

A. INTRODUCTION

This chapter considers the potential of the Baseline and Overbuild Scenarios to affect historic and cultural resources, both archaeological and architectural, in the Sunset Park neighborhood of Brooklyn. The Baseline Scenario assumes that the properties on Block 695 that are not yet controlled by the Applicant (Lots 37–42) would be acquired and the Gateway Building would be built. Additionally, Buildings 11 and 21 would be constructed, replacing the former Bush Terminal power plant on the northwest corner of 32nd Street and 2nd Avenue and a one-story addition to west of Building 9 on Block 679, Lot 1, and a three-story factory located west of Building 19 on Block 706, Lot 20. The buildings would include a mix of permitted use groups of various sizes. In the Overbuild Scenario, the assumption is that the properties on Block 695 (Lots 37–42) would not be acquired by the Applicant and the Gateway Building would not be built; however, Buildings 11 and 21 would still be built. Also, rooftop additions would be added to the Buildings 3 through 8, Building 19, and Buildings 22 through 24. The Project Area includes portions of the Bush Terminal Historic District, which has been determined eligible for listing on the State and National Registers of Historic Places (S/NR).

The 2014 *City Environmental Quality Review (CEQR) Technical Manual* identifies historic and cultural resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated New York City Landmarks (NYCL); properties calendared for consideration as landmarks by the New York City (NYC) Landmarks Preservation Commission (LPC); properties listed in the S/NR or contained within a district listed in or formally determined eligible for S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements.

The *CEQR Technical Manual* recommends that a historic and cultural resources assessment be performed if a proposed action would result in any of the following actions even if no known historic resources are located nearby: in-ground disturbance; new construction; physical alteration of any building; the change in scale, visual context, or visual setting of any building, structure, object, or landscape feature; or the screening or elimination of publicly accessible views. Since the Proposed Actions are expected to generate some of these results, a full analysis under CEQR was undertaken.

PRINCIPAL CONCLUSIONS*ARCHAEOLOGICAL RESOURCES*

In a letter dated December 12, 2017, LPC determined that the sites to be redeveloped by the applicant (the Project Area) do not possess archaeological sensitivity (see **Appendix C**, “Historic and Cultural Resources”). Therefore, the Proposed Project would have no significant adverse impact on archaeological resources.

ARCHITECTURAL RESOURCES

The Project Area includes portions of the S/NR-eligible Bush Terminal Historic District (see **Table 6-1**). In the future with the Proposed Actions’ Baseline Scenario, Buildings 11 and 21 would be constructed, replacing parking spaces and a three-story factory (116 39th Street, Block 706, Lot 20) located west of Building 19 (4002 2nd Avenue, Block 706, Lot 1). Additionally, Lots 37–42 on Block 695 would be acquired by the Applicant, and replaced with the Gateway Building. In the Overbuild Scenario, the lots would not be acquired, and the Gateway Building would not be built. New rooftop additions would be added to the Buildings 3 through 8, Building 19, and Buildings 22 through 24. The uses within the existing buildings and new developments would continue to include a mixture of Innovation Economy, the Brooklyn Nets training facility, academic, hospitality, retail, and event uses, with the amount of square footage dedicated to each use fluctuating between each scenario.

**Table 6-1
Bush Terminal Historic District Buildings
in the Project Area and Study Area**

Buildings	Block	Lot	Address
Project Area			
<i>The Finger Buildings</i>			
Building 1	695	1	639 2nd Avenue
Building 2	695	20	627 2nd Avenue
Building 3	691	1	607 2nd Avenue
Building 4	691	1	607 2nd Avenue
Building 5	687	1	581 2nd Avenue
Building 6	687	1	581 2nd Avenue
Building 7	683	1	892 3rd Avenue
Building 8	683	1	892 3rd Avenue
Building 9	679	1	882 3rd Avenue
Building 10	679	1	882 3rd Avenue
<i>Other Buildings in the Bush Terminal Historic District</i>			
One-story Building (west of Building 9)	679	1	882 3rd Avenue
Steam Plant	679	1	882 3rd Avenue
Building 19	706	1	4002 2nd Avenue
Building 20	706	1	4002 2nd Avenue
Building 22	706	24	3915 1st Avenue
Building 23	706	24	3915 1st Avenue
Building 24	706	24	3915 1st Avenue
Building 25	706	24	3915 1st Avenue
Building 26	710	1	4000 1st Avenue
Three-story Factory	706	20	116 39th Street
Study Area			
Building A	715	20	102 41st Street
Building B (Esquire Building)	715	20	102 41st Street
Building C	715	20	102 41st Street
Building D	715	20	102 41st Street
Vacant Power Plant	710	16	N/A
Note: Address Source: Digital Tax Map, Department of Finance, New York City Government			

The three-story factory (116 39th Street, Block 706, Lot 20) building that would be demolished in the Baseline and Overbuild Scenarios is considered to be a contributing building to the S/NR-eligible Bush Terminal Historic District. Therefore, demolition of this building would constitute

a significant adverse impact on the S/NR-eligible Bush Terminal Historic District, requiring that the Applicant develop appropriate measures to partially mitigate the adverse impact with LPC.

LPC has determined that the location of the new Buildings 11 and 21 and the Gateway Building appear to be acceptable, but that the scale of the proposed Gateway Building and Building 11 appear out of context with the neighboring Finger Buildings within the Bush Terminal Historic District. In order to conform to the Secretary's Standards and Guidelines for new construction in a historic district, LPC recommended that the maximum building height of the new buildings match or be within 1–2 stories higher than the Finger Buildings. LPC also recommended that the proposed Gateway Building and Building 11 be compatible with the significant design features of the Finger Buildings—flat roofs with pedimented rooflines that produce a regular rhythm along the street—by reducing uneven bulk and massing at the roof levels and introducing some reference to the existing rhythm, size, and shape of the pedimented roofs. The Applicant will consult with LPC to develop and implement appropriate mitigation measures to mitigate this potential impact.

LPC also provided comments on the potential texture and materials of the new buildings based on their review of illustrative renderings; however, the materials and articulation of the new building would not be regulated by the Proposed Actions. Therefore, in order for the proposed buildings and rooftop additions to be more contextual with the historic district buildings, LPC's recommendations regarding texture and materials would need to be considered at such time as the proposed buildings and additions are being designed.

In the existing condition, the Applicant has replaced approximately 7,250 windows on the Bush Terminal buildings. Most of these windows have been replaced in-kind (multi-light windows) that fit contextually with the original buildings' designs, while some other windows have been replaced with three-over-three windows or large single pane windows along the ground floors. In the future With Action condition, window replacements would continue on Industry City buildings including Building 24 (3915 1st Avenue, Block 706, Lot 24) under both the Baseline and Overbuild Scenarios. It is the Applicant's intent that future replacements would reflect the historic appearance or character of the existing windows.

The rooftop additions in the Overbuild Scenario are not expected to be an adverse impact to the S/NR-eligible Bush Terminal Historic District; however, LPC has recommended that such additions be set back as far as possible from the façades of the buildings in order to reduce their visibility from the street. The mixed-use, small-scale structures along 3rd Avenue between 36th and 37th Streets that would be demolished in the Baseline Scenario are not historic nor included within the boundaries of the S/NR-eligible Bush Terminal Historic District.

In addition to the S/NR-eligible Bush Terminal Historic District, additional architectural resources have been identified in the study area (see **Table 6-1**). Construction-related activities in connection with the Baseline and Overbuild Scenarios for Buildings 11 and 21, the Gateway Building, as well as the construction of rooftop additions on Buildings 3 through 8, 19, and 22 through 24 would occur within 90 feet of architectural resources in the Project Area and study area. Therefore, to avoid inadvertent construction-related impacts to these architectural resources, a Construction Protection Plan (CPP) would be prepared in coordination with a licensed professional engineer (see **Tables 6-2 and 6-3**). It would describe the measures to be implemented to protect the affected S/NR-eligible Bush Terminal Historic District buildings within the Project Area, and those architectural resources in the study area during construction of the new mixed-use developments. The CPP would follow the guidelines set forth in the *CEQR Technical Manual*, including conforming to LPC's *New York City Landmarks Preservation Commission Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings*.

The CPP would also comply with the procedures set forth in the New York City Department of Buildings (DOB)'s *Technical Policy and Procedure Notice (TPPN) #10/88*.

No architectural resources have sunlight-dependent features that would be impacted by the Proposed Project; therefore, there would be no significant adverse impacts to historic and cultural resources due to shadows. Neither the Baseline Scenario nor the Overbuild Scenario would significantly impact publicly accessible views to, or significantly alter, the historic setting of the architectural resources located in the study area.

B. METHODOLOGY

ARCHAEOLOGICAL RESOURCES

Archaeological resources are physical remains, usually buried, of past activities on a site. They can include remains from Native American people who used or occupied a site, including tools, refuse from tool-making activities, or habitation sites. Archaeological resources can also include remains from activities that occurred during the historic period (beginning with European colonization of the New York area in the 17th century) that include European contact with Native Americans, as well as battle sites, foundations, wells, and privies.

Archaeological resources in developed areas could have been disturbed or destroyed by grading, excavation, and infrastructure installation and improvements. However, some resources do survive in an urban environment. Deposits can be protected either by being paved over or by having a building with a shallow foundation constructed above them. In both scenarios, archaeological deposits could have been sealed beneath the surface, protected from further disturbance.

LPC's *Guidelines for Archaeological Work in New York City* outlines specific steps to determine whether the Proposed Actions could affect areas of archaeological sensitivity. The first step in this process is an initial review conducted by LPC of the City tax lots that would be excavated as a result of the Proposed Actions. If LPC has archaeological concerns, a Stage 1A documentary study is typically prepared to assess the archaeological sensitivity of the affected areas and to determine whether further archaeological evaluation is required.

LPC has conducted an initial review of the Project Area and, in a letter dated December 12, 2017 (see **Appendix C**, "Historic and Cultural Resources"), determined that the Project Area does not possess archaeological sensitivity. Therefore, no further analysis of archaeological resources is warranted and this chapter focuses solely on standing structures (architectural resources).

ARCHITECTURAL RESOURCES

Officially recognized historic resources ("known resources") include resources listed on the S/NR or determined eligible for such listing (S/NR-eligible) or contained within a historic district listed on or determined eligible for listing on the Registers, NYCLs, New York City Historic Districts (NYCHDs), and properties pending such designation. Additionally, a survey was conducted to identify any previously undesignated properties that appear to meet S/NR or NYCL eligibility criteria ("potential architectural resources") in the study area. Based on information provided to them, LPC provided significance determinations for the potential architectural resources in comments dated May 11, 2018, as described in greater detail below in Section C, "Existing Conditions."

Study areas for architectural resources are determined based on the area of potential effect for construction period impacts, as well as the larger area in which there may be visual or contextual impacts. The *CEQR Technical Manual* sets the guidelines for the study area as being typically within an approximately 400-foot radius of a project site (see **Figure 6-1**).

Impacts on architectural resources can include both direct physical impacts and indirect impacts. Direct impacts include damage from vibration (i.e., from construction blasting or pile driving) and additional damage from adjacent construction that could occur from falling objects, subsidence, collapse, or damage from construction machinery. Adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource, as defined in the DOB's *TPPN #10/88*.¹

Indirect impacts on architectural resources are contextual or visual impacts that could result from project construction or operation. As described in the *CEQR Technical Manual*, indirect impacts could result from blocking significant public views of a resource; isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive features that contribute to that resource's significance (e.g., a church with stained-glass windows).

CRITERIA AND REGULATIONS

Once the study area was determined, an inventory of officially recognized architectural resources in the study area was compiled.

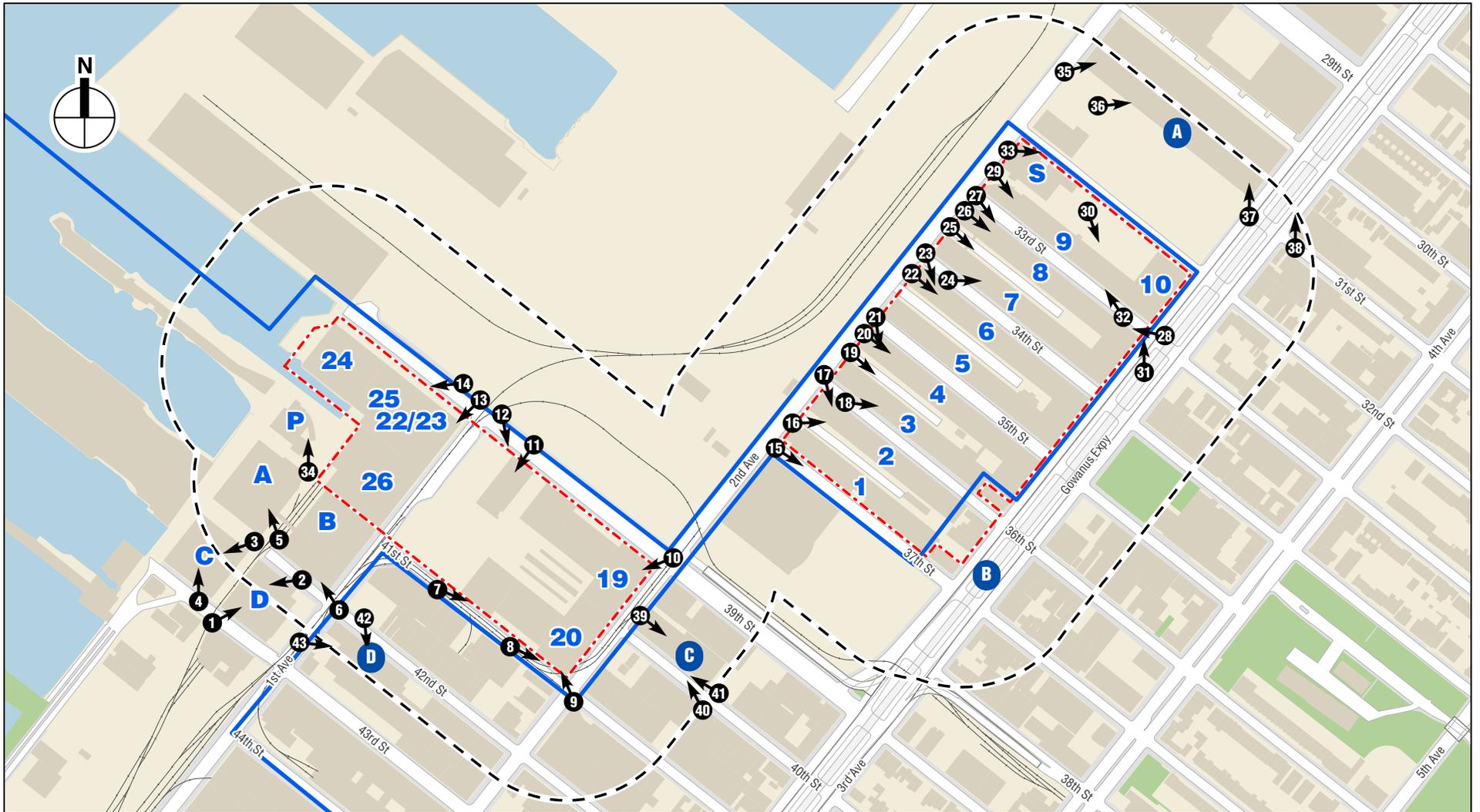
Criteria for inclusion on the National Register are listed in the Code of Federal Regulations, Title 36, Part 63. Districts, sites, buildings, structures, and objects are eligible for the National Register if they possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

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

Properties that are less than 50 years of age are ordinarily not eligible, unless they have achieved exceptional significance. Determinations of eligibility are made by New York's State Historic Preservation Office (SHPO).

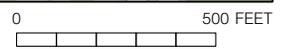
LPC designates historically significant properties or areas in New York City as NYCLs and/or NYCHDs, following the criteria provided in the Local Laws of the City of New York, New York City Charter, Administrative Code, Title 25, Chapter 3. Buildings, properties, or objects are eligible for landmark status when they are at least 30 years old. Landmarks have a special character

¹ *TPPN #10/88* was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. *TPPN #10/88* outlines procedures for the avoidance of damage to historic structures that are listed on the NR or NYCLs resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.



- Project Area
- Study Area Boundary (400-foot perimeter)
- Bush Terminal Historic District (S/NR-eligible)
- A Bush Terminal Historic District Buildings
- 1 Photograph View Direction and Reference No.

- Known Architectural Resources
- A U.S. Navy Fleet Supply Base Storehouse #2 (S/NR-listed)
 - B Gowanus Expressway (S/NR-eligible)
 - C Cheek-Neal Coffee Company
 - D National Meter Company



or special historical or aesthetic interest or value as part of the development, heritage, or cultural characteristics of the city, state, or nation. There are four types of landmarks: individual landmarks, interior landmarks, scenic landmarks, and historic districts.

Once the architectural resources in the Project Area and study area were identified, the proposed project was assessed for both direct physical impacts and indirect contextual impacts on architectural resources.

C. EXISTING CONDITIONS

ARCHITECTURAL RESOURCES

PROJECT AREA

The Project Area includes one known architectural resource: the Bush Terminal Historic District, which was determined S/NR-eligible by SHPO in 1986. In comments dated January 18, 2018, LPC determined that the Bush Terminal buildings are not NYCL eligible. This known architectural resource is mapped on **Figures 6-1 through 6-3**, depicted in **Figures 6-7 through 6-20**, and is described below.

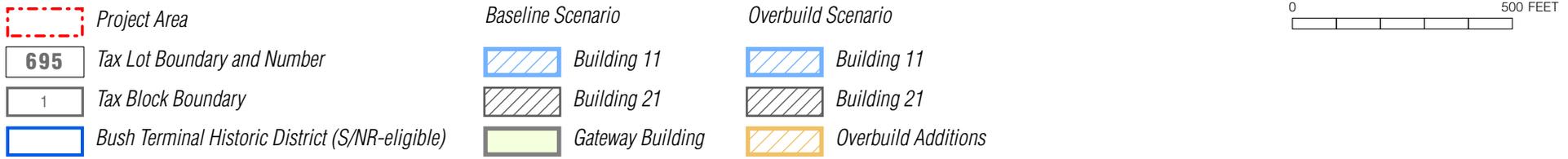
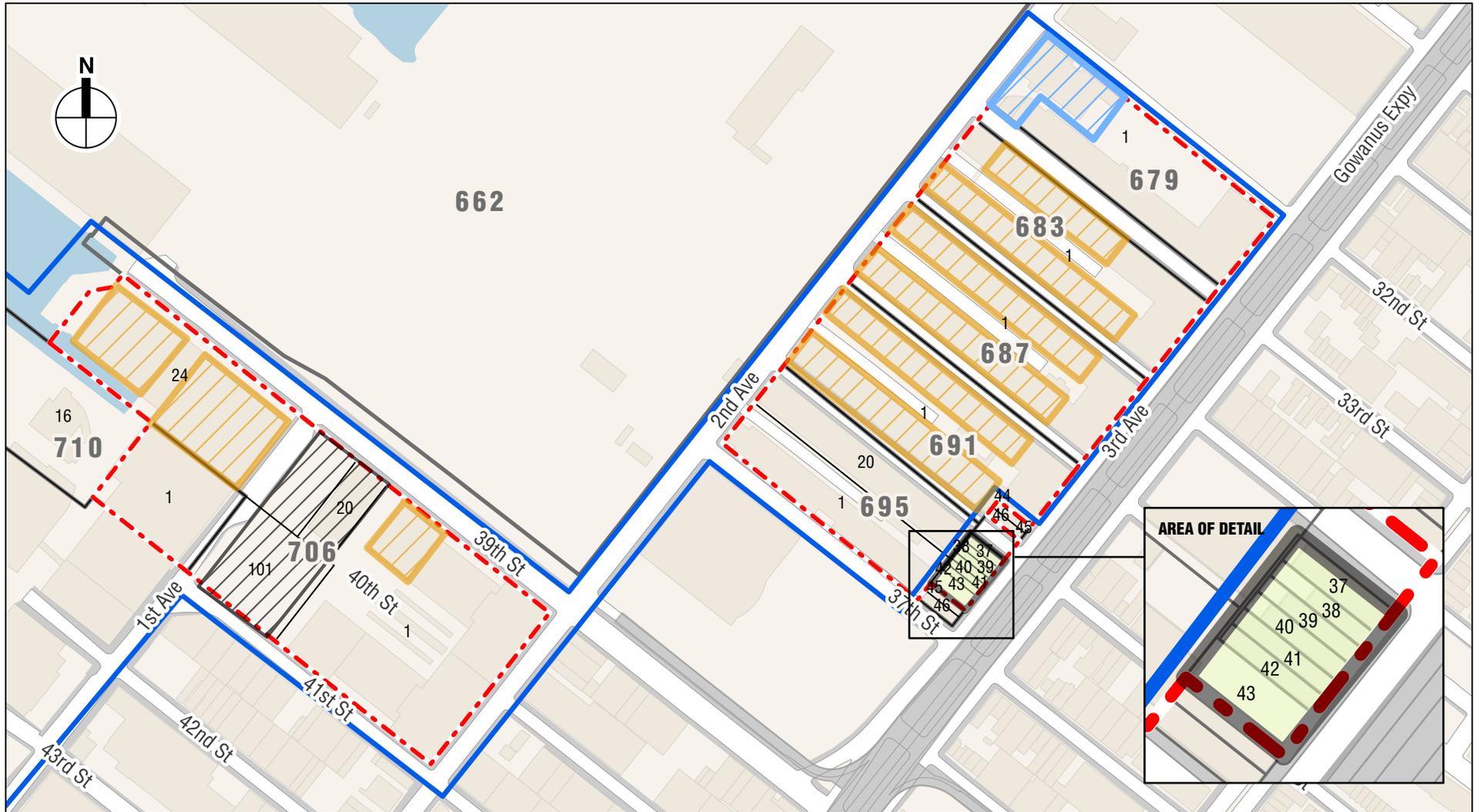
Bush Terminal Historic District

In its totality, the S/NR-eligible Bush Terminal Historic District comprises 200 acres. The Project Area comprises entire blocks of the historic district bounded between 2nd and 3rd Avenues from 32nd to 37th Streets with the exception of the buildings fronting 3rd Avenue between 36th and 37th Streets and three properties at the northwest corner of 3rd Avenue and 36th Street, and entire blocks between 2nd Avenue and Gowanus Bay from 39th to 43rd Street with the exception of the blocks between 2nd and 3rd Avenues between 41st and 44th Streets (see **Table 6-1** and **Figures 6-4 through 6-20**). The district also includes those streets that contain inactive railway infrastructure, such as 1st and 2nd Avenues.

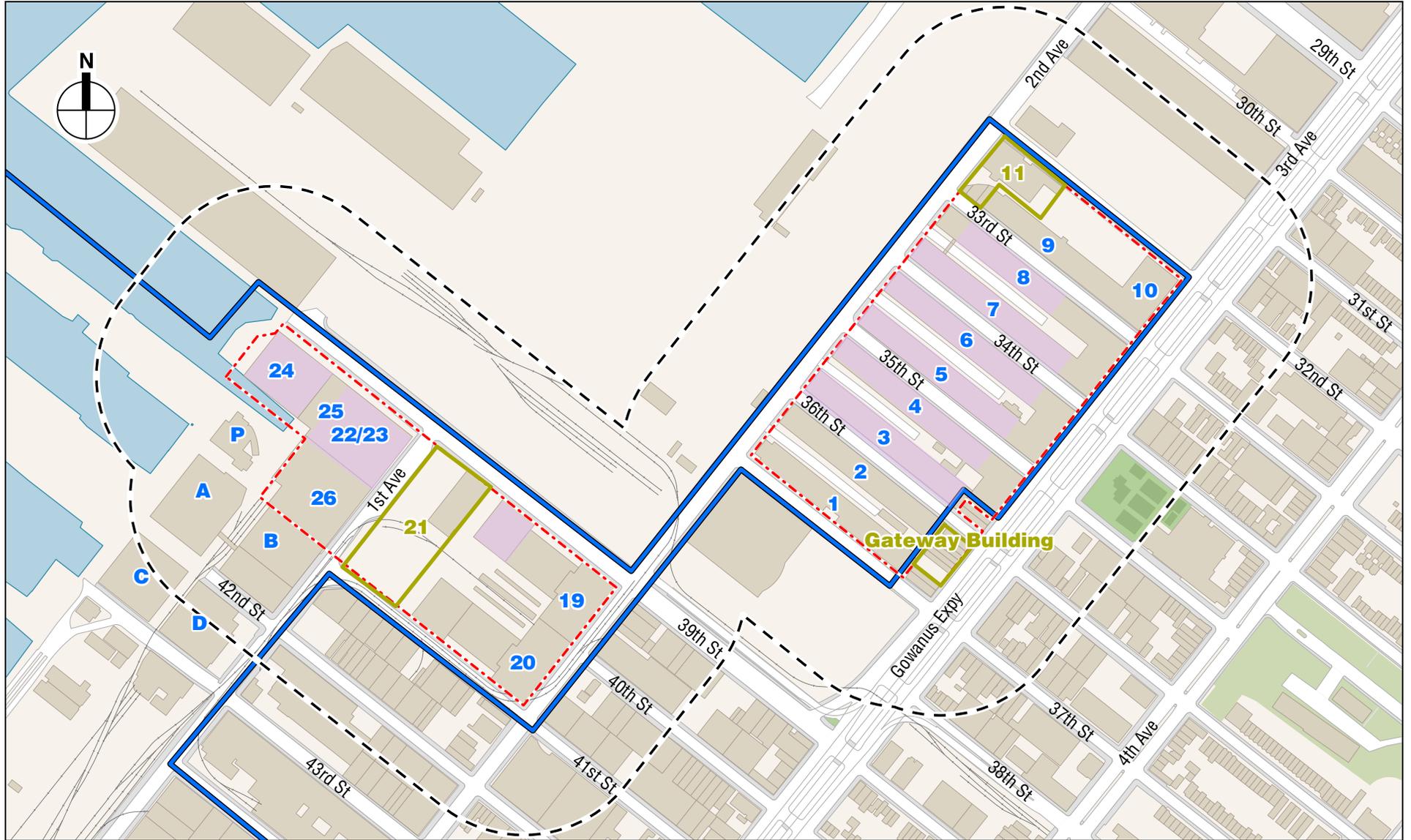
The industrial complex includes multiple warehouses, factory loft buildings, railway tracks, and piers. The first buildings built in the Bush Terminal were Buildings A, B, C, D, E, F, and G, built between 1895 and 1905; E, F, and G are outside the study area 400-foot boundary (see **Figures 6-4 through 6-6**). These warehouses consisted of a set of three to six warehouses or “stores” separated by firewalls, and ranged from four to seven stories high. All brick-faced, the buildings are a mixture of mill and joist construction.² During the 1950s, the two six-story warehouses that now comprise Building B were renovated to become the Esquire Building (102 41st Street, Block 715, Lot 20). Then, during the early 1960s, Buildings E and F were largely demolished to create more room near the piers. Additionally, most of the façades of the multi-story warehouses were modified during the 1950s and 60s, replacing the original shuttered arch windows with modern windows (Flagg and Raber 1986: 8).

The factory loft buildings Nos. 1 through 10, also known as the Finger Buildings, and Nos. 19 through 26 were built beginning in 1904 until the 1920s (see **Figures 6-7, 6-8, and Figures 6-10**

² Flagg, Thomas R. and Michael S. Raber. *Documentation for the Determination of Eligibility: Bush Terminal*. Prepared for the National Register of Historic Places, National Park Service. May 1986.



Project Area Lots and Proposed Developments
Figure 6-2



- Project Area
- Bush Terminal Historic District (S/NR-eligible)
- Study Area (400-foot boundary)
- A** Bush Terminal Historic District Buildings
- Overbuild Scenario Additions
- 11 Proposed Developments

0 500 FEET



View northeast of the front exterior of Building D (102 41st Street, Block 715, Lot 20) along 43rd Street 1



View southwest of the rear exterior of Building D along 42nd Street 2



View southwest of the rear exterior of Building C (102 41st Street, Block 715, Lot 20) along 42nd Street **3**



View northwest of the front exterior of Building C along 43rd Street **4**



View northwest of the exterior of Building A (102 41st Street, Block 715, Lot 20) from 42nd Street **5**



View northwest of the exterior of Building B (Esquire Building) (102 41st Street, Block 715, Lot 20) at the intersection of 1st Avenue and 42nd Street **6**



Rear view of Buildings 19 and 20 (4002 2nd Avenue, Block 706, Lot 1) from 41st Street
(Building 19 would receive a one-story addition in the Overbuild Scenario)

7



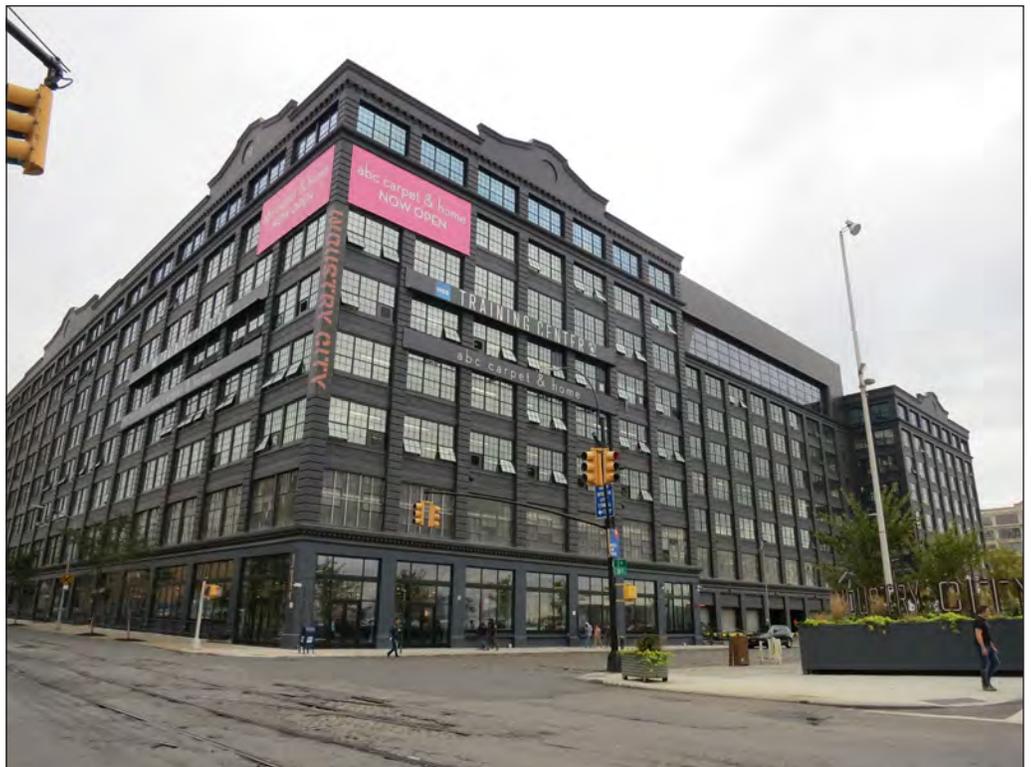
View northeast of the south façade of Building 20 along 41st Street

8



View northwest of Building 20 from the intersection of 2nd Avenue and 41st Street

9



View southwest of Building 19 along 2nd Avenue

10



View of the front façade of 116 39th Street (Block 706, Lot 20) **11**
(Would be demolished in the With Action Scenario)



View of the west façade of 116 39th Street **12**



View southwest of Buildings 22, 23 (3915 1st Avenue, Block 706, Lot 24), and 26 (4000 1st Avenue, Block 710, Lot 1) at the intersection of 1st Avenue and 39th Street **13**



View southwest of Buildings 22 through 25 (3915 1st Avenue, Block 706, Lot 24) along 39th Street **14**
(Buildings 22 through 24 would receive one-story additions in the Overbuild Scenario)



View northwest of Building 1 (639 2nd Avenue, Block 695, Lot 1) along 37th Street 15



View of Building 2 (627 2nd Avenue, Block 695, Lot 20) from 2nd Avenue 16



View of the north façade of Building 2 17



View of the south façade of Building 3 (607 2nd Avenue, Block 691, Lot 1) 18
(Building 3 would receive a one-story addition in the Overbuild Scenario)



19 View of the southern façade of Building 4 (607 2nd Avenue, Block 691, Lot 1) (Building 4 would receive a one-story addition in the Overbuild Scenario)



20 View of the western façade of Building 4

Project Area—S/NR-Eligible
Bush Terminal Historic District
Figure 6-13



View of the northern façade of Building 4 21



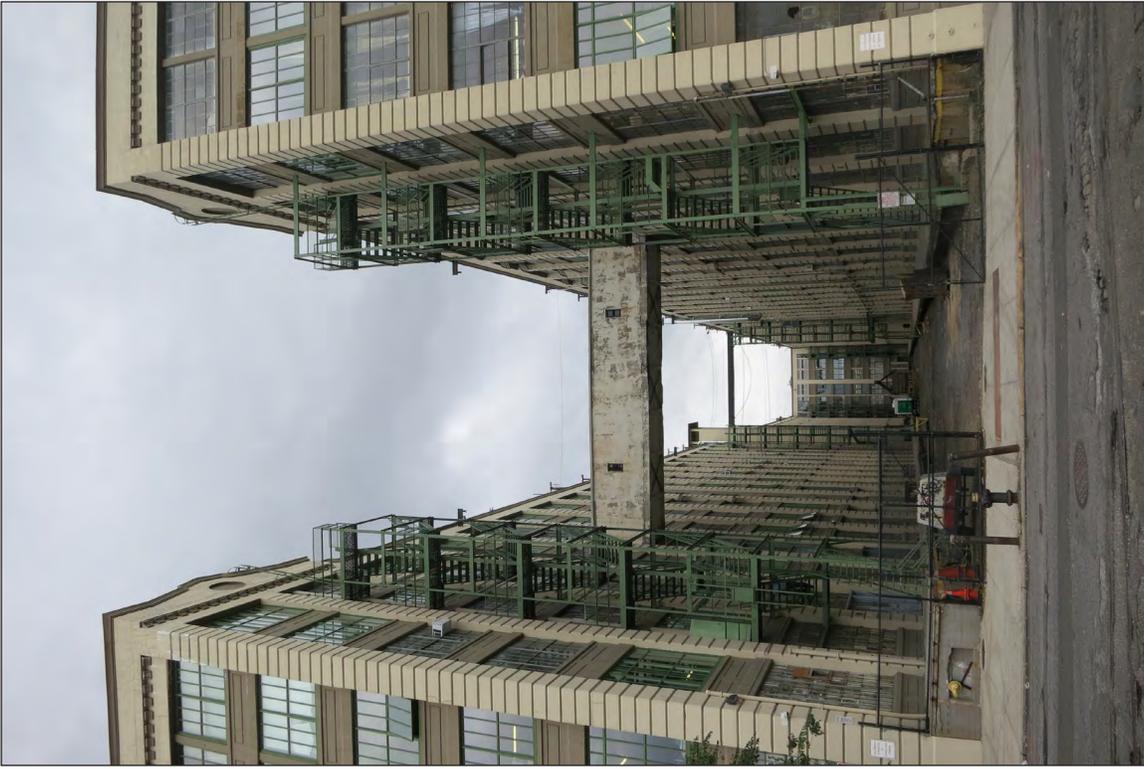
View of the western façade of Building 6 (581 1st Avenue, Block 687, Lot 1) 22
(Building 6 would receive a one-story addition in the Overbuild Scenario)



View of the northern façade of Building 6 23



View of the southern façade of Building 7 (892 3rd Avenue, Block 683, Lot 1) 24
(Building 7 would receive a one-story addition in the Overbuild Scenario)



25
View of the interior courtyard between Buildings 7 and 8
(892 3rd Avenue, Block 683, Lot 1)



26
View of the western façade of Building 8
(Building 8 would receive a one-story addition in the Overbuild Scenario)

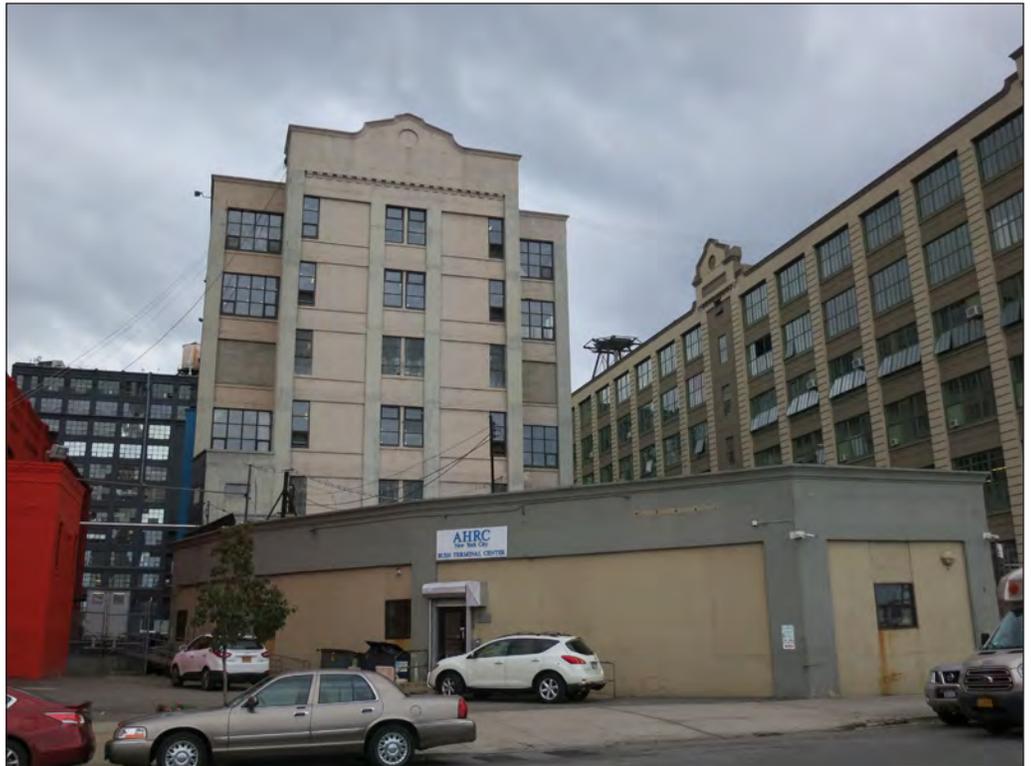
Project Area—S/NR-Eligible
Bush Terminal Historic District
Figure 6-16



View of the northern façade of Building 8 27



View of the eastern façade of Building 8 28



View of the western façade of Building 9 (882 3rd Avenue, Block 679, Lot 1) 29
(One-story structure will be demolished in No Action Scenario)



View southeast of Buildings 9 and 10 (882 3rd Avenue, Block 679, Lot 1) along 32nd Street 30



View northwest of Building 10 at the intersection of 3rd Avenue and 33rd Street **31**



View of the southern façades of Buildings 9 and 10 along 33rd Street **32**



View northeast of the Steam Plant (882 3rd Avenue, Block 679, Lot 1) **33**
(Will be demolished in No Action Scenario)



The vacant Bush Terminal Power Plant (Block 710, Lot 16) **34**

Project Area and Study Area—S/NR-Eligible
Bush Terminal Historic District

Figure 6-20

through 6-19). Buildings 1 through 10 are often called the Finger Buildings.³ The first building constructed was Building 1 (639 2nd Avenue, Block 695, Lot 1) in 1904. The six-story building was brick-faced, built in a style that was reminiscent of New England textile mills (Flagg and Raber 1986: 9). Buildings 2 through 8 were built, in succession, north along 2nd Avenue between 1904 and 1915, each occupying a full block. These lofts were built with reinforced concrete and designed with maximum window space, and access to the rail in the courtyards that were built between each building. Buildings 9 and 10 (882 3rd Avenue, Block 679, Lot 1) were added to this row between 1916 and 1918, while Buildings 19 and 20 (4002 2nd Avenue, Block 706, Lot 1) were built in 1912 between 39th and 41st Streets along 2nd Avenue (Flagg and Raber 1986: 9). Building 9 (882 3rd Avenue, Block 679, Lot 1) includes a one-story addition on its western end that served as a garage and shipping shed. Additionally, Building 19 (4002 2nd Avenue, Block 706, Lot 1) has a one-story addition that is home to the Brooklyn Nets training facility. The addition's façade is aligned with Building 19's main façade along 39th Street.

The last factory loft buildings constructed were Buildings 22 through 26, which were built in the 1920s along 1st Avenue between 39th and 41st Streets. These lofts, to meet site requirements, were shaped differently than the other factory loft buildings; however, their heights, style and construction remained predominately the same (Flagg and Raber 1986: 9). Today, the original façades of these buildings remain mostly intact except for window alterations. Buildings 22 through 26 retain their original windows, but are in poor condition. Buildings 1 through 10, as well as Buildings 19 and 20 have received window replacements, but still retain some original window panes and framing. A warehouse identified as Building "W" in the 1986 Documentation for Determination of Eligibility for Bush Terminal that was located west of Building 20 along the north side of 41st Street on Block 706, Lot 101, has been demolished.

In addition, a number of buildings identified as "miscellaneous" in the 1986 Documentation for Determination of Eligibility were built within Bush Terminal, one of which is located in the Project Area (see **Table 6-1**, **Figure 6-9**, and Photo 33 of **Figure 6-20**). The reinforced concrete power plant that is no longer in use by the Bush Terminal is located at the corner of 2nd Avenue and 32nd Street on Block 679, Lot 1. This building still retains its tall stacks but has had its window openings sealed.

Additionally, there is a three-story brick-faced factory at 116 39th Street located west of Building 19 on Block 706, Lot 20 (see **Table 6-1** and **Figure 6-9**). This building is not referenced in the 1986 Documentation for Determination of Eligibility. It appears on a 1903 map identified as "Dannemiller Coffee" with its footprint subsequently reduced to the south by 1926. The building has arched window openings that are sealed with some of the openings containing smaller modern rectangular or square openings infilled with windows or vents.

The Bush Terminal properties that are located within the Project Area include Buildings 1 through 10, the one-story building adjacent to Building 9, the Bush Terminal power plant, the three-story factory, as well as Buildings 19, 20, and 22 through 26 (see **Table 6-1** and **Figure 6-3**). Buildings 1 through 10, the Bush Terminal power plant, and the one-story building adjacent to Building 9 are located between 2nd and 3rd Avenues from 37th to 32nd Streets. Buildings 19, 20, and 22 through 26, and the three-story factory are located between 41st and 39th Streets from 2nd Avenue west to Gowanus Bay.

³ LPC letter from January 18, 2018 states that Building 1 (269 37th Street) is Block 662, Lot 1. However, the address for this building is 639 2nd Avenue and is Block 695, Lot 1. Sources: NYC ZoLa and DOB.

Industry City

All of the Bush Terminal Historic District properties located within the Project Area are considered to contribute to the significance of the S/NR-eligible Bush Terminal Historic District, as the 1986 Documentation for Determination of Eligibility indicates that there are no “intrusions,” or non-contributing buildings within the historic district boundaries (Flagg and Raber 1986: 11).

Block 695, Lots 37–43

The buildings located along the west side of 3rd Avenue between 36th and 37th Streets were built predominantly in the early twentieth century. These buildings are located outside the S/NR-eligible Bush Terminal Historic District boundaries and are not associated with the history or development of Bush Terminal. Additionally, due to significant changes to the buildings façades and loss of integrity, the buildings would not meet S/NR eligibility criteria. LPC determined in their January 18, 2018 comments that none of these buildings possess architectural significance.

The building at 950 3rd Avenue (Block 695, Lot 37) was replaced by a one-story, brick-faced structure in the late 1960s. The building has no significant architectural detailing. The structure at 962 3rd Avenue (Block 695, Lot 43) has been demolished and converted into a surface parking lot. The remainder of buildings 952 3rd Avenue (Block 695, Lot 38) to 960 3rd Avenue (Block 695, Lot 42), have been significantly altered with non-original windows, aluminum siding, and the removal of most of the original decorative cornices.

STUDY AREA

There are five architectural resources located within the 400-foot study area. These architectural resources are described below and their locations are shown on **Figure 6-1**.

Bush Terminal Historic District (S/NR-eligible)

Buildings A and B are entirely located in the study area, while Buildings C and D are partially located within the study area (see **Table 6-1** and **Figure 6-1**). Buildings A and B (Esquire Building) (102 41st Street, Block 715, Lot 20) are located adjacent to the Project Area; Building B is located approximately 86 feet from the proposed Building 21 development site (see **Figures 6-4 through 6-6**).

Another building identified as “miscellaneous” in the 1986 Documentation for Determination of Eligibility built within Bush Terminal, is a vacant power plant (Block 710, Lot 16) with brick on steel framework located between Buildings 24 and A, along the water (see **Table 6-1** and Photo 34 of **Figure 6-20**). The power plant is located more than 90 feet from the Project Area.

U.S. Navy Fleet Supply Base Storehouse #2 (S/NR-listed)

The U.S. Navy Fleet Supply Base Storehouse #2 (S/NR-listed), also known as Federal Building #2, is located at 850 3rd Avenue (Block 671, Lot 1) approximately 300 feet from the Project Area. Built circa 1917, the building occupies an entire block bounded by 2nd and 3rd Avenues between 30th and 31st Streets. The storehouse was designed by the U.S. Navy, Bureau of Yards and Docks, and built by the Turner Construction Company of New York. The rectangular-plan building is eight stories tall, with concrete columns and large window openings (see **Figure 6-21** and Photo 37 of **Figure 6-22**). Storehouse #2 is a representative example of buildings constructed by the U.S. Navy under the Preparedness Act of August 29, 1916.



View of the western façade of S/NR-listed U.S. Navy Fleet Supply Base Storehouse #2 **35**
(850 3rd Avenue, Block 671, Lot 1)



View of the southern façade of Storehouse #2 **36**



View of the eastern façade of Storehouse #2 37



View northwest of the S/NR-eligible Gowanus Expressway 38

Gowanus Expressway (S/NR-eligible)

The Gowanus Expressway Viaduct (S/NR-eligible), extending from 65th Street to the Prospect Expressway, is significant for its engineering and role in social history. The Gowanus Expressway is located approximately 30 feet from the Project Area and the proposed Gateway Building, approximately 154 feet or more from the proposed one-story rooftop additions along Buildings 3 through 8, and approximately 500 feet from Projected Building 11 on Block 679, Lot 1. The cantilevered roadway was adapted from a 1941 elevated subway viaduct that was widened in 1961 to carry six lanes of traffic while retaining the original subway supports. The construction of the expressway created large-scale physical divisions within neighborhoods. Also, the project is important in local history in terms of design specifically for the automobile (see Photo 38 of **Figure 6-22**). The following two properties were identified as potential architectural resources as part of the architectural resources analysis prepared for the Proposed Actions, and in comments dated May 11, 2018, LPC determined that the Cheek-Neal Coffee Company Plant (3913 2nd Avenue, Block 707, Lot 1) and National Meter Company building (4201 1st Avenue, Block 721, Lot 1) appear S/NR-eligible.⁴ These are described below.

Cheek-Neal Coffee Company Plant (S/NR-eligible)

Located at the northeast corner of 2nd Avenue and 40th Street at 3913 2nd Avenue (Block 707, Lot 1), the Cheek-Neal Coffee Company Plant (S/NR-eligible) is a five-story rectangular-plan building that is located approximately 78 feet from the Project Area. However, the nearest development site is located more than 90 feet away (Projected Building 21 on Block 706, Lots 20 and 101). The plant was originally built by the Cheek Neal Coffee Company, producers of Maxwell House Coffee. This building was the fifth plant they built in the United States. The structure is built with concrete columns and brick curtain walls with large window openings along its exterior (see **Figure 6-23** and Photo 41 of **Figure 6-24**). Built between 1916 and 1922, the building is similar in design to the S/NR-listed U.S. Navy Fleet Supply Base Storehouse #2 located further north along 2nd Avenue. Under the northwest corner of the building runs a diagonal railway entrance with a loading dock connected to the ground floor; much of the track has been paved over leading up the building. Another entrance is located on the northeast corner of the building.

National Meter Company (S/NR-eligible)

The National Meter Company building (S/NR-eligible) at 4201 1st Avenue (Block 721, Lot 1) is located approximately 320 feet from the Project Area. The Romanesque Revival-style factory building is generally bounded by 42nd Street to the north, 2nd Avenue to the east, 43rd Street to the south, and 1st Avenue to the west. The National Meter Company was originally founded in 1870 by John C. Kelley, who was described as the father of the water meter industry. Originally located on Kent Avenue, the company purchased the entire block front of 1st Avenue between 41st and 42nd Streets in October of 1891. Designed by William H. Beers, and built by W.J. Moran and P.F. O'Brien & Sons, the factory originally included a 120 foot-tall tower that contained water tanks, a freight elevator, and an exterior clock. The factory office was located along 1st Avenue.

⁴ A third property identified as a potential architectural resource, the South Brooklyn Marine Terminal (Block 662, Lots 1, 130, 136, 137, and 155), was determined by LPC in their May 11, 2018 comments to not appear NYCL or S/NR-eligible, and is therefore not included as an architectural resource in this chapter.



View of the western façade of the old, S/NR-eligible Cheek-Neal Coffee Company Plant 39
(3913 2nd Avenue, Block 707, Lot 1)



View of the southern façade of 3913 2nd Avenue 40



View of the eastern façade of 3913 2nd Avenue 41



View southeast of the old, S/NR-eligible National Meter Company building (4201 1st Avenue, Block 721, Lot 1) 42

Constructed of brick, much of the exterior remains intact; however, a portion of the tower has been removed due to deterioration and the first and second story windows along the façade have been sealed. The factory has large arched windows separated by brick piers that project above the roofline, and a corbeled brick cornice (see Photo 42 of **Figure 6-24** and Photo 43 of **Figure 6-25**).

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

ARCHITECTURAL RESOURCES

In the future without the Proposed Actions, the status of architectural resources could change. The Bush Terminal Historic District, Gowanus Expressway, and other S/NR-eligible properties described above could be listed on the Registers. It is also possible that, given the project's 2027 analysis year, additional sites could be identified as architectural resources and/or potential architectural resources.

In the future without the Proposed Actions, changes to architectural resources or to their settings could occur. For instance, indirect impacts from future projects could include blocking public views of a resource, isolating a resource from its setting or relationship to the streetscape, altering the setting of a resource, introducing incompatible visual, audible, or atmospheric elements to a resource's settings or introducing shadows over an architectural resource with sun-sensitive features. It is also possible that some architectural resources in the Project Area could deteriorate or experience direct impacts through alteration or demolition, while others could be restored.

Architectural resources that are listed on the S/NR or that have been found eligible for listing are given a measure of protection under Section 106 of the National Historic Preservation Act from the effects of projects sponsored, assisted, or approved by federal agencies. Although preservation is not mandated, federal agencies must attempt to avoid adverse effects on such resources through a notice, review, and consultation process. Properties listed on the Registers are similarly protected against effects resulting from projects sponsored, assisted, or approved by State agencies under the State Historic Preservation Act. However, private owners of properties eligible for, or even listed on, the Registers using private funds can alter or demolish their properties without such a review process. Privately owned properties that are NYCLs, in NYC Historic Districts, or pending designation as Landmarks are protected under the NYC Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur, regardless of whether the project is publicly or privately funded. Publicly owned resources are also subject to review by LPC before the start of a project; however, LPC's role in projects sponsored by other City or State agencies generally is advisory only.

The New York City Building Code, in Section BC 3309: Protection of Adjoining Property provides some measures of protection for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to foundation and earthwork areas be protected and supported. While these regulations serve to protect all structures adjacent to construction areas, they do not afford special consideration for historic structures.

The second protective measure applies to NYCLs, properties within New York City Historic Districts, and National Register-listed properties. For these structures, *TPPN #10/88* applies. *TPPN #10/88* supplements the standard building protections afforded by Building Code C26-112.4 by requiring a monitoring program to reduce the likelihood of construction damage to adjacent NYCLs and National Register-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed.



View northwest of the exterior façade of 4201 1st Avenue **43**

PROJECT AREA

In the future without the Proposed Actions, it is expected that no new development will take place within the Project Area. Based on the current leasing rates and tenant roster, it is anticipated that the reduction in vacancy within the No Action scenario will coincide with a ten percent increase in Innovation Economy, which will be accommodated by the existing building stock at Industry City. It is assumed that some of the currently vacant space in the Finger Buildings (see **Table 6-1**) at Industry City will be retenanting and repurposed for storage/warehousing or Innovation Economy uses. Similarly, some of the vacant space within Buildings 19 through 23, 25, and 26 will also be retenanting and repurposed by storage/warehousing and Innovation Economy uses. Also, it is assumed that Industry City will continue receiving ongoing upgrades. As noted above, the Applicant has already replaced approximately 7,250 windows; most of these windows have been replaced in-kind (multi-light windows) that fit contextually with the original buildings' designs, while some other windows have been replaced with three-over-three windows or large single pane windows along the ground floors. It is expected that windows in the buildings, except for Building 24 (3915 1st Avenue, Block 706, Lot 24), will continue to be replaced. The one-story building (882 3rd Avenue, Block 679, Lot 1) that abuts Building 9 (882 3rd Avenue, Block 679, Lot 1) on the west and the former Bush Terminal power plant at 2nd Avenue and 32nd Street will be demolished in order to accommodate new parking spaces.

STUDY AREA

As discussed in Chapter 2, "Land Use, Zoning, and Public Policy," one development project is currently anticipated to be completed by 2027 within the 400-foot study area. At the South Brooklyn Marine Terminal (SBMT) (Block 662, Lots 1, 130, 136, 137, and 155), the New York City Economic Development Corporation (EDC) and a private development team will construct co-related uses that are anticipated to include maritime and industrial uses, and also expand the Sims Recycling facility. Additionally, the exposed rail line seen along 2nd Avenue from 41st Street to just north of 39th Street will be removed by EDC and the street will be repaved.

E. THE FUTURE WITH THE PROPOSED ACTIONS

BASELINE SCENARIO

In the Baseline Scenario, the properties on Block 695 (Lots 37–42) would be acquired by the Applicant and the Gateway Building would be built. Building 11 would be constructed on the sites of the former Bush Terminal power plant and the one-story addition west of Building 9 on Block 679, Lot 1 (882 3rd Avenue), and Building 21 would be constructed on Block 706, Lots 20 and 101 (116 39th Street), requiring the demolition of the three-story factory located on Lot 20 (see **Table 6-2**). As described above in the "Future without the Proposed Actions," the one-story addition west of Building 9 and the former Bush Terminal power plant on Block 679, Lot 1, are assumed to be demolished and replaced with parking in the No Action condition. The Project Area buildings would continue to include a mixture of Innovation Economy, academic, hospitality, retail, and event uses, and a Brooklyn Nets training facility as compared to the No Action condition.

Development in the Project Area pursuant to the Baseline Scenario could have potential adverse impacts on historic resources from direct physical impacts, which include demolition or alteration of architectural resources, accidental damage to architectural resources from construction, and indirect impacts to architectural resources by blocking significant public views of a resource;

Industry City

isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource’s setting; or introducing shadows over an architectural resource with sun-sensitive features. These potential impacts are examined below.

ARCHITECTURAL RESOURCES

Project Area

Potential Direct Impacts

In the Baseline Scenario, the three-story factory building on Block 706, Lot 20, which is located within the S/NR Bush Terminal Historic District boundaries, would be demolished for the development of Building 21 (see **Table 6-2**). The building is considered a contributing building to the district. Therefore, compared with the future without the Proposed Actions, demolition of the three-story factory would constitute a significant adverse impact on the S/NR-eligible Bush Terminal Historic District and would require that the Applicant consult with LPC to develop and implement appropriate mitigation measures to partially mitigate the significant adverse impact.

Table 6-2
Baseline Scenario Potential Impacts: Bush Terminal Historic District

Buildings	Block	Lot	Address	Future without the Proposed Actions	Future with the Proposed Actions	Construction Protection Plan (CPP)
Project Area						
<i>The Finger Buildings</i>						
Building 1	695	1	639 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Building 2	695	20	627 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Building 3	691	1	607 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Building 4	691	1	607 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	
Building 5	687	1	581 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	
Building 6	687	1	581 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	
Building 7	683	1	892 3rd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	
Building 8	683	1	892 3rd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Building 9	679	1	882 3rd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed for Proposed Academic Use ³	✓
Building 10	679	1	882 3rd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
<i>Other Buildings in the Bush Terminal Historic District</i>						
One-story Building (west of Building 9)	679	1	882 3rd Avenue	Demolished	Redeveloped w/ Building 11	
Former Bush Terminal Power Plant	679	1	882 3rd Avenue	Demolished	Redeveloped w/ Building 11	

Table 6-2 (cont'd)
Baseline Scenario Potential Impacts: Bush Terminal Historic District

Buildings	Block	Lot	Address	Future without the Proposed Actions	Future with the Proposed Actions	Construction Protection Plan (CPP)
Project Area						
<i>Other Buildings in the Bush Terminal Historic District (cont'd)</i>						
Building 19	706	1	4002 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Building 20	706	1	4002 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Building 22	706	24	3915 1st Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Building 23	706	24	3915 1st Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Building 24	706	24	3915 1st Avenue	No Change	Retenanted and Repurposed with Retail and Innovation Economy uses, ³ One-story Addition	✓
Building 25	706	24	3915 1st Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed for Proposed Event Space ³	
Building 26	710	1	4000 1st Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Three-story Factory	706	20	116 39th Street	No Change	Demolished and Redeveloped w/ Building 21	
Study Area						
Building A	715	20	102 41st Street	No Change	No Change	
Building B (Esquire Building)	715	20	102 41st Street	No Change	No Change	✓
Building C	715	20	102 41st Street	No Change	No Change	
Building D	715	20	102 41st Street	No Change	No Change	
Vacant Power Plant	710	16	N/A	No Change	No Change	
Notes:						
Address Source: Digital Tax Map, Department of Finance, New York City Government						
¹ Retenanted and Repurposed under allowable existing use groups. This could include window replacements.						
² Retenanted and Repurposed under allowable existing use groups as well as with certain retail establishments not currently permitted. This could include window replacements.						
³ This could include window replacements.						

The sites of the former Bush Terminal power plant and one-story addition would be redeveloped with Building 11, which would include retail and academic use, as well as parking. Building 11 would be built along 2nd Avenue between 32nd and 33rd Streets. The structure would have an L-shaped base, with a U-shaped structure above that would be reflective of existing Buildings 19 and 20 (4002 2nd Avenue, Block 706, Lot 1) in terms of massing; however, the new development would be 13 stories. This height fits contextually with the 12-story Building 10 (883 3rd Avenue, Block 679, Lot 1), which is located on the same block and would provide a complimentary bookend to the lower-height buildings in the middle of the block. The site of the vacant three-story

factory building would be developed with Building 21. Building 21 would be 10 stories. The buildings around this proposed new development are predominately 8 stories; however, the new development would create a consistent streetwall with the existing structures along 39th Street, with a setback at the ninth floor. Additionally, the new development would be of similar height and massing as Building 9 (883 3rd Avenue, Block 679, Lot 1), creating a “corner” of the district at its northwest that matches the massing of Building 9 at its northeast corner. The Gateway Building would be built along 3rd Avenue, replacing the surface parking lot and existing mixed-use buildings on Block 695, Lots 37–43. The new development would be 12 stories tall and consolidated in an L-shaped plan. This new development would be similar in height to the existing 12-story Building 10 (883 3rd Avenue, Block 679, Lot 1), which is located four blocks north also along 3rd Avenue, and would be consistent in views along this corridor.

The future development of Buildings 11 and 21, as well as the Gateway Building that would be constructed outside of the S/NR-eligible Bush Terminal Historic District boundaries on Block 695, Lots 37–43, could result in construction-related impacts to certain S/NR-eligible Bush Terminal Historic District buildings which are located adjacent to or within 90 feet of the proposed development sites. These buildings are Buildings 1 through 3, Buildings 8 through 10, and Buildings 19, 20, 22, 23, and 26.

To avoid inadvertent construction-related impacts those Bush Terminal buildings that are located adjacent to or within 90 feet of the proposed development sites, construction protection measures that would be set forth in a CPP would be developed and implemented in consultation with LPC (see **Table 6-2**). The CPP would be prepared and implemented in coordination with a licensed professional engineer. It would describe the measures to be implemented to protect the Bush Terminal buildings during construction of the three new mixed-use developments. The CPP would follow the guidelines set forth in the *CEQR Technical Manual*, including conforming to LPC’s *New York City Landmarks Preservation Commission Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings*. The CPP would also comply with the procedures set forth in DOB’s *TPPN #10/88*.

In the Baseline Scenario, Buildings 1 through 8, 10, 19 through 23, and 26 would be retenanting with retail uses not currently permitted (see **Table 6-1**). Also, Building 9 (882 3rd Avenue, Block 679, Lot 1) would be retenanting and repurposed for academic use, while Building 25 (3915 1st Avenue, Block 706, Lot 24) would be retenanting and repurposed for event space. Existing Building 24 (3915 1st Avenue, Block 706, Lot 24) is anticipated to be redeveloped with a mix of retail and Innovation Economy uses; because Building 24 will be redeveloped with predominantly industrial uses (UG 16, 17, or 18), and there is currently no agreement for the Applicant to obtain control of the adjacent City-owned apron, it is anticipated that no public waterfront access would be provided. Additionally, existing Building 24 as part of the Baseline Scenario would be retrofitted with new windows. The remainder of the buildings in the Project Area would also continue to have windows replaced, as done in the No Action scenario. It is the Applicant’s intent that Building 24’s replacement windows would reflect the historic character of the original windows, and thus would not adversely impact the historic appearance or character of the Bush Terminal buildings.

Potential Indirect Impacts (Visual and Contextual Impacts)

According to the *CEQR Technical Manual*, visual and contextual impacts on historic resources can include isolation of a property from or alteration of its setting or visual relationship with the streetscape; introduction of incompatible visual, audible, or atmospheric elements to a resource’s setting; elimination or screening of publicly accessible views of a resource; or introduction of

significant new shadows, or significant lengthening of the duration of existing shadows, over a historic landscape or on a historic structure (if the features that make the resource significant depend on sunlight) to the extent that the architectural details that distinguish that resource as significant are obscured.

The three new developments that would be constructed in the Baseline Scenario are located within or adjacent to the S/NR-eligible Bush Terminal Historic District. The developments resulting from the Baseline Scenario would be similar in scale and massing to those present in the S/NR-eligible Bush Terminal Historic District, in particular the 12-story Building 10 as described above. In a comment letter dated December 13, 2018, LPC determined that the scale of the proposed Gateway Building and Building 11 appear out of context with the neighboring Finger Buildings within the S/NR-eligible Bush Terminal Historic District. In order to conform to the Secretary's Standards and Guidelines for new construction in a historic district, LPC recommended that the maximum building height of the new buildings match or be within 1–2 stories higher than the Finger Buildings. LPC also recommended that the proposed Gateway Building and Building 11 be compatible with the significant design features of the Finger Buildings—flat roofs with pedimented rooflines that produce a regular rhythm along the street—by reducing uneven bulk and massing at the roof levels and introducing some reference to the existing rhythm, size, and shape of the pedimented roofs.

LPC also provided comments on the potential texture and materials of the new buildings based on their review of illustrative renderings. However, the materials and articulation of the new building would not be regulated by the Proposed Actions. LPC recommends that the color, linearity, and bulkiness of the façades of the new buildings and provide a harmonious contrast with the historic buildings that is still differentiated from the historic buildings, and compatible with the light and medium colored concrete façades; for example, the use of board form concrete is identified as more compatible with the color and materials of the Finger Buildings than black zinc and blackened and weathered steel. Therefore, in order for the proposed buildings to be more contextual with the historic district buildings, LPC's recommendations regarding texture and materials would need to be considered at such time as the proposed buildings are being designed.

The Baseline Scenario would not alter the relationship of any identified historic resources to the streetscape, since all streets adjacent to historic resources would remain open and each resource's relationship with the street would remain unchanged in the future with the Baseline Scenario. A consistent streetwall along 3rd and 2nd Avenues, as well as on 39th Street, would be created. Publicly accessible views of the west façades of Buildings 19 and 20 (4002 2nd Avenue, Block 706, Lot 1) would be partially blocked by Building 21; however, the west façade of Building 19 is presently partially blocked by the existing three-story factory west of the structure and the west façade of Building 20 was historically partially obstructed by Building "W" which has since been demolished. In addition, the primary façades of Buildings 19 and 20 face east onto 2nd Avenue, and their visibility would remain unchanged. With the addition of the Gateway Building, views of the eastern façades of Buildings 1 and 2 would be blocked. However, much like in the case of Buildings 19 and 20, the eastern façades of Buildings 1 and 2 are currently partially obstructed due to the mixed-use and commercial developments along 3rd Avenue (Block 695, Lots 37–43). Also, the western façades of Buildings 9 and 10 (883 3rd Avenue, Block 679, Lot 1) are only partially visible due to the former Bush Terminal power plant and the one-story structure west of Building 9. None of the buildings in the S/NR-eligible Bush Terminal Historic District have sunlight-dependent features; therefore, the Proposed Project would not cause significant adverse shadow impacts on historic structures with sunlight-dependent features.

Study Area

Potential Direct Impacts

Building 11 would not result in any construction-related impacts to architectural resources in the study area since the site of this proposed development is more than 90 feet away from any architectural resources. Building B at 102 41st Street (Block 715, Lot 20), which is a contributing structure to the S/NR-eligible Bush Terminal Historic District, is located approximately 86 feet from the Building 21 development site. Therefore, Building B would be included in the CPP to be prepared for the Proposed Project. The site of the proposed Gateway Building is located adjacent to the Gowanus Expressway, and, therefore, the Gowanus Expressway would be included in the CPP. With the CPP in place, no significant adverse construction-related impacts are expected to occur to architectural resources in the study area.

Potential Indirect Impacts (Visual and Contextual Impacts)

The developments to be constructed with the Baseline Scenario are not anticipated to have significant adverse indirect impacts on architectural resources in the study area. The architectural resources are located in proximity to the Project Area. However, the size and massing of the buildings projected in the Baseline Scenario are similar in scale and massing to a number of the architectural resources in the study area, including the U.S. Navy Fleet Supply Base Storehouse #2 at 850 3rd Avenue (Block 671, Lot 1), the Cheek-Neal Coffee Company at 3913 2nd Avenue (Block 707, Lot 1), and the National Meter Company at 4201 1st Avenue (Block 721, Lot 1). In addition, existing development intervenes between the development sites and these architectural resources, limiting their visual relationship. The Baseline Scenario developments would not alter the relationship of the architectural resources to the streetscape, since there would be no changes to the relationship of these resources to the streets along which they are located. The proposed developments also would not introduce any incompatible visual, audible, or atmospheric elements to any resource's setting.

Publicly accessible views of the architectural resources in the study area would also not be significantly altered with the new developments. As described above, existing buildings intervene between the development sites and a number of the architectural resources. The proposed Gateway Building and Building 21 also would not obstruct any important publicly accessible views of the Gowanus Expressway, as this linear resource would continue to be prominently visible from many locations in the study area. Lastly, none of the study area's architectural resources have sunlight-sensitive features, and thus there would be no significant adverse impacts to study area architectural resources due to shadows. Therefore, the Baseline Scenario would not have significant adverse indirect impacts to architectural resources in the study area.

OVERBUILD SCENARIO

With the Overbuild Scenario, the properties on Block 695 (Lots 37–42) would not be acquired by the Applicant and the Gateway Building would not be built. Buildings 11 and 21 would still be constructed, and the signage discussed in the Baseline Scenario would be added. Additionally, rooftop additions would be added to Buildings 3 through 8, 19, and Buildings 22 through 24 (see **Table 6-3**). The buildings would continue to include a mixture of Innovation Economy, academic, hospitality, retail, and event uses, and a Brooklyn Nets training facility, but with an overall increase in Innovation Economy and hospitality space as compared to the No Action condition and Baseline Scenario.

ARCHITECTURAL RESOURCES

Project Area

Potential Direct Impacts

In the Overbuild Scenario, like the Baseline Scenario, the three-story factory building at 116 39th Street (Block 706, Lot 20), would be demolished for the construction of Building 21, resulting in a significant adverse impact on the S/NR-eligible Bush Terminal Historic District.

**Table 6-3
Overbuild Scenario Potential Impacts: Bush Terminal Historic District**

Buildings	Block	Lot	Address	Future without the Proposed Actions	Future with the Proposed Actions	Construction Protection Plan (CPP)
Project Area						
<i>The Finger Buildings</i>						
Building 1	695	1	639 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	
Building 2	695	20	627 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Building 3	691	1	607 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ² ; One-story Addition	✓
Building 4	691	1	607 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ² ; One-story Addition	✓
Building 5	687	1	581 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ² ; One-story Addition	✓
Building 6	687	1	581 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ² ; One-story Addition	✓
Building 7	683	1	892 3rd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ² ; One-story Addition	✓
Building 8	683	1	892 3rd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ² ; One-story Addition	✓
Building 9	679	1	882 3rd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed for Proposed Academic Use ³	✓
Building 10	679	1	882 3rd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
<i>Other Buildings in the Bush Terminal Historic District</i>						
One-story Building (west of Building 9)	679	1	882 3rd Avenue	Demolished	Redeveloped w/ Building 11	
Former Bush Terminal Power Plant	679	1	882 3rd Avenue	Demolished	Redeveloped w/ Building 11	

Table 6-3 (cont'd)

Overbuild Scenario Potential Impacts: Bush Terminal Historic District

Buildings	Block	Lot	Address	Future without the Proposed Actions	Future with the Proposed Actions	Construction Protection Plan (CPP)
Project Area						
<i>Other Buildings in the Bush Terminal Historic District (cont'd)</i>						
Building 19	706	1	4002 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ² ; One-story Addition	✓
Building 20	706	1	4002 2nd Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Building 22	706	24	3915 1st Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ² ; One-story Addition	✓
Building 23	706	24	3915 1st Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ² ; One-story Addition	✓
Building 24	706	24	3915 1st Avenue	No Change	Retenanted and Repurposed with Retail and Innovation Economy uses ³ ; One-story Addition	✓
Building 25	706	24	3915 1st Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed for Proposed Event Space ³	✓
Building 26	710	1	4000 1st Avenue	Retenanted and Repurposed ¹	Retenanted and Repurposed ²	✓
Three-story Factory	706	20	116 39th Street	No Change	Demolished and Redeveloped w/ Building 21	
Study Area						
Building A	715	20	102 41st Street	No Change	No Change	
Building B (Esquire Building)	715	20	102 41st Street	No Change	No Change	✓
Building C	715	20	102 41st Street	No Change	No Change	
Building D	715	20	102 41st Street	No Change	No Change	
Vacant Power Plant	710	16	N/A	No Change	No Change	
Notes:						
Address Source: Digital Tax Map, Department of Finance, New York City Government						
¹ Retenanted and Repurposed under allowable existing use groups. This could include window replacements.						
² Retenanted and Repurposed under allowable existing use groups as well as with certain retail establishments not currently permitted. This could include window replacements.						
³ This could include window replacements.						

Also, rooftop additions to existing buildings would be constructed on a number of the Bush Terminal Buildings (see **Table 6-3**). It is anticipated that the rooftop additions on Buildings 3 through 8 would be clad in glass panels, which would be consistent with the industrial casement

windows at the existing structures. The additions would be set back approximately 10 feet or more from the main façades of the buildings along 2nd Avenue, with approximately 15-foot setbacks along the east-west streets. The additions would not be visible from 3rd Avenue and would be somewhat visible from 2nd Avenue and the east-west streets, but as one-story additions set back from the principal façades and with glazed façades, their design and the material would not detract from the historic character of the existing structures. The rooftop addition on Building 19 (4002 2nd Avenue, Block 706, Lot 1) would be set back approximately 20 feet from the main façade of the building along 39th Street. The rooftop additions along Buildings 22 through 24 (3915 1st Avenue, Block 706, Lot 24) would be similar to the Brooklyn Nets Training Facility addition that presently exists on Building 19. However, the rooftop additions on Buildings 22 through 24 would be set approximately 20 feet back from their main façades, unlike the existing addition on Building 19, making them only partially visible from the street.

LPC has recommended that the proposed rooftop additions be set back as far as possible from the façades of the buildings in order to reduce their visibility from the street. LPC also provided comments on the potential texture and materials of the new additions based on their review of illustrative renderings. However, the materials and articulation of the rooftop additions would not be regulated by the Proposed Actions. LPC recommends that the color, linearity, and bulkiness of the façades of the rooftop additions provide a harmonious contrast with the historic buildings that is still differentiated from the historic buildings, and compatible with the light and medium colored concrete façades; for example, the use of board form concrete is identified as more compatible with the color and materials of the Finger Buildings than black zinc and blackened and weathered steel. Therefore, in order for the rooftop additions to be more contextual with the historic district buildings, LPC's recommendations regarding texture and materials would need to be considered at such time as the additions are being designed. The rooftop additions would not be an adverse impact to the S/NR-eligible Bush Terminal Historic District.

In the Overbuild Scenario, Buildings 1 through 8, 10, 19 through 23, and 26 would be retented with retail uses not currently permitted (see **Table 6-2**). Also, Building 9 (882 3rd Avenue, Block 679, Lot 1) would be retented and repurposed for academic use, while Building 25 (3915 1st Avenue, Block 706, Lot 24) would be retented and repurposed for event space. Building 24 (3915 1st Avenue, Block 706, Lot 24) is anticipated to be redeveloped with a mix of retail and Innovation Economy uses and retrofitted with new windows in the Overbuild Scenario. Additionally, the remainder of the buildings in the Project Area would continue to receive replacement windows as begun in the No Actions scenario. As described above for the Baseline Scenario, it is the Applicant's intent that the Building 24 replacement windows would reflect the historic character of the original windows, and not adversely impact the historic appearance or character of the Bush Terminal buildings.

Similar to the Baseline Scenario, the construction of Buildings 11 and 21 could potentially result in construction-related impacts to S/NR-eligible Bush Terminal Historic District buildings that are located within 90 feet of the proposed development. Additionally, future development of additional floors to Buildings 3 through 8, Building 19, as well as Buildings 22 through 24 could result in potential construction-related impacts to the Bush Terminal buildings, including Building 2 (627 2nd Avenue, Block 695, Lot 20) which is adjacent to Building 3 (607 2nd Avenue, Block 691, Lot 1). Therefore, as discussed in the Baseline Scenario, a CPP would be prepared and implemented to protect the affected Bush Terminal buildings during construction (see **Table 6-3**).

Potential Indirect Impacts (Visual and Contextual Impacts)

The potential indirect impacts resulting from the development of Buildings 11 and 21 would be the same as discussed above for the Baseline Scenario, LPC has determined that while the location of the proposed Building 11 appears acceptable, the scale of the proposed Building 11 appears out of context with the neighboring Finger Buildings within the Bush Terminal Historic District). In order to conform to the Secretary's Standards and Guidelines for new construction in a historic district, LPC recommended that the maximum building height of the new building match or be within 1–2 stories higher than the Finger Buildings. LPC also recommended that the proposed Gateway Building and Building 11 be compatible with the significant design features of the Finger Buildings—flat roofs with pedimented rooflines that produce a regular rhythm along the street—by reducing uneven bulk and massing at the roof levels and introducing some reference to the existing rhythm, size, and shape of the pedimented roofs.

As the Gateway Building would not be developed under the Overbuild Scenario; there would be no potential indirect impacts resulting from this development in the Overbuild Scenario. Additionally, as discussed above, the rooftop additions would be set back from the main façades and only partially visible from certain streets. As described above, LPC has recommended that such additions be set back as far as possible from the façades of the buildings in order to reduce their visibility from the street. The proposed sign on Building 10 would only be visible from 3rd Avenue and 32nd Street.

Study Area

Potential Direct Impacts

As discussed for the Baseline Scenario, the development of Building 11 would not result in any construction-related impacts to architectural resources in the study area since these resources are more than 90 feet away from this development site. Additionally, there would be no potential construction-related impacts associated with the construction of the rooftop additions and façade signage to the existing Bush Terminal buildings, since the architectural resources are more than 90 feet away from the locations of the Bush Terminal buildings that would be expanded with the additions. Also, since the Gateway Building would not be developed in the Overbuild Scenario, the Gowanus Expressway would not be potentially affected by construction-related work in this scenario.

Bush Terminal Building B (102 41st Street, Block 715, Lot 20), would be included in the CPP as it is located within 90 feet of Building 21. With the CPP in place, no significant adverse construction-related impacts to architectural resources in the study area would be anticipated to occur in the Overbuild Scenario.

Potential Indirect Impacts (Visual and Contextual Impacts)

The developments to be constructed with the Overbuild Scenario are not anticipated to have significant adverse indirect impacts on architectural resources in the study area. As stated above in the Baseline Scenario, the size and massing of the buildings projected are similar in scale and massing to a number of the architectural resources in the study area. In addition, existing development intervenes between the development sites and these architectural resources, limiting the visual relationship. As in the Baseline Scenario, developments in the Overbuild Scenario would not alter the relationship of the architectural resources to the streetscape. Also, the proposed developments would not introduce any incompatible visual, audible, or atmospheric elements to any resource's setting.

Publicly accessible views of the architectural resources in the study area would be as described above for the Baseline Scenario, except for the Gateway Building, which would not be developed. Building 21 would not obstruct any important publicly accessible views of the Gowanus Expressway, and the additions to Buildings 3 through 8, Building 19, and Buildings 22 through 24 would not obstruct any publicly accessible views. Lastly, as mentioned previously, none of the study area's architectural resources have sunlight-sensitive features, and thus there would be no significant adverse impacts to architectural resources in the study area due to shadows. Therefore, the Overbuild Scenario would not have significant adverse indirect impacts to architectural resources in the study area. *