

## **C. PHYSICAL AND USE CHARACTERISTICS OF PROPERTIES ON PROJECT SITE**

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As described above, the project site spans eight blocks and includes 73 different parcels, or 123 individual tax lots including the 52 condominium units located on the project site. Land uses vary across the eight blocks, as shown in Figure 6. The blocks north of Pacific Street contain mostly warehouse, rail yard, and auto-related uses with some retail space on Blocks 927 and 1118. There are no residential uses located on the northern blocks of the project site. The blocks to the south (1127, 1128, and 1129) are characterized by a mix of vacant lots, parking areas, warehouse buildings, and residential buildings with ground floor retail, along with a small number of office and institutional uses. An overview of each block on the project site is provided below.

### *Block 1121*

A majority of Block 1121 is occupied by LIRR railroad tracks and an NYCT storage yard for retired buses. The rail and bus yard portion of the block (lot 1) is below grade and surrounded by an approximately 10-foot high chain link fence. The street-level, eastern end of the block is occupied by a gas station (lot 42) and an auto repair shop (lot 47), both opening onto Vanderbilt Avenue. The gas station occupies the corner just south of Atlantic Avenue and has curb cuts along both Atlantic and Vanderbilt Avenues. The auto repair shop is a one-story structure with paved surface parking along Vanderbilt Avenue and Pacific Street that is occupied by cars and trucks in various states of disrepair and a large pile of debris on the rear portion of the lot. Because the majority of the block is below grade, from street level it appears to be a large empty area. The buildings on the eastern end of the block further contribute to the block's forlorn appearance.

Block 1121 is located within ATURA, an area that, as described above, was found by the City to be blighted over 40 years ago. The block is zoned M1-1, a zoning designation that allows high-performance light manufacturing uses and often serves as a buffer to adjacent residential or commercial districts (see Figure 7).

### *Block 1120*

Similar to Block 1121, a majority of Block 1120 is below street level, enclosed by a chain link fence, and has railroad tracks (lot 1) spanning the length of the block. The block is also occupied by two large three- and six-story masonry warehouse structures at street level along Atlantic Avenue. The three-story red brick structure (lot 19) has eight bays with a loading dock and entrance on the Atlantic Avenue façade. The ground-floor windows on this façade are covered with bricks and wood panels and the upper floor windows have many broken elements. The other building (lot 28) is a six-story, painted brick building with three exposed façades and all windows bricked up. The building is a storage facility and has entrances and a loading dock opening onto Atlantic Avenue. Like Block 1121, Block 1120 generally has an empty, abandoned appearance from street level.

Block 1120 is located within ATURA, an area that, as described above, was found by the City to be blighted over 40 years ago. The block is zoned M1-1, a zoning designation that allows high-performance light manufacturing uses and often serves as a buffer to adjacent residential or commercial districts (see Figure 7).

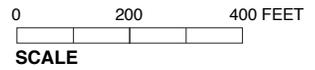
### *Block 1119*

Block 1119 is occupied by a fenced U-Haul truck rental business (lots 1 and 64) and the western portion of the rail yard. There is a paved surface parking area on the west end of the rail yard. The remainder of the block is sunken below street level and occupied by railroad tracks, small shed-like service struc-



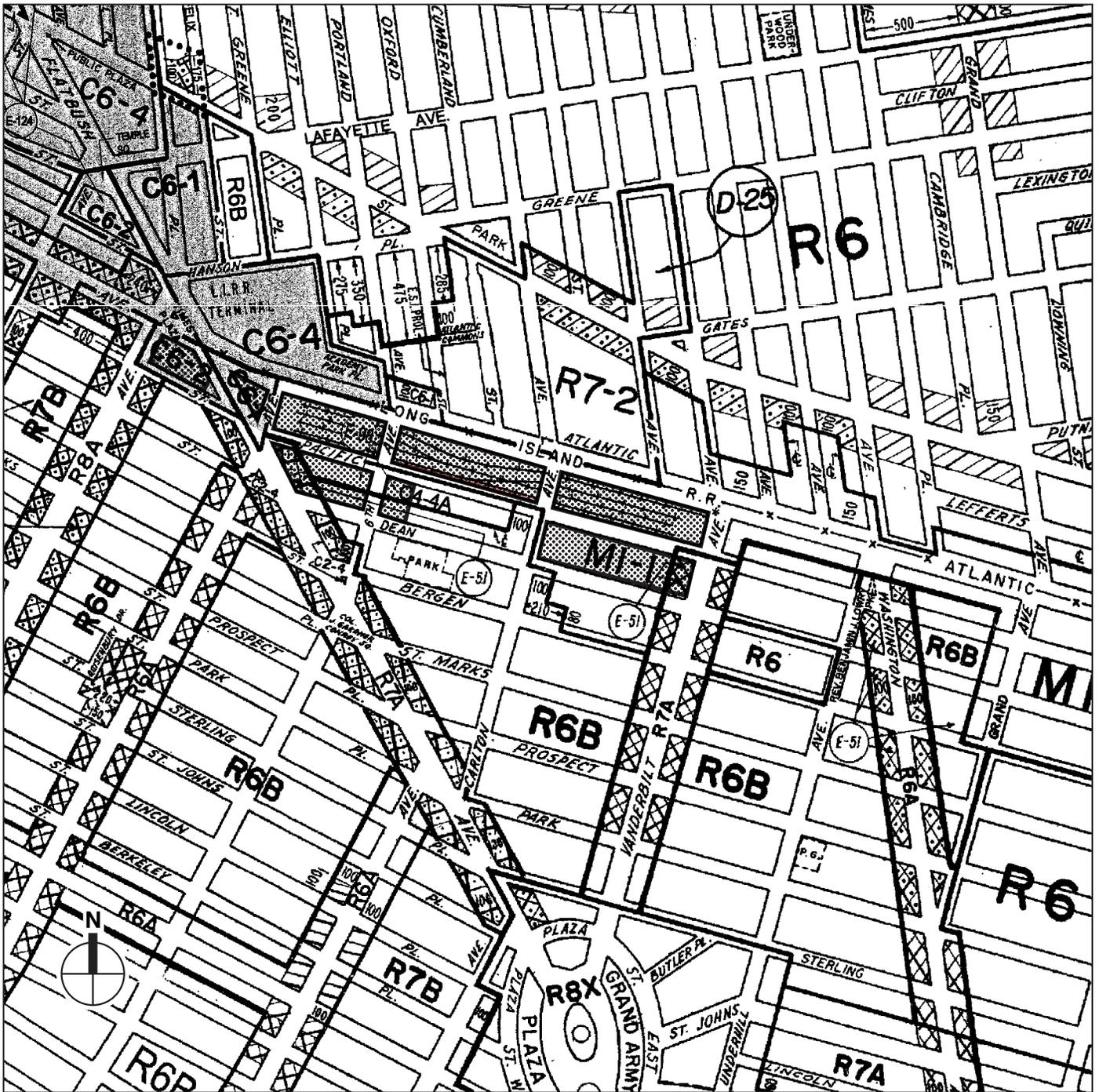
Source: AKRF, Inc.

- |  |                    |  |
|--|--------------------|--|
| Project Site Boundary                  | Commercial/ Office | Open Space   |
| Residential                            | Institutional      | Vacant Parcels   |
| Residential (with Ground-Floor Retail) | Industrial         | Vacant Building  |
| Commercial                             | Transportation     | Under Construction   |
| Office                                 | Parking            | LIRR Atlantic Terminal Below (connection to NYCT Subway lines: 2, 3, 4, 5, B, D, M, N, Q, R) |



Atlantic Yards Arena and Redevelopment Project: Blight Study

Land Uses  
Figure 6



-  Project Site
-  Zoning District Boundary
-  Limited Height District
-  C1-3 Overlay
-  C1-4 Overlay
-  C2-3 Overlay
-  C2-4 Overlay



Atlantic Yards Arena and  
Redevelopment Project: Blight Study

Zoning  
Figure 7

## **Atlantic Yards Arena and Redevelopment Project—Blight Study**

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tures, and train cars, all surrounded by a chain link fence. Because the majority of the block is below grade, from street level it appears to be largely undeveloped.

Block 1119 is located within ATURA, an area that, as described above, was found by the City to be blighted over 40 years ago. The block is zoned M1-1, a low-density zoning designation that allows high-performance light manufacturing uses and often serves as a buffer to adjacent residential or commercial districts (see Figure 7).

### *Block 1118*

Block 1118 is an irregularly shaped block, defined by the angle of Flatbush Avenue that cuts diagonally through the otherwise grid-like streets. The Flatbush Avenue side of Block 1118 is occupied by a single-story cinder block structure (lot 1), a two-story bar and restaurant with residential space above (lot 5), and a single-story shed-like building on an otherwise vacant lot (lot 6). Until Spring of 2006, a majority of the Atlantic Avenue blockfront was occupied by six attached four-story, green-painted warehouse structure with sealed windows and facades that were covered in banner advertisements and graffiti (lots 21-25, 27). This structure was found to be structurally unsound and unsafe and was demolished by the project sponsor with approval from ESDC in Spring of 2006. Lots 21-25 and 27 are currently vacant.

Block 1118 is located within ATURA, an area that, as described above, was found by the City to be blighted over 40 years ago. The block is zoned C6-1, a zoning designation that allows for a wide range of high-bulk commercial uses requiring a central location (see Figure 7). C6 districts typically accommodate uses such as corporate headquarters, large hotels, entertainment facilities, and mixed use buildings containing residential, retail, or other commercial uses.

### *Block 927*

Like Block 1118, Block 927 has an irregular shape, defined by the angled intersection of Flatbush and Atlantic Avenues. The western portion of the block is occupied by two detached double height brick commercial buildings. Modell's Sporting Goods is located along the block's irregularly shaped eastern side with façades along Atlantic Avenue and Pacific Street. P.C. Richard & Son occupies a rectangular building that covers the entire blockfront along 4th Avenue and also has façades along Atlantic Avenue and Pacific Street. Between these two buildings is a paved surface parking lot that opens onto Pacific Street. The only windows in the P.C. Richard & Son building are associated with the entrance that opens onto the paved parking lot. The Modell's Sporting Goods building has one band of windows along Flatbush Avenue and windows associated with the building entrance at the parking lot. The Brooklyn Bear's Pacific Street Community Garden, which occupies the triangular lot at the southeastern tip of Block 927, is not part of the proposed project site.

Block 927 is located within ATURA, an area that, as described above, was found by the City to be blighted over 40 years ago. The block is zoned C6-2, a zoning designation that allows for a wide range of high-bulk commercial uses requiring a central location (see Figure 7). C6 districts typically accommodate uses such as corporate headquarters, large hotels, entertainment facilities, and mixed use buildings containing residential, retail, or other commercial uses.

### *Block 1127*

Block 1127 contains a variety of building sizes, styles, and uses. The largest lot on the block, lot 1 at the corner of Dean Street and Flatbush Avenue, is occupied by a gas station. The remainder of Flatbush Avenue along this block is occupied by three 2-4 story residential buildings with ground floor retail space and an irregularly shaped vacant corner lot (lot 13) a portion of which is covered by a sunken concrete slab.

## **Atlantic Yards Arena and Redevelopment Project—Blight Study**

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The Pacific Street portion of Block 1127 is lined with a mix of light industrial, residential, and commercial uses, located in buildings in various states of physical condition. Two adjacent two-story structures at the western end of the street (lots 19 and 20), formerly used as an auto-repair shop, are in such an extreme state of disrepair that they were found to be unsafe and were demolished by the project sponsors with approval from ESDC. To the east of those buildings is a single-story vacant industrial building with garage doors facing the sidewalk, two warehouse buildings that have been converted to residential use, a small two-story industrial building with a garage on the ground floor and office space above, and an FDNY equipment cleaning and storage facility.

The Dean Street portion of Block 1127 is occupied by 1- to 6-story buildings including residential buildings with ground floor retail space, a vacant two-story office building, and a roofers union hall. Two of the residential buildings on this street (lots 55 and 56) were found to be structurally unsound and unsafe and were demolished by the project sponsor with approval from ESDC in Spring 2006.

As shown in Figure 7, there are three different zoning designations on Block 1127. The western portion of the block, fronting Flatbush Avenue is zoned R7A with a C2-4 overlay. R7A districts permit medium-density housing and C2-4 districts are intended to accommodate retail and personal services shops needed in residential neighborhoods. The northern portion of the block, fronting Pacific Street, is located in a C4-4A zoning district. C4 districts are located in major commercial centers outside the central business district and allow uses such as department stores, theaters, and other commercial uses that serve a larger area. The southern portion of Block 1127 is located in an R6B zoning district, a district that is generally characterized by shorter, four-story rowhouses or apartment buildings.

### *Block 1128*

The westernmost 100 feet of Block 1128 lie within the project site and are occupied by six buildings and an empty lot. At the corner of Pacific Street and 6th Avenue is a three-story, gray stuccoed warehouse building (lot 4) with wire mesh security screens covering the Pacific Street windows, and rolling metal security screens covering the building's loading docks and entrances, many of which have graffiti. The mid-block area along 6th Avenue (lots 2 and 3) is overgrown with weeds, enclosed by a chain-link fence, and occupied by several parked cars, many of which appear to be abandoned. The Dean Street portion of Block 1128 is occupied by five two- and three-story residential buildings.

As shown in Figure 7, the northern portion of Block 1128 is located in a C4-4A zoning district and the southern portion is located in an R6B district. As stated above, C4 districts are located in major commercial centers outside the central business district and allow uses such as department stores, theaters, and other commercial uses that serve a larger area, while R6B zoning districts are generally characterized by shorter, four-story rowhouses or apartment buildings.

### *Block 1129*

Block 1129 is occupied by large warehouse buildings, numerous one- and two-story smaller warehouses, rowhouses, and vacant lots. The largest lot on Block 1129 (lot 25) is occupied by a three- and five-story warehouse that extends through the block between Pacific and Dean Streets. This warehouse building—the former Ward Bread Bakery complex—occupies a large portion of the block. All of the windows on the building have been sealed with cinder blocks or glass block, and scaffolding covers the majority of the building's ground-floor Pacific Street façade, contributing to the abandoned appearance of the building.

The Dean Street elevation of Block 1129 includes several two- and three-story brick warehouses in various states of disrepair. The westernmost warehouse (lot 81) was found to be structurally unsound and unsafe and was demolished by the project sponsor with approval from ESDC in Spring of 2006. The easternmost property (lot 54) is also in a state of extreme disrepair. The lot itself is overgrown with

## Atlantic Yards Arena and Redevelopment Project—Blight Study

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weeds and littered with trash and is surrounded by a chain link fence that is approximately 20 feet high and topped with barbed wire. Graffiti covers many of the surfaces on the lot, including the facades of the five-story warehouse building, two dilapidated structures adjacent to the main building, and the wall of the building on adjacent lot 50. All of the windows on the warehouse building have been permanently sealed, contributing to the abandoned appearance of the property.

The lots along Carlton Avenue are all surface parking lots, enclosed by a tall metal fence along Pacific Street and portions of Carlton Avenue, and by a painted brick, eight-foot-high wall along Dean Street and the rest of Carlton Avenue. One of the lots (lot 4) is used to store broken down cars and car parts and is littered with debris.

The northeastern corner of Block 1129 contains a mix of industrial and residential buildings, most of which are in disrepair. The corner lot (lot 46 at the corner of Pacific Street and Vanderbilt Avenue) is occupied by a severely dilapidated residential building with an attached auto-repair shop as well as a single story restaurant building with metal siding that is rusting and painted with graffiti. West of that lot, lot 45 is occupied by a vacant single story building that was formerly a pump repair and fabrication shop. There is a large, poorly patched crack in the façade on this building and graffiti marks the garage entry, window, and doorway. Two four-story residential buildings are located just west of this structure, and another four-story residential building is located midblock facing Vanderbilt Avenue.

As shown in Figure 7, the vast majority of Block 1129 is located in an M1-1 zoning district. As stated above, M1-1 districts allow high-performance light manufacturing uses and often serve as buffers to adjacent residential or commercial districts. The far eastern portion of the block (lots 44, 45, 46, 49, 50, and the eastern portion of lot 54) are located in an R7A zoning district with a C1-4 overlay. R7A districts permit medium-density housing and C1-4 districts generally accommodate retail and personal service shops needed in residential neighborhoods.

### *Lot Profiles*

This section of the report contains a detailed profile of every property on the project site, organized by tax block and lot. Each profile begins with a description of the lot's location, zoning classification, current use, and ownership as of May 1, 2006. The sponsor of the proposed Atlantic Yards Arena and Redevelopment project, FCRC, recently has acquired many of these properties through affiliate organizations, including subsidiaries of Atlantic Yards Development Company, LLC. Throughout this report the owner for any property acquired by FCRC is referred to as AYDC.

Each profile then describes the subject lot in terms of the following characteristics of blight:

- **Unsanitary and unsafe conditions.** Exterior conditions were photographed and assessed by AKRF for each property during the summer of 2005. Interior building conditions have been assessed and photographed by AKRF over time, as the project sponsor has acquired properties and interior access has been granted. Conditions considered to be unsanitary or unsafe include: cracked or otherwise damaged building façades, parapets, or stairs; broken or missing windows; cracked, crumbling, uneven, or overgrown sidewalks; considerable amounts of uncontained garbage and other debris; structures damaged by fire; and barbed wire fencing.
- **Indications of Structural Damage.** Structural due diligence surveys were conducted by LZA Technology between 2004 and 2006 for certain buildings where visual inspection indicated that substantial physical deterioration could be present (see Appendix A). The lot profiles in this report summarize any significant structural damage identified in the LZA Technology surveys. In addition, damage noted as part of the visual assessment that is likely to be indicative of greater structural damage (e.g., extensive water damage to a building's interior or holes in a building's roof) is noted under Indications of Structural Damage.

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- **Building Code Violations.** The number and type of building code violations from the New York City Department of Buildings (DOB) and the New York City Environmental Control Board (ECB) were inventoried for each property on the project site (see Appendix B). Building code violations open as of November 2005 are listed for each lot.
- **Vacancy Status.** The vacancy status of each lot and/or building is described and, where possible, information on the duration of the vacancy is presented. Building vacancy estimates are based on best available data, as gathered through site visits, information provided by the project sponsor, and information gathered through telephone book research. Vacancies that occurred as a result of the sale of a property to AYDC are identified as such.
- **Underutilization.** A property utilization rate was calculated for each lot by comparing the actual square feet of built space on the property (gross square feet) to the built square feet allowable under applicable zoning (zoning square feet).<sup>1</sup> Figure 7 shows current zoning on the proposed project site and Appendix B presents property utilization data for all properties on the proposed project site. Utilization rates were calculated using building and lot square footage data from the New York City Department of Finance Real Property Assessment Data (RPAD).
- **Environmental Concerns.** Phase I Environmental Site Assessments (ESAs) have been performed for all lots owned by AYDC and for any other lots where access has been granted by the current property owner. Each lot, whether or not access was obtained to perform a Phase I ESA, was studied to determine whether current or historical hazardous materials conditions may have affected the lot. Phase II sampling was performed on lots where a Phase I ESA indicated further testing was warranted and access was available. The lot profiles summarize key findings from these analyses, listing any documented spills, known (or potential) aboveground storage tanks (ASTs) or underground storage tanks (USTs), and describing any known or potential soil or groundwater contamination beneath the site. Common environmental conditions that are likely to be present in most buildings on the project site due to their age (e.g., asbestos, lead-paint, and fluorescent lighting that may contain PCB and/or mercury) are not called out within the lot profiles. Similarly, common lot characteristics, such as the known presence of historic fill beneath the entire site (which, based on historic fill found in many areas in New York City, is likely to contain metals such as arsenic and lead, semi-volatile organic compounds and pesticides in quantities that are above the most stringent guidance values) and the known presence of elevated levels of chlorinated volatile organic compounds in the groundwater beneath and surrounding the entire site are not called out in the lot profiles.

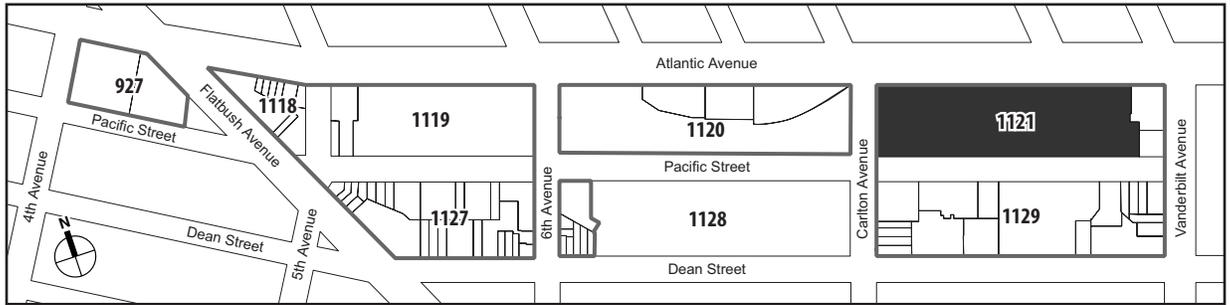
As illustrated in Figure 1, a vast majority of parcels on the project site exhibit one or more of the blight characteristics listed above. More specifically, parcels that are shaded on the map include: buildings or lots that exhibit signs of significant physical deterioration, buildings that are at least 50 percent vacant, lots that are built to 60 percent or less of their allowable Floor Area Ratio (FAR) under current zoning; and vacant lots. The figure also identifies sidewalk areas that are in serious states of disrepair.<sup>2</sup>

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1 The underutilization figures presented in this study compare gross square feet (gsf) of actual built space to zoning square feet of allowable built space. Certain building areas such as mechanical space and elevators, which are included in a building's gross square feet are not included in zoning square foot calculations. This means that the maximum floor area for zoning calculations is almost always less than the actual gross floor area of a building. Because the areas deducted (i.e., mechanical space and elevators) are difficult to estimate without accurate plans for each structure, the utilization analysis uses gsf as the measure for existing buildings. Comparing actual gsf to allowable zoning square feet results in a more conservative analysis, which understates the underutilization for any given parcel.

2 Environmental concerns are not shown on Figure 5. Building code violations are also not shown because building code violations vary widely in date of issuance and type of violation, making it difficult to make meaningful comparisons in data across lots.

## Block 1121, Lot 1



### Location, Use, Zoning, and Ownership

Lot 1 occupies approximately 90 percent of the block bounded by Atlantic Avenue on the north, Vanderbilt Avenue on the east, Pacific Street on the south, and Carlton Avenue on the west. The lot accommodates the eastern portion of the 8-acre below-grade rail yard, which is used for the storage and servicing of LIRR commuter rail trains, and by an NYCT storage yard for retired buses (see Photographs A through K).

Lot 1 is located in an M1-1 zoning district. M1 districts allow high-performance light manufacturing uses and often serve as buffers to adjacent residential or commercial districts. M1-1 districts have an FAR of 1.0. According to the New York City Department of Finance, lot 1 is owned by MTA/LIRR.

### Unsanitary and Unsafe Conditions

Current conditions on lot 1 are depicted in Photographs A through K. As shown in Photograph A, the entire lot is below grade and is surrounded by a chain link fence, most of which is topped in barbed wire. Portions of the lot are overgrown with weeds and littered with trash and debris (see Photographs B, E, and G) and a chain link fence topped in barbed wire separates the tracks from the storage yard (see Photograph D). As shown in Photograph E, a containing wall abutting adjacent lot 47 is deteriorating. A chain link fence at the top of that wall holds back a large pile of debris, but appears to be bowing inward towards the rail yard under pressure from the debris. The sidewalks surrounding lot 1 are in various states of disrepair. As shown in Photographs H and I, portions of the sidewalk along Pacific Street are so cracked, uneven, and overgrown with weeds that they are almost impassable. In addition, several large slabs of concrete, which appear to be pieces of a dismantled portion of the slab wall shown in Photograph H, are precariously balanced against the chain-link fence facing the sidewalk (see Photograph J). As shown in Photograph K, the concrete sidewalk slabs along Atlantic Avenue are cracked and crumbling, and portions of the sidewalk area are unpaved.

### Indications of Structural Damage

Aside from a small auto repair structure located under the north wall of the yard, the size of which is unspecified in New York City Department of Finance records, there are no permanent structures located on lot 1.

### Building Code Violations

There are no open building code violations associated with lot 1.<sup>1</sup>

<sup>1</sup> A complaint was filed against the property in November 2005. However, according to the City's Building Information System, the complaint was lodged by an individual who stated that after-hours construction was taking place on a house on the property. Because lot 1 is part of the rail yard and does not host any homes, this complaint is probably mis-filed and actually refers to a different property.

## **Block 1121, Lot 1**

### **Occupancy/Vacancy Status**

As indicated above, lot 1 is occupied by a portion of the rail yard, which is used for storage and servicing of LIRR commuter rail trains, and by an NYCT storage yard for retired buses.

### **Underutilization**

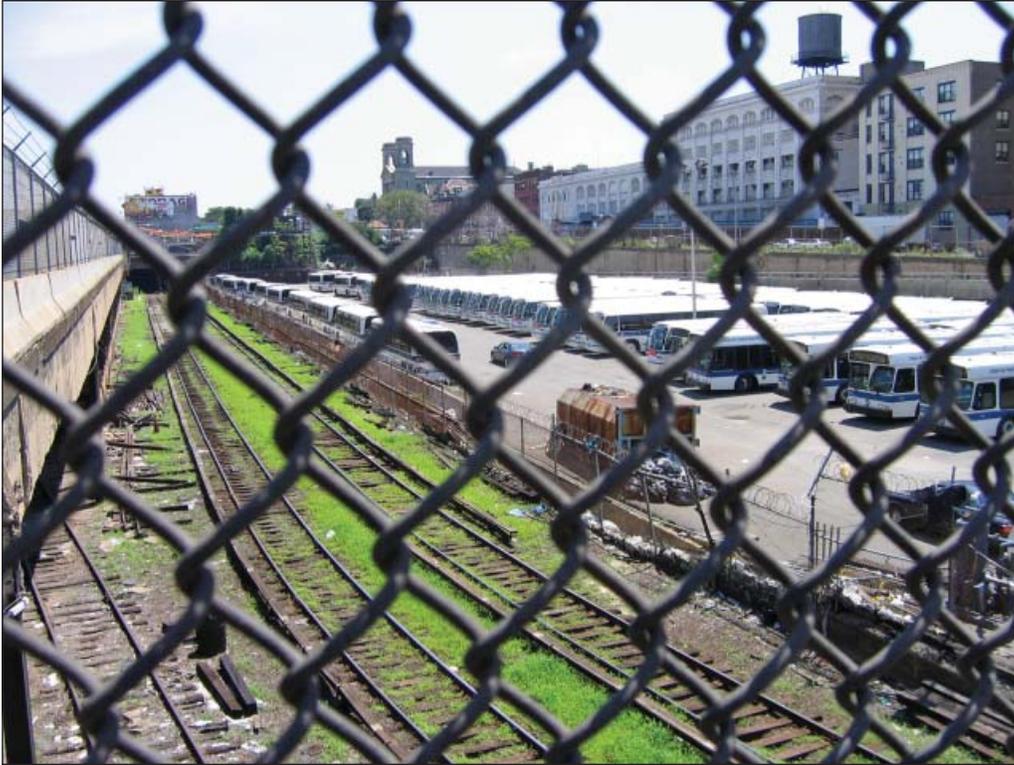
Lot 1 is in an M-1 zoning district with an FAR of 1.0. The 150,000 sf lot could accommodate up to 150,000 zsf of built space under current zoning, but is used as a rail yard and storage yard for retired buses, and does not currently contain any permanent structures.

### **Environmental Concerns**

The Phase I ESA identified characteristics of the LIRR rail yard and the NYCT storage yard for retired buses on Block 1121 that were indicative of potential environmental contamination related to on-site uses. These include: staining on pavement along tracks and drainage structures; documented housekeeping violations related to debris and discarded drums on a small parcel on this lot; potential contamination related to the presence of aboveground storage tanks, oil water separator drums, drainage structures, and the train repair and maintenance garage; releases of PCB-containing fluid used in electrical equipment; potential residual contamination from documented spill incidents of hydraulic fluid and lubricant oil. The Phase I report further indicates that areas of environmental impacts not discovered in the Phase I ESA are likely to exist due to the size, complexity, and age of the site and limited information concerning historical site operations and waste management practices.

Phase II sampling indicated the presence of elevated levels of semi-volatile organic compounds in some groundwater samples and an elevated level of a pesticide in one groundwater sample. Shallow soils, containing contaminants including metals, semi-volatile organic compounds, and pesticides, were generally typical of the nature of historic fill or potentially associated with impacts from rail yard usage and former pest control practices on this lot. No elevated levels of PCBs were indicated in the soil or groundwater samples. Areas of environmental impacts not discovered in the Phase I or Phase II ESAs could potentially exist due to the size, complexity, and age of the site, and limited information concerning historical site operations and waste management practices.

## Block 1121, Lot 1



Photograph 1121-I-A



Photograph 1121-I-B

## Block 1121, Lot 1



Photograph 1121-I-C



Photograph 1121-I-D

## Block 1121, Lot 1

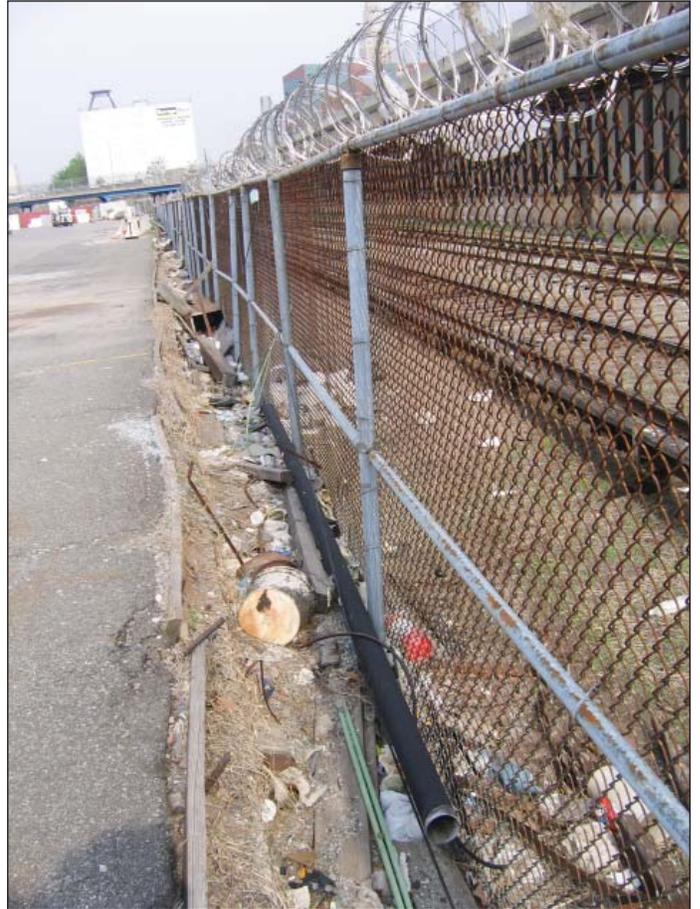


Photograph 1121-I-E



Photograph 1121-I-F

## Block 1121, Lot 1



Photograph 1121-I-G



Photograph 1121-I-H

## Block 1121, Lot 1



Photograph 1121-I-I



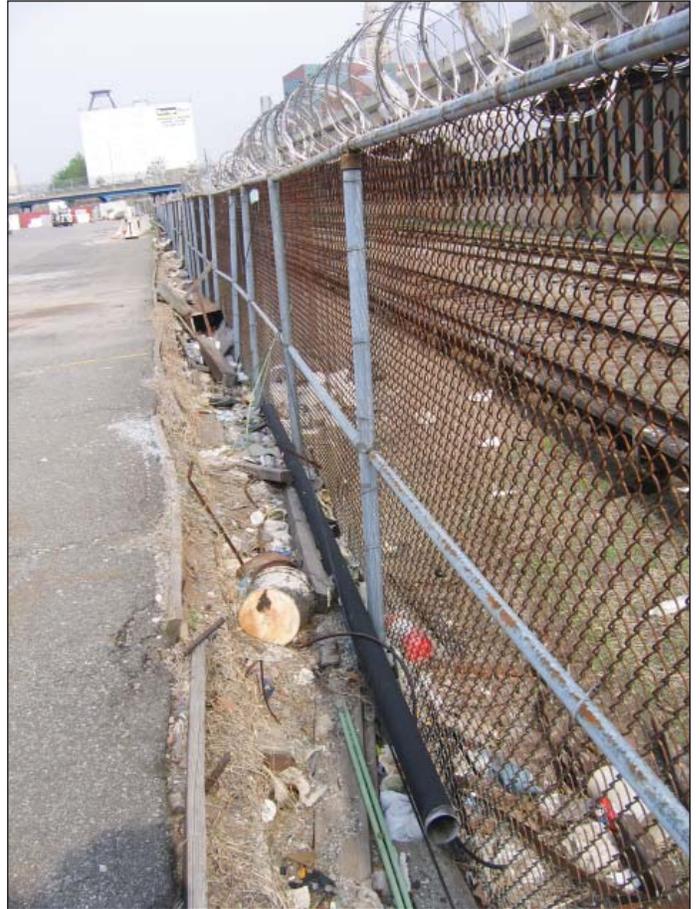
Photograph 1121-I-J

# Block 1121, Lot 1



Photograph 1121-I-K

## Block 1121, Lot 1



Photograph 1121-I-G



Photograph 1121-I-H

## Block 1121, Lot 1



Photograph 1121-I-I



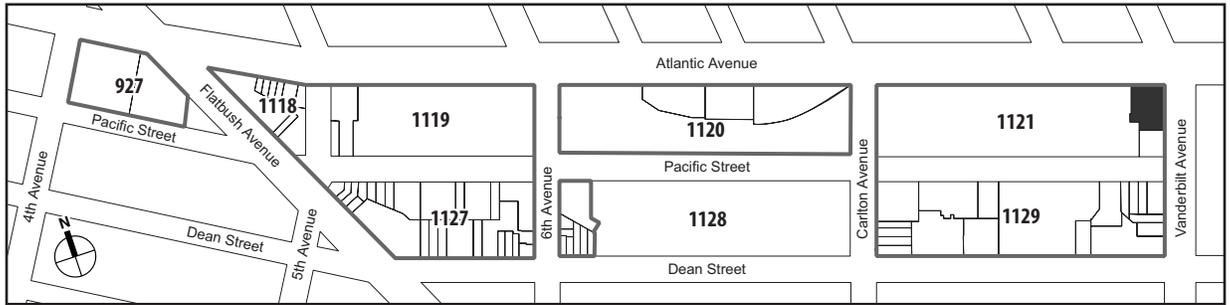
Photograph 1121-I-J

# Block 1121, Lot 1



Photograph 1121-I-K

## Block 1121, Lot 42



### Location, Use, Zoning, and Ownership

Lot 42 is located at 516 Vanderbilt Avenue, at the corner of Vanderbilt and Atlantic Avenues. The lot is occupied by a BP Amoco gas station (see Photograph A). Lot 42 is located in an M1-1 zoning district. M1 districts allow high-performance light manufacturing uses and often serve as buffers to adjacent residential or commercial districts. M1-1 districts have an FAR of 1.0. According to the New York City Department of Finance, lot 42 is owned by Heron Real Estate Company.

### Unsanitary and Unsafe Conditions

There are some cracks in the lot's asphalt surface and the sidewalk surrounding the lot is cracked and uneven in places (see Photograph B).

### Indications of Structural Damage

A structural due diligence survey has not been conducted for this lot. The visual assessment did not indicate that the building structure is substantially compromised.

### Building Code Violations

Lot 42 has one open building code violation (see Appendix B). Information on the type and date of the violation was not available from the DOB Building Information System.

### Occupancy/Vacancy Status

As indicated above, lot 42 is occupied by a BP Amoco gas station.

### Underutilization

Lot 42 is located in an M-1 zoning district with an FAR of 1.0, indicating that the 11,508 sf lot can accommodate up to 11,508 zsf of building area. According to Real Property Assessment Data (RPAD) from the New York City Department of Finance, the lot contains 11,508 gsf of built space. However, as shown in Photographs A and B, the lot hosts only one small building estimated to be approximately 350 sf, and an open shelter that covers the gas station pumps, and is therefore vastly underutilized.

### Environmental Concerns

No Phase I or Phase II ESA has been performed for this lot. There is the potential for subsurface contamination associated with current and former site uses including: the presence of active and historic petroleum USTs associated with the operating gasoline station and the historic presence of a blacksmith. There is a documented spill for a car wash that was possibly located at the site address.

**Block 1121, Lot 42**

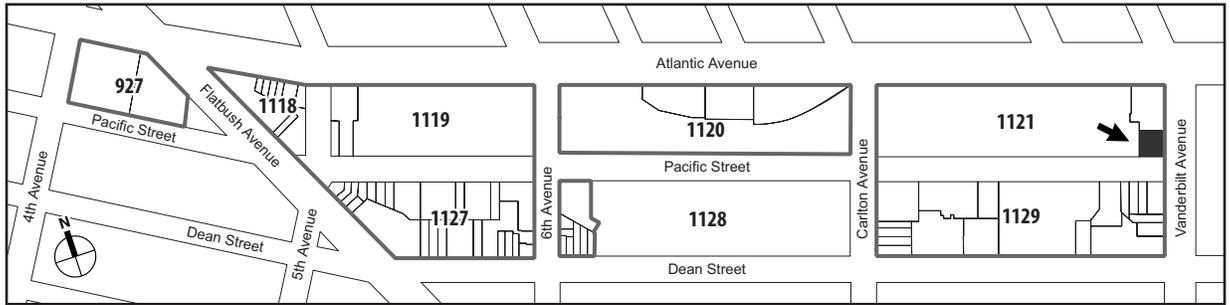


**Photograph 1121-42-A**



**Photograph 1121-42-B**

## Block 1121, Lot 47



### Location, Use, Zoning, and Ownership

Lot 47 is located at 524 Vanderbilt Avenue, at the corner of Vanderbilt Avenue and Pacific Street. The lot is occupied by an auto repair shop (see Photograph A). Although there are gas pumps located on the lot, they are no longer in use. Lot 47 is located in an M1-1 zoning district. M1 districts allow high-performance light manufacturing uses and often serve as buffers to adjacent residential or commercial districts. M1-1 districts have an FAR of 1.0. Lot 47 is currently under contract by AYDC. The closing is anticipated to take place in Summer 2006.

### Unsanitary and Unsafe Conditions

Photograph B shows a view of lot 47 from Pacific Street looking towards Vanderbilt Avenue. As shown in the picture, the rear portion of lot 47 (the area in back of the auto repair garage along the border of lot 1) is piled high with debris including plastic tarpaulins, electric wiring, metal fencing, and pieces of fabric. In addition, the sidewalk area surrounding the lot is cracked and crumbling. Weeds grow through the cracks in many areas, and the sidewalk is littered with trash (see Photograph C). As illustrated in Photograph D, there are some large horizontal and vertical stress cracks running across the façade of the building, and the paint on the building's façade is flaking off in many areas.

### Indications of Structural Damage

As indicated above, the building's façade has horizontal and vertical stress. However, a structural due diligence survey has not been conducted for this lot.

### Building Code Violations

There are no open building code violations associated with lot 47.

### Occupancy/Vacancy Status

As indicated above, lot 47 is currently occupied by an auto repair shop.

### Underutilization

Lot 47 is located in an M-1 zoning district with an FAR of 1.0. According to the current zoning, this 5,625 sf lot could accommodate up to 5,625 zsf of built space. However, the lot hosts only 1,400 gsf of built space, utilizing one quarter of the lot's development potential.

### Environmental Concerns

The Phase I ESA identified characteristics of lot 47 that were indicative of potential environmental contamination related to on-site uses. These include: a documented release of gasoline at the site; the presence of gasoline and diesel USTs and a documented tank test failure of one of the USTs; the poten-

## **Block 1121, Lot 47**

tial for subsurface soil and groundwater contamination resulting from the site's operation as a gasoline filling station and auto repair garage for the past 55 years; and the historic operation of a paint facility. Phase II testing indicated petroleum-related compounds at elevated levels in a soil sample east-adjacent to the site (on the Vanderbilt Avenue sidewalk). No petroleum-related compounds were detected in the soil samples located on the property. No petroleum-related contamination was indicated in the groundwater samples on lot 47.