on Greenpoint's East River waterfront and the India Street Pier, the only publicly accessible pier (before its collapse in May 1997), currently no site on Greenpoint's waterfront offers residents and workers an opportunity to stroll along the river, or simply view the Manhattan skyline. Noble Street pier, used to be accessible but was fenced off for security reasons several years ago. Local residents have broken into many sites and used them illegally. The Plan recommends that these sites be safely secured and where appropriate the community obtain a temporary use permit for these "reclaimed" sites along the waterfront while the community, the city and the owners negotiate permanent agreements.

In addition, residents of Greenpoint have proposed a range of alternative uses for vacant buildings such as the Greenpoint Terminal Market. The new uses would allow greater public access to the water's edge, promote greening of the environment, develop contextual housing, and generate economic development opportunities.

EXISTING CONDITIONS

Population Characteristics

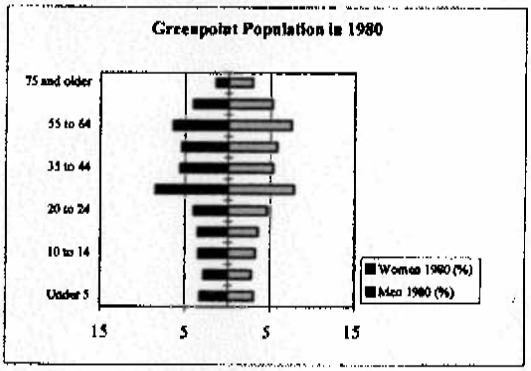
Historically, Greenpoint has drawn its residents from a succession of many different ethnic groups who replaced the original Native American population. The Dutch arrived in the late seventeenth and eighteenth centuries, then the Germans, Irish, and Italians in the later half of the 1800s. The Polish followed at the turn of the century, and were succeeded by Puerto Ricans in the 1940s and 1950s. Greenpoint's most recent immigrants hail from Latin America, the Caribbean, Asia, and, again, Poland and Eastern Europe. The distinctly ethnic shops and restaurants along Manhattan Avenue, Greenpoint's main commercial strip, cater to the most recent immigrants and have given the area the nickname "Little Poland." Manhattan Avenue serves as the neighborhood's central hub where many different groups come together. Greenpoint, the reputed "cradle of Brooklynese," is today proud of its diverse polyglot immigrant population.

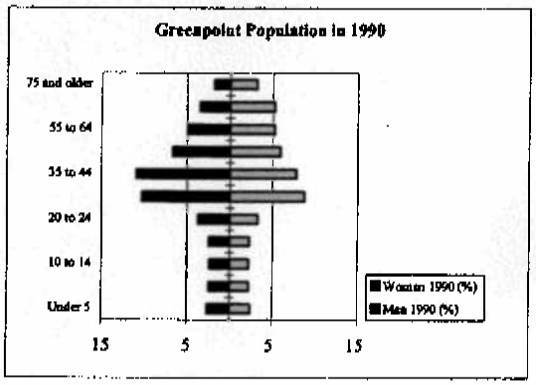
Age and Gender Distribution

Greenpoint's population charts for 1980 and 1990 show the following population patterns:

- The population of young men and women (younger than 25 years) has declined both in their absolute numbers and as a percent of the population. This is reflected in the bottom portion of the 1990 pyramid.

- The mature population of Greenpoint (ages 25 to 44) has, however, experienced a sharp increase in numbers. The middle of the 1990 pyramid shows substantial increases for men and women ages 25 to 34, and in particular for men ages 35 to 44 (remarkably higher than those for women in the same age group). This reflects the traditional pattern of an immigrant community: male immigrants establish "footholds" (jobs and residences) first by themselves, and are only joined later by families.





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Source: 1980 and 1990 New York City Census

- The age group from 45 to 54 has grown steadily, groups from 55 to 74 have declined, and the percentage of elderly of 75 years and older has slightly increased. The upper portion of the 1990 pyramid shows that there are more women ages 64 and older than there are men.

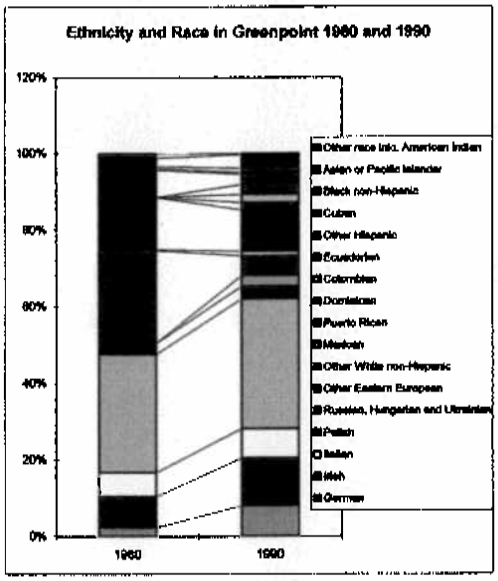
The most recent influx of immigrants in the 1990s, the increase in female immigration, together with an increase of population of mature childbearing years, will lead to a gradual increase in Greenpoint's birthrate.

Diversity and Population Growth

In 1990, Greenpoint's long-term residents and more recent immigrants together comprised a population of roughly 36,700, a figure slightly larger than that of a decade before (roughly 34,700 in 1980). The influx of Eastern European and Latin American immigrants in the 1980s prevented the neighborhood's population from declining, a trend paralleled citywide. The most notable demographic trends during the 1980s include:

- 10% increase in the number of foreign-born Greenpoint residents (from 26% in 1980 to 36% in 1990), a percentage much higher than the city-wide average of 28% in 1990.

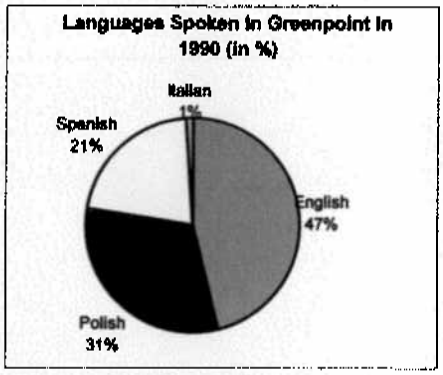
- Ethnic groups settling down in Greenpoint are more diverse while the racial composition of the neighborhood has remained stable. Many of these new immigrants came from Poland, Ireland, the Dominican Republic, South America, Mexico, and Asian countries -- thus diversifying the ethnic composition of the neighborhood. Even though the Puerto Rican population declined from 4,729 (or 13.6% of the population) in 1980 to 3,920 (10.8% of the population) in 1990, the Hispanic population as a whole (which includes Dominicans) still increased slightly from 21.4% of the population in 1980 to 21.8% in 1990.



- Although the percentage of Blacks and Asians in Greenpoint rose in the 1980s, their share of Greenpoint's population remains modest. The number of Asians increased from 2.2% of the total population in 1980 to 3.5 % in 1990, and the Black population doubled its numbers in the same time, though it still remains small (only 1.2% and 3.5% of the total population respectively in 1990).

- Greenpoint became more diverse and its population also became more Polish. While the percentage of all ethnic Whites slightly declined (from 74.7% of the population in 1980 to 73.2% in 1990), immigration statistics show that Polish immigration increased more than that of any ethnic group, including Hispanics.

Languages spoken in Greenpoint reflects the diversity of the neighborhood's languages. In 1990, 47% of Greenpointers spoke English at home, followed by Polish (31%), Spanish (21%) and Italian (1%). *(See Map 6)*.



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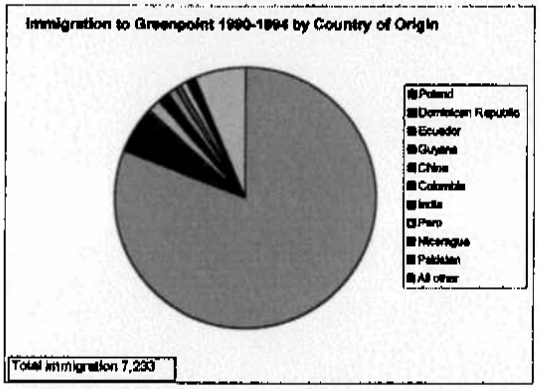
Source: 1990 New York City Census

Immigration in the 1990's

In the early 1990s, immigration changed Greenpoint's composition more than any other New York City neighborhood, the annual number of immigrants tripling in comparison with its 1980s level. While Washington Heights absorbed the largest number of immigrants, new immigration as a percent of total neighborhood population was higher in Greenpoint than anywhere else in the city. In the 1990-1994 period, 7,200 immigrants entered Greenpoint, equivalent to 19% of the neighborhood's 1990 population. Poles accounted for over 81% of Greenpoint's new immigrants. Most numerous, after the Polish, (although a distant second at 4%) were Dominicans. The remaining 15% of new immigrants were a mosaic of different ethnic groups including Asians, Latino Americans, Middle Eastern, and Eastern European groups. The influx of these new immigrants has prevented Greenpoint's population from declining and has diversified and rejuvenated the neighborhood. The diversification of the community has also created a need to promote a dialogue and a sense of sharing among the many different groups in Greenpoint.



Total population of Greenpoint in 1990	37,485*
Immigrants 1990-1994 as a percentage of 1990 total population	18.9%

*Data includes 11222 zip code area. Thus, total population is slightly higher than the population of Greenpoint calculated on the basis of CTs (36,720)

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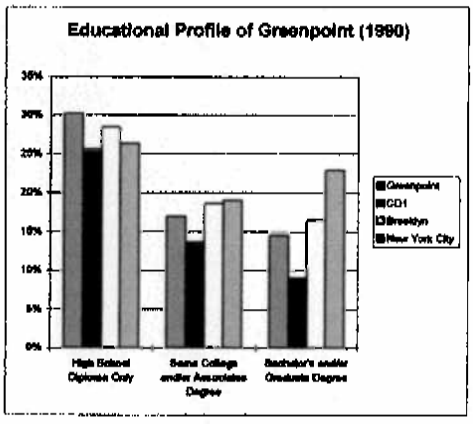
Source: *The Newest New Yorkers 1990-1994* (New York, Dept. of City Planning, 1994)

Educational Attainment

The residents of Greenpoint are, on the average, nearly as well-educated as other Brooklynites. Although only 62% of Greenpointers above the age of 24 hold a high-school diploma or a higher level degree (lower than the city-wide and borough average of 68% and 64% respectively), this figure is well above the community district's (CD1) 48%. The percentage of population with a bachelor's degree is 14.5% in Greenpoint, slightly lower than the borough wide percentage of 16.5% and significantly lower than the citywide percentage of 22.9%.



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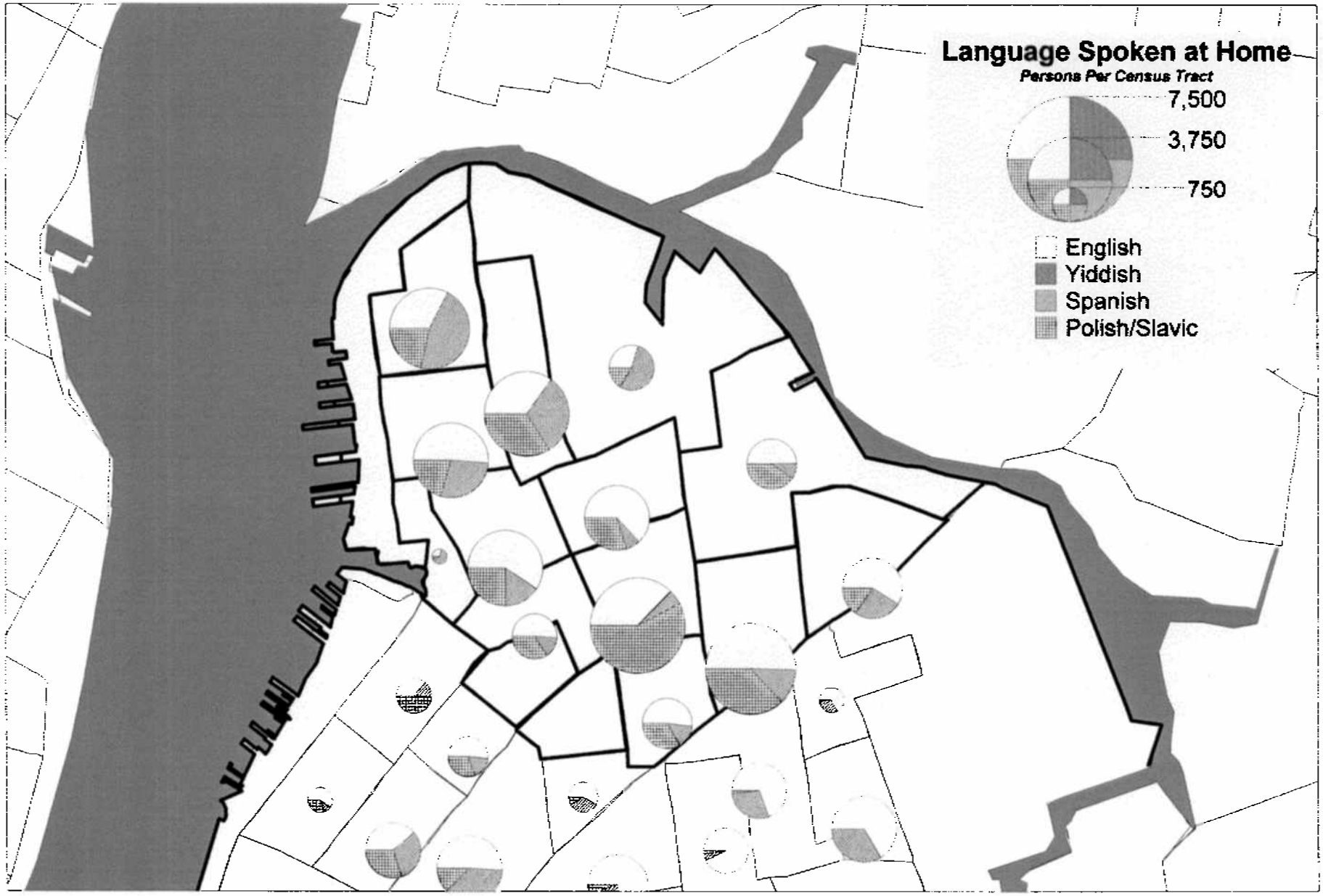
Source: 1990 New York City Census

MAP 6



Greenpoint Plan

LANGUAGES SPOKEN AT HOME

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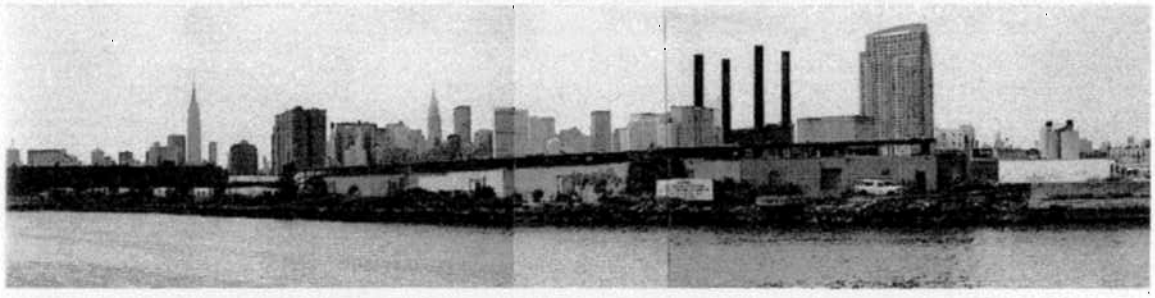
©PICCED Map, Prepared by Gordon, Valecha & Shanbhag June 1998

0 0.125 0.25
Miles

Source: 1990 US Census

Zoning and Land Use

While the zoning map reflects the established legal uses for the area, the land use map indicates how each lot in the study area is actually being used. The zoning map shows that the East River and the Newtown Creek waterfronts are zoned M3-1, i.e. for Heavy Manufacturing. Within this zone, the permitted Floor Area Ratio (FAR) is 2.0, which means that the maximum building area for the site is twice the land area of the site. Immediately towards Greenpoint's residential core is a band of M1-1 or Light Manufacturing, which includes the Special Franklin Street Mixed Use District (zoned R6 (M1-1) for a mixture of residential and high performance light manufacturing uses). The core of the Greenpoint neighborhood is zoned for Residential use ("R6") with a Commercial strip overlay permitting neighborhood retail uses located along Manhattan Avenue *(See Map 7)*.

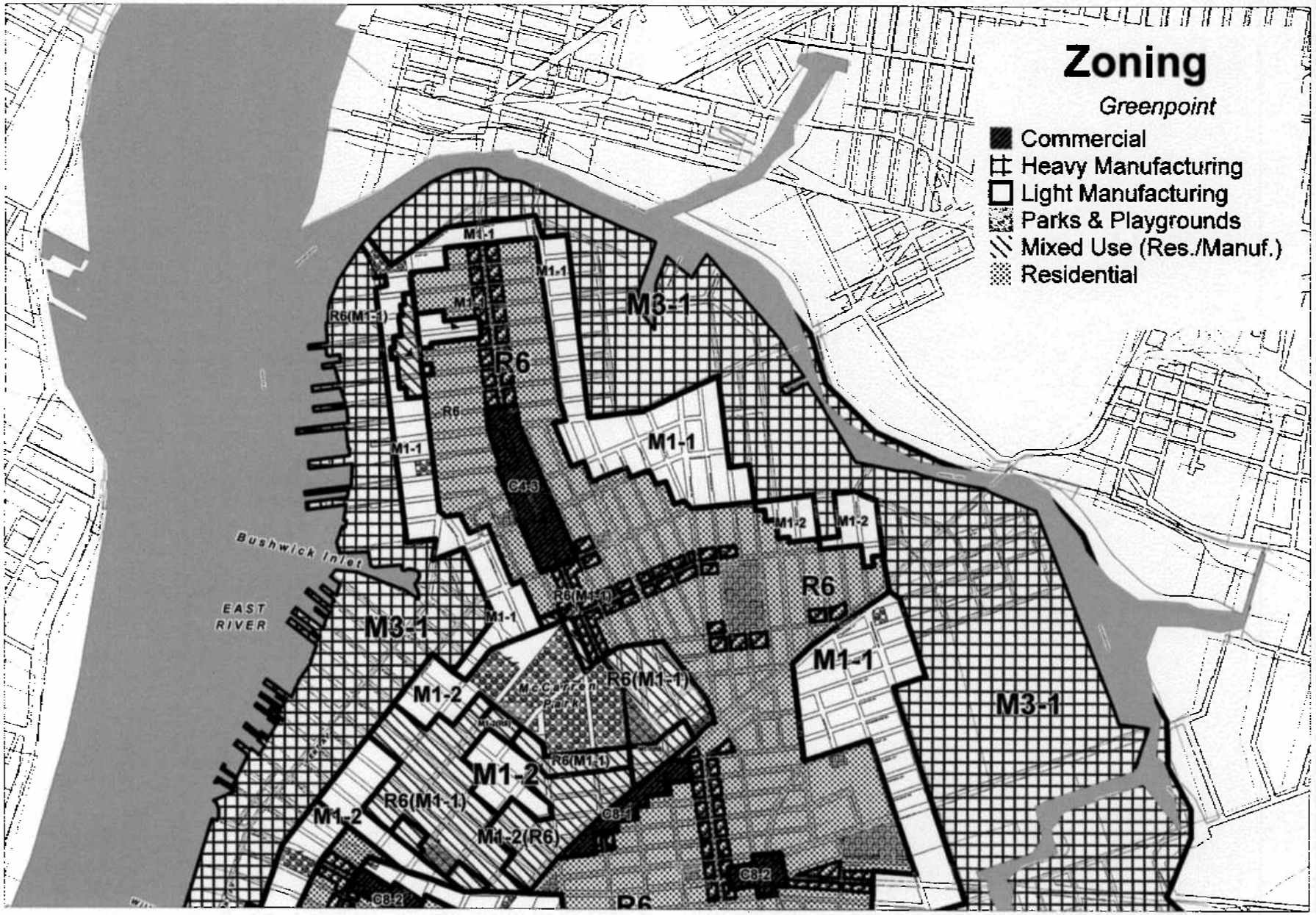


Newtown Creek and the East River today

When these zones were established in 1961, New York City was primarily an industrial-based economy. The waterfronts generally were used as ports for shipping with manufacturing located closest to the means of transport. A number of factors have left the waterfront underutilized, including the shift away from manufacturing towards a service-based economy, containerization of the shipbuilding industry, and trucking as a means of shipping.

The land use map shows a more diverse land use pattern than the zoning map and reflects the fact that Greenpoint is comprised of distinct areas each with its own character and tied together by a strong residential and commercial hub at its core *(See Maps 8 and 9)*. The northeastern border of Greenpoint houses a substantial manufacturing base (primarily heavy manufacturing along the eastern portion of the Newtown Creek waterfront.). Although zoned for heavy manufacturing, the East River waterfront is underutilized and suitable for redevelopment. The East River waterfront has many large parcels of vacant land, with many abandoned or only partially occupied buildings, including a number of building that have experienced residential loft conversions. The Greenpoint Terminal Market site, which encompasses 20 acres of land including piers, is vacant. In contrast to these vacant sites, the M1-1 zone (a "buffer" between the residential and the heavy manufacturing zones) is occupied by both residential and light manufacturing uses. These uses coexist along Franklin Street, toward the northern end of Manhattan Avenue, and along the streets surrounding Bushwick Creek. In addition, an increasing amount of conversion from manufacturing to residential has taken place, in particular in the loft buildings near the East River, Bushwick Creek and at the intersection of the residential and manufacturing areas along Norman Avenue. Moreover, some light manufacturing still occurs in pre-existing non-conforming uses within the residential zones.

MAP 7



Greenpoint Plan *EXISTING ZONING*

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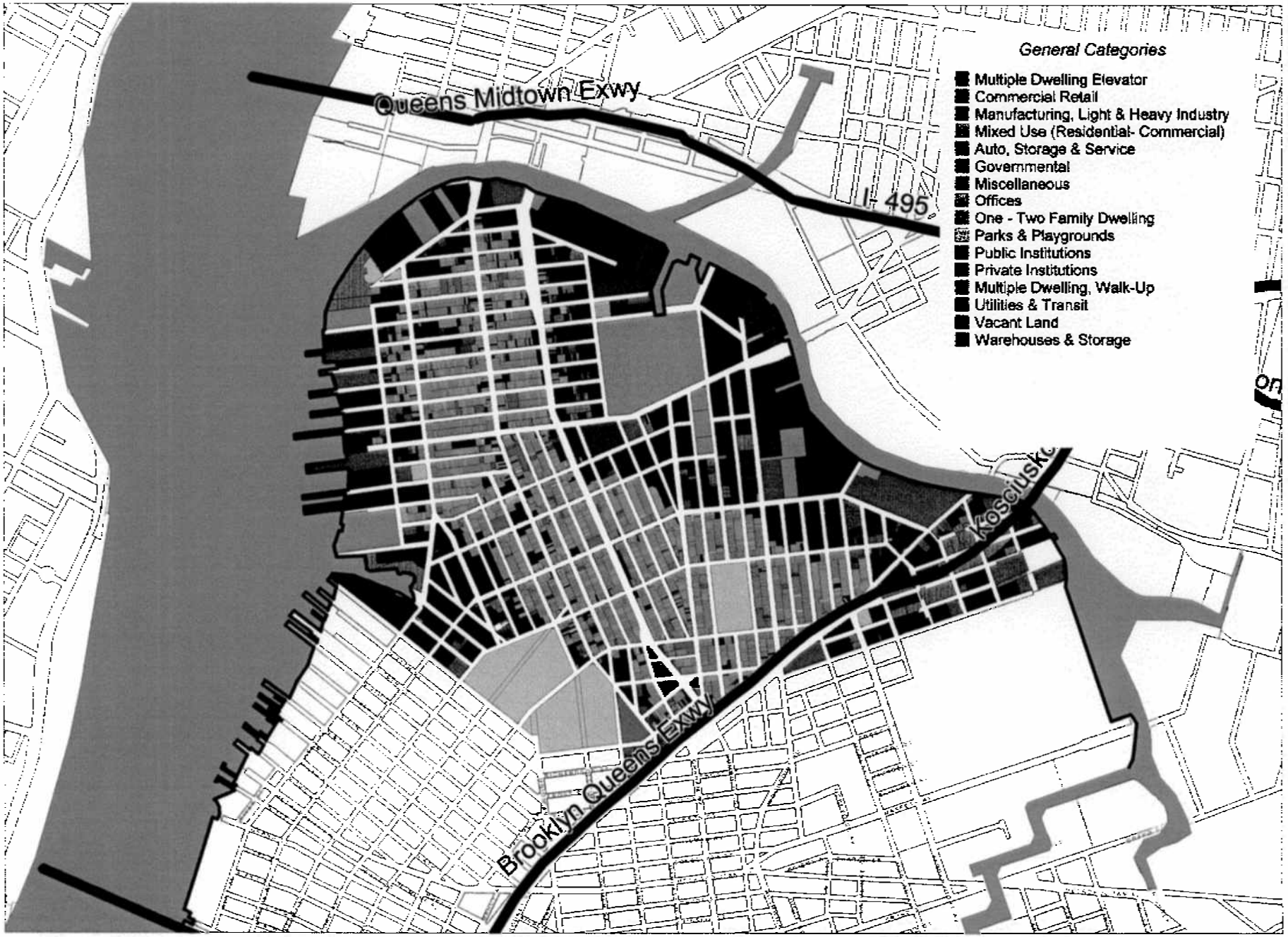
Source:New York City Zoning Resolution 1995, 1998

At the core of the Greenpoint neighborhood lies the R-6 medium density residential zone. Greenpoint's residential neighborhoods are thriving with mainly 1-6 family houses with a high percentage of owner-occupied buildings. In 1990, 22% of housing units in Greenpoint were owner-occupied. The low rates of vacancy in Greenpoint suggest that there is some shortage of housing in the area, which could lead to a rise in the cost of area housing. In addition, there is evidence of illegal basement conversions into apartments to house many of the area's new immigrants. While there are job opportunities in the area, there is not sufficient housing at all income levels to support a growing population.

The commercial zone along Manhattan and Nassau Avenues is almost completely occupied and does a thriving business. On weekday and weekend afternoons and evenings the streets are bustling. Many of the merchants tend to cater to local ethnic groups and provide low-cost, locally made products. In recent years a number of new restaurants and stores have opened serving long time residents as well as the area's growing professional, artisan and artistic communities. Conspicuously missing are craft-oriented retail and entertainment establishments. Despite so much light manufacturing in the area, it seems the community does not have access to retail venues featuring locally manufactured products. In addition, the dearth of theaters [at one time there were five movie theaters on Manhattan Avenue] and other recreational facilities only encourages residents to leave the area during their free time.

Manhattan Avenue: Part of Greenpoint's Active and Dynamic Commercial Strip.

MAP 8



Greenpoint Plan

EXISTING LAND USE

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GPICCED Map, Prepared by Mannix Gordon & Anuradha Vaiecha June 1998

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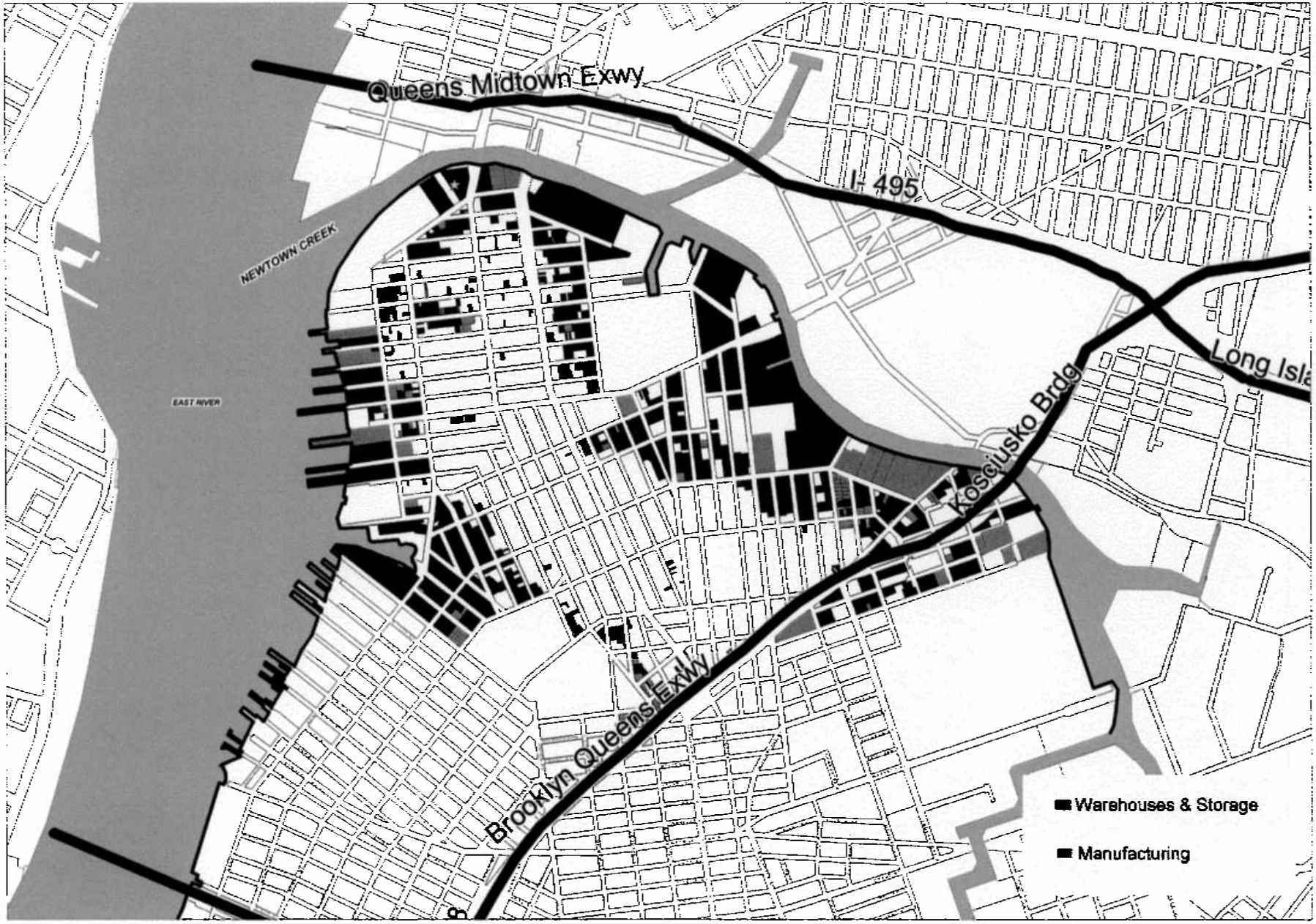
MAP 9



Greenpoint Plan

FACTORIES & WAREHOUSES

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Source: Real Estate Register - Real Station Data August 1997

Greenpoint Terminal Market

Greenpoint Terminal Market

Greenpoint Terminal Market, a 20-acre complex of several vacant buildings located at Noble and West Streets on Greenpoint's East River waterfront, is a visual landmark and a reminder of the community's industrial heritage as a "working waterfront." Once vital to community's economic and population growth and livelihood, these turn-of-the-century structures (like the American Manufacturing Company and the Chelsea Fiber Mills buildings) have been vacant since the 1960s.

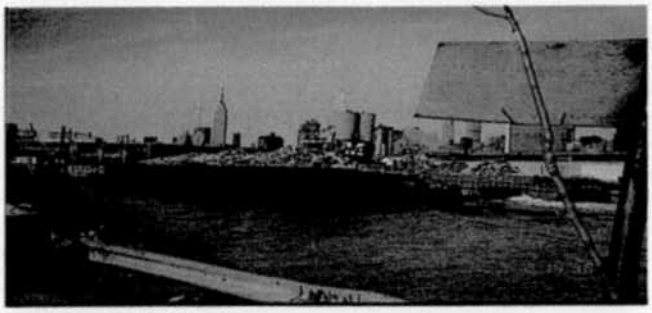
Community opposition and a declining economy prevented the demolition of the structures for high rise development in the 1980's. But given its strategic location and its potential to help meet the community's need for housing, and other services and amenities, local residents and planners have once again focused on making the Greenpoint Terminal Market an active part of Greenpoint today. Preserving and revitalizing the Greenpoint Terminal Market, a visual and historic waterfront landmark, located in the midst of Greenpoint's East River waterfront, is consistent with the New York City's Waterfront Revitalization Policies to "protect, preserve and enhance resources significant to the historical, archeological and cultural legacy of the New York coastal area."

Both the Greenpoint community residents and members within the landmark community would like to see the structures preserved and revitalized. The Greenpoint community sees the nomination of the Greenpoint Terminal Market buildings for "landmark status" as a tool for preserving these structures. The Concerned Citizens of Greenpoint and The Greenpoint Monitor Museum have assisted the 197-a process by applying for the extension of the Greenpoint Landmark District to the waterfront to include these structures that once were vital to the community's economic base. Letters, petitions, and correspondence with the City Landmark's Commission are filed in the office of Community Board One.

The plan proposes that this site be reintegrated into the community and rezoned as a Mixed Use Special District. Greenpoint Terminal Market can become a both economically prosperous and ecologically reclaimed brownfield site. It can be preserved and renovated for a variety of uses -- including the creation of housing and open space, small scale businesses in apparel, furniture and art related light industrial uses, commercial, educational and cultural and community facilities[1].

[1] This recommendation was changed, subsequent to the publication of the Newspaper and prior to the approval by the Community Board. Because the Greenpoint 197-a Committee believes that the proposed zone may be difficult to establish, it was proposed to be rezoned as an R6 Contextual Zone

Environmental Conditions

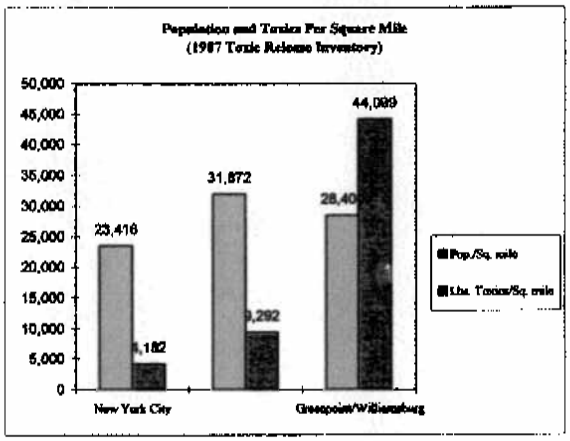


Barge Carrying Garbage from Marine Terminal on Newtown Creek.

The Closed Greenpoint Incinerator

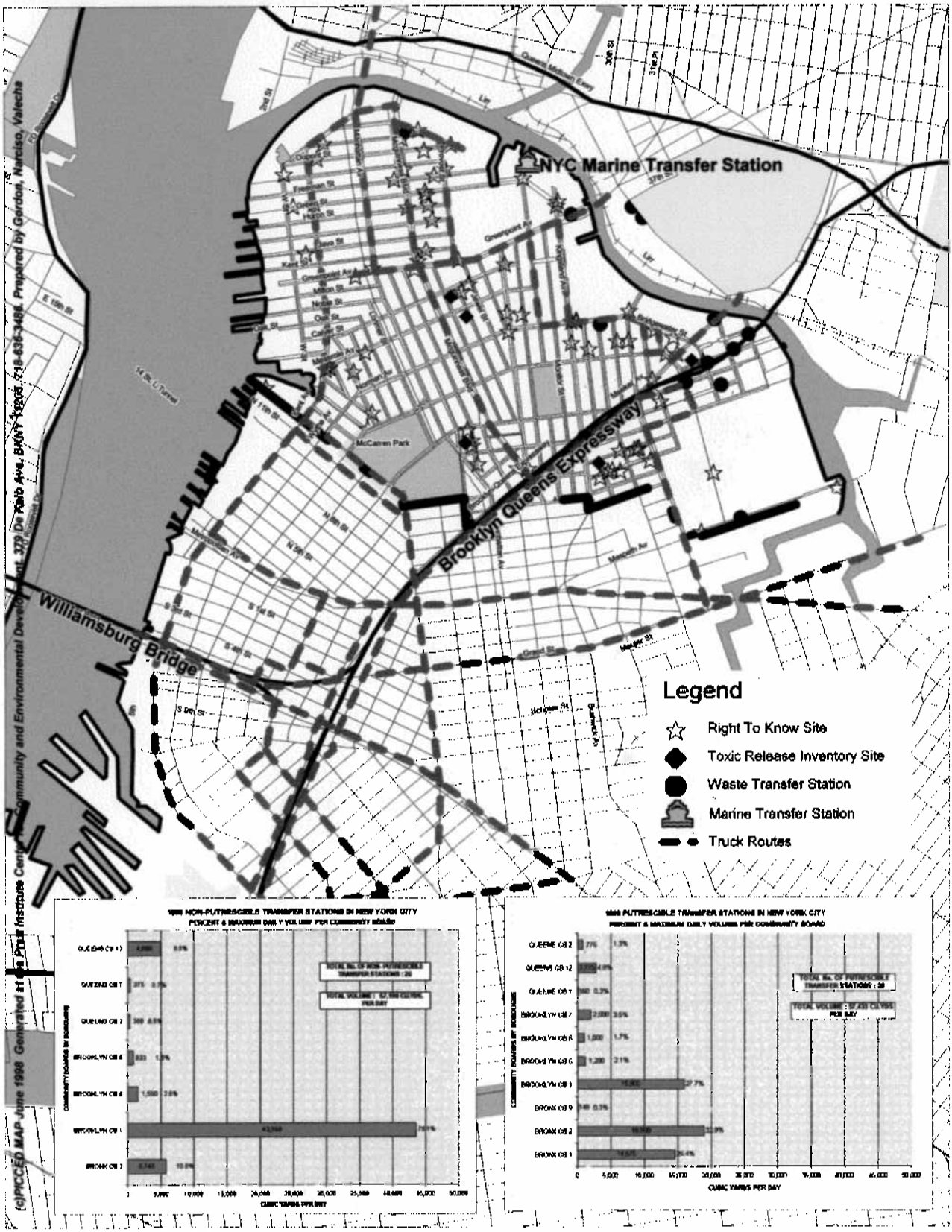
Greenpoint used to be a center for shipbuilding, manufacturing and waterborne commerce. But the ship-builders and most lumber yards that once crowded Greenpoint's shores on Newtown Creek and the East River have closed down or relocated. In their place have appeared a number of businesses that have contributed to the economic vitality of the community. In the Newtown Creek area, there are a growing number of public and private facilities such as waste transfer stations, a sewage treatment plant, the former municipal incinerator, the marine transfer station, and a range of facilities suspected of storing hazardous substances. The M3-1 industrial zone adjoining the Newtown Creek area has been designated as a "Significant Maritime Industrial Reach" by the New York City Department of City Planning. While we envision the continuation of industrial uses in this zone we are opposed to the concentration of land consuming, truck dependent, non-job generating and environmentally questionable uses such as waste transfer stations in this part of Greenpoint *(See Map 10)*.

With the closing of the Fresh Kills landfill on Staten Island, New York City's public officials are seeking alternatives to burning or burying waste, such as increasing recycling and "exporting" it to locations away from residentially zoned neighborhoods. This evolving strategy could cut two ways. It could dramatically increase the environmental burden on sections of waterfront communities such as Greenpoint, or it could lead to the implementation of environmental policies focused on reducing waste at the source. We advocate policies that would fairly and equitably distribute the burden of dealing with solid waste to all of New York's neighborhoods. Sound environmental policies are those that build trust between the government, industry, community-based organizations, and residents. Such policies make each of these parties joint stakeholders in Greenpoint's future and are essential if work on common objectives to improve the environment, neighborhood and workplace is to proceed. This section of the Greenpoint 197-a Plan focuses on the need to raise awareness about environmental protection in the community and the city as a whole.



Source: Community Environmental Health Center, "Right to Breathe/Right to Know: Industrial Air Pollution in Greenpoint-Williamsburg," (New York: Hunter College, 1992) p. VII

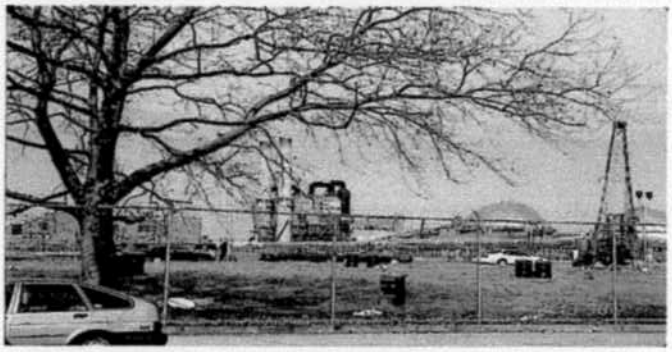
MAP 10
Greenpoint Plan - Environmentally Sensitive Sites



Source: NYC DEP 1997 Data (Map)
Dept. of Sanitation Permited Transfer Stations 1998 (Charts)

Many citywide services are located in Greenpoint, and in many cases place an unfair and unmitigated burden on local residents and workers. Some of the citywide services located in Greenpoint are:

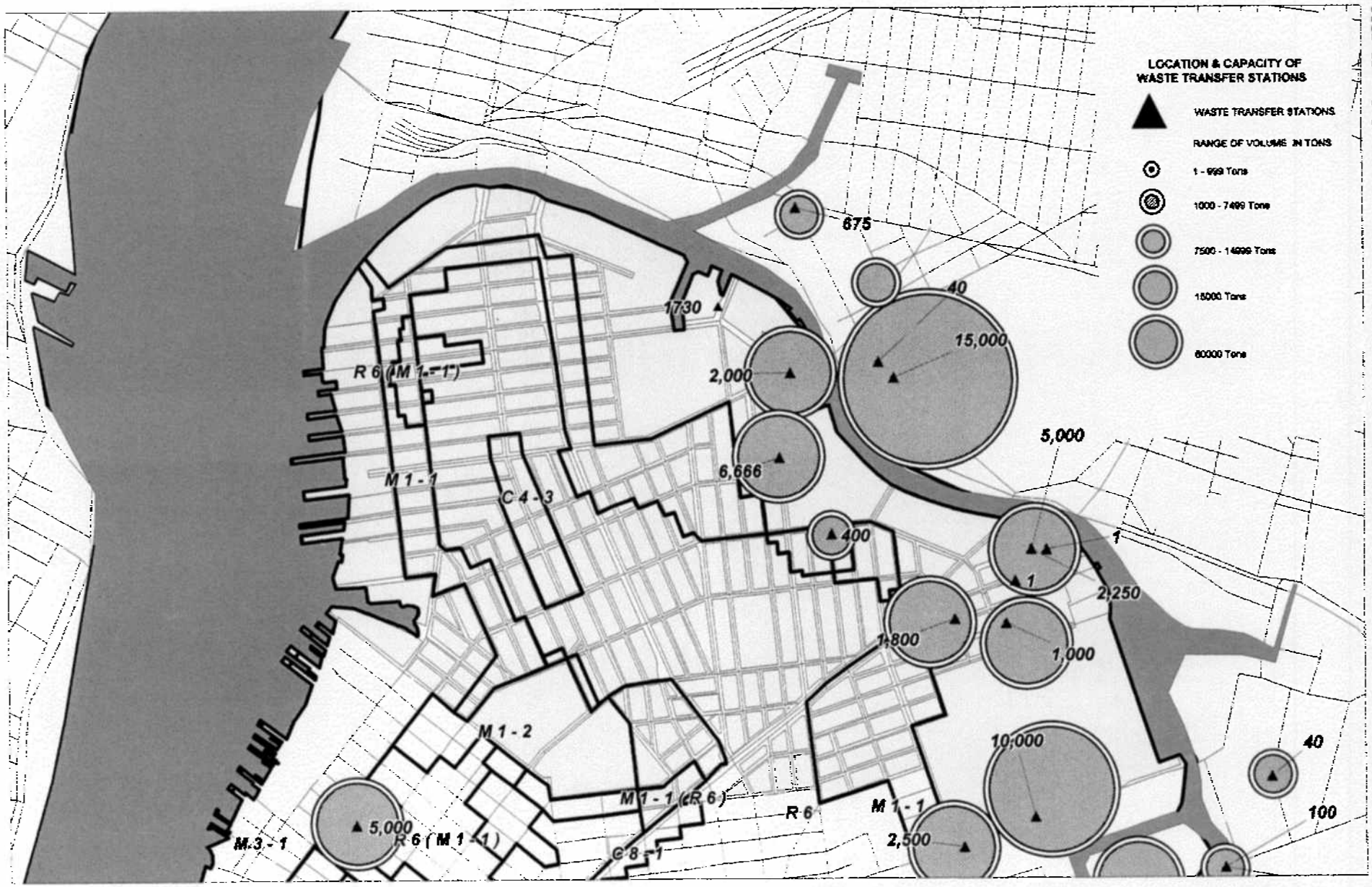
- The NEWTOWN CREEK WATER POLLUTION CONTROL PLANT (WPCP) is the city's largest wastewater treatment facility. It serves a 25.4 square mile drainage area that includes Brooklyn, Queens, and Manhattan. During high intensity storms, flows in excess of the plant's capacity cause direct discharging of raw sewage from the outfalls of India Street, McGuinness Boulevard, and Whale Creek. Additional combined sewer discharge occurs at North 12th, Quay and Huron Streets. The decision to rebuild the plant rather than relocate it was based on the assumption that an infrastructure built in the 40's and 50's could handle present flow and did not need to be enlarged only upgraded and enhanced. The New York City Department of Environmental Protection (DEP) is undertaking a comprehensive modification of the WPCP to comply with federal standards for secondary treatment of wastewater as part of a court ordered consent decree.



Newtown Creek Water Pollution Control Plant

- NINE WASTE TRANSFER STATIONS, one of which is an active fill material transfer station, are located in Greenpoint. Of the nine waste transfer stations, eight store non-putrescible waste. Together these nine waste transfer stations are permitted to store up to 19,114 tons per day. With all of its transfer stations located along Newtown Creek, this forms the eastern boundary of the neighborhood. Greenpoint's north-eastern tier is literally comprised of waste transfer sites in Brooklyn Community Board One (CB1) and in Community Boards Two and Five (CB2 and CB5) in Queens. With 24 waste transfer stations in Brooklyn CB1 and an additional 8 in Queens CB2 and CB5, the Newtown Creek area has the highest concentration of these facilities in the city *(See Map 11)*.
- The recently closed, but not demolished GREENPOINT INCINERATOR, formerly a 1000-ton per day mass-burn plant which, prior to its closure in 1995, was cited by EPA for frequent violations of federal safety limits for particulate emissions.
- NUMEROUS PETROLEUM AND NATURAL GAS STORAGE FACILITIES lining Newtown Creek on both banks. Accidental spills and permitted industrial discharges have made Newtown Creek an extremely polluted waterway. These facilities are close to residential areas and are a major source of pollution in Newtown Creek. Polluted water from the creek then flows into the East River.
- THE BROOKLYN/QUEENS EXPRESSWAY and its arterial truck routes feed into Greenpoint's Pulaski, Kosciusko, and Greenpoint Avenue Bridges, further burdening the community with air and noise pollution. The network of bridges and highways are a mixed blessing. On one hand, they generate a considerable amount of automobile and truck traffic, and on the other, they provide Greenpoint residents and businesses easy access to many locations in the region *(See Maps 12 and 13)*.

MAP 11



Greenpoint Plan

WASTE TRANSFER STATIONS

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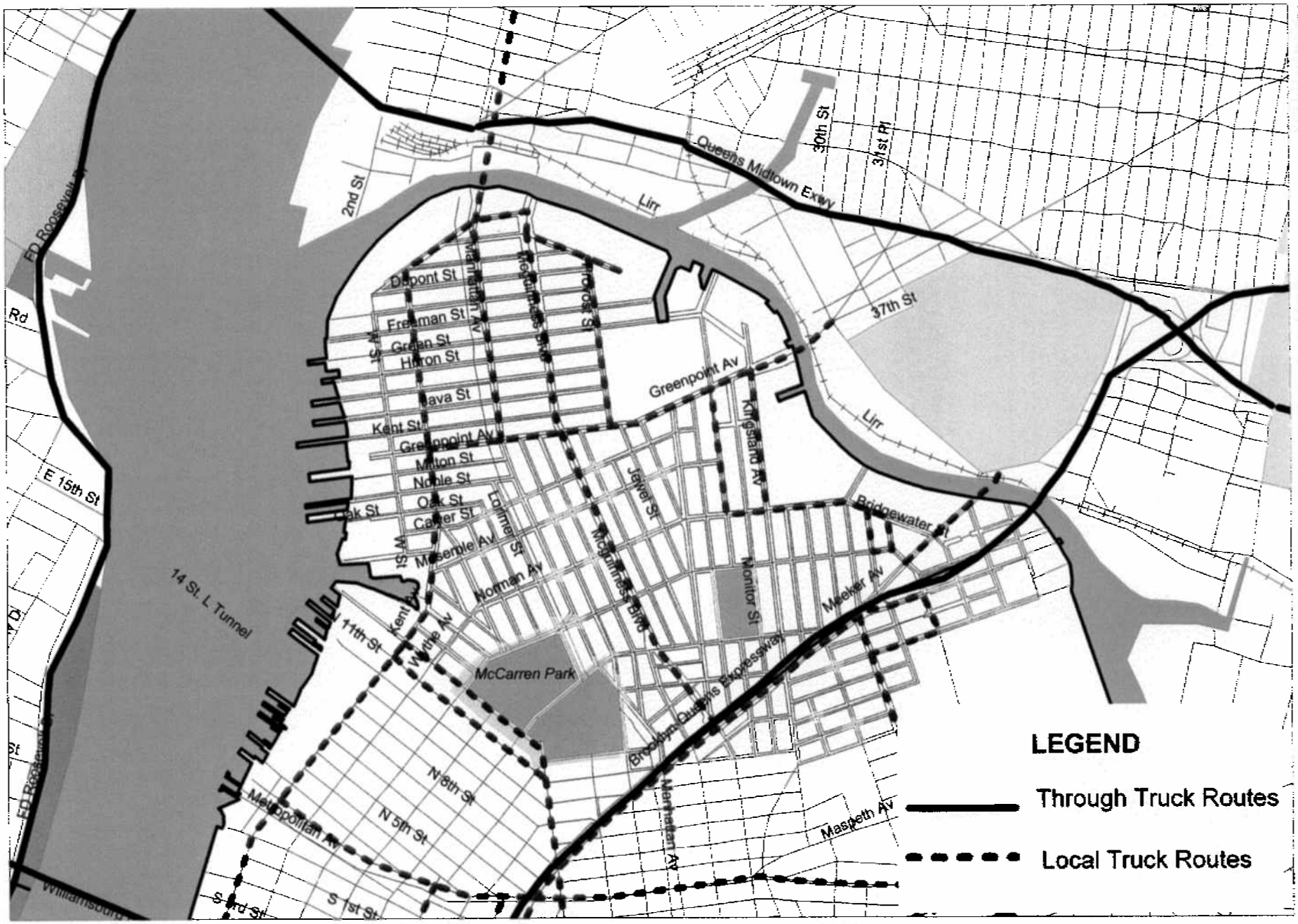
0 0.125 0.25 Miles

Source: NYC-DOS 1995

MAP 12



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TRUCK ROUTES

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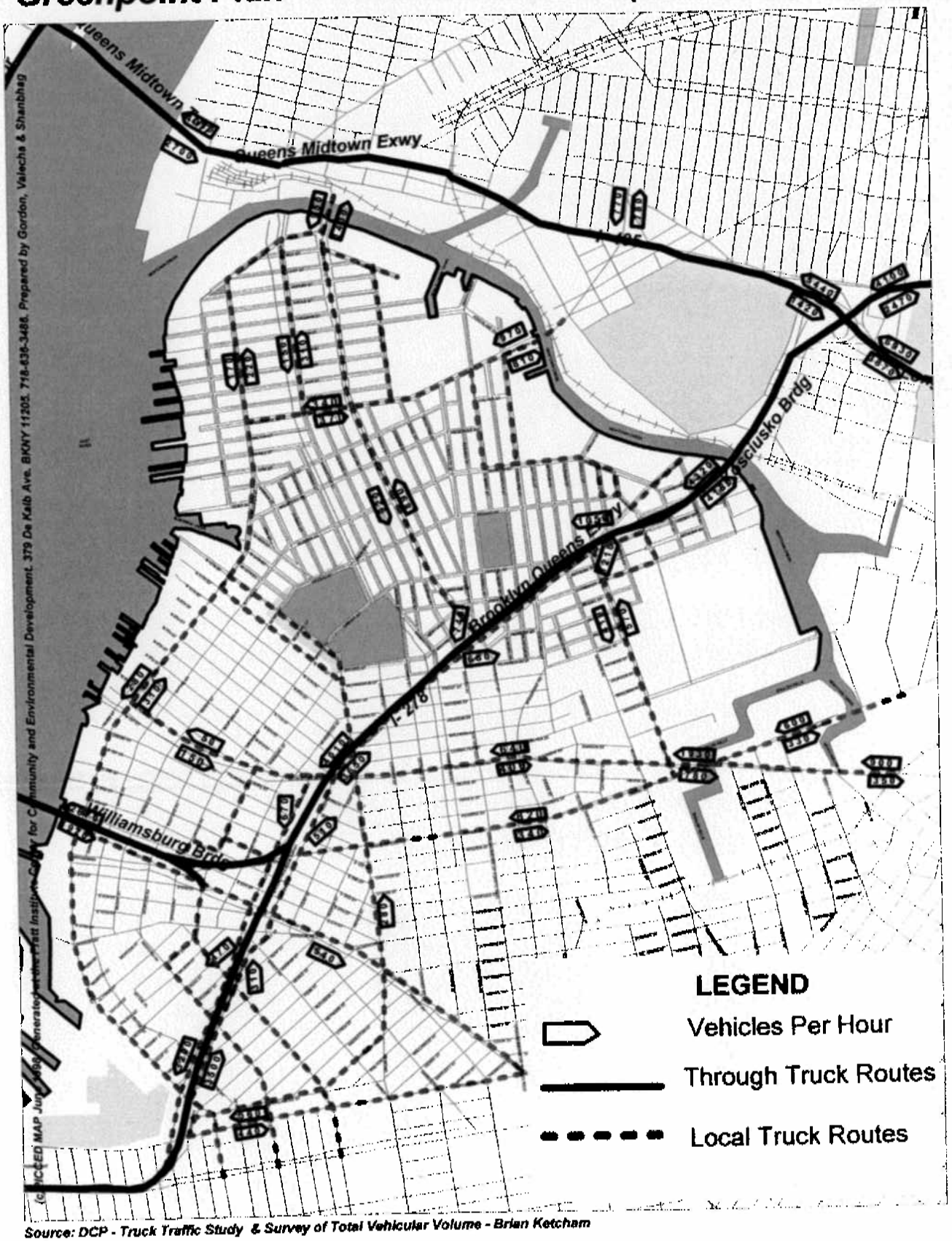
MAP 13
Greenpoint Plan - Vehicles Per Hour (AM Peak 8-9 AM)



Source: DCP - Truck Traffic Study & Survey of Total Vehicular Volume - Brian Ketcham

Other pressing environmental problems in Greenpoint include:

- A MASSIVE LOSS OF TREES IN GREENPOINT. Hundreds of Greenpoint's mature trees were cut down in 1996 and 1997 because of an infestation of the Asian Longhorned Beetle, an extremely destructive insect that attacks mature hardwood trees. The beetle was discovered in Greenpoint in September 1996, and shortly thereafter the New York State Department of Agriculture adopted an eradication program that required the removal of all the infested trees. Because of concerted community action, a 2.7 million-dollar reforestation fund has been established. This will result in a greater number and density of new trees planted in Greenpoint than in any community ever in New York City.
- MOBIL OIL REFINERY SPILL - In the 1940s the largest urban oil spill in the U.S. occurred. Seventeen million gallons leaked from a tank in the former Greenpoint oil refinery, only 1.5 million of which have since been recovered. In April 1988, an additional 60,000 gallons of oil leaked from a Mobil Oil underground pipeline under Monitor Street, creating a risk of explosions in local sewers.

The 197-a Plan highlights many of the adverse impacts of pollution and explores ways to improve the area through focused environmental policy and concerted action. The first step is to provide environmental benefits that offset problems created by the concentration of city service facilities in Greenpoint. This should be followed by an immediate plan to reduce dependency on them, and finally convert them to uses that enhance rather than degrade the environment.

The viability of the area and its future economic base is dependent on fostering a healthier and more desirable community. The residents of Greenpoint reject the notion that creating jobs is inconsistent with maintaining a healthy environment. An improved "quality of life" and healthy environment will generate future jobs and strengthen the economic base of Greenpoint. An essential prerequisite for this to take place is the development of performance standards to guarantee that any enterprise that locates or functions in Greenpoint meets the highest environmental standards and contributes to improving the area's quality of life. Greenpoint's manufacturing (or "M") zones, lie in close proximity to its residential core, and have the potential to become a magnet for competitive, clean and environmentally friendly businesses, as well as to serve a residential expansion. This is a crucial issue for Greenpoint since the land use analysis indicates that there is a significant number of pre-existing non-complying residential units in the area's M zones. In addition, the recent conversion – illegal and legal – of manufacturing lofts to live and work lofts has increased the level of residential non-compliant uses in M zones. This reality is the basis for recommendations to expand the mixed-use zones into the current "M" zones and to adopt performance standards for the operation of any non-residential uses wherever they are located. Mixed-use zones would provide opportunities for new residential development, legalize the residential conversions that have already taken place and at the same time allow for the continued operation of existing businesses. These proposed mixed-use zones would limit industrial expansion to those business that enter into good neighbor agreements and that can demonstrate that they can meet strict environmental performance standards.

Furthermore, reclaiming the Newtown Creek area, greening the streets of Greenpoint, reducing air, water and noise pollution, and eliminating unwarranted and unnecessary truck traffic will all enhance the quality of life in both the residential and manufacturing sections of the community.

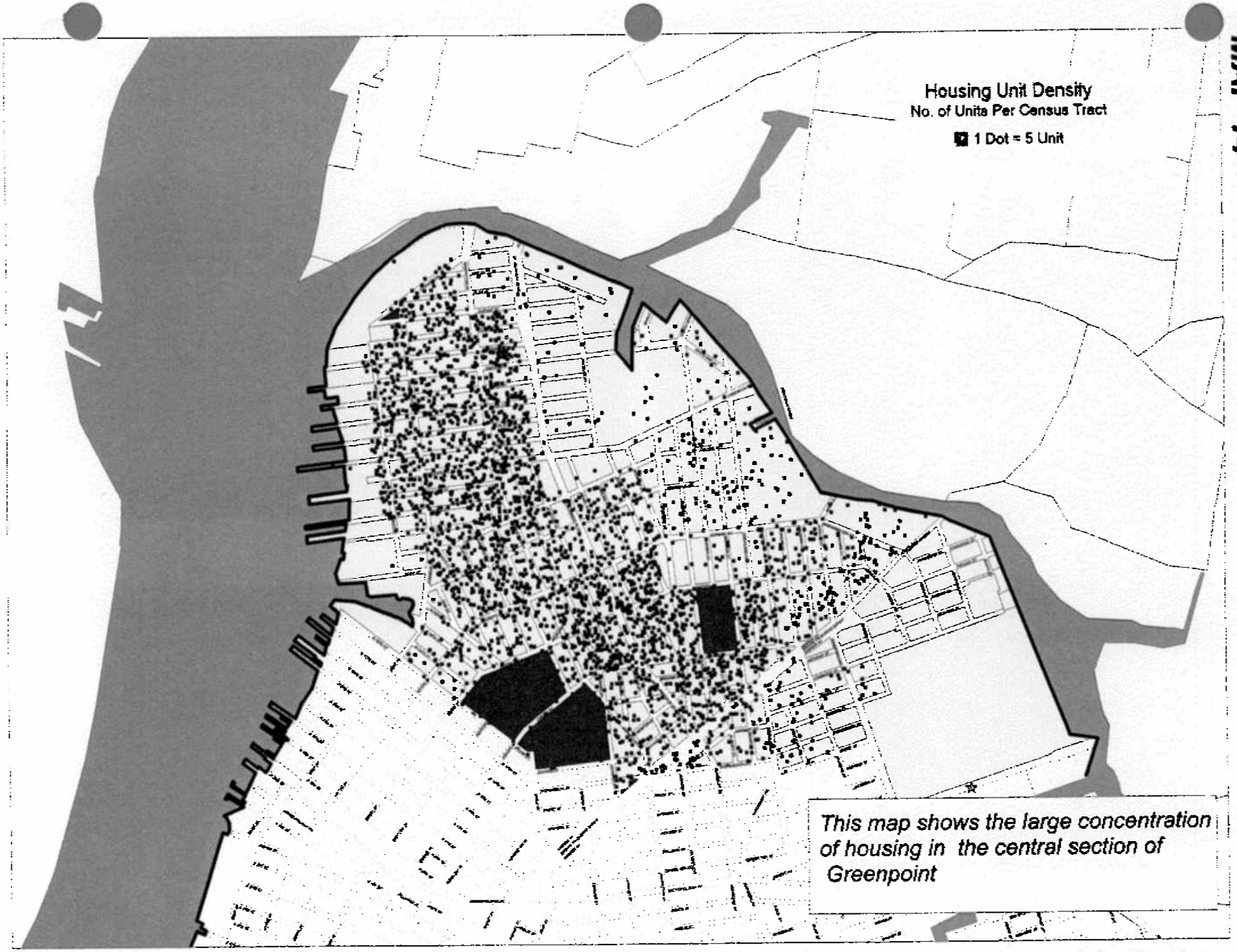
Housing

Greenpoint's Residential Neighborhood.

Waterfront vistas and the scale of Greenpoint's residential neighborhood with the Historic District at its core have remained largely unchanged for almost a century. Although the Greenpoint community has grown rapidly from an industrial and residential neighborhood in the 1900s, to a diverse mixed-use community with a stable residential neighborhood built around Manhattan Avenue, very little new housing has been developed during the last five decades. With 90% of the housing stock dating from before the 1940s, Greenpoint boasts well-maintained 19th century row houses on Milton, Noble, Kent, and other streets, and wood frame and masonry houses surrounding Monsignor McGolrick Park. In addition to the low-scale of its buildings and the high quality of its urban design, Greenpoint has splendid waterfront vistas and some of the city's most striking view corridors.

In 1990, the median rent in Greenpoint was roughly $430, and ranged from $376 in census tract (CT) 499 to $467 in CT569. While rental market remained affordable in most of the Greenpoint neighborhood, along its East River waterfront, where loft conversions have taken place, rents were much higher. In 1990, CT 577, which includes only 10 owner-occupied and 12 renter-occupied units had a median rent of $1001. This reflects the small-scale live/work loft conversions taking place on scattered sites along the waterfront.

According to 1990 Census data, overall housing density in Greenpoint was roughly 2.5 persons per household *(See Map 14)*. *Housing Density* shows that density is highest in the center of the community (streets surrounding Manhattan Avenue) and lowest in eastern parts of the community close to Newtown Creek and immediately off the East River. Anecdotal evidence offers indications of illegal conversions of housing into buildings with single room occupancy [SROs] and indicates that the dramatic increase in immigration in the early 1990s has reduced vacancy in this area. Greenpoint is growing due to both an influx of immigrants in the early 1990s and anticipated future natural population growth and must accommodate the population with new housing units. Further, the large percentage of older persons in Greenpoint has created a need for elderly programs and housing. New housing for the elderly would also benefit families (both native and newcomers) by making additional housing space available.



Greenpoint Plan HOUSING UNIT DENSITY

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Source: US Census 1990.

Businesses and Jobs

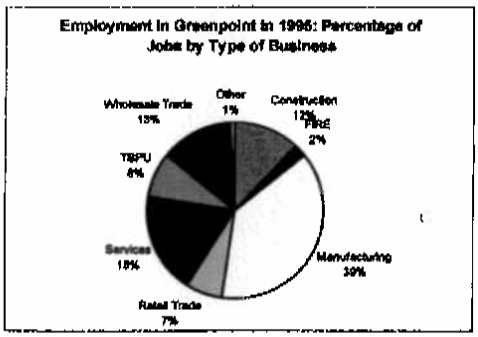
Commercial Strip on Manhattan Avenue.

With its stable middle-income residential community, a bustling commercial hub, and numerous established light manufacturers, Greenpoint is a viable working-class neighborhood. It is anchored by two commercial streets -- Manhattan and Nassau Avenue that cater to and rely upon the patronage of Greenpointers, both old-timers and new residents. The Polish stores and restaurants that line Manhattan Avenue, together with social services and churches, make the street a neighborhood hub.

At 65%, Greenpoint's workforce participation is higher than the average of its community district (54.7%), Brooklyn (58.9%), and New York City (61.7%). Greenpoint's women also exceed the city-wide average, 56% to 54%, in their participation in the workforce. The sharp rise in immigration to the neighborhood in the 1980s, and the still greater rise in the 1990s, increased the percentage of Greenpoint's working-age population, and may be responsible for its high levels of employment.

Even though Greenpoint and Williamsburg have suffered a loss of two-thirds of their industrial employment base over the past thirty years, they still contain many other traditional mixed-use and industrial areas that have not lost their "working neighborhood" character. Greenpoint's two waterways are a part of a larger industrial area, The East River/Newtown Creek waterfront in Brooklyn and Queens, which possesses one of the highest concentrations of blue-collar jobs in New York. Specifically, Greenpoint's East River and the Newtown Creek industrial areas boast an active production base that provides over 9,000 jobs, with over 6,000 in the Newtown Creek industrial area. While concentration of numerous municipal facilities in the Newtown Creek area has created environmental problems (See section "Greenpoint Serving the City"), small-scale non-polluting manufacturers remain as important sources of jobs.

Among the many small-scale industries, it appears that craft-related manufacturing, in particular wood-working, thrives in Greenpoint. Other industries that currently prosper in Greenpoint include furniture manufacturers, lumber wholesalers, precision machinery makers, the textile industry, and others. Many of the jobs these industries provide are filled by Greenpoint residents. In 1993, the Greenpoint Manufacturing and Design Center, a non-profit group, purchased the 400,000 square foot complex of eight vacant city-owned buildings located at the tip of Manhattan Avenue. Today, the fully leased Design Center houses 70 tenants including woodworkers, finishers, designers, a metal spinner, artists, crafts people, and others.



Source: Dun & Bradstreet, Market Place 1995. Data for Greenpoint 11222 zipcode area

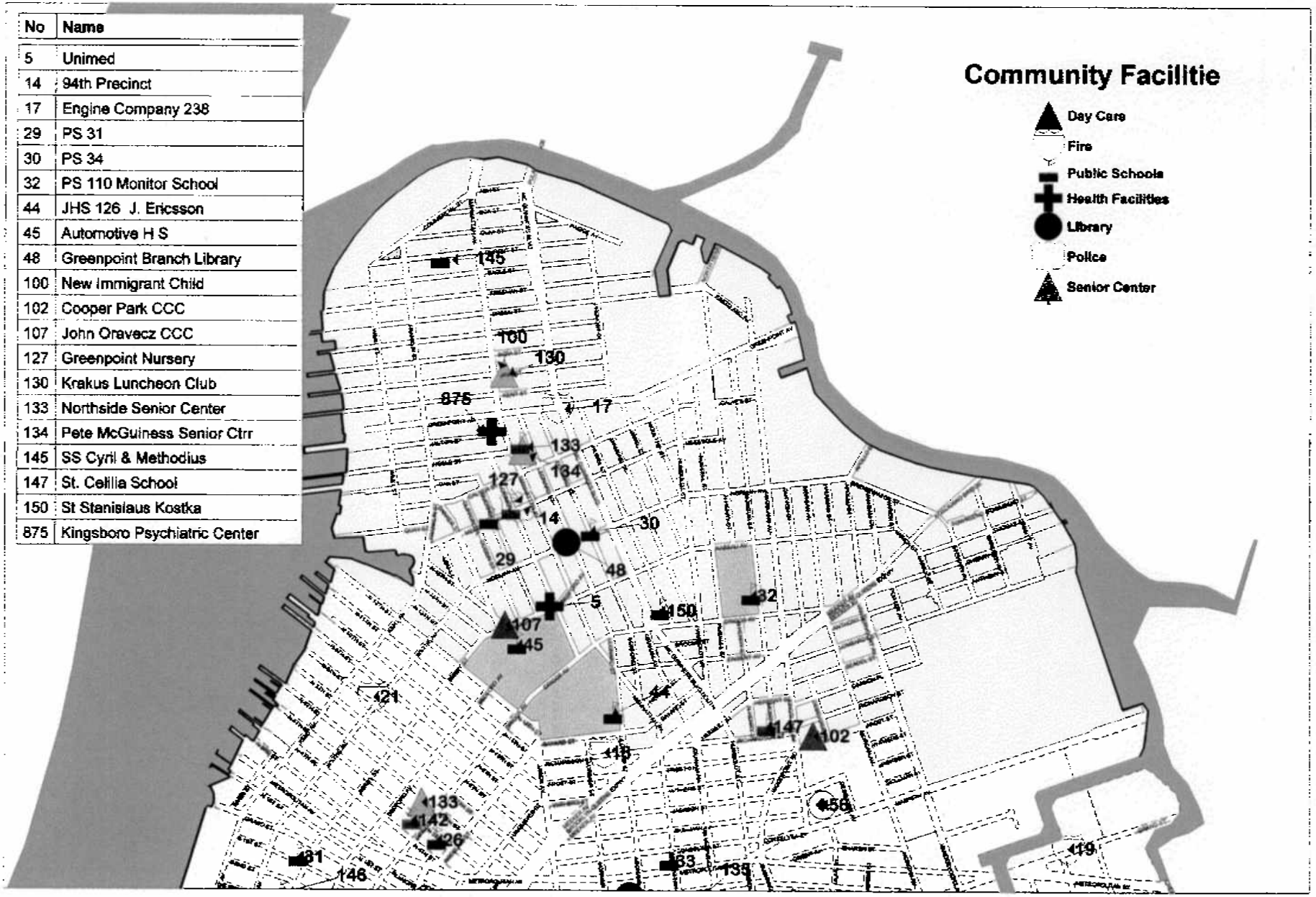
Community Facilities

Greenpoint's population growth during the last decade has created a need for schools, social services, housing, and access to jobs. With only a few childcare centers and insufficient health and youth services *(See Map 15)*, Greenpoint is unable to serve its growing population.

As with many neighborhoods in New York City, almost all of Greenpoint's schools are overcrowded. Even though the community's younger population has slightly declined in numbers during the 1980s, the increase in immigration during the early 1990s has no doubt exacerbated the problem of school overcrowding. Public schools PS 34, JHS 126, and the Automotive High School were operating above capacity in the 1995/1996 school year (the latest year for which data is available). PS 31, as well, although still operating below capacity, has experienced 10% increase in enrollment within the last 5 years. Enrollment in Greenpoint's Catholic parochial schools has been generally stable during the past years, with the exception of Saint Cyril and Methodious school, where enrollment increased 19.33% from 1992 to 1997. The scheduled closing of St. Cyril and Methodious school has prompted a great deal of concern among Greenpoint residents. With the few Greenpoint schools overcrowded, enrollment increasing sharply in others, and one school closing down, overcrowding is due to become a much more troublesome and omnipresent fact in Greenpoint.

MAP 15

No	Name
5	Unimed
14	94th Precinct
17	Engine Company 238
29	PS 31
30	PS 34
32	PS 110 Monitor School
44	JHS 126 J. Ericsson
45	Automotive H S
48	Greenpoint Branch Library
100	New Immigrant Child
102	Cooper Park CCC
107	John Oravecz CCC
127	Greenpoint Nursery
130	Krakus Luncheon Club
133	Northside Senior Center
134	Pete McGuiness Senior Ctrr
145	SS Cyril & Methodius
147	St. Cellia School
150	St Stanislaus Kostka
875	Kingsboro Psychiatric Center



Greenpoint Plan

COMMUNITY FACILITIES

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RECOMMENDATIONS

This section presents an overview of the aspirations of Greenpoint residents in establishing social, economic, environmental and quality of life improvements in this historic waterfront community. The Plan's main goals are to:

North End of Manhattan Avenue Today

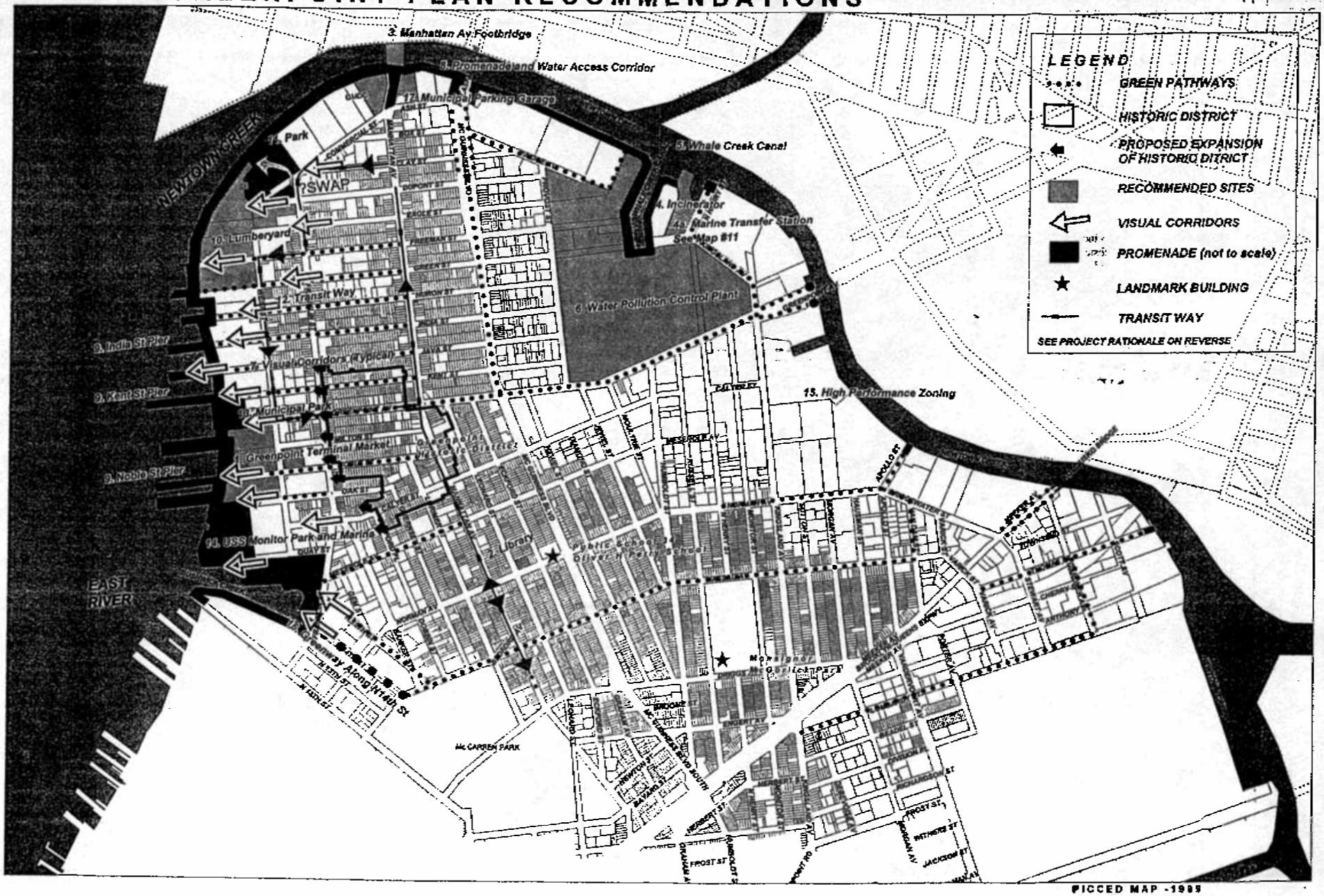
North End of Manhattan Avenue Tomorrow

Newtown Creek Today

Newtown Creek Tomorrow *Courtesy: Janice Lauletta*

- Build upon the already strong social, economic, and cultural base of Greenpoint through sustainable programs that would reinvigorate this ethnically and culturally diverse community.
- Reclaim the East River waterfront as a publicly accessible walkway and promenade and build a residential and public access connection from Greenpoint's Historic and existing residential community to a new revitalized and publicly accessible waterfront.
- Retain Newtown Creek as a "Significant Maritime and Industrial Zone" and an industrial sanctuary and at the same time, initiate "high performance standards" for manufacturers, enter into "good neighbor agreements, and reclaim and clean-up the Newtown Creek area.
- Link new and existing housing units, live and work spaces, workshops, recreational and commercial and business uses, youth, educational and social service facilities, infrastructure and environmental improvements in a balanced and sensible way on and around the community's historic waterfront *(See Map16)*.

MAP 16. GREENPOINT PLAN RECOMMENDATIONS



PICCED MAP -1999

No.	PROJECT NAME BLOCK/LOT	PROJECT RATIONALE
1	**Greenpoint Terminal Market** 2564/1, 2565/1, 2567/1, 2556/1 (See p. 41)	This is one of the largest tracts on the East River Waterfront with spectacular views of the Manhattan skyline and it contains some excellent examples of industrial architecture. The site sits on the western edge of the Greenpoint Historic District and was one of the economic determinants that spurred the development of that residential district. The site is privately owned and is on the market. The size and the estimated cost of developing the property in a manner that is compatible with the historic residential community to the east requires a flexible and creative approach to its reuse. The Greenpoint 197a plan would (1) set standards to limit height and uses to those that are compatible with the historic district, (2) require access to the waterfront, (3) reclaim contaminated portions of the site, and (4) retains and enhance the existing view corridors. The original high performance mixed use proposal and the subsequent R6 contextual alternative both provide a framework to achieve these stated objectives. The proposal also calls for exploring the expansion of the Historic District into the Terminal's adjacent landmark quality residential blocks. See No. 10
2	**Library** 2621/32 (See p. 41, 57)	The Greenpoint Library is one of the most intensely utilized library facilities in the City. However, it lacks the capacity in terms of technology, storage and reading space to serve the needs of schoolchildren who attend the seven neighborhood elementary schools, the junior high school and the high school. It presently lacks the shelf space to accommodate 10,000 Polish language books that have been made available to the library, and to expand the circulation of Hispanic, Asian and other ethnic books needed to accommodate the community's diversity. There is a need to upgrade and or expand the facility to meet the demands that the recent immigration from Poland and elsewhere have put on this important community institution.
3	**Manhattan Av Footbridge** (See p.42, 58)	The replacement of the bridge that stood at this location until the construction of the Pulaski Bridge would (1) reconnect the northern section of Greenpoint with Hunters Point. The Pulaski Bridge, which was built to primarily accommodate auto and truck traffic and to allow for the clearance of "warships" under it, is not "pedestrian friendly" and does not provide easy and direct access to the 7 line and to the LIRR (the LIRR station is rarely used, in part, because of the reduction of pedestrian traffic). The reconnection of these two neighboring communities would facilitate mass-transit access to the proposed medium-density housing proposed on the lumberyard site and to the Greenpoint Manufacturing and Design Center. The historic re-connection of the two communities, both of which are poised for development, would significantly enhance the northern end of the Manhattan Avenue shopping district. It would provide access to the cultural institutions and the ethnic restaurants on both sides of Newtown Creek and it would help spur the growth of the incipient artist communities in both communities.
4	**Incinerator** 2508/1 (See p. 48)	This decommissioned incinerator site should be either demolished and the site cleaned and remediated or as the 197a Plan suggests be cleaned, turned over to a not-for-profit art group, lit up and used as a piece of environmental art. This would be a low cost and environmental sound way of stabilizing the site and creating a community amenity. It would not require demolition, carting and or dumping of material and would not leave a site in need of environmental remediation.
5	**Whale Creek Canal**	See No. 9
6	**Water Pollution Control Plant** 2491/201, 2515/1,13,25, 2525/1, 2527/2, 2491/101 (See p. 49)	All the recommendations contained in the 197a Plan are consistent with DEP policy and commitments made to the Greenpoint community. The plan calls for, and DEP has agreed to, set back the building so that there can be a promenade surrounding the facility along the Newtown Creek terminating at Whale Creek opposite the Greenpoint Incinerator. The promenade will be used for educational, and public monitoring purposes, as well as, to enjoy the fabulous and unique views of the Manhattan Skyline and of the Plant itself. DEP has agreed to provide supervised public access to the tower of the plant, which will inevitably become a tourist attraction, and an example of New York City environmental institutions and community residents commitment to a friendlier and healthier environment.
7	**Visual Corridor** (See p. 53)	Keep view corridors open in order to take advantage of the Greenpoint's spectacular view of the Manhattan Skyline.
8	**Promenade and Water Access Corridor** (See p.53)	In addition to a dearth of open space for residents and workers, Greenpointers have been denied access to the waterfront areas that surround it on three sides. The views from the East River, as well as from Newtown Creek, are spectacular and unique and provide New Yorkers with excellent and dramatic views of the Manhattan skyline. The promenade and waterfront access corridor will be developed over time using a combination of city incentives and zoning tools as sites are developed along the waterfront. The proposed path of the promenade will not inhibit any commercial access to the waterfront. The only exception would be the lumberyard which will only be required to develop the promenade and to provide waterfront access if it is converted to residential use. In addition, we propose that State and Federal resources be tapped, when applicable to purchase and develop portions of the promenade, e.g. State Environmental Bond Money, The Proposed Build America Bonds (BABs), etc. The proposed promenade will provide the community with the opportunity to access the water for recreational and passive uses. There are already a number of leisure craft stores on Newtown Creek, a Canoe and Kayak club exists and fisherman already use the East River. The collapsed India Street Pier tragically took the life of a fisherman who along with many others illegally gained access to the pier for fishing. In addition to the recreational and open space benefits greenery will contribute to the reduction of particulate matter in the air and significantly help to clean the air through photo-remediation. We estimate[1] that 5,000 new trees planted along the promenade and in other parts of Greenpoint over the next decade would remove over a metric ton of pollutants each year from the air in Greenpoint; including almost a three tenths of a metric ton of ground level ozone annually, and about the same amount of particulate, a contributing factor in the incidence of Asthma. This recommendation is compatible with NYC's Empowerment Zone Application to HUD for a Brooklyn Empowerment Zone which called for the establishment of a "Waterfront City: leveraging Brooklyn's special asset", – it's waterfront. The proposal also called for a City of Healthy Families and Communities. It is also compatible with the intent of the City's Waterfront Access plan and Waterfront Zoning. It is important to note that the fundamental notions of the greening of Greenpoint's East River waterfront, providing waterfront access and providing waterside parks and contextual residential development have been previously proposed in three reports produced by the New York City Revitalization Plan-1997 [NYCDCP94-03], and "The New York City Comprehensive Waterfront Plan - 1992 [NYCDCP92-27]." [1] Based on estimates made in "Keeping the Green Promise," prepared by the Regional Plan Association and the Environmental Action Coalition, 1998. A study funded by the Urban Resources Partnership and The New York Community Trust.
9	**India St Pier, Noble St Pier, Kent St Pier** (See p. 53)	See No. 8

o.	PROJECT NAME BLOCK/LOT	PROJECT RATIONALE
	Lumberyard 2472/32, 2494/1,6, 2502/1, 10/1, 2472/2 (See p. 53)	The owner of the lumberyard site has expressed a desire to consolidate his business activities at another waterfront site that he owns and operates. He is interested in reusing the site for residential purposes. The Greenpoint 197a Plan supports with conditions the proposed conversion of the site for housing when the lumberyard ceases operation. The plan calls a contextual development, and height limitations that are compatible with the surrounding community, access to the water and the enhancement of the view corridors. This is in keeping with the NYC Department of City Planning's recommendations in the Comprehensive Waterfront Plan, published in 1992. The recommendation for this site can be found in the section on "Proposed Redevelopment Opportunities" (Table 6.1). *A similar recommendation can be found in the table for the Greenpoint Terminal Market.
	Park (See p. 54)	The Newtown Barge Terminal Playground and the Greenpoint Park: There have been some informal discussions concerning a swap of waterfront property for some inland park space. Final community, City and State approval would be subject to a review of a formal request, however, the 197a Planning committee was open to the informal proposal put forth by the owner of the Lumber Yard that might result in an improved Park and a more suitable site for residential development.
	Barrier Free Transit Way (Low Floor Bus) (See p. 58)	The proposal calls for a study to determine the feasibility of a barrier free transit line serving the area and adjoining waterfront communities in Queens and Brooklyn. If the East River waterfront areas are developed as envisioned in the Greenpoint 197a Plan and other comparable planning and development efforts underway, there may be a need for a new mass transit connection. The proposed transit route could provide barrier free access for shoppers, the elderly, parents and the disabled. It would link new housing development with the commercial strips serving the area, as well as to centers of employment, recreation and other transit connections.
	Municipal Park 2556/41 (See p. 54)	Municipal Park at the WNYC Transmitter Site at the foot of Greenpoint Avenue: This site should be open to the public. Adequate measures should be taken to protect the transmitters from vandalism and at the same time improve the park's edge condition and provide access to area residents and workers to this existing park.
	USS Monitor Park 2590/1,25,100,210,215,222, 2570/1 (See p. 54)	The 197a Plan calls for a site somewhere in the area of Bushwick Creek for the location of the Monitor Museum and marina. This was the area where the Continental Iron Works was located. The Monitor was the first and most famous of the Ironclad fighting ships that were built at this historic Shipyard. The Monitor Museum is incorporated and is looking for a home.
	High Performance Zoning (See p. 72)	These are areas in which the present zoning designation would be modified to require performance-based evaluation of the enterprises located there. This designation would build on the existing zoning structure but would recognize that current "use" categories do not accurately reflect how any particular enterprise actually performs or if it can present a serious potential risk to adjacent uses. Performance based zoning employs standards and criteria rather than prescribed lists of uses and requirements. "The emphasis shifts away from direct specification of solution characteristics to specification of desired results. The principle of the performance standard is based on the use of tests to determine whether the impacts of a particular use in a particular location conform to standards of acceptability. That is, the degree to which hazards and nuisances are brought under control becomes the test, rather than whether the land use activity itself is on a list of suitable uses in that particular location" (F. Stuart Chapin, Urban Land Use Planning, p. 371). High performance standards would address degree of hazard, air pollution, smoke, dust, noise, glare, odor, erosion and sediment, runoff, liquid, solid or airborne wastes, fumes, traffic, and vibration. Standards and criteria might consider pollution prevention or control, amount o hazardous substances used or stored, engineering design, enclosure, size, scale, hours of operation, landscaping, etc. Considering changes in industrial and commercial practices resulting from pollution prevention and improved technology, our present way of determining what are and are not compatible uses is outdated. The Zoning Handbook (p. 3) stated that "uses listed in each use group have common functional or nuisance characteristics. Today, however, there are a number of activities whose processes and/or operations are designed to function with minimal environmental impacts, but their "use category" does not permit their location in areas near or adjoining residential areas. For example, Printing is listed as a single "use" even though we know that there are a variety of types of printing processes, from screen to flexographic to lithographic to gravure, etc. Each of these processes involves different materials and substances and different "nuisance characteristics". Some types of printing are far more appropriate to site near residential uses than others. In addition, printers who have incorporated pollution prevention strategies, which eliminate the use of chemical solvents, could potentially even co-locate with residential uses. Similarly, with "cleaning establishments" which under the current use group system are allowed in commercial zones near or in residential areas, those "dry cleaner" using "perc" have the potential to pose a hazard while those "cleaners" using non-toxic cleaning processes do not pose a health hazard and, thus are more compatible with their neighbors. Certainly there are a broad band of other "uses" that, depending on how they perform or can be expected to perform, can successfully be located in "M" zones adjoining residential communities. Clearly, on the other hand, there is a limited number of "uses" whose processes and operations are by their very nature, toxic and/or noxious and should never be located near or adjoining residential or mixed use areas. These distinctions and appropriate zoning modifications are crucial if we are to address the environmental issues raised in the Greenpoint 197-a plan and at the same time assure the retention and expansion of employment in New York's manufacturing sectors. Unfortunately, the current trend to use all "M" zones primarily for "unwanted noxious activities" rather than for needed manufacturing jeopardized our economy and health of communities located near them. Rather, "recognizing that the land use plan provides the basic rationale for a system of zoning districts, we should use the "desired results" of reduced levels of toxic chemicals, lead and dust elevations, odors, smoke, noise pollution and traffic, as described in the Greenpoint 197-a land use plan, as a guide for establishing specific environmental standards and criteria for the creation of a High Performance Zoning District.
	Greenway Along N14th St (See p. 54)	A proposed Greenway that would allow for the continued commercial use of North 14th Street is proposed. It would provide a tree-lined and intensely planted pathway from McCarren Park to Bushwick Creek and would be part of the Green Infrastructure proposed in the Greenpoint 197a Plan. As part of the Greenway we also propose that the triangle in front of The Church of the Holy Family be developed as part of the Park's Department's Greenstreets Program.
	Municipal Parking Garage 2477/2 (See p. 60)	The 197a Plan envisions the development of a Municipal parking facility on the Northernmost point of Manhattan Ave on the eastern side of the street. The facility would allow for the consolidation of Parking for the Greenpoint Manufacturing and Design Center, those attracted to the revitalized Manhattan Ave. Commercial Strip, users of the proposed low floor bus or tram, and some of the municipal auto and truck uses that now dot many of the waterfront sites, including but not limited to NYCHA and NYCDOT.

Summary of Recommendations

- Provide for public access to Greenpoint's Historic Waterfront along Bushwick Inlet, the East River and Newtown Creek, by establishing a continuous and uninterrupted network of pedestrian walkways, a waterfront promenade, gardens, vest pocket parks, bicycle paths, water-dependent sports, marinas, boat ramps and hand launches, and other recreational facilities and amenities.

- Dramatically enhance Greenpoint's environment by providing ecological benefits to the neighborhood and by mitigating the impact of existing pollution in accordance with the spirit and intent of the New York City Charter. The charter calls for *Fair Share* Siting Criteria to be used as a guideline in locating city facilities. But because Greenpoint has far in excess of its fair share of burdensome facilities, it is necessary to:

    - Restrict any further expansion of and any additional influent into Greenpoint's Water Pollution Control Plant to current treatment levels approved in the plant's upgrade plan. In order to meet the standards envisioned in this 197a Plan the Water Pollution Control Plant must be entirely enclosed.
    - Establish and implement a combined sewer overflow abatement plan. Construction and implementation should be concurrent with the Water Pollution Control Plant's upgrade. *(See Appendix E)*
    - Accelerate cleanup of the Mobil Oil Spill and provide benefits for the community as outlined in the Greenpoint 197a Plan.
    - Prohibit the location, establishment or expansion of any new or relocated garbage transfer stations, recycling facilities or solid waste related businesses from locating and operating within Greenpoint's boundaries.
    - Halt the expansion of Greenpoint's Marine Transfer Station at the presently approved level of 2,215 tons per day.

- Develop an aggressive and sustained greening program for Greenpoint. Plant trees, shrubs, climbing green plants where feasible in industrial areas and throughout Greenpoint's streets, alleyways, parking areas, industrial rooftops, squares and triangles.

- Address the growing housing need in Greenpoint accelerated by recent immigration. Create additional market rate and affordable units to expand the local housing supply. Assure that all homeowners and small property owners in Greenpoint have access to low interest loans to rehabilitate and renovate their properties. Expand opportunities for affordable homeownership for all residents by ensuring access to credit.

- Assist in the continued revitalization of Greenpoint's strong residential core by renovating and expanding its housing stock particularly along the East River and northeastern sectors of Greenpoint. This can be accomplished by

    - Providing access to and assistance in procuring loans for acquisition and rehabilitation of housing;

- Selectively rezoning portions of Greenpoint's "M" (manufacturing) zones to R6"(residential) zones, and others parts to high performance residential/commercial and light manufacturing mixed-use zones. Particular emphasis should be placed on the opportunity to redevelop the Greenpoint Terminal Market for housing and open space, and related small scale high performance businesses in apparel, furniture and art related light industrial uses, commercial, educational and cultural and community facilities.
- Expanding Greenpoint R6 residential districts to include the Lumber Yard Site located in the northwestern section of Greenpoint.

- Retain jobs in active, compatible, clean and non-polluting industries located side-by-side with residential buildings, by:

  - Identifying "M" zones that are suitable for mixed high performance residential /commercial and light manufacturing zones. These are areas where conditions for both housing and compatible non-polluting industry exist, such as the existing Franklin Street Special Mixed Use District, the area in between the lumberyard and the Greenpoint Terminal Market, the area between McGuinness Boulevard and Provost Street, etc.
  - Encouraging clean, non-polluting industry to remain in the neighborhood in order to promote employment and business opportunities for local residents by identifying areas as industrial sanctuaries and continued designation as M zones. Areas suitable for retention for primarily industrial use are:
  - The Newtown Creek area along the southeastern portion of the neighborhood. The industries in these areas would be held to performance standards developed in conjunction with the Good Neighbor Agreements.
  - The Newtown Creek itself should be publicly accessible where feasible, even where it adjoins manufacturing uses. The ends of all public right-of-ways should be designated as open space, greened and maintained.

- Strengthen existing retail and commercial areas and encourage development of small retail establishments such as restaurants, boutiques, and other such outlets, while excluding superstores.

- Develop community facilities including daycare centers for children and seniors, schools, and other educational services for Greenpoint's growing population.

- Build a new library with an exterior compatible with the historic character of the neighborhood. The library should be large enough to meet the needs of Greenpoint's growing population. It should incorporate up-to-date computer technology and an expanded collection of books in foreign languages (including "audio books") to meet the needs of Greenpoint's diverse ethnic groups, its young, mature and elderly population, and to serve as Greenpoint's "electronic doorway" to the Internet.

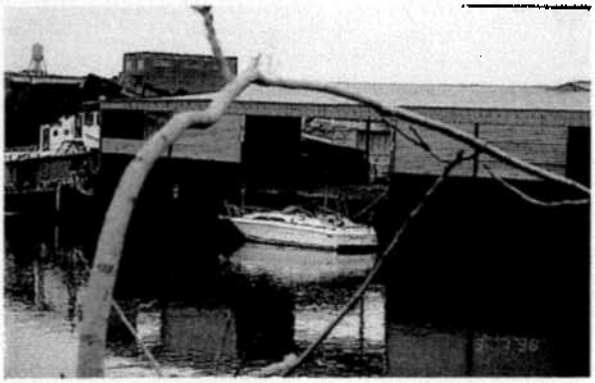
- Increase the quality and accessibility of public transit in Greenpoint. Maintain "manned" operation of the "G" line and increase the number of busses in the neighborhood.

- Study the feasibility of a trolley line serving Manhattan Avenue and the waterfront promenade that would link Greenpoint with other Brooklyn neighborhoods such as Brooklyn Heights, Carroll Gardens, Red Hook and other sites such as the Navy Yard.

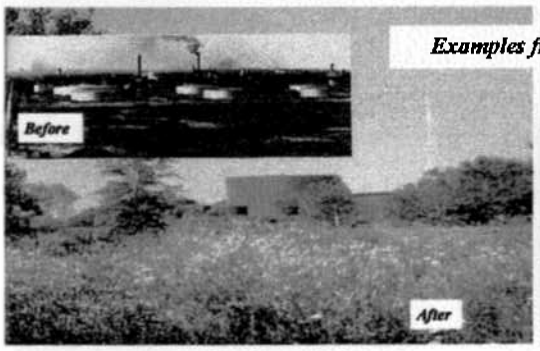
- Rebuild the Manhattan Avenue footbridge to allow pedestrian access to Queens.

- Foster an awareness of the area's rich ethnic, multicultural and historical heritage through the Greenpoint Monitor Museum and Marina and other community-based programs.

Greenpoint's Residential Neighborhood



Newtown Creek Today and Tomorrow



Greening Storage Oil Fields in Toronto

Examples from Abroad

Duisberg - Restaurant Where Rubble Once Dominated

Detailed Recommendations

Zoning

These proposed zoning changes are meant to encourage public access to the waterfront, low-rise housing and commercial development while protecting Greenpoint's environment and quality of life[1].

Recommendations
The Greenpoint 197-a Plan calls upon the Department of City Planning Department to immediately begin the process of rezoning the six Department of City Planning Rezoning Study areas *(See Map 17)*. The proposed rezoning actions should be undertaken in close consultation with the Greenpoint 197-a Committee and the Greenpoint Coalition and should adhere to the principles contained in the 197-a Plan.

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

- Require all waterfront property owners to provide public access to the waterfront and adhere to all view corridor and other waterfront access requirements.

- Rezone the entire East River Waterfront District to create opportunities for new housing and commercial activities, the retention of clean and compatible businesses and the establishment of a high performance mixed use residential, commercial and light manufacturing zone. Specifically:

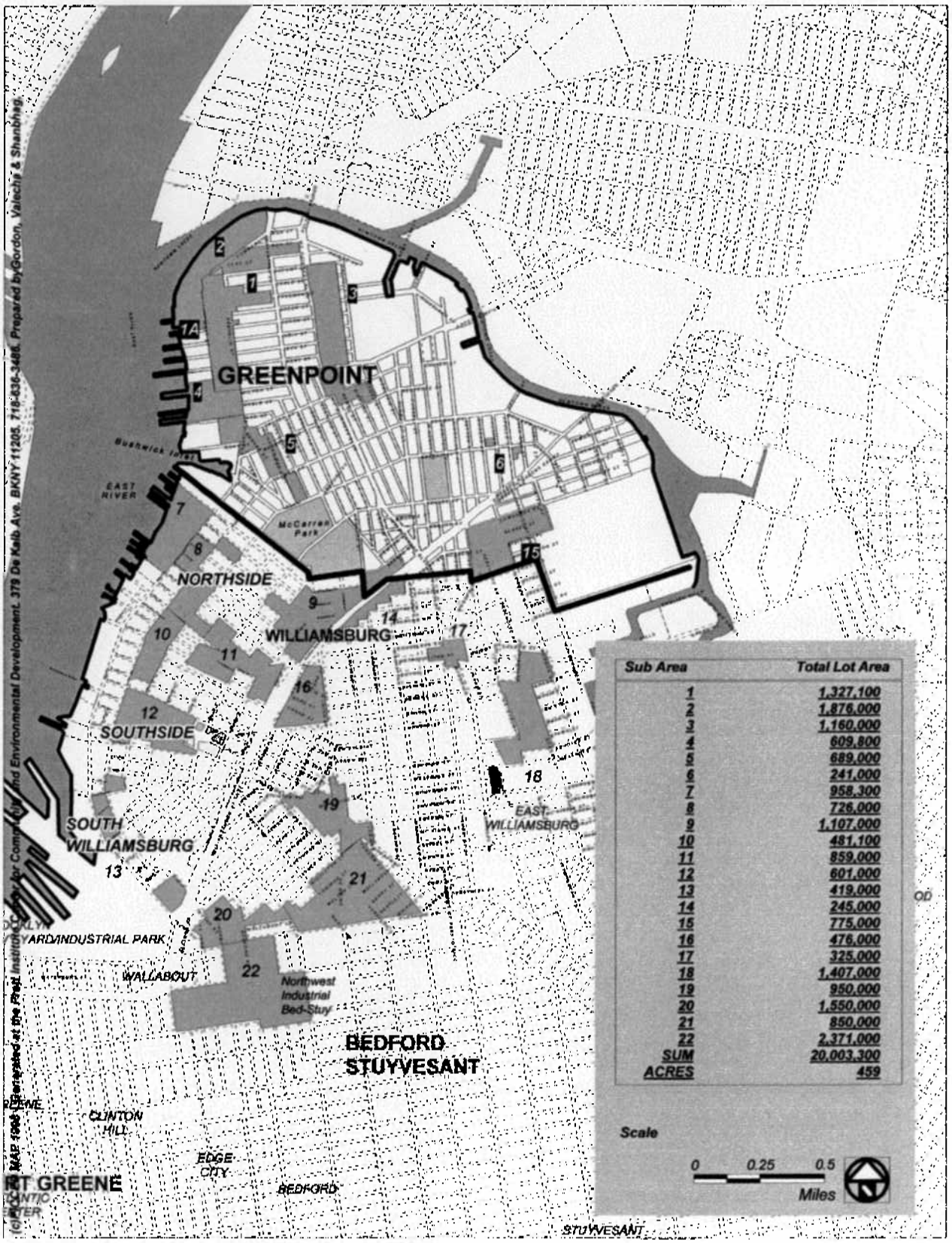
  DCP Rezoning Subarea 1.[2] The 197-a Plan proposes that the area be upzoned from an M1-1, light manufacturing zone, to a R6 (M1-1) or mixed use residential light manufacturing zone. This would constitute an expansion of the mixed-use zone that already exists in the area. We also recommend that Study area 1 be expanded to include the portion of land along the East River between Study Areas 1, 2, and 4.

  DCP Rezoning Subarea 2. The 197-a Plan proposes that a part of the area be upzoned from M3-1 to R6 (residential), a part be upzoned from M3-1 to R6 (M1-1), a section set aside for a waterfront park with access to the proposed continuous waterfront esplanade, and that the site that now contains the Greenpoint Manufacturing and Design Center remain unchanged. This would allow for rezoning of the Greenpoint Lumber Exchange Terminal to an R6 zone and would allow the owner the flexibility to allot a portion of the site for medium density residential or commercial use, such as the proposed barge restaurant.

[1] *Specific zoning districts are meant to be illustrative and the basis for further study under section 197-c*
[2] *See Appendix A for detailed analysis of all subareas*

MAP 17

Greenpoint Plan - DCP Rezoning Subareas



Sub Area	Total Lot Area
1	1,327,100
2	1,876,000
3	1,160,000
4	609,800
5	689,000
6	241,000
7	958,300
8	726,000
9	1,107,000
10	481,100
11	859,000
12	601,000
13	419,000
14	245,000
15	775,000
16	476,000
17	325,000
18	1,407,000
19	950,000
20	1,550,000
21	850,000
22	2,371,000
SUM	20,003,300
ACRES	459

Source: Department of City Planning

DCP Rezoning Subarea 3. The 197-a Plan proposes that this area be rezoned from M1-1 (light Industrial) to a R6 (M1-1) with appropriate environmental performance based standards.

DCP Rezoning Subarea 4. The 197-a Plan *originally* proposed that a Special Mixed Use Development District (SMUDD) be developed for this area. *However, because the 197-a Committee believes that the proposed zone may be difficult to establish we now propose that this area be rezoned as an R6 Contextual Zone. The Committee reiterated its strong desire to see that the existing structures be retained to the extent possible.*

Proposed Monitor Museum and Park. We recommend that the Bushwick Creek area bounded on the north by Study Area 4 and on the East by Franklin Street and Kent Avenue on the south by North 14th Street and the west by the East River, be set aside and designated for the Greenpoint Monitor Park, Museum and Marina as outlined in the 197-a Plan.

DCP Rezoning Subarea 5. The 197-a Plan proposes that this area be rezoned from an M1-1 light manufacturing zone to an R6 (M1-1) mixed use zone with environmental performance requirements. This would expand the existing mixed use zone adjoining McCarren Park.

DCP Rezoning Subarea 6. The 197-a Plan proposes that the two sites within this area be rezoned from M1-2 to R6.

DCP Rezoning Subarea 15. *The 197-a Plan proposes that the area be studied further. This area was included in the analysis after the June 24, 1998 public forum based on the insistence of a number residents. Discussion with residents and the above analyses indicates that the area may be suitable for mixed use rezoning. Further study informed by community participation is necessary.*

- Rezone the entire Newtown Creek Area from M3 to a new HPM Zone [High Performance Manufacturing] by creating a Special District which would include new high performance based standards. The proposed zone would be a sanctuary for "high road" or quality manufacturing enterprises and agree to adhere to all the restrictions set forth in the section on the Environment and other parts of this 197-a Plan.

- Prohibit adult entertainment establishments from locating in the area.

The 197-a Committee and the Greenpoint Coalition strongly urges the Department of City Planning and the Community Board to undertake the 197-c Rezoning actions at the same time that it considers this 197-a Plan. We therefore propose that the two proceed independently but concurrently.

Environmental Protection

Environmental policies for Greenpoint should promote the cleaning of the neighborhood's pollution problems and protect the residents and workers against future environmental problems generated by either the public sector and or private industry. The listed objectives reflect the spirit and intent of the New York City Charter's call for the development of Fair Share Siting Criteria.

General Policies:

- Establish a permanent ban on any new or relocated garbage and marine transfer stations, recycling facilities or other solid waste related businesses anywhere in Greenpoint. The ban would include marine transfer stations and garbage barging sites from the East River and Bushwick Creek at North 12th Street to Newtown Creek at Commercial Street and the Newtown Creek area.

- Establish publicly accessible environmental monitoring and education stations throughout the Greenpoint community as a part of a network of vest pocket parks, pedestrian-friendly streets, and public spaces and squares. Undertake a program of environmental monitoring to control air, water, and noise pollution in Greenpoint, through Greenpoint's local community organizations, such as the Greenpoint Property Owners, Concerned Citizens of Greenpoint, the Greenpoint Monitor Museum, the Greenpoint Civic Council, the Greenpoint Coalition, and other groups.

- Develop Greenpoint as a model sustainable community that demonstrates how solid waste, run off, and transit improvements can be combined to reduce adverse impacts on the environment.

- Establish environmental training and education programs in landscape architecture, horticulture and environmental remediation, and maintenance. In cooperation with Greenpoint's youth programs, establish an Environmental Youth Enterprise Program to help remediate environmental problems.

- Encourage clean, environmentally-friendly industries to operate in the community. The intent is to maintain the job base while at the same time diminishing activities that are offensive and harmful to the quality of life in Greenpoint. Specific goals are to dramatically reduce levels of toxic chemicals, lead and dust elevations, odors, smoke, and noise pollution. Truck traffic should also be reduced, particularly in residential and mixed use areas. Finally, existing regulatory compliance rules should be enforced for currently polluting industries, in order to improve maintenance and housekeeping, and to increase the level of safety precautions in operating procedures and personnel training.

- Work with the 94th Police Precinct to increase police presence, not only for crime prevention, but for environmental protection as well. The precinct should represent Greenpoint by participating in the DEP/Police Department Project, which trains police officers to identify environmental violations and issue summonses.

- Offer tax credits and other incentives for "sustainable" business practices. Work with EPA to provide technical, financial, and design assistance to businesses that practice water and energy conservation, waste reduction, and transportation alternatives.

- Raise environmental awareness and promote "environmental lifestyles" by encouraging practices such as backyard composting, and cycling.

- In order to reduce the burden on communities such as Greenpoint we urge the City to establish small-scale neighborhood composting centers throughout New York City, and link these to new parks and open space initiatives.

The general objectives listed above can greatly enhance Greenpoint's environment, particularly through the following recommendations that address specific environmental problems in Greenpoint.

NEWTOWN CREEK AND THE EAST RIVER

- Develop a strategy to improve the water quality of Bushwick Inlet, the East River using diligent enforcement of regulations governing toxic, chemical, and waste discharges by industry into the Creek, either directly or indirectly through both the sewer system and all catch basins.
- Dredge the Newtown Creek after the Mobil Oil cleanup to eliminate existing toxic sediments, thus encouraging the return of the natural ecological balance and thereupon promotion of recreational uses such as kayaking in Newtown Creek.

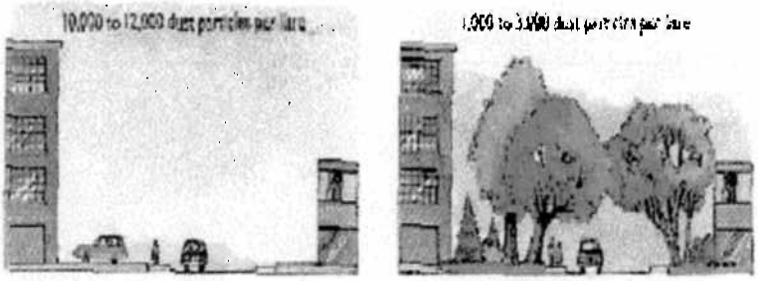
MOBIL OIL REFINERY SPILL

- Enforce cleanup of Mobil Oil Spill at an accelerated speed in order to avoid any further adverse impact on the area's environment.
- Create a Mobil Oil Reclamation Environmental Fund to be financed by proceeds from the sale of the reclaimed oil. The cost of reclamation should be borne entirely by Mobil Corporation as part of its clean-up responsibility. The Fund from the sale of the reclaimed oil should be used to create a concrete amenities package for public open space and waterfront access in Greenpoint as outlined in this plan.

REGREENING GREENPOINT

- Develop an aggressive and sustained greening program:
  - Green gray areas, alleyways, parking lots, industrial and residential rooftops, outdoor storage areas, and squares and triangles wherever feasible throughout Greenpoint.
  - Every block in Greenpoint should have a tree every 25 feet. Planting of backyard trees should be encouraged.
  - Plant shrubs and climbing green foliage where possible, including using the techniques of "narrowing down" and greening intersections where feasible thereby discouraging unwanted and unwarranted truck traffic from entering residential districts.

- Require and encourage the use of permeable paving and pavement blocks wherever feasible in order to reduce water runoff and to increase the number of green surface areas. Develop landscape and horticultural training and maintenance programs to protect and enhance Greenpoint's green areas and provide job opportunities for area youth.



- Provide incentives and technical assistance to private owners willing to upgrade side yards, backyards, alleyways and rooftops.

NUMEROUS WASTE TRANSFER STATIONS

- In accordance with the New York City *Fair Share Criteria* for the location of new municipal facilities, establish a permanent ban on any new or relocated garbage and marine transfer stations, recycling facilities, or other solid waste related businesses within the boundaries of Greenpoint. The concept of Fair Share should go beyond the siting of Municipal facilities and must include private operators whose facilities are "environmentally burdensome" and who receive any support whatsoever from public sources. The privatization of public obligations should not lead to the development of undue burdens and the creation of unhealthy environments.
- Reduce permitted pollution levels in Greenpoint in order to meet "fair share" objectives and to reduce toxic levels in the air.
- Seek alternatives to burning waste, such as reducing it at its source by stepping up recycling and remanufacturing, and shipping waste in sealed containers from the curb via rail to "Strip Mine" reclamation sites and other locations away from residential neighborhoods.

GREENPOINT INCINERATOR

- Decontaminate the Greenpoint Incinerator and remove hazardous materials from the site. Thereafter, reuse the incinerator as a site for public art exhibits and workshops on art and the environment. The remainder of the site should be restricted to environmentally friendly purposes, such as a public vest pocket park and environmental monitoring facilities that would serve as amenities for both local residents and industrial workers.
- Build a public marina with a drydock for recreational uses, a boat house, and maintenance shops for boat repair at Whale Creek or another acceptable site along Newtown Creek.

AIR POLLUTION

- Enforce existing air pollution controls and develop new pollution prevention plans that bring the quality of the air and water in Greenpoint into conformance with the national average and EPA standards within fifteen years.

WATER POLLUTION CONTROL PLANT

- Restrict any further expansion of Greenpoint's Water Pollution Control Plant (WPCP), the city's largest, because of its adverse impact on Greenpoint's residential and working population and the area's ecology.
- Establish and implement a combined sewer overflow abatement plan to maintain a healthy aquatic waterfront environment for recreational use. Raw sewage wet weather overflows must be corrected.
- Design and develop the sewage treatment facility to reflect and enhance the existing architectural character of the area, while improving the quality of the environment.
- Develop a green buffer zone by planting tall dense evergreen coverage between the residential and the WPCP area, as well as in other areas, to provide year round beautification, improve air quality, and contain pollution.
- Develop a capital budget strategy for expanding and upgrading sewer lines in Greenpoint. Properly maintained sewer lines are required to promote a healthy environment.

Waterfront Access and Open Space

Public access and the revitalization of the East River waterfront is one of the Greenpoint 197-a Plan's major proposals. Insuring public access under any development scenario is critical and involves

- waterfront walkways, esplanades or promenades, bikeways, etc.
- a public access area or park,
- connections between the waterfront and existing streets and sidewalks,
- view corridors visually linking Greenpoint residential and commercial community to Greenpoint's spectacular views of the East River and Manhattan. *(See Maps 18-20)*

A Waterfront Access Plan [WAP] for Greenpoint should be developed concurrently with the rezoning of the waterfront. A WAP would offer Greenpoint the opportunity to design, the location, nature and layout of the public access areas prior to any development taking place. The plan which would codify the recommendations contained in the 197-a Plan would include a map of the area, with all the access points, visual corridors, public spaces and other features and recommendations identified. It would also contain a text describing the components of the plan and minimum design standards.

Such proposals will need public financial support, such as tax credits, grants and low interest loans, and enlightened land use and zoning policies. However, many projects can begin immediately with minimal investment. The costs of these initiatives will be balanced in terms of improved property values, more efficient movement of people and goods, increases in productivity, and most importantly, a population made healthier by and continually benefiting from reductions in health costs.

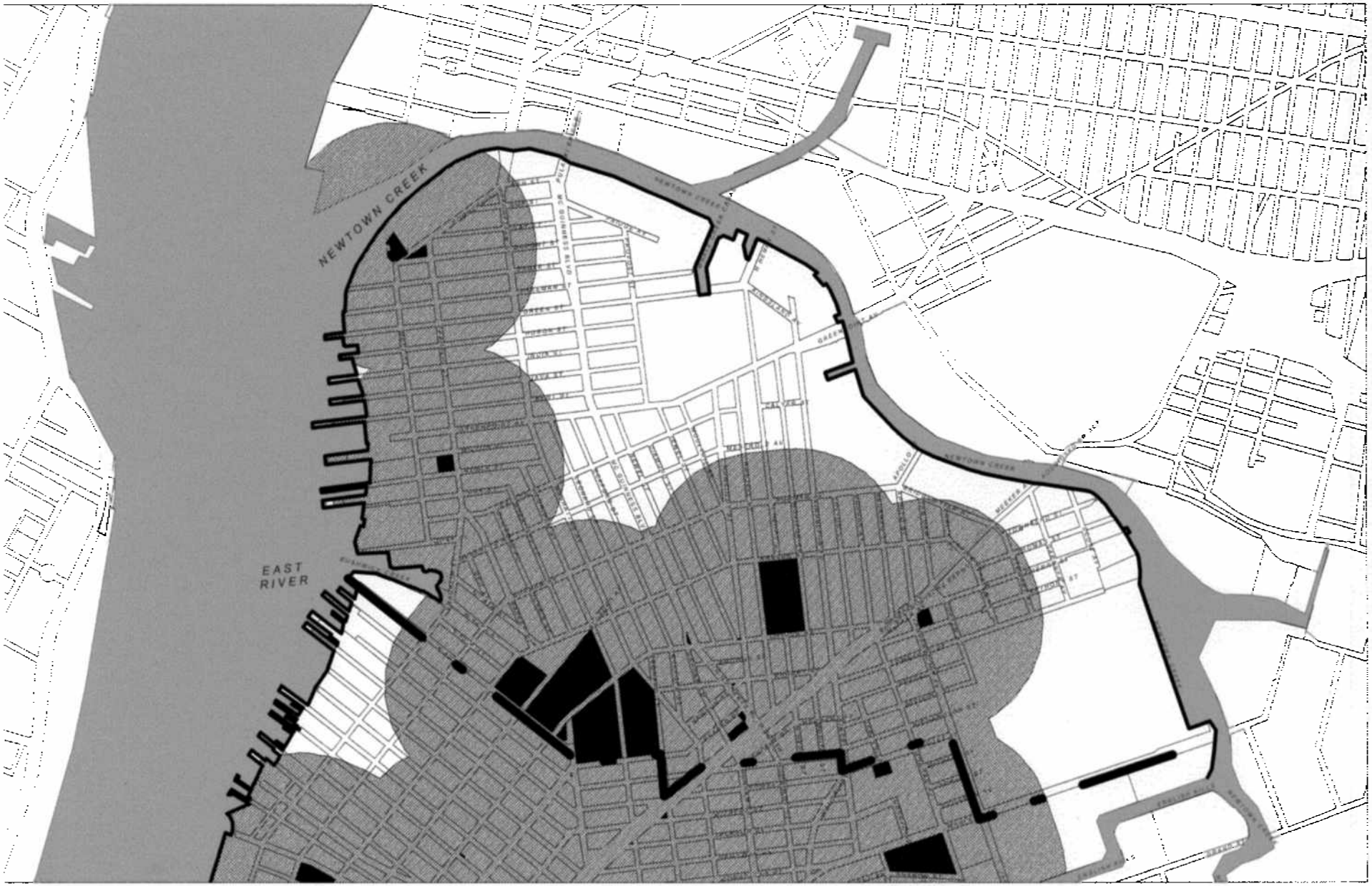
It is important to note that the fundamental notions of the greening of Greenpoint's East River waterfront, providing waterfront access and providing waterside parks and contextual residential development have been previously proposed in three reports produced by the New York City Department of City Planning. Those reports are, "Investing in the Waterfront: The New York City Revitalization Plan- 1997 [NYCDC97-01], "The Plan for the Brooklyn Waterfront – New York City Comprehensive Waterfront Plan – 1994 [NYCDCP94-03], and "The New York City Comprehensive Waterfront Plan-1992 [NYCDCP92-27]."

Greenpoint's waterfront should be improved and refurbished to allow residents access to parks, promenades, and piers for recreational, cultural, educational, residential and commercial (excluding superstores) purposes.

Recommendations:

- Undertake capital improvements such as road, sewer, and Streetscape improvements (including sidewalk improvements, gooseneck light posts, signage, trees, and benches) along the following specific streets, enabling them to become primary routes leading residents to the waterfront. City funds, combined with public and private investment, will provide possible sources of revenue.

MAP 18



Greenpoint Plan

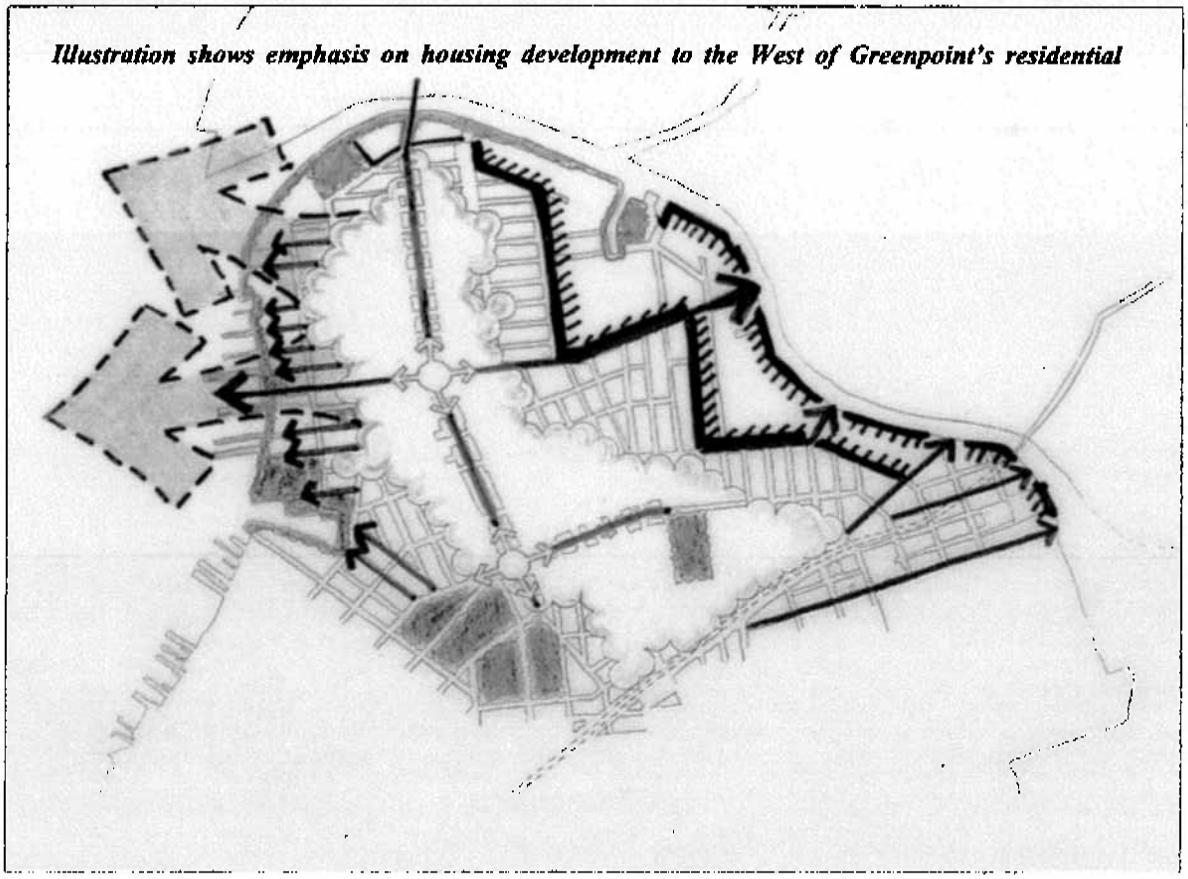
PARKS WITH 1/4 MILE SERVICE RADII

Generated at the Pratt Institute Center for Community and Environmental Development
379 DeKalb Ave Brooklyn NY 11205 Tel. 718.636.3486 Fax 718.636.3709
©PICCED Map, Prepared by Gordon, Valeche & Shanbhag June 1998

0 0.125 0.25
Miles

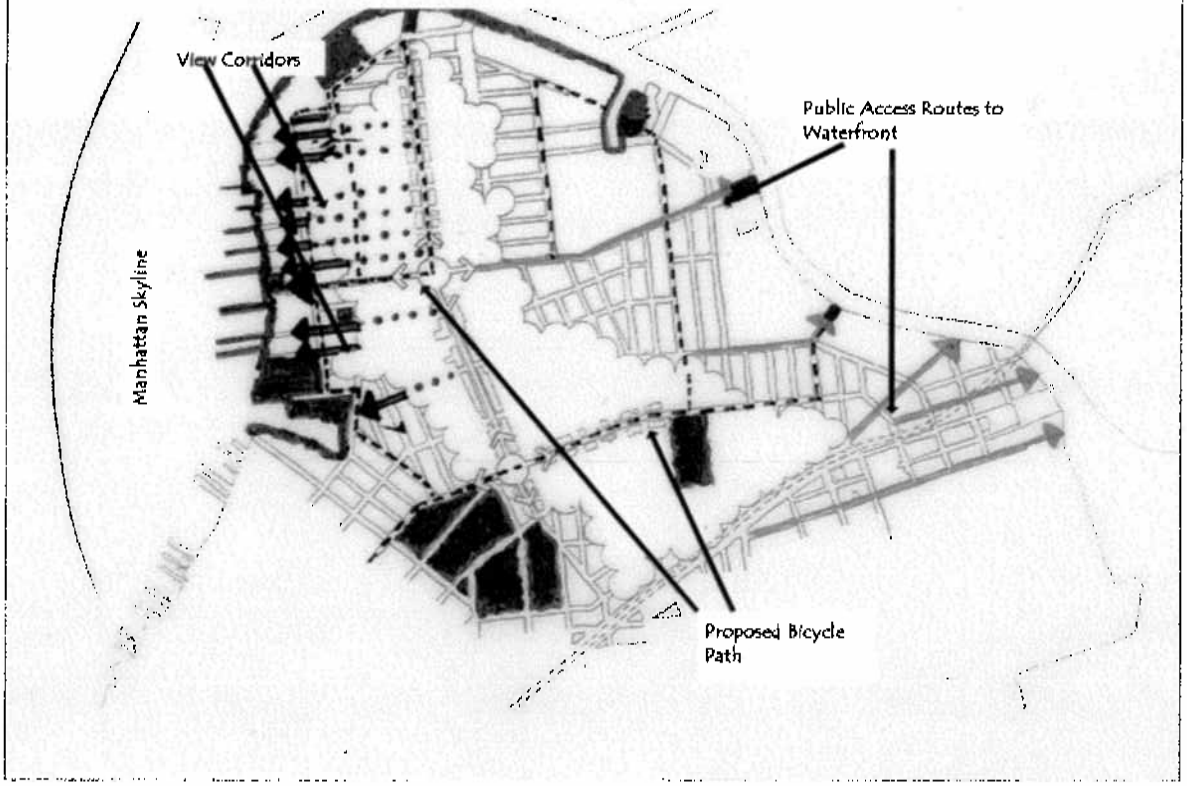
MAP 19

Illustration shows emphasis on housing development to the West of Greenpoint's residential



MAP 20

View Corridors illustrated here emphasize the importance of bringing key visual elements of New York City's extraordinary landscape into the community.



- Undertake immediate action to remove illegally constructed physical and visual barriers to the waterfront.

- Establish and maintain all visual corridors to the East River and for appropriate sections of Newtown Creek. We recommend the following corridors which lead to the waterfront for variety of improvements to be planned, designed and developed specifically for each street (alphabetically): Ash Street, Box Street, Clay Street, Commercial Street, Dupont Street, Eagle Street, Freeman Street, Green Street, Greenpoint Avenue, Huron Street, India Street, Java Street, Kent Street, Manhattan Avenue (North/South), Milton Street, Noble Street, North 12th Street, and Oak Street.

- Create promenades and paths for strolling, biking, and in-line skating eventually linking all of the Greenpoint Waterfront from North 12th Street along the East River and Newtown Creek up to and where feasible beyond the Kosciusko Bridge, as land becomes available and as part of any improvement, extension, or construction activity. Promenades should provide access to piers as they are repaired.

- Create a promenade from the Greenpoint Manufacturing and Design Center (Manhattan Avenue) to the Pulaski Bridge and beyond (where feasible) as part of the Manhattan Avenue Reconstruction Project (as stated in the original Manhattan Avenue Scope of Work statement).

- Refurbish piers for public sitting, viewing, and strolling. The recommended piers for improvement are located on Noble, Kent, and India Streets. Set standards regarding lighting, seating, and street paving. Prioritize the refurbishment of city-owned piers, in particular of the Noble Street pier.

- Evaluate the effect of sewage discharge at the India Street outfall from the Newtown Creek Sewage Treatment Plant, as well as other combined sewer outfalls on the recreational development of piers. If problems exists, outfall abatement may be required in connection with plant upgrading and pier development.

- Reclaim Newtown Creek from contamination and provide access to the shore of the creek to encourage water-dependent sports and recreation such as kayaking and canoeing.

- Work with the Greenpoint Kayak and Canoe Olympic Team and other city-wide kayak groups to create a map of the New York City waterfront areas that are safe for kayaking and canoeing. Study the feasibility of creating a kayak route linking Newtown Creek with the area between Roosevelt Island and Long Island City.

- Work with the owner of the Greenpoint Lumberyard to undertake a property transfer for Greenpoint Park. The "new" Greenpoint Park will include basketball and softball courts, new swings and sprinklers for children, and public bathrooms. Located at the mouth of Newtown Creek, the new Greenpoint park will boast splendid views of Manhattan skyline, and link Greenpoint's East River and Newtown Creek promenades.

- Work with the New York City Department of Parks to improve the Newtown Barge Terminal Playground, located at Commercial, Dupont, and West Streets near Newtown Creek. Improvements should include creating a new basketball court, improving lighting of the park and the surrounding streets, installing new swings and sprinklers for small children, and providing public bathrooms.

- Propose the property transfer of Greenpoint Park from its current location to a site where Newtown Creek meets East River. Reuse the sludge storage tank on Dupont Street for recreational use as a multi-use site for a dance studio, theater talent show, and site for other small-scale recreational activities for children.

- Develop a Municipal Park for passive recreation at the former WNYC Transmitter Site on Greenpoint Avenue. Study the feasibility of developing a new ferry or water taxi slip adjoining the park.

- Create a U.S.S. Monitor Park at Bushwick Creek, near the historic Continental Iron Works site on Quay Street where the ironclad Monitor was built. Part of the site should include the Greenpoint Monitor Museum and Marina. It's facilities should be located within the parameters of Noble and Quay Streets, up to and including the Bushwick Creek Waterfront Area, with linkage to the Landmark District. The Greenpoint Monitor Museum and Marina should include a Theater and a Multicultural Center to promote the rich historic, ethnic and cultural heritage of the community, to enhance and preserve the waterfront environment, to foster science and engineering studies, and to teach maritime skills, including boat-building and navigation.

- Recreate Hawley's Carousel which was built in Greenpoint in 1851. Suggestions for the site presently include the current sludge tank site on Dupont Street, the Manhattan Avenue promenade or the Monitor Museum site.

- Work with Independent Friends of McCarren Park, Greenpoint Civic Council, Greenpoint Waterfront Committee, the Greenpoint Coalition, Community Board 1 and other community groups to develop a plan for McCarren Park and the McCarren Park pool. Redesign and rebuild the handball courts, restore the bocci area, and build outdoor chess and checkers tables in the park.

- Create a Greenway along North 14th Street linking McCarren Park to Bushwick Creek, and the Greenpoint Monitor Museum and Marina.

- Provide vest pocket parks within the Newtown Creek area up to and beyond Kosciusko bridge where and when appropriate. Create a green buffer zone between residential and manufacturing areas in the Newtown Creek vicinity. This would improve the quality of life for both industrial workers and residents.

- Survey the area immediately south of the BQE to see if any vacant site could be used for a playground or a vest pocket park with bocci courts, softball and basketball courts

Housing and Historic Preservation

New or refurbished buildings and structures for residential or commercial purposes should be developed within the context of the limits listed in the paragraphs below to maintain a sound environment and the residential neighborhood's urban design character.

Recommendations:

- Address the growing housing problem in Greenpoint accelerated by recent immigration by expanding the housing supply for all those that reside in Greenpoint through the creation of additional market rate and affordable units.

- New building heights and architecture should be compatible to existing landmark district heights and architecture to retain the village quality of the community.

- Address the needs of the elderly in Greenpoint by building senior citizen housing

- All building demolition by the city or private developers should be subject to community notification and prior consent, and must give notification to adjacent building owners prior to any form of permit issuing, in particular for buildings with a history of chemical or noxious use.

- Increase opportunities for affordable homeownership for all Greenpoint residents. Assure that current homeowners and small property owners in Greenpoint have access to low-interest loans for rehabilitation and renovation of their property, and that residents desirous of buying housing have access to credit. Mixed-use buildings, and buildings with 3 or more units, should be eligible for financing as well as 1 and 2 family housing.

- Development of the Greenpoint Terminal Market as a high performance mixed use residential, commercial, retail, workshop and studio facility is strongly encouraged. Existing buildings worthy of landmark status should be retained and designated, and other buildings selectively demolished. Once design and density standards, uses and environmental performance guidelines are agreed to the developer should be encouraged to proceed in as creative and expeditious a manner as possible.

- *In 1995 residents of the Greenpoint Community led by the Greenpoint Monitor Museum requested that the Landmarks Commission consider expanding the Greenpoint Historic District to include portions of the Industrial waterfront that were not originally designated. During public meetings held in reference to the Greenpoint 197a Plan, this proposal was raised again. The Greenpoint 197a Committee feels that there is a great deal of merit in expanding the Historic District and will work with area residents to reintroduce the application. The exact boundaries of the proposed expansion will be determined by field studies and future negotiation with the Landmarks Commission. At this point in time, the recommendation of the Greenpoint 197a Committee is to explore the merits and the feasibility of expanding the Greenpoint Historic District towards the East River, including but not limited to, parts of the Greenpoint Terminal Market and the north side of Greenpoint Avenue west of Franklin Avenue.*

Economic Development and Quality of Life

Proposals should promote residential and economic development and quality of life for Greenpoint's residents while protecting the neighborhood's ecological balance.

Recommendations:

- Encourage the establishment of quality retail shops and restaurants where feasible throughout Greenpoint and the waterfront. Consider establishing a Special Retail Zone, while discouraging superstores.

- Discourage shopping malls and superstores from locating within the community.

- Encourage the promotion of seasonal businesses such as street fairs, craft shows, artist's workshops, a farmer's market, and others where feasible throughout Greenpoint and its waterfront.

- Encourage the creation and retention of non-polluting clean businesses compatible with residential and commercial development. Develop performance standards and aggressively pursue those businesses that do not adhere to the standards established and do not comply with the Good Neighbor Agreements.

- Provide job training for community residents and new immigrants, in particular youth. These programs will cater to the diverse needs of the community. Provide ESL classes related to skills training.

- Work with the Greenpoint Youth Organization to create a computer skills training center for Greenpoint youth & teenagers.

- Create a Clean Industries/Good Neighbor Agreements Program that would guarantee community oversight of local industries in order to increase the performance standards at which local industries operate. In addition, economic development programs should be created to retain non-polluting existing businesses.

Community Facilities

New community facilities should address the needs of Greenpoint's diverse and growing population, in particular the lack of daycare and youth centers, and other social service facilities.

- Develop community facilities including daycare centers for children and seniors, schools, and other educational institutions that respond to the needs of Greenpoint's diverse and growing population.

- Build a new library with an exterior compatible with the historic character of the neighborhood. The library should be large enough to meet the needs of Greenpoint's growing population. It should incorporate up-to-date computer technology and an expanded collection of books in foreign languages (including "audio books") to meet the needs of Greenpoint's diverse ethnic groups, its young, mature and elderly population, and to serve as Greenpoint's "electronic doorway" to the Internet.

- Study the impact of the closing of St. Cyril and Methodious Catholic school and the possibility of reusing the building as a youth center and a new vision school that should be created through collaborations between the public school system and community-based organizations.

- Provide a space local community groups, such as Hispanos Unidos, Greenpoint Youth Organization, Concerned Citizens of Greenpoint and other organizations, to hold community meetings and events. Having a space on Manhattan Avenue where the many diverse groups of Greenpoint could come together would also encourage the further development of a cooperative spirit among diverse groups.

- Create a multi-use entertainment center with a theater or cinema on Manhattan Avenue.

- Create a farmer's market/crafts fair site in McCarren Park to serve as both an economic resource and a dynamic public space.

- Hold a harvest festival every summer to celebrate the diversity of Greenpoint and its famous Polish, Latino, Thai, and Chinese cuisine, as well as its food from other countries

Transportation and Infrastructure

The improvement and regulation of transportation between Greenpoint, other Brooklyn neighborhoods, and the boroughs of Manhattan and Queens can promote the growth of economic development in Greenpoint and improve its environment and quality of life. *(See Map 21)*

Recommendations:

- Restrict and regulate truck traffic on residential blocks through urban design improvements such as traffic calming, lane reduction, and the narrowing of selected corners.

- Restrict and regulate truck delivery on Manhattan Avenue to prevent congestion and the danger of pedestrian accidents.

- Improve Manhattan Avenue from Commercial Street to Driggs Avenue by adding trees, upgraded sidewalks, refurbished streetscapes and signage. Tall old-fashioned gooseneck streetlights should be placed on other residential streets to recreate Greenpoint's historic ambiance. Use the example of Manhattan Avenue to upgrade Franklin Street, West Street, and all view corridors to the waterfront, from Ash Street to Bushwick Creek.

- Explore the feasibility of establishing a light rail or trolley line along Manhattan Avenue linking Greenpoint, Northside, Southside, and South Williamsburg, the Navy Yard, downtown Brooklyn, Brooklyn Heights, and Red Hook. This line would serve the new residential areas along the waterfront, the working waterfront in Community Boards One and Two, and local commercial strips.

- Restore the Manhattan Avenue footbridge to build business prosperity at the North End of Greenpoint. Link the neighboring communities by providing easy walking access between Manhattan Avenue and the Queens/West Development in Long Island City, and by connecting Queens and Brooklyn waterfront promenades. Explore the possibility of extending the light rail to Queens.

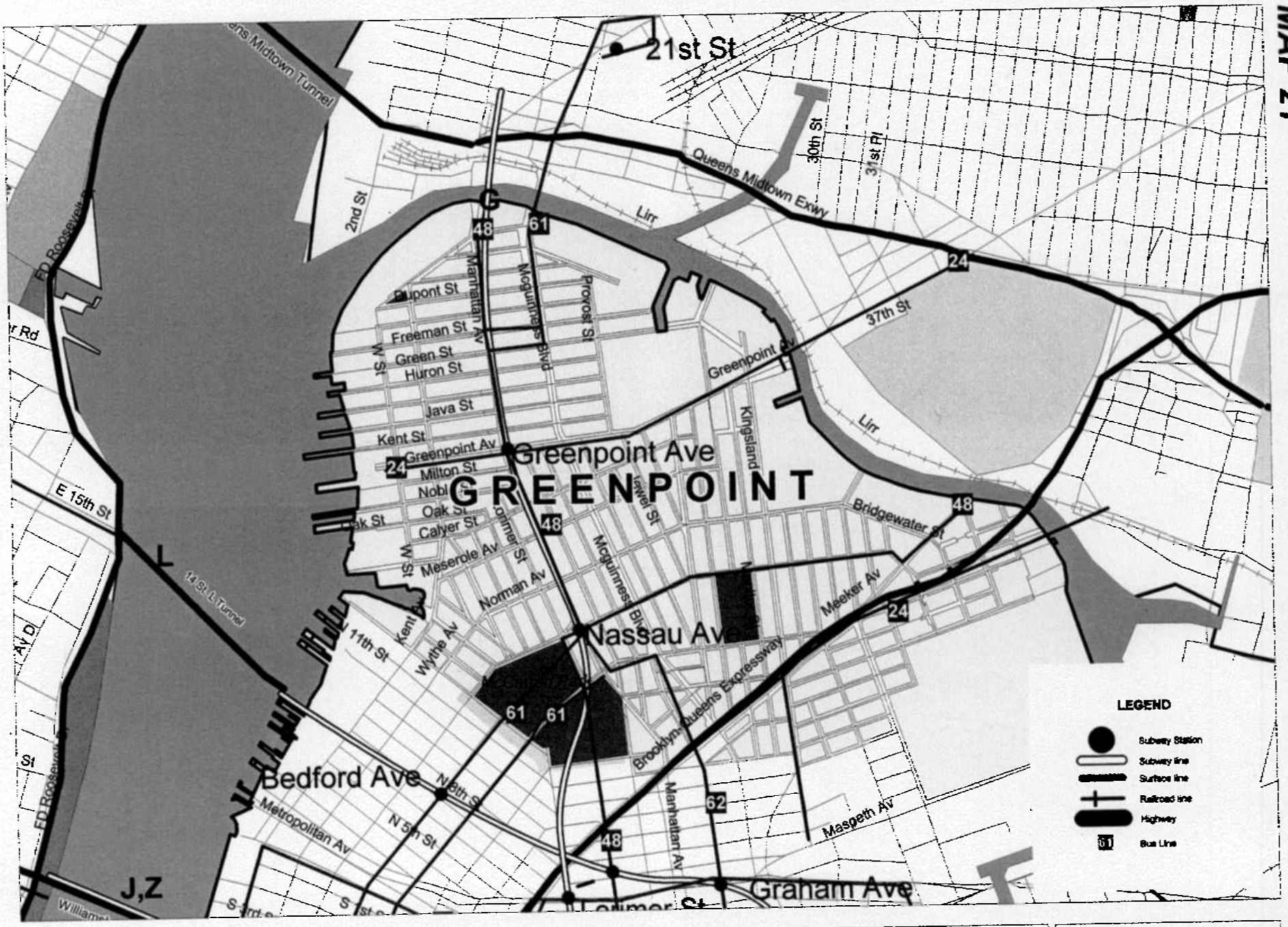
- Maintain and expand existing mass transit services and retain "manned" operation of the "G" train and other subway trains. Extend existing bus routes to Franklin Street & Kent Avenue to accommodate future Waterfront Development.

- Establish a ferry service and water taxi linking Greenpoint to the rest of the New York waterfront and connecting Greenpoint's historic sites to other historic sites in the harbor.

- Establish bicycle paths along all promenades and streets where feasible.

- *If feasible,* restore the old trolley house at the end of Manhattan Avenue *(89-99 Commercial Street, Block 2472, Lot 400).*

MAP 21



Greenpoint Plan

EXISTING TRANSPORTATION

Generated at the Pratt Institute Center for Community and Environmental Development
379 DeKalb Ave. Brooklyn NY 11205 Tel. 718.636.3486 Fax. 718.636.3709
©PICCED Map. Prepared by Gordon, Velaches June 1998

- Construct a municipal parking garage at the northern end of Manhattan Avenue behind the Greenpoint Manufacturing and Design Center (GMDC). *The proposed parking facility would be located at the eastern side of the northern section of Manhattan Avenue to serve the GMDC, Manhattan Avenue Shoppers and a revitalized northern quadrant of Greenpoint. This long-term proposal would accommodate increased usage of Manhattan Avenue that would result from: (1) the new housing envisioned on the lumber yard site; (2) the proposed construction of a footbridge linking Greenpoint and Long Island City with direct access to the 7 train; (3) the introduction of a shopper friendly, barrier free low floor bus serving Manhattan Avenue which will generate additional usage of this unique and bustling shopping street; (4) access to the waterfront promenade to be built along the East River and Newtown Creek; and, (5) the relocation of the existing on-street parking area in the median of the northernmost portion of Manhattan Avenue. The existing parking area of about 100 cars presently serves the Greenpoint Manufacturing and Design Center.*

- Work with Consolidated Freightways to relocate their parking facilities to a more appropriate site in M1 zone in Community District One. *Consolidated Freightways is located at 11 West Street, Block 2570, Lot 1.*

Agency Service Statements

The Greenpoint 197-a Plan considered in its preparation applicable policy documents, including the Ten-Year Capital Strategy, the Zoning and Planning Report, the New York City Comprehensive Waterfront Plan, the Brooklyn borough and mayoral Strategic Policy Statements and the draft of the 197-a Plan for the Williamsburg Waterfront. Letters along with a draft of the plan were sent to all concerned government agencies for their review and comments last July, and are attached. (See Appendix F).

Agency Statements, the Mayor's and Borough President's Statement of Needs and documents and reports prepared by the City Planning Department have been scrutinized and reviewed and have continually informed the process. In addition members of the 197a committee have been part of the Newtown Creek WPCP advisory committee which has helped to inform the plan. Some agency meeting were held informally during the process and the committee has and will be continuing to meet in a formal way with all the relevant city agencies. In addition, the plan has also looked at and used State and Federal initiatives particularly concerning environmental issues and those have been considered in the preparation of this plan.

Community Board 1 should request an Annual Section 2707 Agency Budgets and Service Statement after the Greenpoint 197-a Plan is approved by the City Council. This request will mean that each city agency with operations in the community district must yearly file a report stating what expenditures it will allot toward goals specified in the 197-a Plan.

IMPLEMENTATION PROSPECTS:

Short Term Strategies

The Greenpoint 197-a Plan looks to the long term yet proposes feasible short-term goals as well. It envisions achieving its goals "step by step" with each action contributing to the overall vision. Some of the first steps that need to be taken by the Greenpoint community and the city to build on the community's strengths and to resolve the neighborhood's most immediate problems are:

- Halting the expansion of Greenpoint's Marine Transfer Station at the presently approved level of 2,215 tons per day and banning the location of any additional waste transfer stations.
- Reducing the permitted levels of existing waste transfer facilities and phasing out those that operate to the detriment of the residential and business community.
- Promoting tree planting, park creation, improving sidewalks, and the regreening of many of the "gray areas" in industrial zones.
- Development of easily accessible public parks and open space at the waterfront. Making the waterfront along Bushwick Inlet, the East River and parts of Newtown Creek accessible to walkers, hikers, bicyclists and boaters.
- Developing affordable housing for senior citizens and expanding the existing housing supply to provide for Greenpoint's growing population.
- Providing additional primary and secondary education and community facilities, including day care facilities for senior citizens and children.
- Reconstructing the Greenpoint library, and expanding its resources to make it reflect the character of the neighborhood and to serve as the community's "electronic doorway" to the Internet.
- Building on its locational advantages and its access to mass transit, promote the creative reuse of the Greenpoint Terminal Market for residential, cultural, recreational, and employment generating functions by selectively designating some of the buildings as historic landmarks, and reusing the structures for mixed-use functions as has been done on other historic waterfronts.
- Reusing the Greenpoint Incinerator for community and environmentally-friendly purposes.
- Prohibiting auto-dependent and truck generating uses such as shopping malls, superstores, etc.
- Prohibiting the relocation of adult entertainment districts from Manhattan into Greenpoint.
- Working with the Department of Environmental Protection (EDP) to train police officers from the 94$^{Th.}$ precinct to work with community groups to identify environmental violations and issue summonses to violators in Greenpoint.

In the past few years, Greenpoint residents have been able to launch a number of initiatives. These constitute the building blocks upon which the recommendations of this plan are built.

- Neighborhood Roots and the Concerned Citizens of Greenpoint were successful in their efforts to obtain funds for tree replanting throughout Greenpoint.

- The Greenpoint Monitor Museum and the Concerned Citizens of Greenpoint have obtained a letter from the National Registry of Historic Places indicating that the Greenpoint Terminal Market is eligible for the Registry.
- Hispanos Unidos organized a number of park clean-up campaigns in Greenpoint Park and the nearby Newtown Barge Terminal Playground. Improvement of the playground by the NYC Department of Parks is now underway.
- Planning for streetscape and transportation improvements on Manhattan Avenue now underway is a result of advocacy by the Greenpoint Monitor Museum and Manhattan Avenue Merchants Association.
- The Greenpoint Monitor Museum has prepared a Residential Flooding and Sewer Problem Survey and Map, including locations of combined sewer outfall and flood-prone streets in Greenpoint.
- The Greenpoint Civic Council has undertaken resolving community complaints and an anti-graffiti project repainting business storefronts.

Long Range Strategies

"Step by Step" strategies work best when they lead to long term goals. The Greenpoint Plan offers a set of long-range strategies that build upon the community's aspirations and on planning and development opportunities that already exist in the community. The plan envisions an ecologically balanced renewal that reduces the adverse affects of pollution, and in the process generates economic growth through *sustainable development*. The result will be a dramatically improved quality of life for all those who live and work in Greenpoint.
Long-term and short-term initiatives should include

- linking Greenpoint's residential community to the East River waterfront and the creation of a publicly accessible, usable and continuous waterfront.
- redevelopment of Greenpoint's East River waterfront for public access, and a mix of contextual residential, high performance light industrial, and small scale retail uses with a sizable amount of land set-aside for public open space.
- improved mass transit, in particular increased bus service that would strengthen the link between Greenpoint and other parts of Brooklyn and Queens and establishing a connection from the "G" to the "7" train.
- introduction of barrier-free buses on all lines serving Greenpoint's commercial corridors. This would allow for easier on-off access for pedestrians, shoppers, parents and the disabled.
- water-borne transit, including a ferry and water taxis linking Greenpoint to the proposed Stuyvesant Cove restoration area and other points in Manhattan, Brooklyn and Queens.
- a limitation on auto-dependent uses.
- and where and when feasible, the conversion of the truck fleets serving Greenpoint's industry to natural gas fleets.

City-wide and Regional Strategies

Efforts to improve the environment in Greenpoint as described in more detail throughout this plan, are designed to encourage the City and the region to adopt siting standards and environmental policies that do not compromise the quality of life in waterfront communities such as Greenpoint. Policies that put a disproportionate share of the responsibility of solid waste management on waterfront communities, particularly those with manufacturing zones, violate the intent and the spirit of the charter mandated "fair share" requirements. To bring about this change in City policy, Greenpoint's efforts should be coordinated with those of other communities and supported by community businesses and residents alike.

By linking Greenpoint with other waterfront neighborhood efforts throughout the city, we join a citywide effort to develop a "fair share" plan for the management of solid waste. The plan also calls for dramatically reducing the permitted amount of waste and the number of waste transfer stations and other burdensome facilities in Greenpoint.

As part of that effort, a citywide, community-by-community effort to reduce solid waste and water runoff at its source must be made. The Greenpoint plan includes a number of elements that can reduce the need for costly and burdensome waste disposal facilities if adopted as part of a citywide policy and if replicated by other communities (see recommendations in the section on the Environment). Greenpoint proposes to model for other communities how to reduce the city's dependence on these costly and unhealthy methods of waste disposal through enlightened land use policies, sustainable development guidelines, intensive regreening policies, and solid waste source reduction efforts.

The plan envisions the establishment of "green links" -- pedestrian walkways, bicycle paths, "water-taxis" and recreation and pleasure craft -- joining together the environmental education centers, parks and historic sites that the plan envisions will someday be located along the waterfront. These " links or paths" would weave together New York City's and Greenpoint's living, working, and recreational waterfronts. They would enhance and sustain the revitalization process already underway in Greenpoint and the city as a whole.

Potential Funding Sources

The following list of existing and or anticipated funding programs was developed as a guide to the implementation of many of the proposals in the 197a Plan. We realize that some of the ideas we put forth are long range proposals and others immediate. We also realize that over time the financial support for many of the land use, transit, environment and infrastructure investment called for will change. We put forth both the proposals and the anticipated means of paying for those proposals with this in mind. We recognize that a 197a Plan is a living blueprint for future action and that it is dependent on the availability of future resources and other factors that we cannot foresee. Since we originally put some of these ideas forward, the Governor and the President have both put forth programmatic and budgetary proposals that could fund some of the programs that we suggested. In New York State, the Pocantico Round Table has been established to develop a consensus document for a NYS legislative agenda for Brownfield regeneration and reuse. This initiative which includes representatives of the public, private and not-for–profit sectors and which has the support of the legislature has been informed by the Greenpoint 197a Planning effort. We believe that some of the recommendations that will be issued the Pocantico Roundtable will over time be available to implement aspects of the Plan. Similarly, the President's proposal for Brownfield regeneration and reuse will also help Greenpoint fulfill its promise as a great place to live.

These community visions can build upon the neighborhood's rich asset base by making creative use of funds from the following programs:

- ISTEA (Intermodal Surface Transportation Efficiency Act) -- Federal funding currently used for tree replanting in Greenpoint, but may in the future be put to use to plan and develop bike lanes, a trolley system and other transportation improvements.
- Environmental Bond Act Funds -- state funds for environmental improvements that may be used to reclaim the publicly-owned Noble Street Pier and to create waterfront promenades and walkways, bike paths, a boat house, the Greenpoint Monitor Museum and water-dependent sports and recreation.
- Economic Development Financing from a variety of city, state and federal sources used to assist businesses in upgrading their properties.
- New York City's Capital Budget -- city funds currently allocated for "maintenance of effort" should be used for sewer repairs and other infrastructure improvements in Greenpoint, including but not limited to the rebuilding of McCarren Park and WNYC Park, Greenpoint Library, and the Manhattan Avenue reconstruction.
- Community Board One linking Section 2707 of the New York City Charter to fulfill the mandates of Greenpoint's 197-a Plan.
- Environmental Protection Agency's (EPA) Brownfield Demonstration Program provides funding for reclamation of polluted industrial sites, reuse of loft buildings, mixed-use developments, housing, educational or recreational purposes.
- EPA Mitigation Funding (for example, an amenities package for the Greenpoint Sewage Treatment Plant should be to implement recommendations outlined in the sections on Waterfront Access and the Environment of this plan.)
- U.S. Department of Housing and Urban Development's (HUD) 80/20 Tax Credit Housing Incentive Program -- an incentive to encourage private developers to include affordable housing in their development projects.

- Federal funds though Army Corps of Engineers' drift removal project for waterfront cleanup.
- Cross subsidy programs that would allow for development of restaurants, upper income housing and other income generating uses in return for amenities and affordable housing.

In addition, the Greenpoint Plan proposes to supplement the above resources with new funding from the following:

- Mobil Oil Remediation Fund -- Funds from the sale of the recovered oil. A renegotiated consent decree with Mobil Oil is necessary to address the enormous problem. Proceeds of the Mobil Oil Remediation Fund should be used to implement projects and recommendations proposed in the Greenpoint 197-a Plan.
- Environmental Compensation for remediation of environmental problems caused by poor planning and governmental regulation. A comprehensive environmental benefits program should be created by the city, state and federal governments to implement concrete solutions such as waterfront access, and the greening of gray areas and other environmental programs.
- The Proposed Clean Industries/Good Neighbor Agreements Program. Successfully implemented in a number of cities throughout the U.S., it would guarantee community oversight of local industries in order to increase the performance standards at which local industries operate, thus protecting neighborhoods from toxic hazards and pollution.
- Private investment through private donors and self-help initiatives.

In essence, the resources exist. Coordinated and comprehensive planning could lead to more effective use of the limited capital budget resources currently available. These financial resources could be used to address the community's concerns rather than to compound existing problems. Applying the city's *Fair Share rules* and requiring businesses to properly mitigate any adverse environmental effects of industrial activities in Greenpoint could be used to revitalize the area. Ideally, a system of incentives could be implemented that would assist business owners to become more environmentally sensitive. This would contribute to making the regulatory system more effective and allow for better enforcement of existing laws. With a concerted plan of action in hand, community leaders and civic organizations working with city officials could aggressively pursue city, state and private resources to undertake sustainable development initiatives that would lead to Greenpoint's revitalization.

CREDITS

The Greenpoint Community is served by many community organizations dedicated to improving their neighborhood. The following groups have joined together in the preparation of the Greenpoint 197-a Plan, (included alphabetically):

CONCERNED CITIZENS OF GREENPOINT (CCG), INC., a not-for-profit group dedicated to improving the environmental health of the community, was formed in 1989 by five determined residents of Greenpoint -- **Stella Harmatiuk, Irene Klementowicz, Elizabeth Ronchetti, Mary Sheridan, and Alice Wilkowski.** For almost a decade, these committed women held meetings with government officials regarding the many municipal facilities located in Greenpoint with hazardous impact on the community. In particular, CCG has monitored the efforts of the Environmental Protection Agency (EPA), the Department of Environmental Protection (DEP), and Department of Environmental Conservation (DEC) to upgrade the Newtown Creek Sewage Treatment Plant on soil and water contamination. Furthermore, aware that the 17 million gallon Mobil Oil spill beneath Greenpoint might be hazardous, CCG initiated meetings with Mobil Oil and the DEC. Currently under a court order, Mobil Oil has installed recovery wells to clean up the spilled oil, but the company may legally take as long as twenty years to do so. For about seven years, CCG has held meetings with Mobil Oil and the DEC and will continue to do so with other agencies involved.
Together with *Neighborhood Roots* and *Greenpoint Civic Council, Concerned Citizens of Greenpoint* also worked to develop plans for regreening Greenpoint after the devastation wrought by the Asian Longhorned beetle in 1995-96 on many mature trees in the community. Members of CCG have also been active participants in the 197-a Planning process, attending numerous workshops on waterfront planning in both Greenpoint and Williamsburg in the past decade. According to **Irene Klementowicz**, although the CCG has not received any funding for years, volunteer members of the organization say they continue to work for the benefit of "this beloved community." The decade-long diligence of CCG and its participation and persistent advocacy for improvements in the quality of life and the environment of Greenpoint, is a model example of citizen activism that other environmental groups in the city would do well to emulate.

THE FRIENDS OF INDIA STREET PIER is a group dedicated to the pier its members "adopted" for the benefit of the Greenpoint community. Although heavily deteriorated, the India Street pier was a popular summer refuge for many residents of North Brooklyn, who spent weekends there sunbathing, fishing, or simply enjoying the Manhattan skyline. But a near catastrophe in which seven Greenpoint residents atop the pier fell into the East River along with the pier when it collapsed in May, 1997 brought additional attention and a sense of urgency to the efforts of the Friends to speed repair of the popular pier.
According to "**Willie the Barber**," President of the Friends of India Street Pier, the group envisions a "*New India Street Pier*" with new pilings to strengthen it and make safer, a 4" fence on the rear half, tables, benches, and shrubbery that would provide a park-like atmosphere, a food stand that would pay rent to the city, and possibly a water fountain. The

pier would become a nice place for fishing, sunbathing and picnicking. The location offers a beautiful view of the Manhattan skyline and the ships on the East River. Recommendations for the New India street pier are an integral part of the Greenpoint 197-a Plan (see section on Waterfront Access).

GREENPOINT CIVIC COUNCIL provides a means whereby several constituent organizations may achieve and express a unanimity of opinion for the betterment of the community. The Greenpoint Civic Council sees the development of waterfront as key to the growth and prosperity of this community. Objectives of the organization are to:

- promote cooperation among the constituent organizations and persons interested in making the community a more wholesome place to live, work or transact business;
- foster coordination of efforts by constituent organizations and individuals in order to meet the needs of the community more effectively;
- anticipate and eliminate factors that tend to result in deterioration of the community;
- seek to preserve and to promote the residential character of the community; and
- maintain a continual awareness of the need for proper youth facilities.

The Greenpoint Civic Council has undertaken the resolution of community complaints and an anti-graffiti project repainting business storefronts. Since January 19, 1987, the Council has received 76 community complaints, out of which 71 were resolved.

GREENPOINT MONITOR MUSEUM [GMM], named to commemorate the fact that Greenpoint was the homeport and birthplace of the famous Civil War ship the *Monitor*. The GMM has recently received a provisional charter from the Board of Regents of the University of the State of New York. According to **Janice Lauletta**, President of the GMM, like the South Street Seaport Museum, was founded by community residents dedicated to saving the old structures of South Street. The GMM, currently without a home, is dedicated to restoring to Greenpoint its historical ambiance and saving its historic waterfront structures. The Museum is currently engaged in educational, environmental, and quality of life issues in Greenpoint.

The Plan's Appendix includes copies of a number of petitions circulated by the GMM, requesting support for specific improvements that would enhance the environment and to comprehensive initiatives that would significantly enhance the quality of life in Greenpoint. These petitions not only reflect the level of community concern and participation but also the range of actions necessary to preserve, enhance and revitalize one of New York City's great communities. Included are requests to:

- Include Bishop's Crook Lamposts and a footbridge to Queens as part of Manhattan Avenue's Reconstruction Project,
- Extend the boundaries of the Manhattan Avenue rebuilding project to the Newtown Creek area repairing bulkhead and incorporating a new waterfront promenade along a clean and attractive waterway,
- Save the U.S.S. *Monitor's* launch site and the Noble St. Pier from use as garbage transfer stations; and
- Extend the Landmark District to the waterfront.

The GMM held its first event on the day of a brutal Northeaster Storm, which brought attention to the sewer problems of the neighborhood and the roof problems of community churches. As a result, members of the GMM canvassed the community to ascertain the location of sewer problems. They identified and mapped the areas with severe problems in the hope of assisting community residents. Abatement strategies for the combined sewer overflows into the East River and Newtown Creek are prerequisite for future waterfront development. The work of the GMM has provided the framework for much of the 197-a Plan.

GREENPOINT PROPERTY OWNERS, INC., a non-profit organization, was founded in 1942. This organization educates homeowners about regulations set by agencies such as DHCR and HPD that affect residential buildings. Members hold monthly membership meetings and occasionally participate in seminars with the North Brooklyn Development Corporation. According to **Christine Holowacz**, President of the Greenpoint Property Owners, the goal of the organization is to inform members of new laws that affect residential buildings and work with local groups and political leaders to upgrade and maintain the quality of life in Greenpoint and surrounding areas. Greenpoint Property Owners, Inc. has been involved in informing homeowners of city-sponsored lead and recycling laws and regulations that affect all New York City neighborhoods. This organization also works with local elected officials to help formulate and assure fairness for all in creating and enforcing of these laws.

Greenpoint Property Owners, Inc. also participated in developing of Greenpoint 197-a Plan, upgrading in the local library and tackling environmental issues such as sewer problems and transfer stations.

HISPANOS UNIDOS DE GREENPOINT was founded in 1984 by a group of Greenpoint residents with the purpose of strengthening the Hispanic community's contribution to Greenpoint and providing it with a space for civic, cultural and sport activities. In the last ten years, *Hispanos Unidos* has organized many successful activities in pursuit of these objectives such as: anti-crime conferences, HIV and drug abuse prevention workshops, health fairs, and many recreational and competitive sport activities for children and youth. **Edwin Perez**, President of Hispanos Unidos (HU) points out that in preparing these events HU has joined forces with local organizations, city agencies and with the 94th precinct. Every year the group celebrates the Hispanic Festival of Greenpoint -- the most important activity for the entire Hispanic community of Greenpoint, the festival reinforces social and cultural networks for a better developed community. All members of the organization are volunteers.

One of the group's most recent activities was to recover and improve Greenpoint Park, located at the corner of Dupont, Franklin, and Commercial Streets. Improvements to the park will include a basketball field, lighting, and public bathroom and shower. This initiative has received the support of private and public agencies. *Hispanos Unidos* has received a "Certificate of Recognition in appreciation for dedicated volunteer service" from the NYC Department of Parks.

NEIGHBORHOOD ROOTS, organized in an attempt to regreen Greenpoint after the invasion of the Asian Longhorned Beetle in 1995-96, which devastated thousands of trees in Greenpoint. *Neighborhood Roots* has been instrumental in mitigating the impact of the tree removal and in addressing the problems resulting from the reduction of "green canopy" that served the community. As **John Kupiec** of Neighborhood Roots points out, the organization also helped to protect the area's real estate values to limit the devastating environmental impact that the loss of so many large trees could have had.
Neighborhood Roots increased public awareness, documented the loss of trees and fostered an interest in the environment through community mobilization and outreach. Its efforts resulted in the development of a $2.7 million fund for the restoration of trees in Greenpoint. *The* group developed plans for regreening the neighborhood and the corridors of trees that will connect Greenpoint's shopping district to its historic waterfront. The greening of local truck routes will be accomplished with ISTEA grant funding. Additional planting areas can also be created with funds already committed for upgrade of the Newtown Creek Water Pollution Control Plant.

NORTH BROOKLYN DEVELOPMENT CORPORATION

BILL AND MARIE CHAMBERS, EVELYN and ERICA MATECHAK and many, many other Greenpoint activists:

Other stakeholders who have participated in some of the discussion but are <u>not</u> formal members of the Greenpoint Waterfront Committee:

Assemblyman Joseph Lentol
Brooklyn Borough Presidents Office
Community Board One
City Council Member Ken Fisher
Congresswoman Nydia Velazquez
Greenpoint Coalition
Greenpoint Manufacturing and Design Center
Greenpoint Youth Organization
Green Oaks Citizens Club and Ladies' Auxiliary
J. Smolenski Democratic Club and Ladies' Auxiliary
Konheim & Ketcham
New York Industrial Retention Network
New York Institute of Technology
Prof. Louis Pignataro
Polish-American Congress
Polish National Alliance
Polish-Slavic Center
Pratt Institute Center for Community and Environmental Development (PICCED)
State Senator Martin Connor

Toronto Waterfront Regeneration Trust
Greenpoint Veterans' groups
Carol Woodward and Anthony Snachkus of Water Views and Green Ways, and
Barbara Dante of the Greenpoint Kayak and Canoe Olympic Team

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COMBINED ACKNOWLEDGEMENTS

Williamsburg & Greenpoint Plans 1989-2002

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(past and present)

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Stephanie Bower, Workshop Subcomm. Chair
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KEYWORDS

CONTEXTUAL ZONING, See ZONING

FAIR SHARE GUIDELINES are charter mandated guidelines developed by the City Planning Commission to make sure that public facilities are located and distributed fairly throughout the city and to avoid any undue concentrations of burdensome facilities.

GOOD NEIGHBOR AGREEMENTS represent a proactive approach to addressing local environmental and economic concerns raised by community and labor organizations. By promoting clean and safe industry, Good Neighbor Agreements can ensure that companies are operating in a way that provides the most protection for their neighbors.

GREENING AND GREEN LINKS refer to intensive use of tree planting, shrubs, flowers, signage, paving blocks, bicycle paths, etc. to create pedestrian friendly environments.

HIGH PERFORMANCE ZONING DISTRICTS *are areas in which the present zoning designation would be modified to require performance-based evaluation of the enterprises located there. This designation would build on the existing zoning structure but would recognize that current "use" categories do not accurately reflect how any particular enterprise actually performs or if it can present a serious potential risk to adjacent uses. Performance based zoning employs standards and criteria rather thon prescribed lists of uses and requirements. "The emphasis shifts away from direct specification of solution characteristics to specification of desired results. The principle of the performance standard is based on the use of tests to determine whether the impacts of a particular use in a particular location conform to standards of acceptability. That is, the degree to which hazards and nuisonces are brought under control becomes the test, rather than whether the lond use activity itself is on a list of suitable uses in that particular location" (F. Stuart Chapin, Urban Land Use Planning, p. 371). High performance standords would address degree of hazard, air pollution, smoke, dust, noise, glare, odar, erosion and sediment, runoff, liquid, solid or airborne wastes, fumes, traffic, and vibration. Standards and criteria might consider pollution prevention or contral, amount o hazardous substances used or stored, engineering design, enclosure, size, scale, hours of operation, landscaping, etc. Considering changes in industriol and commercial practices resulting from pollution prevention and improved technology, our present way of determining what are and are not compatible uses is outdated. The Zoning Handbook (p. 3) stated that "uses listed in each use group have common functional or nuisance characteristics. Today, however, there are a number af activities whose processes and/or operations are designed to function with minimal environmental impacts, but their "use category" does not permit their location in areas near or adjoining residential areas. For example, Printing is listed as a single "use" even though we know that there are a variety of types of printing processes, from screen to flexographic to lithographic to gravure, etc. Each of these pracesses involves different materials and substances and different "nuisance characteristics". Some types of printing are far more appropriate to site near residential uses than others. In addition, printers who have incorporated pollution prevention strategies, which eliminate the use of chemical solvents, could potentially even co-locote with residential uses. Similarly, with "cleaning establishments" which under the current use group system are allawed in commercial zones near or in residential areas, those "dry cleaner" using "perc" have the potentiol to pose a hazard while those "cleaners" using non-toxic cleaning processes do not pose a health hazard and, thus are more compatible with their neighbors. Certainly there are a broad band of other "uses" that, depending on how they perform or can be expected to perform, can successfully be located in "M" zones adjoining residential communities. Clearly, on the other hand, there is a limited number of "uses" whose processes and operations are by their very nature, toxic and/or noxious ond should never be located near or adjoining residential or mixed use areas. These distinctions and appropriate zoning modifications are crucial if we are to address the environmental issues raised in the Greenpaint 197-a plan and ot the same time assure the retention and expansion of employment in New York's manufacturing sectors. Unfortunately, the current trend to use all "M" zones primarily far "unwanted noxious activities" rather than for needed manufacturing jeopardized our economy and health of communities located near them. Rather, "recognizing that the land use plan provides the basic rationale for a system of zoning districts, we should use the "desired results" of reduced levels of toxic chemicals, lead and dust elevations, odors, smoke, noise pollution and traffic, as described in the Greenpoint 197-a land use plan, as a guide for establishing specific environmental standards and criteria for the creation of a High Performance Zoning District.*

MIXED USE. Post WWII planners encouraged the separation of residential and commercial uses from industrial uses. Older and more historic neighborhoods, such as Greenpoint, developed with these uses side-by-side, or mixed. Today, mixed-use districts are created to achieve a balance between residential and industrial uses, where such uses can coexist without conflict.

THE MONITOR. One of the most memorable achievements in Greenpoint's long history of shipbuilding and waterborne commerce was the construction of the U.S.S. *Monitor*, the Union's first ironclad. *The Monitor*, together with seven other ironclads, was built at the Continental Ironworks in Greenpoint. Greenpoint citizens have obtained a provisional charter for

"The Greenpoint Monitor Museum," whose members are active in preserving and revitalizing the neighborhood's historic sites, and protecting the environment.

NEW VISION SCHOOLS may include any or all grade levels, from pre-kindergarten to 12th grade. New Vision Schools are educational institutions with a limited enrollment, designed to offer their children a unique learning experience, based on the needs of the community and the particular contributions the sponsors are able to offer. Sponsors of New Vision Schools can be parent groups, community organizations, institutions, business organizations, labor unions, and others willing to commit both financial and human resources to a long-term partnership.

197-A PLANS. 197-A Plans are blueprints, or programs for action. The name "197-A" comes from a section of New York City's Charter, which offers a framework that communities can use to develop plans for their "growth, improvement and future development." In the charter, "community" is defined as a geographic area covered by a community board, or a section of it. Plans may be proposed and approved by a community board or local community groups, but before they can be implemented, they must be given final approval by the City Planning Commission and City Council. Once approved an adopted 197A Plan "serves as a policy to guide subsequent actions by city agencies." If the plan is to have the force of law its recommendations should lead, where applicable, to rezoning actions that reflect the recommendations contained in the 197-A Plan. The Greenpoint 197-A Plan will be submitted for review to the City Planning Commission and the City Council by Community Board One after the public review and input process is complete. Community Board One has also prepared a plan for Williamsburg. The plan for Greenpoint was developed independently of the Williamsburg Waterfront 197-A Plan, but the two independent plans will be considered for adoption concurrently.

POPULATION PYRAMID. Demographers use a "population pyramid" to show population by age and sex, to compare the change in these groups over time, and to project population growth. The lower levels of the pyramid are made up of children and young adults, followed by mature and elderly residents. Women are on the right, and men on the left side. The shape of "pyramid" indicates whether the community is aging, regenerating itself or remaining static.

***PROMENADE**, as called for in the Greenpoint Plan, is envisioned as an inclusive and continuous environmental pathway along the East River and Newtown Creek waterfrant with a variety of passive and active recreational uses, including walking, biking and access to and into the water for recreational boating and kayaking. We also envision the location of environmental education and monitoring stations, cultural and historic landmarks, community boathouses, launches and other amenities where and when appropriate. The entire promenade as delineated in the plan can be developed overtime. At present, there is only one property that breaks the continuity of the proposed promenade, but it could be bridged over. The promenade is envisioned as a continuous right of way far the enjoyment and environmental benefit of Greenpoint and New York City at large. (see Map 16)*

***RIGHT TO KNOW SITES** are facilities that store toxic materials inclusive of 5,000 chemicals with lower thresholds, and which are required by the 1998 New York City Community Right to Know (RTK) law to be reported to the Department of Environmental Protection.*

SUSTAINABLE DEVELOPMENT refers to development that maintains or enhances economic opportunity and community well-being while protecting and restoring the resource base and the life support systems upon which people and economies depend. Sustainable development "ensures that the utilization of resources and the environment today does not damage prospects for their use by future generations."
Sustainability includes:

- integration of conservation and development efforts
- satisfaction of basic human needs
- achievement of equity and social justice
- provision for social self-determination and cultural diversity
- maintenance of ecological integrity

***TOXIC RELEASE INVENTORY** is published under EPCRA (Emergency Planning and Community Right-to-Know Act), which is also known as Title III of SARA (Superfund Amendments and Reauthorization). Toxic Release Inventory provides a comprehensive list of what chemicals are released into the environment in a given year and how much of each chemical tainted air, water, and land. It also cantains treatment efficiency information, pollution prevention information, and recycling activity information.*

ZONING is a key tool used by local government for regulating development and carrying out planning policy. Through Zoning, a city controls land use, density, building bulk, size and placement. Zoning regulations are legally binding and can only be modified under certain circumstances that require prior approval that, in turn, often triggers public review. **CONTEXTUAL ZONING** is "zoning that regulates the height and bulk of new buildings, their setback from the street line, and their width along the street frontage, to conform with the character of the neighborhood."

APPENDICES

APPENDIX A: REZONING SUBAREA PROFILES

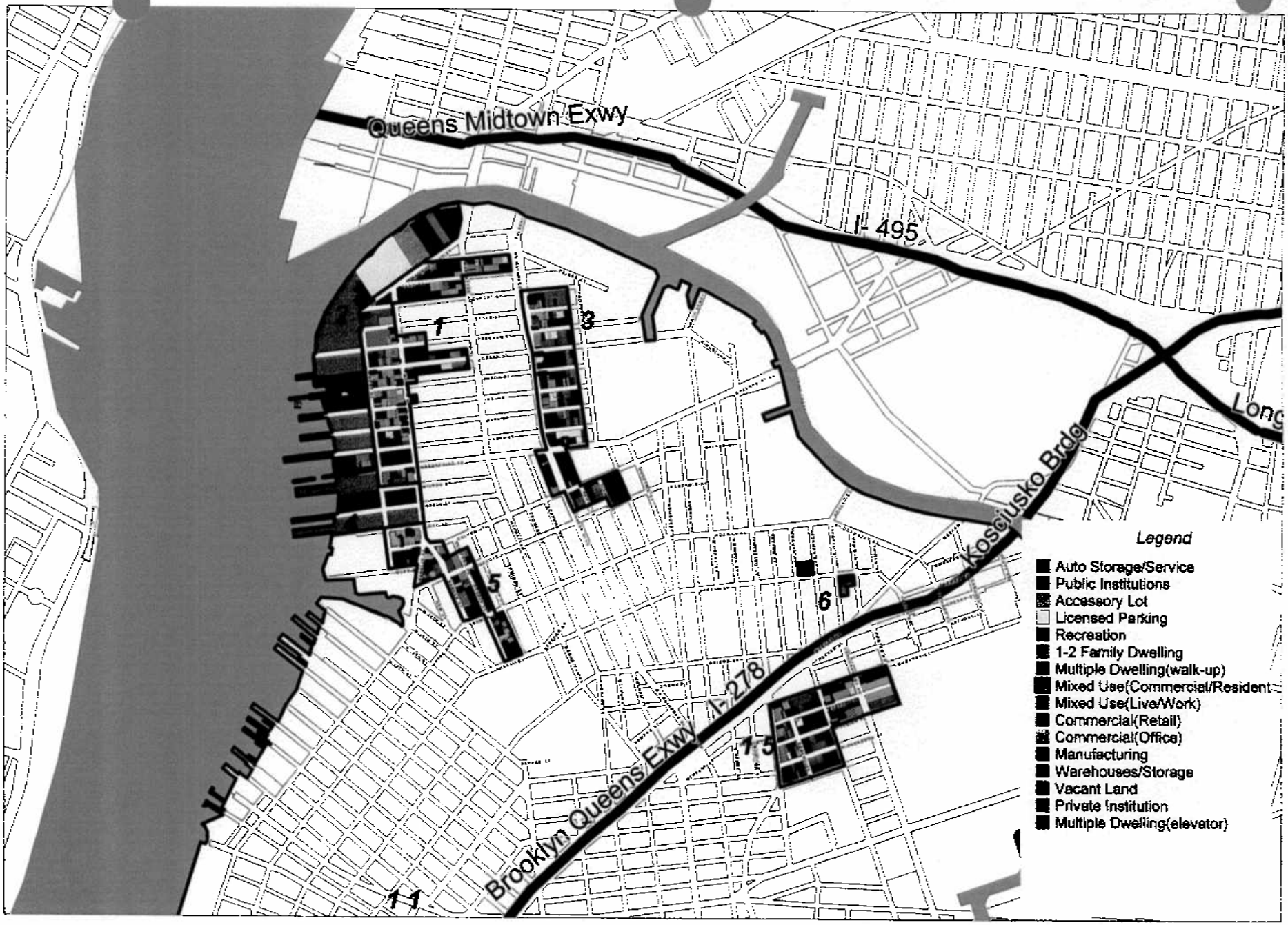
INTRODUCTION

There are 22 areas that the Department of City Planning is considering rezoning in Community District 1. These rezoning subareas were selected because they include substantial amounts of residential uses while presently being generally zoned for manufacturing, commercial, or mixed uses. These selected rezoning areas have the potential for new residential growth, and/or the expansion of existing mixed use districts, while balancing the retention of exiting jobs and opening opportunities for new economic development.

There are seven rezoning subareas in Greenpoint (11222 zip code area): 1, 2, 3, 4, 5, 6, and 15. The subareas range from 1,876,000 (subarea 2) to 241,000 (subarea 6) square feet, from 40.5% residential uses (subarea 1) to only 2.1% (subarea 4). *(See Map 22)*
Zoning within these subareas includes the following categories:

District	Type	Characteristics	Subarea (SA)
R6 (M1-1)	Mixed Use	Special Franklin Street Mixed-Use District, which balances residential and manufacturing uses. Residential and community facility uses are allowed according to R6 district regulations. All existing industrial uses may expand by 3,000 square feet or 50% whichever is less. Maximum FAR of commercial uses cannot exceed the maximum FAR permitted in M1-1 districts (FAR 1.00).	Part of SA1
M1-1	Light manufacturing	Buffer zone between Greenpoint's low-density residential and heavy manufacturing areas. Retail and office uses permitted. Maximum FAR 1.00.	SA1, SA3, part of SA4, SA5, SA15
M1-2	Light manufacturing	Typical of older industrial areas; similar to M1-1. Maximum FAR: 2.00.	SA6
M3-1	Heavy manufacturing	Located along Greenpoint's East River and Newtown Creek waterfronts. Includes heavy industries, often polluting, traffic and noise generating. Buffered from residential areas by M1-1 zones. Maximum FAR: 2.00.	SA2, part of SA4

MAP 22



Greenpoint Plan

RE-ZONING
SUBAREAS
LAND USE

Generated at the Pratt Institute Center for Community and Environmental Development
379 DeKalb Ave. Brooklyn NY 11205 Tel. 718.636.3486 Fax 718.636.3709
©PICCED Map, Prepared by Gordon, Valecha & Shanbhag June 1998

0 1/02 1/16
Miles

Source: Land Use Survey conducted by Vojislava Filipcevic - May 1998

REZONING SUBAREA 1

Rezoning subarea 1 is located in the western and northern portion of Greenpoint. This subarea, one block removed from the Greenpoint East River and Newtown Creek waterfronts, is the second largest rezoning area in Greenpoint and covers a total of 1,327,100 square feet.[1]

Rezoning subarea 1 includes 9 blocks between West and Franklin Streets bounded on the south by Milton Street and on the north by Dupont Street. In addition, the subarea encompasses 4 blocks whose boundary begins on Dupont Street on the south between Commercial Street and Manhattan Avenue, proceeds north on Manhattan Avenue to Clay Street, goes east on Clay Street to McGuinness Blvd., follows McGuinness Blvd. north to Box Street, goes west on Box to Commercial Street and follows Commercial Street south back to Dupont Street. Furthermore, rezoning subarea 1 includes selected lots within 4 blocks (2504, 2512, 2522, and 2532) that are bounded by Franklin Street to the west, India Street to the south, Manhattan Avenue to the east, and Eagle Street to the north. *(See Map 23)*

Most of rezoning subarea 1 is zoned M1-1 for light manufacturing and serves as a buffer zone between the heavy manufacturing M3-1 zone on Greenpoint's East River and Newtown Creek waterfront and the large R6 medium density residential zone that includes the central portion of Greenpoint. In addition, rezoning subarea 1 includes the Special Franklin Street Mixed Use District, an area that was zoned R6 (M1-1) in order to promote a balance between manufacturing and residential uses, increase opportunities for people to work in the vicinity of their residences, and retain "adequate wage, job-intensive seasonally stable industries" within New York City.[2]

Characteristics of the area

Rezoning subarea 1 is the second largest subarea (after subarea 2) in Greenpoint. It includes a critical portion of land just one block off the Greenpoint East River waterfront and the mouth of Newtown Creek. This mixed use area lies between the neighborhood's industrially zoned waterfront and its residential core. According to 1993 DCP data, 40.5% of land in the rezoning subarea is residential. The field survey PICCED conducted in July 1998 shows that this may have changed in the past 5 years, and that possibly a larger percentage of land is currently occupied by residential units. While there are clearly many active manufacturers and other smaller scale businesses in the area, the field survey shows a trend toward residential conversion in this area. This is particularly evident in the conversions of loft buildings in the northern part of this subarea as well as of storefronts on Franklin Street.

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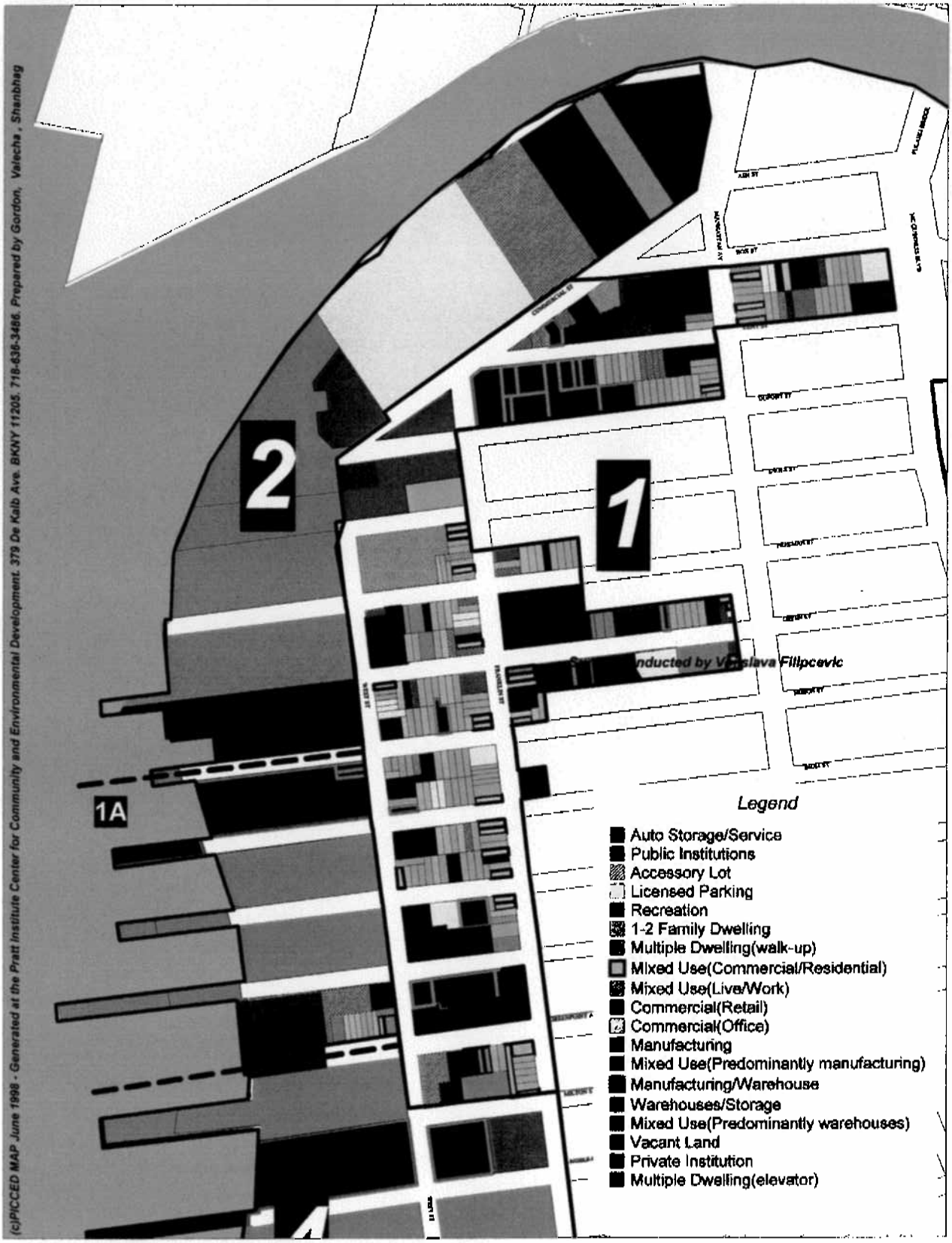
[1] *Department of City Planning, "CD1 Rezoning Study: Subarea Identification," DCP-97 Draft. Based on ES 202 Data (3rd Quarter 19993).*

[2] *Specifically, rezoning subarea 1 starts at Milton Street on the south, goes north along West Street to Commercial Street, follows Commercial Street to Box Street, proceeds along Box Street to McGuinness Blvd. to Clay Street, follows Clay Street to Manhattan Avenue, goes one block south on Manhattan Avenue to Dupont Street, follows Dupont Street West to Franklin Street, goes south on Franklin Street to roughly the middle of the block between Eagle and Freeman where the boundary bisects block 2504 to include lots 1, 2, 3, 78, 76, 77, 75, 74, 73, 72, 71. Further, the boundary cuts through blocks 2512 and 2522 to include includes lots on both sides of Green Street between Franklin Street and Manhattan Avenue. (within block 2512 the subarea includes lots 1, 10, 72, 70, 68, 60, 58, 57, 56, 55, 54, 53, 52, and 51, and within block 2522 it includes lots 1, 2, 3, 6, 7, 8, 10, 12, 16, 18, 22, 24, and 31).*

MAP 23
Greenpoint Plan- Subareas 1, 2



Source: Land Use Survey conducted by Vojislava Filipcevic May 1998

The blocks between Franklin and West Streets are diverse and include older Polish and other ethnic populations as well as younger professionals. Towards the north on Franklin Street and in particular on Clay and Box Streets the neighborhood has traditionally been Puerto Rican, and today is predominately Latino with residents drawn from throughout the Caribbean and Latin America. In addition, a number of young artists, artisans, and professionals reside in live/work lofts on Green Street, Eagle Street, and Commercial Street.

On many of the quiet residential blocks between West and Franklin Street industries, wholesalers and commercial businesses are located side-by-side in three-story row and town houses. Cooperation between these coexisting residences and businesses (in particular manufacturers and wholesalers) is critical to their survival. While these mixed land uses sometimes create problems (for example, truck traffic on Franklin and West Streets, and deliveries on India, Java, and other Streets create noise and make it difficult for residents, in particular elderly and children, to traverse these streets), businesses located in this subarea provide a valuable source of jobs. Some of the largest manufacturers in Greenpoint, such as Nuhart & Co., are located in this subarea. As the rezoning subarea 1 industrial profile summary charts show, rezoning subarea 1 has the highest number of jobs and the second highest number of firms relative to all other subareas.

The manner in which rezoning subarea 1 has changed in the past ten years is perhaps indicative of broader trends in Greenpoint, of the growing coexistence between diverse groups in the neighborhood -- younger professionals, old-timers, and recent immigrants. Anecdotal evidence indicates that a growing number of live/work spaces (artist and young professional studios) is contributing to increasing employment, in particular in loft buildings that have maintained an original manufacturing base but also include live/work spaces, as in the case of the American Package Co. on the corner of Freeman, and Green and Franklin Streets.

Given that the area already contains a special mixed use district along Franklin Street, future rezoning proposals for this area should consider extending the existing Special District. New York City Zoning Resolution use regulations for the District, however, do not permit the dual use of any new buildings for both residential and manufacturing use purposes. Further study of buildings that have been recently converted for such dual uses is necessary to create a balanced mixed use rezoning proposal.[3]

[3] *See CPC & DCP,* Zoning Resolution, *Article X, Chapter 2, 108-112 (9/11/75).*

Major issues and opportunities

The major issue in this subarea involves promoting its revitalization to benefit its diverse residential groups and business community. Among this area's most valuable assets are its strong employment base and its diverse residential population. Given that this area will be directly and immediately impacted by any future waterfront redevelopment, it is important to protect the job base and maintain rents affordable to current Greenpoint residents. Rezoning should also recognize conversions into residential uses that have already taken place, in particular in lofts and live/work spaces. In addition, a community meeting held in Greenpoint in February, 1998 and the final public forum on the Greenpoint 197-a Plan held in June, 1998, showed that the residents considered it important to provide additional social services, in particular for the youth and the elderly. This would benefit Greenpoint's diverse groups, in particular the large Latino neighborhood to the northern section of the neighborhood, that is underserved. Protecting existing non-polluting businesses, especially businesses that provide a lot of jobs, and minimizing the impact of truck traffic in particular through traffic calming measures on blocks that are predominately residential, is similarly important.

In addition, blocks 2530, 2538, 2543, and 2556 (Huron, India, Java and Kent Streets between West Street and the East River) that are located immediately south of rezoning subarea 2 and west of rezoning subarea 1 (but are not included in these areas) offer splendid waterfront vistas of the Manhattan skyline. The India Street Pier, which partially collapsed in May 1997, remains in use by residents and neighborhood groups dedicated to the pier, despite it being almost entirely fenced-off. These waterfront access points should be included in rezoning subarea 1.

Industrial profile[4]

Out of a total of 98 businesses located in the area, detailed information for 77 was available. These 77 businesses provide a total of 1,400 jobs. The manufacturing sector accounts for the highest percentage of jobs in this subarea (66%), followed by the other industrial sector (26%) and the non-industrial sector (8%). The average business size in this subarea is 18 workers (compared to the total average of 17 for all other subareas).

Manufacturing

26 manufacturers are located in rezoning subarea 1, and together provide about 923 jobs. Manufacturers in the area are diverse including plastics (6), wood products (3), metal fabricators (2), apparel and other textile products (3), paper products (3), industrial machinery (1), and other assorted manufacturers (8).

Among the largest manufacturers in the area is Interflo Technologies (general industrial machinery) which employs about 175 workers and had $5.0 million - $9.9 million in annual sales in 1995. Other large employers are two plastic products companies that employ an average of 75 workers, and several textile mill product companies with a middle-range number of employees (10 to 24 and 50 to 99). Wood products and metal fabricators

[4] *The industrial profile of rezoning subareas in Greenpoint is based on Dun & Bradstreet's Market Place/CD-ROM data (July 1995), and North Brooklyn Development Corporation Business Database (1998). (See Appendix B). The initial list of businesses for each of the subareas was compiled on the basis on the Hill-Donnelly Cross Reference Directory for Brooklyn, NY (October 1997).*

companies are the smallest (2 to 4 employees). On average, manufacturing firms in this area employ about 36 workers.

Wood products manufacturers, plastic products and general industrial machinery companies have been in the neighborhood since the early 1960s. Two plastics, one textile mill and one paper products company started in 1970s, while most recently a metal fabricator and a textile mill products company opened up in 1989 and 1992 respectively. The average annual sales for manufacturers in the area were under $3.3 million in 1995. Nuhart & Co., one of the largest employers in the area and a plastic manufacturer, had the highest annual sales of $17.45 million in 1995.

Construction

Most firms (11) are special trade contractors (in either plumbing, heating and air conditioning, or electrical work) and the remaining (3) are general building contractors. Together they employ an average of 193 workers and range from small firms with 1 employee (electrical work) to large special trade contractors with average of 74 employees. The average number of employees for construction firms in this subarea is 14.

Apart from a general building contractor (Eastern Store Front Inc.) that has been in the neighborhood since 1939, most others have opened up since the 1980s. Average sales for construction businesses in this area were $1.2 million in 1995, with Pace Plumbing Corp., which employs about 75 people, having the highest sales ($7.45 million).

Wholesale trade

Wholesalers are diverse and their products include textiles, chemical and allied products, durable and non-durable goods, photographic equipment, lumber, etc. Most are small employers with an average of 3 to 7 employees. Only one clothing wholesaler employs a figure significantly higher than this, about 37 employees. Most firms have been in the area since the 1980s. The average annual sales for wholesale trade firms in this subarea were roughly $1.2 million per firm in 1995.

Retail Trade

Retailers include typical neighborhood retailers such are grocery stores, clothing stores, and sporting goods stores. These retailers employ on average from 1 to 4 workers and net from under $0.2 million to $0.4 million in annual sales.

Transportation and Public Utilities (TSPU)

Of the two TSPU firms located in rezoning subarea 1, information was available for only one local trucking company, which employed about 7 workers and netted $0.3 million in annual sales in 1995.

Services

Services in the area are diverse and include business services (3), auto repair services (3), motion picture and video production (1), and other diverse services. While automotive services are among the oldest in the neighborhood (since the 1950s), assorted business services and motion picture businesses are among the most recent (since the 1980s).

Together 15 services in the area provide an average of 124 jobs. Business services range from 3 to 17 employees on average. Automotive and repair services are among the largest employers (an average of 17 employees), and other services are smaller with average of 3 employees. Average annual sales are under $0.38 million, with the largest profit going to automotive and repair services ($0.7 million).

Finance Insurance and Real Estate (FIRE)

One real estate firm with sales under $0.2 million in 1995 and 3 employees is located in this area.

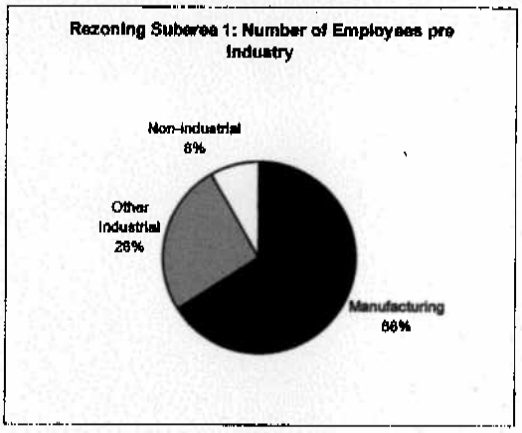
REZONING SUBAREA 1	Number of firms per type of business	Number of employees per type of business
Construction	14	193
FIRE	1	3
Manufacturing	26	923
Retail trade	9	37
Services	15	124
TSPU	2	19
Wholesale Trade	10	102
Subtotal	77	1400
All other firms*	21	420
Total	98	1820

Average business size in this subarea: 18 employees

* Note: In each of the subareas, detailed data for a number of firms was not avilable. These firms are cited as "all other firms." Total number of jobs for these firms was estimated based on the average number of employees per firm (17) in all subareas. The figure is probably slightly higher than the actual number of jobs and should thus be taken with caution. Our estimate is that the firms for which detailed data was not available are probably smaller and/or more recent businesses.

Sources: Dun & Bradstreet, Market Place -- CD-ROM, July 1995; North Brooklyn Development Corporation Business database, 1998.

REZONING SUBAREA 1	Number of firms per industry	Number of employees per industry
Manufacturing	26	923
Other industrial	30	361
Non-industrial	21	116
Subtotal	77	1400
All other firms	21*	
Subtotal		420**
Total	98	1820***



Note: *Non-industrial* employment includes finance, insurance and real estate (FIRE) firms, selected transportation and public utilities (TSPU) businesses (passenger transportation services only), retail trade, and all other services except for automotive and other repair, and fuel dealers. *Other industrial* category includes construction, wholesale trade, automotive services and repair, other repair services, fuel dealers and all TSPU except for passenger transportation services.

* Out of 98 firms in total in rezoning subarea 1, detailed data for 21 firms was not available.

** This figure represents an estimated number of employees for the outstanding 21 firms based on the average number of employees per firm (17) in all subareas. The figure is probably slightly higher than the actual number of jobs and should thus be taken with caution. Our estimate is that the firms for which detailed data was not available are probably smaller and/or more recent businesses.

*** As explained above (see **) this figure is probably slightly larger than the actual number of jobs and should thus be taken with caution.

Sources: Dun & Bradstreet, *Market Place* -- CD-ROM, July 1995; North Brooklyn Development Corporation Business database, 1998.

REZONING SUBAREA 2

Rezoning subarea 2 is located where the upper northwestern portion of the Greenpoint East River and the Newtown Creek waterfront meet. Its boundaries follow Huron Street on the south, West Street on the east to Commercial street, Commercial Street on the northeast to Manhattan Avenue, and Manhattan Avenue to the north. The northwestern and northern boundary of the subarea lies on Newtown Creek and the East River. This subarea includes blocks 2520, 2510, 2502, and 2472.

Rezoning subarea 2 is zoned M3-1 (heavy manufacturing), with the exception of the portion of land at the corner of Dupont and Commercial Street which is occupied by the Newtown Barge Terminal Playground. This active recreation area is a part of the M1-1 light manufacturing zone 'buffer' zone between the M3-1 zoned waterfront and the R6 zoned medium density residential neighborhood. *(See Map 23)*

Characteristics of the area

Subarea 2 is the largest rezoning subarea in Greenpoint and covers a total of 1,876,000 square feet. According to the Department of City Planning's 1993 data, 54.5% of land in subarea 2 is vacant. The high vacancy rate in this subarea may be explained in part by the fact that the total lot area within this rezoning subarea includes pier property lines. A detailed field survey of large loft buildings on Commercial Street, however, would be necessary to compute exact building vacancies. Nevertheless, according to the PICCED field survey conducted in July 1998, it appears that many of the loft buildings in the subarea have been partially converted into live/work spaces. The Greenpoint Manufacturing and Design Center's warehouses were vacant until 1993, for example, at which point the Center, which totals 400,000 square feet, entirely filled up.

Furthermore, rezoning subarea 2 includes a large portion of land on the waterfront from Green Street to Dupont which is occupied by the Greenpoint Lumber Exchange Terminal. The terminal evokes Greenpoint's proud heritage of waterborne commerce and its once active working waterfront. The Lumber Exchange Terminal frames splendid waterfront vistas of the Manhattan skyline, particularly striking when observed from Dupont Park and the Newtown Barge Terminal Playground. This active park and recreation area, formerly neglected and fallen into decay, has been reclaimed and cleaned by local grassroots organizations as well as by the Department of Parks and Recreation. The park could be further enhanced by access to the waterfront and a connection to the promenade proposed in the Greenpoint 197-a Plan.

Major issues and opportunities

As described in the Greenpoint 197-a Plan, the revitalization of rezoning area 2 is critical in rejuvenating the northern and northwestern end of Greenpoint. A comprehensive revitalization of this area would include waterfront revitalization, jobs retention, creation of additional small scale work spaces, and, should the Lumber Exchange Terminal cease to

operate, possible provision of additional market rate units and units affordable to current Greenpoint residents on the site.

This comprehensive revitalization could greatly benefit businesses on the northern end of Manhattan Avenue, particularly if (as proposed in the Greenpoint 197-a Plan) a footbridge is created across Newtown Creek to Queens, tying together additional neighborhoods. In addition, the revitalization of this area would highlight the need to reclaim Newtown Creek from pollution, and to promote public access to, and different recreation uses (including kayaking) on, the Greenpoint waterfront. Similarly, a sludge storage tank located at the corner of Dupont and Commercial Streets could be cleaned up and put to community recreational or cultural use, as also outlined in the Greenpoint 197-a Plan.

One of the greatest strengths of the northern end of Greenpoint is the diversity of its population. The northern part of Manhattan Avenue and streets like Box, Clay, and Dupont make up a working class neighborhood of both new, and second, and third generation immigrants from Eastern Europe, Latin America and the Caribbean. A popular Greenpoint Festival organized by Hispanos Unidos de Greenpoint is held every year at the tip of Manhattan Avenue in front of the Greenpoint Manufacturing and Design Center. Within the last decade this area has been further diversified by the influx of younger professionals, artists, and artisans. The ethnic and economic diversity of the population in the northern sections of Greenpoint will aid in the revitalization of rezoning subarea 2 and the surrounding area.

PICCED's July 1998 survey of rezoning subarea 2 showed that this area has undergone population and labor force changes similar to those described in the rezoning subarea 1 analysis. While some of the manufacturing loft buildings along Commercial Street still appeared to have vacancies, the rest of area otherwise seemed occupied. A possible further conversion strategy for these buildings could include the creation of affordable small scale work spaces. The Greenpoint Manufacturing and Design Center is perhaps a model example of this strategy (see industrial profile below), and shows that small scale manufacturing is still viable in Greenpoint. An alternate strategy may be to create live/work spaces perhaps similar to the two A.I.R. (artist in residence) loft buildings located on 99 Commercial Street. Affordable live/work space in Greenpoint has spurred the interest of young New York artists and artisans in the area. Greenpoint residents, in particular those who live in the northern sections of the neighborhood, have however emphasized in community forums and meetings the need to preserve affordable housing units for existing area residents. In particular, given that the owner of the Lumber Exchange Terminal has expressed interest in redeveloping it for medium density residential housing, an important opportunity may exist for creating both market rate units and units affordable for the current ethnic immigrant and native born population in Greenpoint.

The challenge in rezoning and revitalizing this subarea lies in balancing the creation of some affordable small scale work spaces and the retainment of current jobs, with the conversion of the remaining loft buildings into live/work spaces. Furthermore, waterfront and commercial revitalization has to take into account the provision of housing units affordable to Greenpoint residents.

Industrial profile

Although rezoning subarea 2 is the largest rezoning area in Greenpoint, only 10 firms were located in the area in 1995.[5] Of those, detailed information for only 7 firms was available based on Dun and Bradstreet 1995 Market Place database and a North Brooklyn Development Corporation 1998 data file.

Of the 7 firms, 2 are manufacturers, 2 are wholesale trade firms, one is in the FIRE, one in TSPU, and one in the services area. Together these seven firms provide about 243 jobs. Thus, even though the area has among the smallest number of firms in Greenpoint, it nevertheless has among the highest average business size of all rezoning subareas in Greenpoint, 35 workers (compared to a total average of 17 for all subareas). This is primarily due to one large manufacturer, Deven Lithographers, and one wholesale firm, United Feather and Down. Deven Lithographers, a commercial printer and lithographer firm, located on 15 Huron Street, employed about 75 workers and netted about $7.45 million in annual sales in 1995. United Feather and Down, a farm product wholesaler, employed about 75 workers and secured about $37.5 million in annual sales in 1995.

The Greenpoint Lumber Exchange, as the only active water-dependent industrial use on Greenpoint's East River waterfront, is an anchor of the thriving woodworking business in Greenpoint and in particular of the woodworker collectives like the Greenpoint Manufacturing and Design Center. The Lumber Exchange Terminal employs about 37 workers and its net profits ran about $3.7 million in 1995. Should the owner redevelop the site with residential units, as he has expressed a desire to do, the local woodworking businesses may be affected.

In addition to these large employers, the Greenpoint Manufacturing and Design Center (GMDC), which houses about 70 tenants including woodworkers, finishers, designers, artists, craftsmen and others, has since 1993 created hundreds of jobs (data not reflected in charts and tables) and renovated its 400,000 square foot city-owned loft building. In this manner, the Center is contributing to the revitalization of neighborhood around the site, located at the tip of Manhattan Avenue near Newton Creek. The center is fully leased and has the potential to expand.

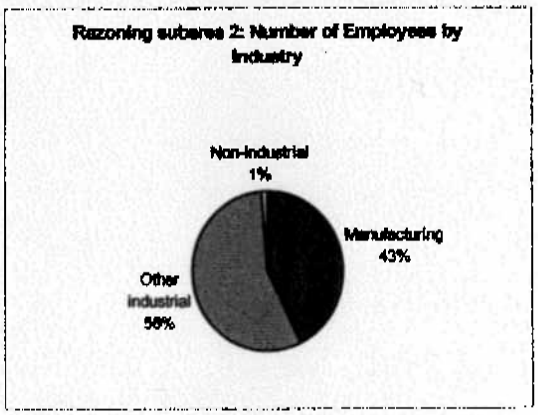
Even though detailed information was not available, the July 1998 PICCED field survey shows that at least several small live/work type businesses and a catering business are located at 99 Commercial Street in a loft building that houses "artists in residence." These firms may represent a trend similar to that found in other mixed use sections of the neighborhood where a number of smaller scale manufacturing or artisan-type flexible employment opportunities have been created. The challenge is to link these uses to local ethnic economies, as well as to keep larger employers in the area.

[5] *This figure probably does not reflect a number of more recent or smaller live/work businesses.*

REZONING SUBAREA 2	Number of firms per type of business	Number of employees per type of business
FIRE	1	3
Manufacturing	2	104
Services	1	12
TSPU	1	37
Wholesale trade	2	88
Subtotal	7	243
All other firms	3	51
Total	10	294

Average business size in this subarea: 35 employees

REZONING SUBAREA 2	Number of firms per industry	Number of employees per industry
Manufacturing	2	104
Other industrial	4	136
Non-industrial	1	3
Subtotal	7	243
All other firms	3*	
Subtotal		51**
Total	10	294***



Note: *Non-Industrial* employment includes finance, insurance and real estate (FIRE) firms, selected transportation and public utilities (TSPU) businesses (passenger transportation services only), retail trade, and all other services except for automotive and other repair, and fuel dealers. *Other Industrial* category includes construction, wholesale trade, automotive services and repair, other repair services, fuel dealers and all TSPU except for passenger transportation services.

* Out of 7 firms in total in rezoning subarea 2, detailed data for 3 firms was not available.
** This figure represents an estimated number of employees for the outstanding 3 firms based on the average number of employees per firm (17) in all subareas. The figure is probably slightly higher than the actual number of jobs and should thus be taken with caution. Our estimate is that the firms for which detailed data was not available are probably smaller and/or more recent businesses.
*** As explained above (see **) this figure is probably slightly larger than the actual number of jobs and should thus be taken with caution.
Sources: Dun & Bradstreet, *Market Place* -- CD-ROM, July 1995; North Brooklyn Development Corporation Business database, 1996.

REZONING SUBAREA 3

Rezoning subarea 3 is located in the eastern potion of Greenpoint, between the M3-1 heavy industrial zone enveloping Newtown Creek on the east and the R6 residential neighborhood to the west. Rezoning subarea 3 includes portions of 8 blocks between Greenpoint Avenue to the south, Provost Street to the east, Dupont Street to the north, and McGuinness Boulevard to the west. Within the eight blocks (2560, 2552, 2542, 2534, 2524, 2514, 2506, and 2497) all lots except lots that include street frontages on Provost Street are included. Furthermore, rezoning subarea 3 includes 2 blocks and portions of 3 other blocks located immediately south of Greenpoint Avenue. These are blocks 2577 and 2602, and portions of blocks 2576 (only lots on the street frontages on McGuinness Boulevard), 2600, and 2601 (all lots except lots on the street frontages of Meserole Avenue). *(See Map 24)*

Rezoning subarea 3, zoned for M1-1 light manufacturing, serves, for Greenpoint's eastern area towards Newtown Creek, a purpose similar to that served by rezoning subarea 1 for Greenpoint's East River Waterfront. It is a "buffer zone" between the residential and the industrial parts of the Greenpoint neighborhood. Towards the east, lots on Provost Street (not included in the rezoning subarea) zoned for M3-1 heavy manufacturing face the Greenpoint Water Pollution Control Plant, the city's largest wastewater treatment facility. In addition, the Greenpoint Incinerator (which burned 1,000 of garbage per day before its closure in 1995) is located on Provost Street and Freeman Avenue.

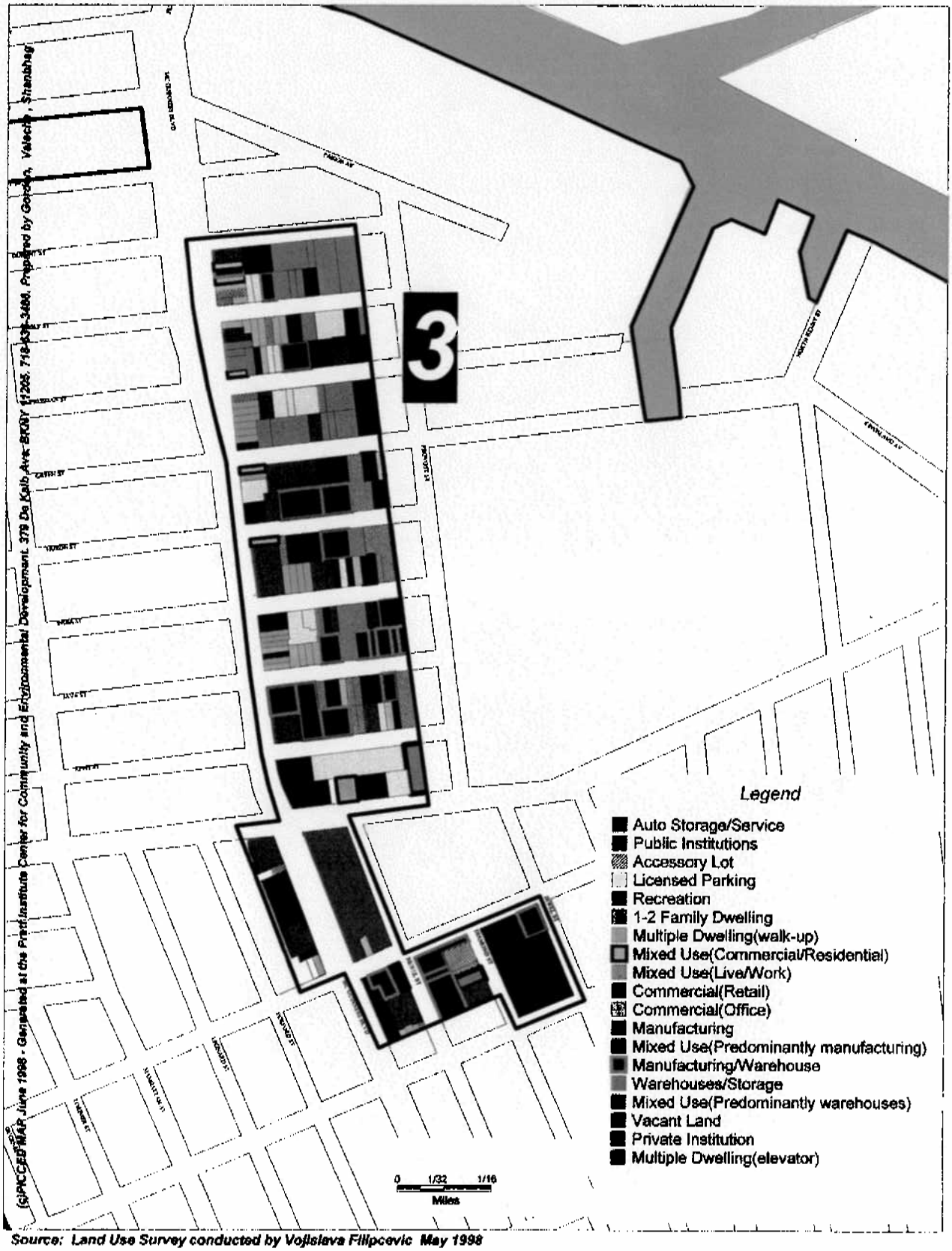
Characteristics of the area

Rezoning subarea 3 covers a total lot area of 1,160,000 square feet, 10.6% of which is vacant land. Although similar to subarea 1, however, this subarea differs in some significant aspects. The most striking difference is perhaps the sense of 'separateness' of the area from both the industrial sector to the east and the residential neighborhood to the west. McGuinness Blvd., a major truck route though Greenpoint, creates a substantial barrier between rezoning subarea 3 and the central residential area.

Rezoning subarea 3 contains a mixture of residential, industrial, and commercial uses. Industrial uses, such as manufacturing, warehouses, and uses commonly found in industrial areas like automotive and car repair businesses, predominate. There is a notable concentration of "big box" retail on McGuinness Blvd. between Greenpoint and Calyer Streets. According to a 1993 DCP study, 4.1% of the area is residential. The PICCED rezoning survey of July 1998 (see Rezoning Subarea 3 map) shows that this percentage may have slightly increased over the past few years. Residences are interspersed throughout the area -- on Java, India, and Eagle Street, and along McGuinness Boulevard. Sandwiched in-between manufacturing plants and warehouses are at least two A.I.R. buildings on Huron and India Streets near Provost Street. Block 2602, bounded by Meserole Avenue to the South, Jewel Street to the East, Diamond Street to the West, and Calyer Street to the North, is occupied by a manufacturing building (next to a residential block to the west and an industrial complex to the east) that is now vacant and has the potential to be renovated for mixed use.

MAP 24

Greenpoint Plan- Subareas 3



Source: Land Use Survey conducted by Vojislava Filipcevic May 1998

Major issues and opportunities

This rezoning subarea, in particular its section bounded by McGuinness Blvd. to the west and Provost Street frontages to the east, is self-contained and somewhat isolated due to the heavy traffic on McGuinness Blvd. on the one side and the M3-1 (heavy industry) zone adjoining Newtown Creek on the other.

McGuinness Boulevard, a major multi lane, north-south artery, provides a critical link between Long Island City and the BQE. A transportation study completed in July 1992 by Urbitran Associates Inc. noted that "peak hour direction traffic flows on the boulevard approach 1,200 vehicles per hour," and that this often makes crossing the street difficult. In particular, the McGuinness Blvd. and Greenpoint Avenue intersection has a high accident and stopped delay rates "due to the lack of segregated left turn bays on any of the intersection approaches."[6] Truck traffic and deliveries on India, Java, and other streets further exacerbate the situation by creating noise and making it difficult for residents in to traverse these streets.

Even though the number of residential units in this area seems to be increasing, this subarea perhaps more than the other mixed use areas of Greenpoint, still appears to be for the most part industrial. New uses in the area such as film studio warehouses and artist in residence buildings offer an indication that the constellation of uses in the area may be changing. Increasing performance standards in the adjoining M3-1 zone along Newtown Creek would greatly improve the prospects for environmental and quality of life and workspace improvements in this immediately impacted area.

Industrial profile

Out of a total of 115 firms located in this subarea, detailed information for 86 firms was available. Taken together these 86 firms provide about 1,155 jobs. 44% of these jobs are in manufacturing, 42% are in other industrial, and 14% are in non-industrial areas.

Manufacturing

25 manufacturers who employ a total of 513 workers are located in rezoning subarea 3. Manufacturers range from primary metal industries and machinery and metal fabricators (10), furniture and fixtures (5), textile mill and other apparel products (4), and other assorted manufacturers. On average a manufacturer in this subarea employs about 17 workers. Manufacturers range from small employers like electric and electronic equipment manufacturers (3 employees) to large metal fabricators (37 employees). Among the largest employers in the area are two primary metal industry firms, All Cast Foundry and Ney Smelting & Refining, with an average of 37 employees each. This area has a concentration of metal industries; 2 companies have been in the are since 1936 and 1946 respectively, 2 others opened up in 1965 and 1970, while 3 other metal fabricators have started business in the early 1990s. Textile industries and wood and furniture product manufacturers have been in the area since the 1960s.

[6] *Urbitran Associates, Inc., for NYC Department of Transportation, Bureau of Traffic, "North Brooklyn Area Traffic Study: Final Report," Urbitran Associates Inc., New York, NY, July 1992, p. E-8.*

In 1995, manufacturers in the area totaled $49.7 million in annual sales, an average of $2.7 million per firm. The largest amount in annual sales was obtained by Tek Wire and Cable Corp., a wiredrawing and insulating company which employs 17 workers and had $17.5 million in annual sales in 1995.

Construction

Seven construction firms (2 general building contractors, 1 heavy contractor, 4 special trade contractor) located in the area employ together about 121 workers. They range from smaller electrical work and non-residential contract firms which employ 3 workers, to highway and street construction and plumbing, heating, and air conditioning firms which employ 37 workers. Firms in this category in this subarea netted on average less than $2.3 million in annual sales in 1995. Scientific Fire Prevention, a special contractor firm for pluming, heating and air conditioning, which has been in the neighborhood since 1978, is among the largest employees in the construction sector in the subarea. It has the highest annual sales, in the range of $5 million to $9.9 million, in 1995.

Wholesale Trade

The 10 wholesalers located in this subarea include mostly trade in durable goods (scrap metal (4), lumber (2), and others) and assorted non-durable goods. These firms employed about 155 workers and together netted $14.3 million in sales in 1995. The firms with the largest annual sales include a produce wholesaler and a scrap metal wholesaler, with an average about $3.7 million respectively.

Retail Trade

About 15 retailers are located in the subarea, including auto and home supply stores (at least 2), several eating places, smaller grocery stores (2), a supermarket, clothing stores (2) and other miscellaneous retail. Most of the retailers have an average of 3 employees, with the exception of a retail bakery, a clothing store, and a miscellaneous retailer, which have about 17 employees each. Firms in this category have on average less than $0.5 million in annual sales in 1995, ranging from less than $0.2 million for most retailers to $1.7 million for a local clothes retailer.

TSPU

One local trucking company which employs 17 workers is located in the area. This company has been in the neighborhood since 1983 and netted between $0.2 and $0.4 million in annual sales in 1995.

Services

Of the 22 service firms in the area, 13 are various auto repair services, 4 others are assorted repair services, and others provide personal, business, and other services. In addition, at least two cinema and theater studios are located in the area. Taken together, service firms located in rezoning subarea 3 provide about 261 jobs. Scientific Environmental Services (maintaining of exhaust systems) is among the largest employers in the area, with about 88 employees. A theatrical production business and a commercial laundry service in the area employ about 17 workers each. Most other service firms are much smaller and range from 3 to 7 employees. In 1995, most service firms in rezoning subarea 3 had under $0.3 million in annual sales. Only commercial laundries exceeded this level, with $1.75 million annually.

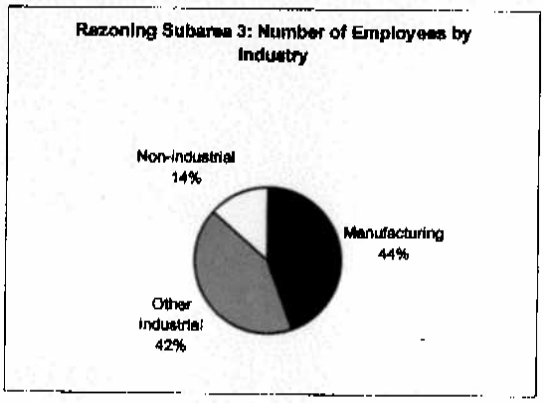
FIRE

One commodity broker firm and two real estate agencies are located in the area.

REZONING SUBAREA 3	Number of firms per type of business	Number of employees per type of business
Construction	7	121
FIRE	3	7
Manufacturing	25	513
Retail trade	15	95
Services	22	261
TSPU	1	17
Wholesale trade	13	141
Subtotal	86	1155
All other firms	29	493
Total	115	1648

Average business size in this subarea: 13 employees

REZONING SUBAREA 3	Number of firms per industry	Number of employees per industry
Manufacturing	25	513
Other industrial	38	484
Non-industrial	23	158
Subtotal	86	1155
All other firms	29*	
Subtotal		493**
Total	115	1648***



Note: *Non-industrial* employment includes finance, insurance and real estate (FIRE) firms, selected transportation and public utilities (TSPU) businesses (passenger transportation services only), retail trade, and all other services except for automotive and other repair, and fuel dealers. *Other industrial* category includes construction, wholesale trade, automotive services and repair, other repair services, fuel dealers and all TSPU except for passenger transportation services.

* Out of 115 firms in total in rezoning subarea 3, detailed data for 29 firms was not available.

** This figure represents an estimated number of employees for the outstanding 29 firms based on the average number of employees per firm (17) in all subareas. The figure is probably slightly higher than the actual number of jobs and should thus be taken with caution. Our estimate is that the firms for which detailed data was not available are probably smaller and/or more recent businesses.

*** As explained above (see **) this figure is probably slightly larger than the actual number of jobs and should thus be taken with caution.

Sources: Dun & Bradstreet, *Market Place* -- CD-ROM, July 1995; North Brooklyn Development Corporation Business database, 1998.

REZONING SUBAREA 4

Rezoning subarea 4 includes a key portion of the Greenpoint East River waterfront, the Greenpoint Terminal Market site. The site includes three blocks along the East River waterfront between Oaks Street and Greenpoint Avenue, and two blocks bounded by West Street and Franklin Streets. The area includes blocks 2568, 2565, 2567 and 2564. This subarea is located near the residential core of Greenpoint and the Greenpoint Historic District, and a block from Greenpoint's main commercial hub of Manhattan Avenue. It is also only two blocks from the "G" train subway line stop on the corner of Manhattan and Greenpoint Avenues. *(See Map 25)*

Characteristics of the area

This 609,800 square feet area, according to the DCP rezoning study, includes only 0.3% of vacant land. The entire Greenpoint Terminal Market site, a roughly 20-acre complex of 49 buildings ranging from two to nine stories, however, has been almost entirely vacant since the 1960s. The site housed manufacturers since the turn of the century and was the anchor of the Greenpoint working waterfront. Buildings range from those in good condition to those in various stages of disrepair. In the 1980s a decontextual high-rise proposal by a commercial developer that would have demolished the Terminal was stalled by community opposition and a declining economy. Because of its striking visual and historic quality, the site has in the past decade been leased to several film companies, and scenes for a few Hollywood movies have been shot there

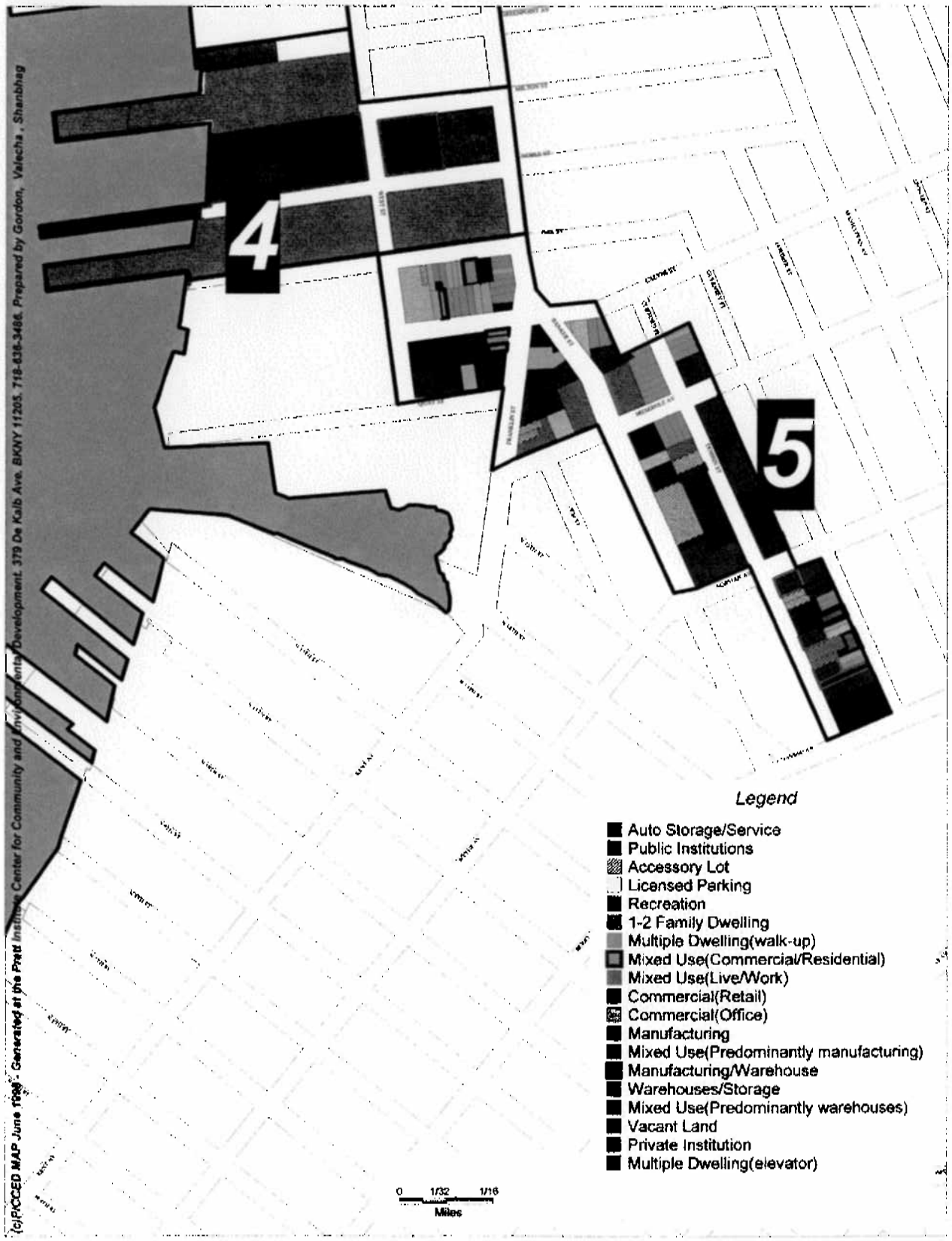
Major issues and opportunities

The Greenpoint Terminal Market, which is privately-owned, is a brownfield site, and its renovation and reuse is vital for the redevelopment of the Greenpoint waterfront and the strengthening of the neighborhood's residential and commercial core.

Brownfields reclamation is often costly however. The "site assessment report" for the Greenpoint Terminal Warehouse prepared in April 1988 by Fred D. Hart associates estimated that about 1,000 cubic yards of hazardous waste material would have to be removed from the site (if it was to be redeveloped) for an estimated cost of $807,750 (in 1988 dollars). Hart Associates undertook an environmental review of the site and found "elevated concentrations of heavy metals and base neutral organic compounds in the surface soils thought the site." The consultant firm stressed that a "regulatory agency review of this site would likely result in requirements for remedial activity at the site based on the detected concentrations of metals and probable petroleum contamination."[7](See also section on Greenpoint Terminal Market in the Greenpoint 197-a Plan).

[7] *Fred C. Hart Associates, "Site Assessment Report: Greenpoint Terminal Warehouse, Greenpoint NY," Fred C. Hart Associates, New York, NY, April 1988, p. 1210c-8.*

MAP 25
Greenpoint Plan- Subareas 4, 5



Source: Land Use Survey conducted by Vojislava Filipcevic May 1998

Industrial profile

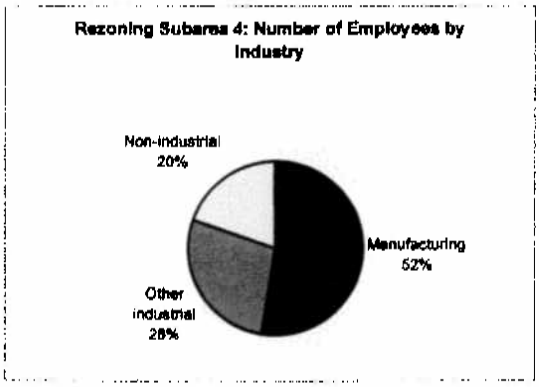
Rezoning subarea 4 consists mainly of a complex of vacant buildings, a sharp contrast to Greenpoint's once working waterfront. Only about 6 businesses are located in the area, 2 manufacturers, 1 construction firm, 1 services and two other companies for which data was not available. It can be estimated that these businesses provide jobs for about 95 workers (this figure should be taken with caution (see Charts for Rezoning Subarea 4)).

Detailed information was available for only two firms: Megabite Electronics, an electronic manufacturer, with about 3 employees and an average of $0.7 million in annual sales in 1995, and CM Construction, a general contractor with 17 employees and $1.7 million in annual sales in 1995. Both firms have been in the area since 1979.

REZONING SUBAREA 4	Number of firms per type of business	Number of employees per type of business
Construction	1	17
Manufacturing	2	32
Services	1	12
Subtotal	4	61
All other firms	2	34
Total	6	95

Average business size in this subarea: 15 employees

REZONING SUBAREA 4	Number of firms per industry	Number of employees per industry
Manufacturing	2	32
Other industrial	1	17
Non-industrial	1	12
Subtotal	4	61
All other firms	2*	
Subtotal		34**
Total	6	95***



Note: *Non-industrial* employment includes finance, insurance and real estate (FIRE) firms, selected transportation and public utilities (TSPU) businesses (passenger transportation services only), retail trade, and all other services except for automotive and other repair, and fuel dealers. *Other industrial* category includes construction, wholesale trade, automotive services and repair, other repair services, fuel dealers and all TSPU except for passenger transportation services.

* Out of 6 firms in total in rezoning subarea 4, detailed data for 2 firms was not available.

** This figure represents an estimated number of employees for the outstanding 2 firms based on the average number of employees per firm (17) in all subareas. The figure is probably slightly higher than the actual number of jobs and should thus be taken with caution. Our estimate is that the firms for which detailed data was not available are probably smaller and/or more recent businesses.

*** As explained above (see **) this figure is probably slightly larger than the actual number of jobs and should thus be taken with caution.

Sources: Dun & Bradstreet, *Market Place* – CD-ROM, July 1995; North Brooklyn Development Corporation Business database, 1998.

REZONING SUBAREA 5

Rezoning subarea 5 is located in the south-western portion of the Greenpoint neighborhood, one block off the Greenpoint East River Waterfront near Bushwick Creek. Its southern boundary begins on Nassau Avenue by McCarren Park, goes north on Guernsey Street, cuts through block 6717 and to about the middle of the block 2594, at which point it turns west, cuts through block 2593, follows Calyer Street to Franklin Street to Oak Street, turns west and follows Oak to West Street, follows West Street south to Quay Street, goes east to Franklin street, turns south on Franklin Street to Meserole Avenue, turns east on Meserole to Banker Street, follows Banker Street south to Norman Avenue, turns east on Norman to Dobbin Street, and follows Dobbin south to Nassau Avenue. *(See Map 25)*

Rezoning subarea 5 covers a total of 689,000 square feet, and includes the entire blocks of 2571, 2589, 2592, 2616, and 2643, and selected lots within 2617, 2593, and 2594.[8] This subarea is zoned M1-1 for light manufacturing and is a part of the larger buffer zone (between the M3-1 zoned East River waterfront and the R6 residential neighborhood) which includes a part of rezoning subarea 4 and rezoning subarea 1. In addition, subarea 5 adjoins a mixed use R6 (M1-1) district which encircles the northern, eastern, and south-eastern portions of McCarren Park.

Characteristics of the area

Rezoning subarea 5 is essentially a mixed use area, with about 30.7% of residential uses.[9] As the PICCED field survey map indicates, this subarea includes residential uses on almost all blocks. Most notably, block 2589 immediately south of the Greenpoint Terminal Market is predominately residential. Streets like Clifford Place and Guernsey, where 3-4 story residential row houses lie side by side with light manufacturers are typical mixed use streets. Residential and studio conversion of loft buildings have recently occurred in the area. Buildings on 239 Banker Street and 35 Meserole Street include a combination of manufacturing and studio uses, and house diverse firms like Unfinished Inc., Ralmar Fabrics Inc., Tommy G Products Inc., and Gary's Sportswear. Studios are located on the 3rd and 4th floors and manufacturing firms on the 1st and the 2nd.

The blocks south of Meserole Avenue differ and have more of a concentration of light manufacturers. Blocks 2616 (except for residential buildings on Meserole Avenue), 2617, and 2643 contain a concentration of manufacturing uses such as metal fabricators, woodworkers, die cutting, etc. These three blocks, in particular the sides of the blocks facing Dobbin Street between Meserole Avenue and Nassau Avenue, constitute a manufacturing sanctuary in the southern areas of Greenpoint.

Major issues and opportunities

It is important to balance the retention of jobs against the encouragement of mixed uses in this subarea. Rezoning subarea 5's strongest asset is its successful mixture of uses and its minimal conflicts between residential and manufacturing uses. Certain blocks contain predominately residential uses (2589) and others (2616, 2617, and 2643) mainly light manufacturing. On

[8] *Specifically, rezoning area 5 includes the following lots within block 2593: 1, 8, 15, 16, 18, 19, 29, 30, 31, 32, 34, 35, 36, and 37; within block 2594: 1, 6, 7, 8, and 10; within block 2617: 1, 38, 42, 50, 52, 57.*

[9] *DCP CD1 Rezoning Study.*

streets where there are a mixture of uses, as on Clifford Place and Guernsey Street, good neighbor agreements between businesses and residences are essential. The coexistence of studio spaces and manufacturing on Banker Street is similar to that of many loft buildings in subareas 1 and 2. Buildings that have been recently converted for such dual uses should be further studied to create a balanced mixed use rezoning proposal.

Finally, the strengthening of this subarea is critical in rejuvenating the southern end of the Greenpoint waterfront. This can be achieved by reclaiming the polluted Bushwick inlet (currently fenced-off) from contamination and opening up opportunities for public access to the waterfront.

Industrial Profile

This subarea includes about 53 firms, of which detailed data for only 36 was available. These 53 businesses provide an estimated total of 1,055 jobs. The manufacturing sector accounts for 51% of jobs in the subarea, the other industrial sector 37%, and the non-industrial sector 12%. The average business size in this subarea is 21 employees.

Manufacturing

11 manufacturers are located in the area that provide 393 jobs. Diverse manufacturers include 2 food products manufacturers, 2 lumber and wood products, 3 apparel manufacturers, a paper and allied products manufacturer, a metal fabricator and others.

The largest employer among the manufactures is WH Christian and Son, with over 100 employees according to the North Brooklyn Development Corporation (NBDC) database. Other large manufacturers include Ralmar Fabrics, Celtic Woodworking, and Lion Office Supplies with an average of 37 workers each. Ralmar Fabric, which has been in the area since 1945, had the highest net annual sales in 1995 ranging from $2.5 million to $4.9 million.

Construction

4 construction firms, employing about 67 workers are located in the area. Three firms are special trade contractors, and one is a heavy construction contractor. The average number of employees for the construction sector in this subarea is 17 employees. Two construction firms have been in the area since the 1980s, one since the late 1960s (data for the other was not available). On average the construction firm for which data is available made roughly $2.3 million in annual sales in 1995.

Wholesale trade

There are 7 wholesale trade firms that provide about 75 jobs in the area. These wholesalers deal in industrial machinery and equipment, food products, plastic, chemicals, and allied products, brick, stone and related material, and groceries. They range from a small industrial machinery firm with one employee to a plastics wholesaler who employs 17 workers. Worldwide Marble, and Granite and Weiss Kosher Cuisine, are among the newer wholesalers, having been in the neighborhood since the early 1990s. Average annual sales for this sector were under $2 million in 1995.

Retail trade

3 retail trade businesses are located in this subarea. According to the NBDC datafile, Willman Sales Co. Inc., a bakery distributor, is the largest retailer with about 75 jobs (note: this business is also engaged in food production so the number of jobs probably includes manufacturing jobs as well; the number cited for retail should thus be taken with caution). Two other retail business, a grocery store and a used car dealer, employ 3 workers each.

TSPU

A general warehousing and storage business with 3 employees is located in the area.

Services

9 services located in the area provide 145 jobs. 6 provide automotive or other repair services, and the remaining 3 include business services, commercial art and design, and religious services. The largest employer in this category is Nouveau Elevator Industries which employs 75 workers and netted between $5.0 million to $9.9 million in annual sales in 1995. Two other repair services, Pat & Doms Collision Specialist and Delta Welding, employ an average of 17 employees each. All other services are smaller, with 3 employees on average.

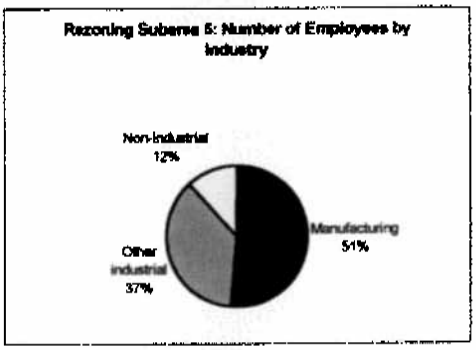
FIRE

A real estate agency which employs 3 persons in located in this subarea.

REZONING SUBAREA 5	Number of firms per type of business	Number of employees per type of business
Construction	4	67
FIRE	1	3
Manufacturing	11	393
Retail	3	81
Services	9	145
TSPU	1	3
Wholesale trade	7	75
Subtotal	36	766
All other firms	17	289
Total	53	1055

Average business size in this subarea: 21 employees

REZONING SUBAREA 5	Number of firms per industry	Number of employees per industry
Manufacturing	11	393
Other industrial	19	284
Non-industrial	6	89
Subtotal	36	766
All other firms	17*	
Subtotal		289**
Total	53	1055***



Note: *Non-industrial* employment includes finance, insurance and real estate (FIRE) firms, selected transportation and public utilities (TSPU) businesses (passenger transportation services only), retail trade, and all other services except for automotive and other repair, and fuel dealers. *Other industrial* category includes construction, wholesale trade, automotive services and repair, other repair services, fuel dealers and all TSPU except for passenger transportation services.

* Out of 53 firms in total in rezoning subarea 5, detailed data for 17 firms was not available.

** This figure represents an estimated number of employees for the outstanding 17 firms based on the average number of employees per firm (17) in all subareas. The figure is probably slightly higher than the actual number of jobs and should thus be taken with caution. Our estimate is that the firms for which detailed data was not available are probably smaller and/or more recent businesses.

*** As explained above (see **) this figure is probably slightly larger than the actual number of jobs and should thus be taken with caution.

Sources: Dun & Bradstreet, *Market Place* – CD-ROM, July 1995; North Brooklyn Development Corporation Business database, 1995.

REZONING SUBAREA 6

Rezoning subarea 6, including only 241,000 square feet, is the smallest of all the subareas proposed for rezoning in Greenpoint. It is located in Greenpoint's eastern sector near Newtown Creek along Nassau Avenue. Rezoning subarea 6 includes only selected lots within the two blocks 2693 and 2660..[10] *(See Map 25)*

Characteristics of the area

The site is currently zoned M1-2 for high performance light manufacturing. This site adjoins a residential area to the west and to the south and a heavy manufacturing area to the east and north. This site thus serves as a buffer zone. According to DCP data, 33% of the area is residential. Only 5% the area is vacant.

Major issues and opportunities

Lots within this subarea are, as mentioned, buffers between the residential R6 zone to the south and west and the M3-1 heavy manufacturing zone to the north. Should current uses cease to operate, rezoning for residential use, in particular on the 2693 block, would enable consolidation with the residential nature of that block. The balance between the industrial and residential uses of this area can be further improved by increasing environmental performance standards in the adjoining M3-1 zone and promoting good neighbor agreements with local businesses.

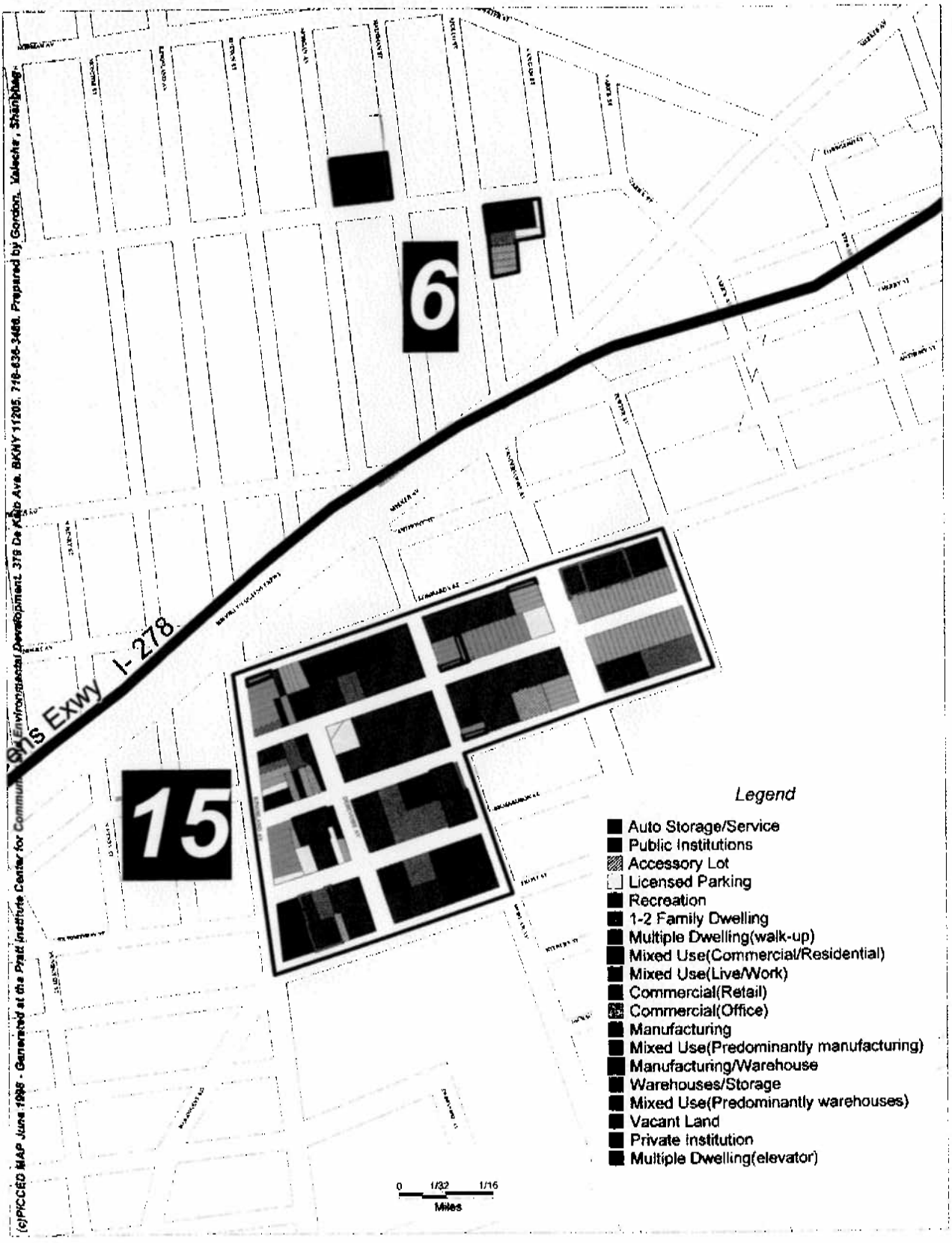
Industrial profile

According to 1993 DCP data this subarea includes only 6 businesses. Given the difficulties in selecting businesses located only on the selected lots within the area, however, the PICCED survey included entire blocks, and is therefore larger than the subarea. This larger area includes 21 businesses, and information was only available for 11 of these. These 11 firms provide 189 jobs, 54% of which lie in the manufacturing sector, 45% in the other industrial section, and only 1% in the non-industrial sector. The average business employed 17 workers.

Three firms fabricated metal products, and the two for which data was available employed 37 people each, and netted each $3.7 million in 1995. Three construction firms are located in the area, including a general trade contractor with 7 employees and about $0.3 million in annual trade, and a special trade contractor with 17 employees and about 3.7 million in annual sales. Two wholesale trade firms are in the subarea, and the one for which information was available dealt in sea food and fish and had about 17 employees. The subarea includes only one firm in the FIRE sector, a real estate company with one employee. In services, the area includes one business service and one auto service business. The subarea has no retail trade or TSPU firms.

[10] *Specifically, rezoning area 6 includes the following lots within block 2693: 1, 10, 12, 50, 51, 52, 53, 54, 55, and a part of lot 20 within block 2260.*

MAP 26
Greenpoint Plan- Subareas 6, 15

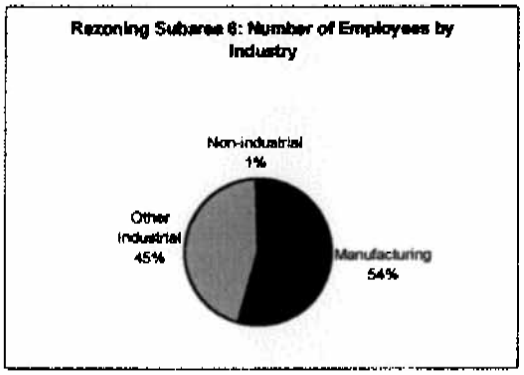


Source: Land Use Survey conducted by Vojislava Filipcevic May 1998

REZONING SUBAREA 6	Number of firms per type of business	Number of employees per type of business
Construction	3	40
FIRE	1	1
Manufacturing	3	103
Services	2	15
Wholesale trade	2	30
Subtotal	11	189
All other firms	10	170
Total	21	359

Average business size in this subarea: 17 employees

REZONING SUBAREA 6	Number of firms per industry	Number of employees per industry
Manufacturing	3	103
Other industrial	7	85
Non-industrial	1	1
Subtotal	11	189
All other firms	10*	
Subtotal		170**
Total	21	359***



Note: *Non-industrial* employment includes finance, insurance and real estate (FIRE) firms, selected transportation and public utilities (TSPU) businesses (passenger transportation services only), retail trade, and all other services except for automotive and other repair, and fuel dealers. *Other industrial* category includes construction, wholesale trade, automotive services and repair, other repair services, fuel dealers and all TSPU except for passenger transportation services.

* Out of 21 firms in total in rezoning subarea 6, detailed data for 10 firms was not available.

** This figure represents an estimated number of employees for the outstanding 10 firms based on the average number of employees per firm (17) in all subareas. The figure is probably slightly higher than the actual number of jobs and should thus be taken with caution. Our estimate is that the firms for which detailed data was not available are probably smaller and/or more recent businesses.

*** As explained above (see **) this figure is probably slightly larger than the actual number of jobs and should thus be taken with caution.

Sources: Dun & Bradstreet, *Market Place* – CD-ROM, July 1995; North Brooklyn Development Corporation Business database, 1998.

REZONING SUBAREA 15

Rezoning subarea 15 is located in the southeastern portion of Greenpoint immediately south of the BQE. The southernmost boundary of subarea 15 begins on the corner of Frost Street and Kingsland Avenue, proceeds east on Frost Street to Morgan Avenue, follows Morgan Avenue to Division Place, follows Division Place east to its easternmost boundary which runs on Porter Avenue to Lombardy Street, follows its northernmost boundary on Lombardy Street to Kingsland Avenue, then descends down Kingsland Avenue to Frost Street. *(See Map 25)*

Rezoning subarea 15 is a mixed-use area which includes diverse uses such as quiet residential blocks as well as dense manufacturing streets where some of the largest industrial employers in Greenpoint are located. Rezoning subarea 15 is zoned for M1-1 (light manufacturing) and functions as a buffer zone between a residential neighborhood (zoned R6 for medium density) to the west, the BQE to the north, and an M3-1 (heavy industrial) zone to the east. Immediately to the south is Cooper Park Houses, a seven story housing project with 700 units and a population of 1,746. To the east is the Brooklyn Union Gas site with its landmark gas tanks visible from almost any spot in Greenpoint and Williamsburg. To the west is St. Cecilia's parish with quiet residential streets like Herbert, Monitor, and North Henry. In the 1950s, the BQE, built immediately to the north, cut through blocks of Brooklyn tenements and brownstones, displacing over 2,000 people and creating a barrier cutting though the neighborhoods of Greenpoint and Williamsburg. It disconnected residents of St. Cecilia's Parish and streets like Beadle and Vandervoort from the areas of Greenpoint north of the expressway.

Characteristics of the area

Subarea 15 is almost entirely occupied, with only a 3.9% vacancy rate in 1993. A field survey conducted by PICCED in July 1998 showed that only one storefront and an upper-level storage facility were vacant, almost certainly a deerease over the number of existing vacancies in previous years. According to the Department of City Planning (DCP), 24.4% of the area was residential in 1993. According to the July 1998 field survey only 4 of the 11 blocks in the area had no residential uses. Although there appears to be no loft conversion in the subarea, three blocks (2835, 2836, 2843) out of the 11 total in the rezoning subarea are either 50% or more residential. For example, Beadle Street between Vandervoort and Porter Avenues is a tree-lined residential street with 1-2 family houses, similar to typical residential Greenpoint streets like Diamond, Java or India Streets. These blocks (2836 and 2843) are split into two different areas; Beadle Street is entirely residential, while Lombardy Street and Division Place between Vandervoort and Porter Avenues has only manufacturing and storage facilities (see Rezoning Subarea 15 map). According to Beadle Street residents, trucks delivering goods for firms on Lombardy Street, Division Place and Porter Avenues often take turns on Beadle Street, thus creating noise and danger for residents, in particular children and the elderly.

Beadle Street between Vandervoort and Morgan Avenue is on the other hand a mixed-use street, with higher density residential units on the north side of the street facing diverse manufacturers (in particular metal fabricators) and storage facilities on the south side of the street. Heavy truck traffic crisscrosses Vandervoort and Morgan Avenues as well as Division Place and Kingsland Avenues leading to the BQE. Vandervoort Avenue between Division Place and Lombardy has lower density residential units located side by side with manufacturing and storage sites, making street crossing dangerous for residents of Vandervoort Avenue and Beadle Street.

Four blocks in the subarea located on the west side of Morgan Avenue (2859, 2850, 2841 and 2834) are predominantly manufacturing in character. Large-scale manufacturers like Belmet and Paragon Steel as well as a number of automotive services are located on Morgan Avenue. One block west, however, on Debevoise Street, a few detached houses are sandwiched in the midst of an industrial block. Further west, Kingsland Avenue boasts an even wider mix of uses which includes medium density residential, commercial (neighborhood retail as well as auto businesses), public facilities and manufacturing. One of the largest industrial employers with two locations in this subarea -- Epner Technologies Inc. -- is located on Kingsland Avenue and Richardson Street.

Major issues and opportunities

The major strength of the subarea lies in its quiet residential streets like Beadle, its mixed use streets like Kingsland Avenue, and its strong manufacturing and other industrial sector firms located throughout the rezoning subarea. Numerous firms located in the area are important for jobs and economic growth. While most industries coexist well with residences, those that do not raise a number of issues. Heavy truck traffic and goods deliverers to wholesalers, in particular farm-products, raw materials, fruit and vegetables, as well as industrial barrel supplies, often produce undesirable smells and noise. Goods are sometimes sorted on the streets, jeopardizing sanitary regulations and making it difficult to walk or even drive though the area. Good neighbor agreements with industries are essential, in particular on streets that are predominately residential and located near or side-by-side with industries. Traffic calming measures would be appropriate for streets like Beadle between Morgan and Porter Avenues, and Vandervoort between Division Place and Lombardy. No trucks should be allowed on Beadle between Vandervoort and Porter Avenue due to the purely residential nature of this street.

Industrial profile

Out of a total of 87 businesses located in the area, detailed information for 59 was available. These 59 businesses provide a total of 702 jobs. The manufacturing sector accounts for 48% of jobs in the area, the other industrial sector for 34%, and the non-industrial sector for only 18%.

Manufacturing

The area has a history of older metal fabricators and electroplaters. Alberts Plating Works, for example, has been in the area since 1945, Belmet Products since 1959, Milgo/Bufkin

(architectural metal works) since 1960, and A Box Co. (folding paper boxes) since 1948. Electronic components, bookbinding, and related radio and television and communications equipment firms are more recent and have opened up in the last two decades.

Of the 19 manufacturers in the area, most are electroplaters and polishers (3) and metal fabricators (3). Other manufacturing firms in the area include architectural metalwork, bookbinding and related work, commercial printing, electronic components, finishing plants, folding paperboard boxes, food products machinery, industrial machinery, and others. Taken together these 19 manufacturers provide a total of 337 jobs. Bookbinders, industrial machinery, textiles and radio and TV equipment firms are the smallest, employing only 3 workers on average, followed by commercial printers and plumbing fixture and printing firms (7), while electroplaters and polishers, and metal fabricators are among the largest employers with 62 and 75 workers respectively. Belmet Products Inc. and Epner Technology Inc. are among the largest firms, employing 75 and 37 workers respectively, and averaging between $3.7 million each in annual sales in 1995. Average annual sales for manufacturers in the area were less than $1.5 million in 1995.

Construction

At least 6 construction companies are located in rezoning subarea 15. On average they employ 24 workers and earn under $1.5 million in annual sales. Construction firms include: painting and paper hanging, special trade contractors, and structural steel erection (for the three companies for which detailed data was available, two have been in the neighborhood since the early 1970s and one since the early 1980s).

Wholesalers

Of the 8 wholesalers for which detailed data was available, only 2 have been in the neighborhood since the mid-1950s, while all others came in the late 1980s or early 1990s. Wholesalers in the area employ on average a total of 101 people and net $14.3 million in sales in 1995. Various wholesalers in rezoning subarea 15 include: footwear, groceries, general line, nondurable goods, farm-product raw materials, fresh fruits and vegetables, and industrial supplies. The largest employers are industrial supplies wholesalers like National Drum & Barrel Corp., and Goodman Bros. Steel Drum Co., who employ 17 and 37 workers on average, respectively.

Retail trade

Rezoning subarea 15 has mostly smaller retailers, most of which have been in the neighborhood since the 1970s. A total of 7 retailers located in the area employ on average from 3 to 6 employees and possess net average sales of $0.3 million in 1995. Retail trade firms in subarea 15 include: automotive services and repair, and well as common neighborhood grocery stores, and eating and drinking places. These uses are mostly concentrated on Kingsland Avenue.

Services

Most services have been in the neighborhood since the 1970s. Typical services in the area are automotive and repair services, and dry cleaners. Automotive services typically employ 3 to 7 workers on average, while laundries can range from small firms that employ 3 people to large commercial laundries that employ 37 workers in average.

A school settlement house located on 271 Frost Street directly across Copper Houses provides home health care services and employs 75 people. Taken together all services in the area provide 145 jobs . Most of the services are rather small in terms of number of employees (an average of 3 to 7) and annual sales (under $0.2 million in 1995).

TSPU

Of the 4 transportation and public utilities companies, 2 provide local passenger transportation, one sanitary services, and one refuse systems. Except for one company that employs an average of 17 workers, the others are small employers with an average of 3 employees. Annual sales vary from under $0.2 million to $1.7 million in 1995.

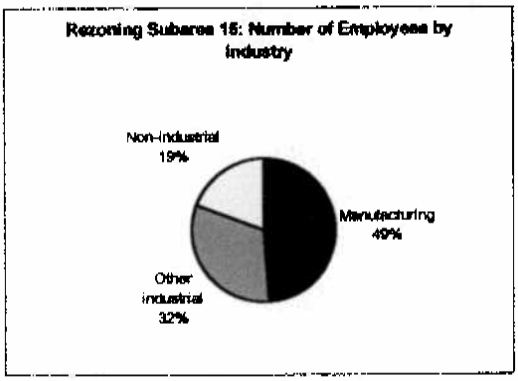
FIRE

The two FIRE firms in the area include deposit banking and a real estate office.

REZONING SUBAREA 15	Number of firms per type of business	Number of employees per type of business
Construction	6	119
FIRE	2	10
manufacturing	19	482
retail	7	33
services	13	193
TSPU	4	35
wholesale	8	114
Subtotal	59	986
All other firms	28	476
Total	87	1462

Average business size in this subarea: 17 employees

REZONING SUBAREA 15	Number of firms per industry	Number of employees per industry
Manufacturing	19	482
Other industrial	23	315
Non-industrial	17	189
Subtotal	59	986
All other firms	28*	
Subtotal		476**
Total	87	1462***



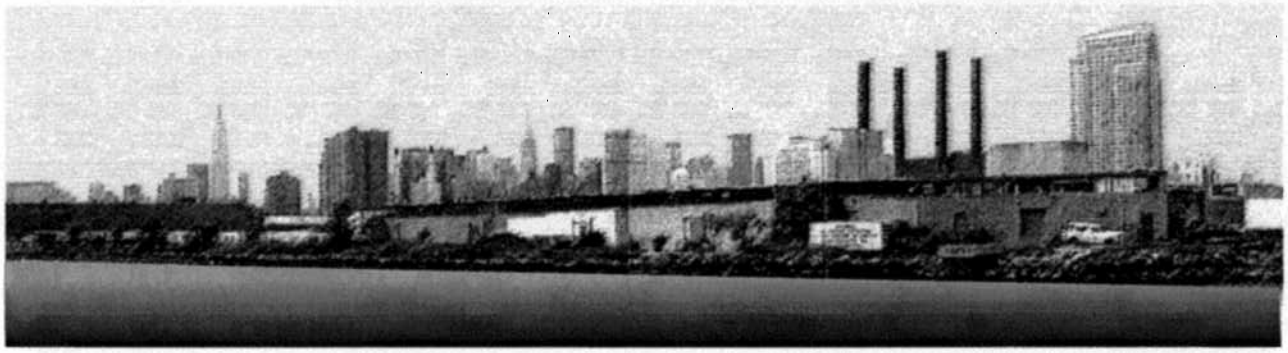
Note: *Non-industrial* employment includes finance, insurance and real estate (FIRE) firms, selected transportation and public utilities (TSPU) businesses (passenger transportation services only), retail trade, and all other services except for automotive and other repair, and fuel dealers. *Other industrial* category includes construction, wholesale trade, automotive services and repair, other repair services, fuel dealers and all TSPU except for passenger transportation services.

* Out of 87 firms in total in rezoning subarea 15, detailed data for 28 firms was not available.

** This figure represents an estimated number of employees for the outstanding 28 firms based on the average number of employees per firm (17) in all subareas. The figure is probably slightly higher than the actual number of jobs and should thus be taken with caution. Our estimate is that the firms for which detailed data was not available are probably smaller and/or more recent businesses.

*** As explained above (see **) this figure is probably slightly larger than the actual number of jobs and should thus be taken with caution.

Sources: Dun & Bradstreet, *Market Place* -- CD-ROM, July 1995; North Brooklyn Development Corporation Business database, 1998.



Section 4
Summary of Original & Modified Recommendations

Comparison of original recommendations in 197-a plan and final modifications proposed by Community Board 1

GREENPOINT 197-a PLAN

Original Recommendations & Modifications Proposed by Community Board 1
November 5, 2001 - December 12, 2001

General Note: The recommendations referred to below are to be found in either the text or in the Map or both.

#	Original Recommendation	Agency	Proposed Modification
	REZONING PRINCIPLES (page 43)		
1	Establish zones that allow both market-rate and affordable housing and commercial redevelopment to take place.	DCP	**Insert subtext:** While zoning cannot assure affordability it should be one of the criteria for obtaining community support for any proposed development.
2	Require waterfront developers to comply with all public access requirements.	DCP	**Insert subtext:** While public access is not mandated in manufacturing districts, it should nevertheless be strongly encouraged.
3	Rezone the entire East River Waterfront District to create opportunities for new housing and commercial activities, the retention of clean and compatible businesses and the establishment of a high performance mixed use residential, commercial and light manufacturing zone.	DCP	**Modify:** Examine the entire East River waterfront district for potential rezoning from M3 to M1 or other districts that would create opportunities for new housing, commercial activities, and the retention of clean and compatible businesses. Consider the principle of high performance zoning on a citywide basis. **Insert Subtext:** Parcels where active light industry exists should be rezoned from M3 to M1. The M3 district along Newtown Creek provides adequate opportunity for heavy industry and municipal uses within CD 1.
	SPECIFIC ZONING RECOMMENDATIONS (pages 43-46)		**Note**: All study area recommendations are modified to propose that they be studied for rezoning potential. Specific zoning districts cited are illustrative only.
4	Area 1: expand to include 4 blocks on waterfront; rezone from M1-1 to mixed use (e.g., R6/M1-1)	DCP	
5	Area 2: rezone from M3-1 to residential and mixed use (e.g., R6 & R6/M1-1); retain M3 for GMDC site.	DCP	**Modify :** Rezone from M3-1 to residential and mixed use (e.g. R6 and R6/M1-1); rezone GMDC site from M3-1 to M1-1. **Note**: We would like to see GMDC remain but in a less onerous manufacturing or mixed-use zone. We understand / believe that the owner of the Lumber Exchange desires to develop the site in accordance with the principles outlined in the 197a Plan.
6	Area 3: rezone from M1-1 to mixed use (e.g., R6/M1-1) with environmental performance based	DCP	**Modify:** Increase enforcement of performance standards in existing M1-1 district; rezone McGuiness Boulevard block fronts from M1-1 to mixed use (e.g. R6/M1-1) to

#	Original Recommendation	Agency	Proposed Modification
	standards.		accommodate existing non-conforming residential uses.
7	Area 4 (GTM site): rezone to R6 contextual; encourage preservation of existing structures.	DCP	**Modify:** Rezone Area 4 (GTM site) to permit medium density contextual residential development, with a commercial overlay supporting neighborhood-scale retail development. [see #67and #68]. Every effort should be made to provide affordable housing on this site (see #1). Encourage preservation of existing structures (see #66).
8	Area 5: rezone from M1-1 to mixed use (e.g., R6/M1-1).	DCP	
9	Area 6: rezone 2 sites from M1-2 to R6.	DCP	**Modify:** Examine 2 sites for rezoning from M1-2 to R6.
9a	Area 15: study further for potential mixed use rezoning.	DCP	
10	Rezone entire Newtown Creek from M3 to new HPM Special District.	DCP	**Modify:** Establish a task force to examine the principle of high performance zoning on a citywide basis. [See also #3] **Note:** The urban landscape is changing. The decline of older heavy manufacturing districts and trend toward mixed use districts that include residential, light industrial, commercial and other uses in close proximity, warrants re-examination of industrial performance standards, based upon increased knowledge of environmental hazards associated with certain uses and technological advances that have improved the performance of other uses over time. The Community Board recognizes that this is a citywide issue and technically outside the scope of a community 197-a plan. Yet, Williamsburg and Greenpoint represent a number of neighborhoods in New York City that are undergoing transition from heavy manufacturing to light manufacturing, residential and mixed use. All of these neighborhoods would gain considerably from a clear understanding of current industrial uses and methods and a revised approach to performance standards.
11	Prohibit adult entertainment uses.	DCP	**Modify:** Strongly enforce adult entertainment regulations in manufacturing and commercial districts. **Note**: We welcome DCP's proposed amendments to the adult entertainment zoning text that clarify restrictions and strengthen the city's ability to enforce the regulations.
12	Undertake 197-c rezoning actions	DCP	**Modify:** Where feasible, undertake 197-c zoning actions

#	Original Recommendation	Agency	Proposed Modification
	concurrent with 197-a review.		concurrent with 197-a review, in consultation with the community. **Note**: We strongly urge that zoning changes be initiated immediately. We believe that the City, working closely with the community, should make every effort to find the resources necessary and to make these rezoning actions a priority of DCP.
	ENVIRONMENT (pages 46-49)		
13	Permanently ban any new or relocated public or private waste facility anywhere in Greenpoint.	DOS	**Modify:** Continue the moratorium on new putrescible or non-putrescible waste transfer facilities in Brooklyn Community District 1 until the Department of Sanitation's study of the commercial waste stream is completed, has undergone extensive public review and is adopted. **Add subtext:** City Council approval of the NYC Solid Waste Management Plan Modification on November 29, 2000 was contingent upon DOS undertaking a comprehensive study of the city's commercial waste stream. As part of the study, DOS must consider what would constitute good siting regulations – including the clustering and saturation of transfer stations – and other provisions to protect public health and safety. In a separate agreement the administration has placed a moratorium on the permitting of any new putrescible or non-putrescible waste transfer facilities in Brooklyn Community District One. It is unclear how long the moratorium will remain in effect. [See Williamsburg 197a Plan #11 and #12]
13a	Halt expansion of Greenpoint MTS beyond 2,215 tpd (page 40) .	DOS	**Modify**: Implementation of the city's Solid Waste Management Plan for municipal solid waste (MSW), particularly proposals for the use of the Greenpoint Marine Transfer Station, as well as regulations affecting facilities handling commercial waste, should take into account the extent to which waste management facilities are concentrated in Community District 1. **Add Note**: Community Board 1 acknowledges that the Greenpoint MTS is a critical component of the city's solid waste management infrastructure and that the city's long-term export plan approved by the City Council calls for the MTS to handle an average of 990 tpd of Brooklyn MSW and average peak capacity of 1,140 tpd, less than half the average and peak amounts of Brooklyn and Queens MSW handled before the Interim Waste Export contracts took effect. In addition, in its study of the commercial waste stream, the Department of Sanitation has committed to discussions about the potential need for changes in commercial waste management practices with individuals, community leaders and elected officials from affected

#	Original Recommendation	Agency	Proposed Modification
			communities such as Greenpoint. The community recognizes that the Department of Sanitation must retain a certain degree of flexibility to ensure a reliable and environmentally sound waste export system. It believes, however, that implementation, or any further modification, of the New York City Solid Waste Management Plan should seek to lessen adverse effects of waste management facilities on Greenpoint's residential community.
14	Establish environmental monitoring stations/ programs in parks, streets, etc. by involving local organizations.	DEP CB 1	
15	Develop Greenpoint as model sustainable community.		**Delete.** Included as a general comment / principle in subtext.
16	Establish environmental training & remediation programs for youth.		
17	Encourage clean, environmentally friendly industry; reduce pollution levels; enforce regulations.	DEP	
18	Increase 94th Pct participation in environmental protection enforcement.	NYPD	
19	Offer tax credits and technical assistance to promote sustainable business practices		
20	Promote environmental awareness & lifestyles.		**Delete.** Included as a general comment / principle in subtext.
21	Establish small neighborhood composting centers citywide.	DOS	**Delete.**
22	Develop strategy to improve water quality of East River & Newtown Creek.	DEP	
23	Dredge Newtown Creek after Mobil cleanup; restore for recreational uses	EDC DEP ACOE	**Modify**: Dredge Newtown Creek after Mobil cleanup to restore natural ecological balance and allow for recreational uses that would not conflict with legal industrial uses.
24	Enforce accelerated cleanup of Mobil Oil spill.	DEC	**Modify:** The city should work with DEC and EPA to enforce accelerated cleanup of Mobil Oil spill and create a Mobil Oil Reclamation Fund from proceeds of reclaimed oil to finance open space amenities.
25	Create Mobil Oil Reclamation Fund	DEC?	**Delete:** (combined with #24)

#	Original Recommendation	Agency	Proposed Modification
	from proceeds of reclaimed oil to fund open space amenities.		
26	Develop greening program for alleyways, rooftops, squares, intersections, etc.		
27	Plant trees every 25' on every block; encourage backyard tree planting.	DPR	
28	Plant foliage wherever possible; green & narrow intersections where feasible to discourage truck traffic from entering residential districts..	DOT DPR	
29	Require permeable paving where feasible.	DEP DOT	
30	Provide incentives & technical assistance to promote greening of private property .		
31	In accordance with Fair Share, permanently ban new or relocated solid waste facilities, including privately operated.	DOS	**Delete:** (combined with #13)
32	Reduce permitted pollution levels in accord with Fair Share; bring into conformance with national average & EPA standards within 15 years.	DEP EPA	**Modify:** Reduce permitted pollution levels in Greenpoint and bring into conformance with national average and EPA standards within 15 years.
33	Seek alternatives to burning waste; e.g., source reduction, export.	DOS	**Delete**
34	Decontaminate Greenpoint Incinerator and reuse site for public events and environmentally friendly purposes such as a vest pocket park.	DOS DPR	**Modify:** Any dismantling or reuse of the Greenpoint incinerator should be performed in accordance with all city, state and federal regulations, and take into account the environmental concerns of the community.
35	Build public marina, etc. at Whale Creek or other Newtown Creek site.		**Modify:** Explore feasibility of establishing a boat launch at Whale Creek or another acceptable site along Newtown Creek east of McGuiness Boulevard to accommodate small craft and provide public access for sitting and viewing. **Add as subtext:** We believe that public open space in industrial areas can be beneficial to workers as well as neighboring communities and can be compatible with industrial uses; we recognize the need to assemble the land

#	Original Recommendation	Agency	Proposed Modification
			for a private for-profit or not-for-profit] operator.
36	Restrict any further expansion of Greenpoint WPCP.	DEP	**Modify:** The community is strongly opposed to any further expansion of the Greenpoint WPCP.
37	Design WPCP to reflect and enhance area architecture.	DEP	
38	Implement CSO abatement plan concurrent with WPCP upgrade.	DEP	
39	Develop green buffer area between WPCP and residential area.	DEP	
40	Expand/upgrade sewer lines in Greenpoint.	DEP	
	WATERFRONT ACCESS/OPEN SPACE (pages 50-54)		
41	Develop Waterfront Access Plan (WAP) concurrent with rezoning.	DCP	**Modify:** Develop waterfront access plans where necessary, as East River waterfront parcels are redeveloped for residential or mixed use, and to link publicly accessible waterfront sites. This supports recommendations to create waterfront promenades linking to Williamsburg at North 12th Street, up to and including Manhattan Avenue (see #2 and #45). A WAP may be necessary if the unique conditions of a rezoned site make it difficult to comply with generic waterfront zoning.
42	Undertake streetscape capital improvements on specified public access routes.	DOT	
43	Remove illegal physical & visual barriers to waterfront.	DOT EDC	**Update:** At this point, all relevant piers have been demolished. EDC submitted grant as of August 2001 to rebuild pier at Kent Street and create esplanade between Kent and Java Streets. We see these steps as part of the process of implementing the 197a Plan.
44	Maintain specified visual corridors to waterfront.	DCP	.
45	Create multi-use promenades from N. 12 St up to and beyond Kosciusko Bridge as land becomes available & as part of new	Pvt. DPR DOT	**Modify:** Create multi-use promenades linking to Williamsburg from N. 12 St up to and including Manhattan Avenue. Provide point access and selected street end improvements beyond Whale Creek.

#	Original Recommendation	Agency	Proposed Modification
	construction.		
46	Create a promenade from Greenpoint Manufacturing and Design Center to the Pulaski Bridge as part of Manhattan Ave reconstruction.	DOT	See #45.
47	Refurbish Noble, Kent & India Street piers for public use.	EDC	**Modify:** Reconstruct demolished piers where possible, using EDC funds for public access improvements. As noted in #43 above, EDC has applied for such a grant with the State as of August, 2001. Improvements should be undertaken with the full participation and knowledge of the interested community-based organizations and individuals.
48	Evaluate effect of sewage discharge at India St outfall and others.	DEP	**Modify:** Encourage the continued monitoring of sewage discharge at India Street outfall and other locations.
49	Reclaim Newtown Creek from contamination and provide access to the shore of the creek to encourage water-dependent sports and recreation such as kayaking and canoeing.	DEP	**Modify:** Reclaim Newtown Creek from contamination and provide access to selected portions of the creek for water-dependent sports and recreation such as kayaking and canoeing.
50	Create citywide kayaking map; study feasibility of route from Newtown Creek to Roosevelt Island and LIC.		**Modify:** Encourage creation of a citywide kayaking map by a kayaking association or other non-profit; study feasibility of route from Newtown Creek to Roosevelt Island and LIC.
51	Work with the owner of the Greenpoint Lumberyard to transfer property for Greenpoint Park; relocate to mouth of Newtown Creek.	DPR	**Modify:** Work with the owner of the Greenpoint Lumberyard to acquire property on the mouth of Newtown Creek for the expansion of Greenpoint Park.
52	Improve Newtown Barge Terminal Playground.	DPR	See #51 above.
53	Propose Greenpoint Park relocation; reuse sludge storage tank on Dupont St for recreation.	DEP DPR	**Modify:** Explore adaptive reuse of DEP sludge storage tank on Dupont Street for a multi-use recreation facility. **Insert as subtext:** We understand DEP plans to decommission the tank between 2002 and 2006. Reuse of the tank would be subject to community acquisition and funding.
54	Develop WNYC Transmitter site for passive recreation; study feasibility of ferry slip.	DPR DOT	
55	Create USS Monitor Park and Marina at Bushwick Creek; include	DPR	**Modify:** Create USS Monitor Park and Marina at Bushwick Inlet; include the Greenpoint Monitor Museum, chartered by

#	Original Recommendation	Agency	Proposed Modification
	Museum.		New York State in 1996. **Insert as subtext:** We believe that with acquisition of adjacent city-owned property and the proposed development of the GreenpointTerminal Market site, both the land and the resources can be found if the community has the will.
56	Recreate Hawley's Carousel at sludge tank, Manhattan Ave promenade or Monitor site.	?	**Delete.**
57	Develop plan for redesign of McCarren Park and Pool.	DPR	**Modify:** Give serious consideration to the pending community proposal for redesign of McCarren Park and Pool.
58	Create a greenway along N l4 St linking McCarren Park to Bushwick Creek.	DPR DOT	**Modify:** Establish North 14th Street as an identifiable pedestrian and bicycle link between Bushwick Creek and McCarren Park, corresponding to the development of a waterfront promenade, the Greenpoint Monitor Museum, and public open space at Bushwick Inlet. **Add as subtext**: North 14th Street is an important component in the network of public open spaces and connections to the Brooklyn waterfront envisioned in both the Williamsburg and Greenpoint plans. It currently provides a clear visual connection between McCarren Park and the East River and Manhattan skyline. Development of a waterfront promenade, the Greenpoint Monitor Museum, and enhancement of the Bushwick Inlet will strengthen this connection by providing a physical destination. While N14th Street runs through an industrial area it carries only local truck traffic, serving local businesses. Use of creative signage, planting, and street markings and improved sidewalks would accommodate pedestrian, bicycle and truck traffic and minimize conflict with industrial uses. [See #28 in Williamsburg 197-a Plan]
59	Provide vest pocket parks along Newtown Creek up to & beyond Kosciusko Bridge where and when feasible.	DPR	**Note**: The community believes such park space is an integral part of the daily lives of workers, and that adjoining manufacturers and utilities in association with DPR can provide needed maintenance. The problem is that these street ends are now unsafe and hazardous garbage dumps that no one maintains.
60	Survey area south of BQE for possible playground site.	DPR	
	HOUSING / HISTORIC PRESERVATION (page 55)		
61	Expand housing supply with new market-rate and affordable units.		See also #63 below.
62	New building heights & architecture should be compatible to existing	DCP	**Modify:** New development should be compatible with the existing landmark district, in terms of building height and

#	Original Recommendation	Agency	Proposed Modification
	landmark district heights and architecture to retain the village quality of community.		scale, in order to retain the village quality of the community.
63	Address the needs of the elderly in Greenpoint by building senior citizen housing.	HUD HPD	**Modify:** Encourage the inclusion of affordable senior housing in any new or renovated residential development.
64	Require prior notification and consent of community and adjacent property owners for all demolitions.	DOB	**Delete.**
65	Ensure that existing and prospective homeowners have access to low-interest loans.	HPD	
66	At Greenpoint Terminal Market site, retain and designate existing buildings worthy of landmark status.	LPC	**Modify:** Consider preserving and landmarking existing noteworthy buildings on the Greenpoint Terminal Market site.
66a	Explore merits & feasibility of expanding Historic District towards East River including parts of GTM.	LPC	
	ECONOMIC DEVELOPMENT (page 56)		
67	Encourage quality retail shops and restaurants; discourage superstores; consider Special Retail Zone.	DCP EDC	**Modify:** Promote neighborhood-scale retail development that serves the needs of the local community, and maintain the rich variety of shops and services along the area's retail corridors. While the community would support zoning changes permitting the development of restaurants, mid-sized supermarkets and other local retail services, it is strongly opposed to the development of shopping malls and superstores, which serve a much larger market. Greenpoint's relatively narrow streets cannot support the high level of car and truck traffic associated with such large-scale facilities. (See #7 and #38 in the Williamsburg 197-a Plan.)
68	Discourage shopping malls and superstores.	DCP	**Delete.** (Combined with #67.)
69	Encourage seasonal craft fairs, workshops, farmer's markets.		**Delete**. (Combined with #78.)
70	Encourage non-polluting businesses; develop/enforce performance standards; pursue non-compliance w Good Neighbor Agreements.	DEP EDC	
71	Provide job training, ESL classes, computer skills training for	DOE BOE	

#	Original Recommendation	Agency	Proposed Modification
	immigrants, youth.		
72	Create Clean Industries/Good Neighbor Program; create economic development programs to retain non-polluting businesses.	EDC DEP DBS	
	COMMUNITY FACILITIES (page 57)		
73	Develop community facilities including daycare centers for children and seniors, schools and other educational institutions to meet community needs.		**Modify**: Add community meeting space to list of facilities and include # 75 as subtext.
74	Build a new library.	BPL	
75	Consider reusing closed Catholic school as new vision school and youth center.	BOE	**Delete**. (Combined with #73.)
76	Provide space on Manhattan Ave for community meetings.		**Delete**. (Combined with #73.)
77	Create entertainment complex (movie) on Manhattan Ave.	.	**Modify:** Encourage development of an entertainment complex on Manhattan Avenue.
78	Create a farmers market/crafts fair site in McCarren Park; hold a harvest festival every summer.	DPR	**Modify:** Support the continued existence of a farmers market in McCarren Park. Include a crafts fair on the site. Encourage an annual harvest festival.
	TRANSPORTATION / INFRASTRUCTURE (pages 58-60)		
79	Restrict and regulate truck traffic on residential blocks through urban design improvements such as traffic calming, lane reduction, and the narrowing of selected corners.	DOT NYPD	.**Add as subtext:** A "traffic calming" study and urban design study of techniques that would appropriately curtail truck traffic from residential streets should be undertaken as soon as possible.
80	Restrict/regulate truck deliveries on Manhattan Ave.	DOT	**Delete.**
81	Improve streetscape on Manhattan Ave (Commercial to Driggs), Franklin, West and all waterfront view corridors.	DOT	
82	Explore feasibility of light rail/trolley along Manhattan Ave linking to Red Hook and Queens.	DOT MTA	**Insert as subtext**: Proposed residential development along the Brooklyn and Queens Waterfront; efforts by the MTA at reducing subway service in the area; and the present high level of traffic congestion warrant the study of energy efficient and non-polluting transportation alternatives (e.g., feasibility of light rail and Manhattan Av footbridge below).. In addition research indicates that the commuting pattern chosen by new residents is set in the first few years. We

#	Original Recommendation	Agency	Proposed Modification
			would like to promote Greenpoint as a pedestrian friendly non-auto dependent community. Reduction of traffic and the easy movement of people and goods along Manhattan Avenue would also reinforce its role as a regional shopping strip. [Reference RPA Transit Study.]
83	Restore Manhattan Avenue footbridge to Queens. Explore the possibility of extending the light rail to Queens.	DOT	**Modify:** Explore feasibility of restoring the Manhattan Avenue footbridge to Queens. Explore the possibility of extending the light rail to Queens. The proposed bridge would link the Queens West development to the Manhattan Av shopping corridor and would provide direct access from the Greenpoint community to the #7 subway line in Long Island City. (See #82)
84	Expand mass transit service; retain manned G train operation; extend bus routes to Franklin and Kent.	MTA	
85	Establish a ferry service and water taxi linking Greenpoint to the rest of the New York waterfront and connecting Greenpoint's historic sites to other historic sites in the harbor.	DOT Pvt	**Modify:** Encourage the establishment of a ferry service and water taxi linking Greenpoint to the rest of the New York waterfront and connecting Greenpoint's historic sites to other historic sites in the harbor. This is a long-term proposal that has been set forth by the Metropolitan Waterfront Alliance as part of the Harbor Loop Study.
86	Establish bike paths on promenades & streets where feasible.	DOT DPR	
87	Restore old trolley house at end of Manhattan Ave.		**Delete.**
88	Construct new municipal parking garage at Manhattan Ave near GMDC.	DOT EDC	**Modify:** Encourage development of municipal or privately funded public parking facilities in the vicinity of the Greenpoint Manufacturing and Design Center to serve the local manufacturing and commercial community.
89	Work with Consolidated Freightways to relocate their parking.		**Add as subtext**: As a private initiative, this may be accomplished with the assistance of an organization such as the New York Industrial Retention Network.
	AGENCY SERVICE STATEMENTS (page 60)		
90	Request annual Sec 2707 Agency Budget Statements to monitor implementation of 197-a goals	CB 1	**Modify:** Request annual Section 2707 review. (See 197-a Guide prepared by the Municipal Art Society)

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