

A. INTRODUCTION

This chapter considers the potential of the proposed project to affect cultural resources, both archaeological and historic. The proposed project would result in a new, mixed-use development that would occupy an approximately 22-acre area roughly bounded by Flatbush and 4th Avenues to the west, Vanderbilt Avenue to the east, Atlantic Avenue to the north, and Dean and Pacific Streets to the south. The neighborhoods in proximity to the project site, including Prospect Heights, Fort Greene, and Clinton Hill, contain numerous architectural resources that relate to multiple periods of Brooklyn's development.

The cultural resources analyses have been prepared in accordance with New York City Environmental Quality Review (CEQR), the New York State Environmental Quality Review Act (SEQRA), and the New York State Historic Preservation Act of 1980 (SHPA). These laws and regulations require that city and state agencies, respectively, consider the effects of their actions on historic properties. These technical analyses follow the guidance of the 2001 *CEQR Technical Manual*.

The *CEQR Technical Manual* recommends that an analysis of archaeological resources be undertaken for actions that would result in any in-ground disturbance. It also recommends that a cultural resources assessment be performed if a proposed action would result in any of the following (even if no known architectural resources are located nearby): new construction; physical alteration of any building; change in scale, visual context, or visual setting of any building, structure, object, or landscape feature; or screening or elimination of publicly accessible views. Since the proposed project would result in at least some of these conditions, a full analysis for archaeological and cultural resources under CEQR and SEQRA was undertaken.

As discussed in Chapter 2, "Procedural Analytical Framework," the proposed project would allow for a variation in the program to permit commercial uses to substitute for the hotel and some residential uses on the project site. Under the commercial mixed-use variation, Buildings 1 and 2 and the building on Site 5 would contain slightly larger floor plates, typical of office development. The proposed building heights are the same for both the residential and commercial mixed-use variations, and both variations would have generally the same effects on cultural resources.

PRINCIPAL CONCLUSIONS*PROJECT SITE*

The Landmarks Preservation Commission (LPC) was consulted to determine whether the project site may contain archaeological resources. At LPC's recommendation, an archaeological study was prepared for the project site. The study determined that five lots on the project site west of 6th Avenue are potentially sensitive for historic-period archaeological resources. The

Atlantic Yards Arena and Redevelopment Project EIS

archaeological study was reviewed by LPC and OPRHP and its conclusions and recommendations accepted by both agencies. Therefore, to avoid adverse impacts on potential archaeological resources, LPC and the New York State Office of Parks, Recreation and Historic Preservation (ORPHP) would be consulted regarding testing as set forth in the Stage 1B testing protocol for the project, which has been accepted by LPC and OPRHP, and, if required, mitigation measures.

Demolition of the former Long Island Rail Road (LIRR) Stables at 700 Atlantic Avenue and the former Ward Bread Bakery complex at 800 Pacific Street would constitute significant adverse impacts. The potential reuse of these properties as part of the proposed project has been studied, but it has been determined that there is no feasible or prudent alternative to their demolition. Therefore, if the action is approved, measures to partially mitigate the demolition of these resources would be developed in consultation with OPRHP.

Transit improvements are proposed that would affect portions of the Atlantic Avenue Subway Station. Distinguishing elements at the station, including historic decorative tiles, marble, terracotta and mosaic and faience plaques on the walls of the public portions of the platforms, the old LIRR spur, and the subway entrance in the Williamsburgh Savings Bank Building, would not be altered. Therefore, the proposed project would not adversely impact the historic character of the Atlantic Avenue Station. Since the DEIS, SHPO has determined that the two plain sign panels in an area not currently accessible to the public are of a later period and not significant and would not need to be removed and stored. However, before removing the materials, the project sponsors would retain a qualified historic preservation consultant to evaluate the condition of existing tiles, mosaics, and marble wainscoting in the non-public areas that would be removed as part of the facility modifications. NYCT and OPRHP would be consulted regarding the proposed finishes to be used at the station where (1) new construction would connect to the historic tiled platform walls, and (2) in the locations where non-public areas of the station, e.g., the subpassage, would be reopened to the public. The project sponsors would consult with NYCT and OPRHP regarding the feasibility of reusing tile, mosaics, and marble (all of which have been painted over) that would be removed for the project modifications, in the rehabilitated subpassage. The materials would be reused if feasible. Any material that is unable to be reused will be offered to NYCT for re-use elsewhere or offered to the New York City Transit Museum for public display. To avoid any inadvertent damage to the historic portions of the Atlantic Avenue Subway Station during the proposed renovation as well as construction of the Phase I development on Blocks 927 and 1118, which could potentially result if adequate precautions are not taken, the Atlantic Avenue Subway Station would be included in the Construction Protection Plan (CPP). This CPP would be developed and implemented in consultation with MTA and OPRHP.

STUDY AREA

As described in Chapter 8, "Urban Design and Visual Resources," views of the Williamsburgh Savings Bank Building from certain vantage points and along the Flatbush Avenue view corridor from south of the project site would be obstructed except from vantage points on Flatbush Avenue immediately adjacent to the project site. This would constitute a significant adverse impact on historic resources. The Church of the Redeemer would be adversely affected through new incremental shadows cast on its stained glass windows during morning services hours by the proposed building on Site 5 of Block 927. In the absence of appropriate planning, the proposed project could result in inadvertent demolition/construction-related impacts to four historic resources consisting of portions of the Atlantic Avenue Subway Station and 15 buildings

that are located within 90 feet of the project site. These include 10 buildings within the Prospect Heights Historic District, four buildings in the Swedish Baptist Church/Dean Street historic district, and the Pacific Branch of the Brooklyn Public Library (BPL). Therefore, a Construction Protection Plan (CPP) would be prepared in consultation with OPRHP to avoid adverse demolition/construction-related impacts to these resources.

Overall, the proposed project would result in buildings of a larger scale than most historic resources in the study area. The proposed new buildings would transform an area that is primarily characterized by transportation and industrial uses and that has historically separated residential areas north and south of the project site. The proposed design would seek to create pedestrian and visual connections through the site that would link historic districts to the north and south of the project site. In addition, the buildings would consist of structures that are both more traditionally massed and are clad in masonry, mixed with more asymmetrical forms clad in metal and glass. Buildings would on average step down in height from west to east. The proposed buildings closest to the Prospect Heights Historic District on the north side of Dean Street between Carlton and Vanderbilt Avenues would have streetwalls at the sidewalk of between 60 and 105 feet in height; above these heights the buildings would set back substantially, resulting in buildings more suited to Dean Street, a narrow street. The streetwalls of these buildings would be clad in masonry. This would create a scale and design that would not be incompatible with the Prospect Heights Historic District, which is located across the streets from, and extends south of, the project site. With the exception of the Williamsburgh Savings Bank Building and the Church of the Redeemer, discussed above, the proposed project is not expected to result in significant adverse contextual impacts to other historic resources in the study area. For resources other than the Williamsburgh Savings Bank Building and the Church of the Redeemer, the proposed project would not result in the isolation of a historic resource from its setting or its visual relationship with the streetscape; it would not significantly reduce the visual prominence of a historic resource or substantially alter its public visibility, cast significant new shadows or lengthen existing shadows significantly on sun-sensitive historic resources; and it would not introduce an incompatible visual, audible, or atmospheric element that would diminish the qualities of a historic resource that make it significant.

All protective and mitigation measures, including 1) undertaking additional research and procedures for archaeological testing to identify the presence/lack of presence of archaeological resources on the project site, 2) measures to mitigate significant adverse impacts to significant archaeological resources on the project site if necessary, 3) measures to mitigate the demolition of the former Ward Bread Bakery complex at 800 Pacific Street and former LIRR Stables at 700 Atlantic Avenue, and 4) preparation of a Construction Protection Plan, would be undertaken in accordance with a Letter of Resolution (LOR) among the New York State Empire State Development Corporation (ESDC), OPRHP, and the project sponsors. The LOR is contained in Appendix B. Mitigation measures are more fully discussed in Chapter 19, "Mitigation."

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, and habitation sites. These resources are also referred to as "precontact," since they were deposited before Native Americans' contact with European

settlers. 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). Such resources include remains from European contact with Native Americans, as well as battle sites, foundations, wells, and privies.

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

The study area for archaeological resources is the area that would be disturbed for project construction, i.e., the project site itself. LPC was contacted for its preliminary evaluation of the project site's archaeological sensitivity. Based on this review, LPC recommended that a Stage 1A Documentary Study be prepared for Block 1118, Lots 6, 21, 22, 23, and 25; Block 1119, Lot 1; and Block 1127, Lots 45, 46, 47, 48, 50, 55, and 56 (see Figure 7-1).¹ Copies of all correspondence are included in Appendix B.

The conclusions of the Stage 1A Archaeological Study prepared for these lots are summarized below under "Existing Conditions."²

HISTORIC RESOURCES

Historic resources are defined as properties or districts listed on the State or National Registers of Historic Places (S/NR) or determined eligible for such listing; National Historic Landmarks (NHLs); New York City Landmarks (NYCLs) and Historic Districts (NYCHDs); and properties that have been found by LPC to appear eligible for landmark designation, considered for designation by LPC at a public hearing, or calendared for consideration at such a hearing.

The study area for historic resources is determined based on the area of potential effect of the proposed project on historic resources, which accounts for both direct physical impacts and indirect impacts. Direct impacts include demolition of a resource and alterations to a resource that change it such that it appears to be significantly different from its original structure. A resource could also be damaged by construction activities and consequences, such as blasting, pile driving, falling objects, subsidence, collapse, or damage from construction machinery unless proper protection measures are put in place. According to the New York City Department of Buildings (DOB) *Technical Policy and Procedure Notice* (TPPN) #10/88, construction activity that would occur within 90 feet of an architectural resource may cause such damage.

Indirect impacts 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

¹ New York City Landmarks Preservation Commission, comments dated September 28, 2005.

² Stage 1A Archaeological Documentary Study, Atlantic Yards Arena and Redevelopment Project, Brooklyn, New York, prepared by Historical Perspectives, Inc., January 2006.

resource's significance (e.g., a historic church with stained glass windows). Significant adverse direct or indirect impacts can occur if a project would cause a change in the characteristics of a property that qualify it for listing on the S/NR or for designation as a NYCL.

To account for potential physical and contextual impacts, the historic resources study area for the proposed project is defined as the project site itself and the area within approximately 800 feet of the proposed project (see Figure 7-2).

CRITERIA AND REGULATIONS

Once the study area was determined, an inventory of officially recognized historic resources in the study area was compiled ("Architectural Resources").

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;
- B. Are associated with significant people;
- C. Embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. May yield archaeological information important in prehistory or history.

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 OPRHP.

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 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.

In addition to identifying officially recognized historic resources in the study area (S/NR-listed and S/NR-eligible properties, NYCLs, and NYCHDs) and properties determined eligible for landmark designation), an inventory was compiled of other buildings that could warrant recognition as architectural resources (i.e., properties that could be eligible for S/NR listing or NYCL designation) in compliance with CEQR and SEQRA guidelines ("Potential Architectural Resources"). For this project, potential historic resources were those that appeared to meet one or more of the National Register criteria (described above). These were identified based on site visits and by using historical sources, including local repositories, texts, images, and maps. This inventory, which included photographs and historical documentation of each resource, was submitted to OPRHP and LPC for their evaluations and determinations of eligibility. On February 24, 2006 and May 16, 2006, OPRHP determined that 23 properties, including two on the project site, meet the criteria for S/NR listing. On May 19, 2006, LPC determined that nine of the resources in the study area may warrant designation as NYCLs (see Appendix B).

Once the historic resources in the study area were identified, the proposed project was assessed for its potential for direct physical impacts and indirect contextual impacts on historic resources.

C. HISTORICAL OVERVIEW

BROOKLYN'S EARLY HISTORY

Brooklyn was first settled by the Dutch West India Company as the colony of New Netherland in about 1635. In the 1640's, Dutch West India chartered the six original towns of Brooklyn, including Breuckelen (Brooklyn), which was located northwest of the project site along the East River. In 1683, following the takeover of the Dutch colony by the British, Kings County was established as part of the province of New York. By the end of the 17th century, the Kings County population totaled approximately 2,000, with slaves and indentured servants brought to the colony for labor. The population in the county grew slowly throughout the 18th century, with farming remaining the most common occupation. The Battle of Long Island was fought in Kings County in August 1776 and resulted in the seven-year occupation of Manhattan and Kings County by the British. After Independence, the county remained primarily rural, with the exception of the town of Brooklyn. Located along the water in greater proximity to Manhattan, the town of Brooklyn developed a ferry and other commercial establishments tied to the waterfront. An increase in population followed this commercial activity, resulting in a significant increase in inhabitants compared with other parts of the county.

In 1814, Robert Fulton established steam ferry service between Fulton Street in Brooklyn and Fulton Street in Manhattan (a ferry had been in place in this location as early as 1632). As a result of the activity induced by the steam ferry, commercial and residential activity in Brooklyn flourished in the 1820s and 1830s, with extensive residential development commencing in Brooklyn Heights. The ferry introduced an early version of commuting; people lived on one side of the river and worked on the other. In 1834, Brooklyn was granted a city charter by the State Legislature, and the City of Brooklyn was mapped out with a rectangular street grid with intersecting diagonal avenues that created small parks. The ensuing development also followed this pattern, and is clearly visible in the existing street pattern of the study area. To serve the growing population, the Brooklyn and Jamaica Railroad (which became the Long Island Rail Road) was established on Atlantic Avenue in 1836, linking Jamaica with the ferry at Fulton Street.

MID-19TH CENTURY DEVELOPMENT

The population of Brooklyn continued to grow with the development of cohesively designed residential neighborhoods such as Boerum Hill, Fort Greene, Clinton Hill, Park Slope, and Prospect Heights during the mid-19th century. These neighborhoods, many of which have established historic districts (described below under "Existing Conditions"), were typically developed with rows of three- and four-story attached houses and brownstones designed in a variety of architectural, classically derived styles. Boerum Hill, named after Simon Boerum, an original Dutch landowner in the area, was largely developed between 1840 and 1870, south and west of the intersection of Flatbush and Atlantic Avenues. By the 1850s, development began pushing eastward across Flatbush Avenue into Fort Greene, named for Nathaniel Greene, a colonial general. Development bordered Fort Greene Park, which was established in 1845. Fort Greene was in part populated by freed slaves who had found skilled work in shipbuilding at the Brooklyn Navy Yard, opened in 1801, as well as immigrants of Irish, German, and English

descent. In the 1830s, Clinton Avenue was designed as a wide boulevard for large estates; a number of these mansions still exist. Rows of brick and brownstone houses followed in the 1860s.

A number of churches were erected in these neighborhoods to serve the growing population. The Hanson Place Baptist Church in Fort Greene, a prominent Romanesque Revival Church with a temple front, figures prominently in the history of the area. This church was built in 1860 at 88 Hanson Place, and served the Underground Railroad (a secret network that aided fugitive slaves in reaching sanctuary in the free states and Canada). Saint Luke's Episcopal Church, at 550 Clinton Avenue, is a grand cathedral-like church. A chapel is also included in the complex. Cultural institutions were also established in the area. In 1859, the Philharmonic Society of Brooklyn founded the Brooklyn Academy of Music (BAM) on Montague Street near Court Street. BAM was rebuilt after a fire at its present location at 30 Lafayette Avenue in 1908.

The neighborhoods of Prospect Heights and Park Slope, located south of Atlantic Avenue, grew out of the development of Prospect Park, completed in 1870. Development was further spurred by the opening in 1883 of the Brooklyn Bridge, resulting in streets lined with intact rows of brownstone and brick rowhouses.

The opening of the Brooklyn Bridge created a vital new link to Manhattan, intensifying the growth of Downtown Brooklyn. By the end of the 19th century, Brooklyn had developed into a thriving metropolis concentrated around City Hall (now Borough Hall) and Fulton Street. Flatbush Avenue served as the main thoroughfare connecting the City of Brooklyn with towns further south (e.g., Flatbush, Gravesend, and New Utrecht), with a historic progression of stagecoaches, horse cars, and trolleys operating on this street. By 1893, elevated railroads had been built on Fulton and Myrtle Avenues, replacing early horse-drawn railroads. By the late 19th century, the area adjacent to Flatbush and Atlantic Avenues had become a type of crossroads composed of working class housing, industrial uses along Atlantic Avenue, and a bustling commercial area resulting from the growth of two of Brooklyn's oldest commercial thoroughfares—Fulton Street and Atlantic Avenue. The portions of the project site blocks fronting on Atlantic Avenue were developed primarily with small stores and some factories, though with few dwellings, likely due to the presence of the surface LIRR, a steam railroad. Development on the blocks was sporadic, with large vacant parcels. There were some groupings of rowhouses along Dean Street, but, for the most part, residential development was more consistent south of Bergen Street, where entire blocks were fully developed with rows of attached houses.

In 1892, LIRR built a new brick station for its Flatbush Terminal at the northeast corner of Flatbush and Atlantic Avenues. At the time of the City of Brooklyn's incorporation into Greater New York in 1898, Brooklyn was the third largest city in the United States.

LATE 19TH/EARLY 20TH CENTURY TRANSPORTATION IMPROVEMENTS

The turn of the century brought additional transportation improvements and made the area even more accessible. A dramatic change in the study area was brought about by the Atlantic Avenue Improvement Project, which eliminated all but two LIRR grade crossings on Atlantic Avenue. The Atlantic Avenue Improvement Project was proposed in 1897 in conjunction with a new LIRR tunnel beneath the East River to connect Manhattan and Brooklyn. By 1900, the East River tunnel proposal (which was subsequently abandoned) had been separated from the Atlantic Avenue Improvement Project. In 1901, ground was broken for the Atlantic Avenue Improvement Project, which resulted in the removal of the LIRR steam railroad from the surface of Atlantic Avenue, construction of a railroad cut and tracks beneath Atlantic Avenue, and

Atlantic Yards Arena and Redevelopment Project EIS

electrification of the railroad line. The goal of the project was to reduce blight along Atlantic Avenue, remove dangerous at-grade crossings, and eliminate the formidable barrier that separated the residential areas to the north and south.

In conjunction with the removal of the surface railroad, LIRR expanded its existing freight yard, located on the south side of Atlantic Avenue between 6th and Carlton Avenues. By 1910, this freight yard was expanded to the east to Vanderbilt Avenue and to the west to 6th Avenue, resulting in a large three-block freight yard south of Atlantic Avenue between 5th and Vanderbilt Avenues. To build the yard, the commercial, manufacturing, and residential buildings on the blocks were demolished and the blocks were excavated to the depth of the rail tracks beneath Atlantic Avenue, with tracks and related depot buildings placed within the depressed rail yard. The west side of the yard was designed for the storage of passenger cars while the east section served as a public rail freight delivery yard. The public freight yard was designed to allow for the receipt of raw materials and dispatch of manufactured goods. Deliveries to and from the freight yard were made by teams of horses. As part of the improvements, LIRR built three-story brick stables at 700 Atlantic Avenue to serve its Long Island Express. This building is privately owned and now used for storage purposes by an entity not associated with LIRR.

Additional transportation improvements in the early 20th century included a new and larger LIRR Flatbush Terminal (now demolished), which opened in 1907, replacing the 1892 building. In 1908 the Interborough Rapid Transit (IRT) Company extended its subway service into Brooklyn beneath Flatbush Avenue, with a stop located at the intersection of Flatbush and Atlantic Avenues. A control house for the IRT was also built on a triangular parcel at the juncture of Atlantic, Flatbush, and 4th Avenues, in 1908.

CONTINUED 20TH CENTURY DEVELOPMENT

The area's prosperity in the early part of the 20th century is evidenced by the construction of the BPL, Pacific Branch, in 1904 at 25 4th Avenue, and the new BAM at 30 Lafayette Avenue in 1908. The opening of the Manhattan Bridge in 1909 provided a direct connection to Flatbush Avenue, which made it one of the city's busiest thoroughfares for the first half of the 20th century. New industries opened in the area surrounding the LIRR rail yard. The Ward Bread Bakery Company erected a new factory on Pacific Street between Carlton and Vanderbilt Avenues in 1910, and received its flour shipments by rail. Other manufacturers, which established themselves in the area because of the proximity of rail services, included the C. Kenyon Company and Spalding Brothers, rubber and sporting good manufacturers, respectively. Religious structures continued to be built in the residential areas surrounding the rail yard in the first part of the 20th century, including the St. Joseph's Church complex in 1912 at 856 Pacific Street, which replaced an earlier mid-19th century church, and the Central Methodist Church, replacing two earlier structures, built on Hanson Place and St. Felix Street in 1931. In 1927-29, the Williamsburgh Savings Bank Building relocated its headquarters from Lower Manhattan into an imposing 512-foot-tall skyscraper at 1 Hanson Place. The construction of these iconic buildings at this new transportation hub appeared to set the stage for greater and denser development based on its excellent transportation services. However, the Great Depression halted development of this type and magnitude; instead, this area became home to a less desirable meat packing industry (the Fort Greene meat market), which was located along Fort Greene Place and Atlantic Avenue just to the east of the LIRR Atlantic Terminal.

Following World War II, the elevated subway lines were demolished (including the Fulton Street elevated subway just prior to the war in 1941)—an action which would have been

expected to improve the area. However, this coincided with a middle class exodus to the suburbs. As lower-income groups moved into the residential neighborhoods, rowhouses became rooming houses and many were abandoned. In Prospect Heights, Washington Avenue was the site of riots and arson that destroyed many buildings in the 1960s. The industrial district along Atlantic Avenue also began to decline as much of the area's manufacturing base moved out. The Fort Greene meat market was no longer able to meet federal meat packing standards. Also, there were a large number of abandoned and structurally unsound buildings.

In response to these conditions, the City created the Fort Greene Meat Market Urban Renewal Area in the 1960s. Five years later, it was renamed the Atlantic Terminal Urban Renewal Area (ATURA). The goals of the ATURA Plan were to encourage development and employment opportunities in the area; create new housing of high quality and/or rehabilitated housing of upgraded quality; and provide community facilities, parks, retail shopping, and parking. Slowed down by the City's financial crisis in the 1970s and amended many times, all of the new development north of Atlantic Avenue between Flatbush and Carlton Avenues is attributable to ATURA, including the large-scale commercial development at Atlantic Center, and the streets of small-scale rowhouses on South Oxford Street, Cumberland Street, and Carlton Avenue that are reminiscent of the surrounding historic residential neighborhoods.

D. EXISTING CONDITIONS

PROJECT SITE

ARCHAEOLOGICAL RESOURCES

The conclusions of the Stage 1A Archaeological Documentary Study prepared for Blocks 1118, 1119, and 1127 of the project site (focusing on specific lots identified for analysis by LPC, as described previously on page 7-2) are summarized below. The full Stage 1A Study is included in Appendix B. The Stage 1A Study first considers potential precontact (Native American) resources and then historic period (beginning in the 17th century) resources. The Stage 1A Archaeological Documentary Study was submitted to OPRHP and LPC for review. In comments dated June 19, 2006, LPC accepted the conclusions and recommendations of the archaeological study. OPRHP accepted the Stage 1A Documentary Study in a letter dated October 30, 2006.

Precontact Resources

Known Native American (or "precontact") sites in Brooklyn have been identified at locations that are typically on well-drained soils in proximity to fresh water. Precontact sites are typically placed into three categories, primary site (campsites or villages), secondary site (tool manufacturing, or food processing), and isolated finds (a single or very few artifacts). Primary sites are often situated in areas that are easily defended against both weather and enemies. Secondary sites are often found in proximity to locations of exploitable resources such as shell fish (near the water) and lithic (lithium-containing) raw materials. Isolated finds generally indicate that artifacts were probably dropped or discarded through a temporary activity, such as someone passing through the area.

Only one precontact site has been identified within a one-mile radius of the project site. This site, New York State Museum Site (NYSM) No. 3606, was a camp or village in Brooklyn. Historic documents have placed this site either approximately three blocks southeast of the

Atlantic Yards Arena and Redevelopment Project EIS

project site (at the intersection of Flatbush and Warren Street), or directly west of the Brooklyn Navy Yard, at least one mile northwest of the project site.

Blocks 1118, 1119, and 1127 lack potential for precontact sensitivity. There are no reported known precontact sites in the immediate vicinity of these blocks, nor are there any distinguishing topographic features that would have made these areas attractive for precontact settlement. Furthermore, the lots on these blocks have experienced considerable development in the 19th and 20th centuries, which would have caused extensive subsurface impacts that would have resulted in the disturbance and destruction of any precontact resources, had they been present.

Historic-Period Resources

Four known historic-period sites have been identified within a one-mile radius, including three sites containing residential shaft features with domestic deposits dating to the mid-19th century. Development in the mid-19th century did not necessarily occur at the same time as the installation of urban infrastructure such as water and sewers. As a result, houses, factories, and businesses were established on lots that predated municipal water and sewers. Without these public amenities, individual lots would have required wells, cisterns, and privies for inhabitants and workers. These “shaft features” were typically located in the rear yards of the developed lots.

Based on the documentary research undertaken for the Stage 1A Study, including determining when lots were first developed and when municipal water and sewer services were provided, five lots on Blocks 1119 and 1127 of the project site were determined to contain potential archaeological resources related to the development of Brooklyn during the mid-19th century. These include possible shaft features associated with former businesses on the site, such as a coal yard and carriage factory on Block 1119. Blocks 1119 and 1127 also possess sensitivity for potential shaft features associated with former and present residential structures, including the potential for shaft features associated with the residences of people of Irish descent, and possibly African-Americans. Block 1118 was determined to have no archaeological sensitivity, since water and sewer services were available at the time the buildings were constructed. The potentially sensitive areas on Blocks 1119 and 1127 are presented in Table 7-1.

**Table 7-1
Potential Historic-Period Archaeological Resources on the Project Site**

Block	Lot	Resource	Date Range
1119	1	Coal Yard—shaft features	ca.1852-ca.1874
		Carriage Factory—shaft features	ca.1867-ca.1874
		Residential (tenements) shaft features—possible African-American occupants	ca.1869
		Residential shaft features—no known occupants	ca.1850-ca.1868
		Residential shaft features—no known occupants	ca.1850-ca.1868
1127	48	Residential shaft features—Campbell, Keegan, Moran	ca.1855-ca.1874
		Footprint of structure	ca.1766/67-ca.1839
		Residential shaft features—Clark, Boyle, Farrell	post 1850-ca.1877
	50	Residential shaft features—Galvin, Costello, Gray	post 1850-ca.1876
	55	Residential shaft features—no known occupants (Irish neighborhood 1850s-1870s)	post 1850-?
56	Residential shaft features—no known occupants (Irish neighborhood 1850s-1870s)	post 1850-?	
Note: Areas of Sensitivity are shown on Figure 7-1.			

HISTORIC RESOURCES

Portions of the **Atlantic Avenue Subway Station (IRT and BMT)**, listed on the S/NR, are located on the project site. There are no NYCLs or properties determined eligible for NYCL status on the project site. In a letter dated February 24, 2006, OPRHP, as part of its review of the proposed project, determined that two structures standing on the project site meet S/NR eligibility criteria. These are the former LIRR Stables at 700 Atlantic Avenue (Block 1120, Lot 19) and the former Ward Bread Bakery complex at 800 Pacific Street, a.k.a. 774-808 Pacific Street and 615-631 Dean Street (Block 1129, Lots 25 and 39). In comments dated May 30, 2006, LPC concurred with OPRHP's findings of S/NR-eligibility for these two structures, but determined that they are not eligible for designation as NYCLs.

The **former LIRR Stables** building at 700 Atlantic Avenue is a three-story red brick structure with its primary façade facing Atlantic Avenue (see No. 1 of Figure 7-2 and Figure 7-3). The building has flat-arched windows with narrow terracotta cornices and stylized parapets. The building slopes down to four stories at the level of the rail yard adjoining it to the south. The ground-floor windows on Atlantic Avenue and all the windows on the south and west façades have been sealed with concrete block. The building is currently privately owned and utilized as a storage warehouse by an entity not associated with LIRR.

The stables were built in 1906 by LIRR to serve its adjacent Vanderbilt freight yard, which functioned as an intermodal facility, providing for the receipt of raw material by rail and the dispatching of materials by teams of horses to the surrounding area. The building was designed by Harold Frederick Saxelbye, who is best known for his designs of buildings in Jacksonville, Florida, in partnership with Mulford Marsh. OPRHP determined that the former LIRR Stables building meets Criterion A of the National Register criteria for its association with the industrial history of the area.

The **former Ward Bread Bakery complex** consists of several interconnected brick and terracotta-clad buildings that front on Pacific and Dean Streets between Carlton and Vanderbilt Avenues (see No. 2 of Figure 7-2). Along Pacific Street, the buildings range in height from one to five stories and are clad in terracotta with arched bays (see Figure 7-4). On Dean Street, the buildings are two and three stories and have a similar architectural articulation as the façades on Pacific Street, though they are clad in white brick (see Figure 7-5). A brick smokestack projects above the buildings from the middle of the complex. The building is vacant, with the exception of a few pieces of large equipment associated with baking and refrigeration uses, an early 20th century electrical panel, and five silos for the storage of dried baking products. In addition, mosaics set in the floor inside the building at the 800 Pacific Street entrance form the initials "WB."

The Ward Bread Bakery complex was built in 1910-1911 by the Ward Bread Company, a large company that erected a similarly styled bakery in the Bronx (which is still in existence) as well as other bakeries in Chicago, Cleveland, Boston, and Providence during the first two decades of the 20th century. The Ward Bread Bakery complex was designed by Corry B. Comstock, an architect and refrigeration engineer. OPRHP determined that the Ward Bread Bakery complex meets Criterion A for its contributions to the industrial heritage of Brooklyn and Criterion C for its Renaissance-styled industrial design.

In its February 2006 letter, OPRHP determined that the other properties on the project site do not meet criteria for S/NR listing and NYCL designation.

At Flatbush Avenue and designed by Heins & LaFarge, the **Atlantic Avenue Subway IRT Station** opened in 1908. Distinguishing features of the Atlantic Avenue IRT station include the

platform walls, clad in tiles, marble, terracotta and mosaics. The platform walls include mosaic and faience plaques of the initial “A,” surrounded by Dutch tulips (see No. 3 of Figure 7-2 and Figure 7-6). Also significant and at the western end of the LIRR Atlantic Terminal are the remains of a spur that connected the subways with the LIRR. The spur was designed by August Belmont, the German-Jewish banker who was the president of the IRT company and the subway’s principal financier. The subway entrance within the Williamsburgh Savings Bank Building also includes original detailing and is considered significant. The nomination form indicates that the control area does not contain any significant features and that the island platform contains a newly built elevator.

The BMT station was opened in 1920, and is located beneath the block bounded by Flatbush Avenue, Fort Greene Place, and Hanson Place, aligned in a north-south direction. The BMT Station consists of an upper mezzanine, an intermediate mezzanine, and the platform level island. Significant features of the BMT station include the track walls, which have bands of mosaic tiles and mosaic plaques set with the letter “A”. The mezzanine and concourse areas of the station have been replaced with modern materials, and all the stairwells and walls of the stairways are refaced with modern ceramic tiles.

STUDY AREA

HISTORIC RESOURCES

There are 40 architectural resources in the study area. These are described below, listed on Tables 7-2 and 7-3, and mapped on Figure 7-2. Of these resources, 16 were previously identified historic resources (NYCLs on properties S/NR listed or determined eligible for S/NR listing) (Resources No. 3 through 18 of Table 7-2). The other 24 were determined by OPRHP (May 16, 2006) and/or LPC (May 19, 2006) to meet eligibility criteria for listing on the S/NR and/or designation as NYCLs, respectively, as part of OPRHP’s review of the proposed project. The historic resources include individual structures, small groups of similar structures, and larger groups of buildings that form historic districts that include residential, ecclesiastical, institutional, commercial, and manufacturing buildings. These resources reflect an approximately 100-year span in the historical development of Brooklyn, consisting of structures built during the mid-19th century to the mid-20th century.

The **Atlantic Avenue Control House (IRT)** (S/NR-listed). The Atlantic Avenue Control House was designed by Heins & LaFarge and built in 1908 (see No. 4 of Figure 7-2). It is one-story-tall and constructed of buff-colored brick with limestone and terracotta trim (see Figure 7-6). It served as a subway entrance until 1971. The control house was dismantled in 2000 as part of the LIRR Atlantic Avenue terminal and subway station renovation. It was recently reconstructed on its original site on the triangular island located at the juncture of Flatbush, Atlantic, and 4th Avenues, and serves as a skylight for the interior of the station.

The **Brooklyn Academy of Music Historic District** (NYCL, S/NR-listed). Roughly bounded by Lafayette Avenue, Fulton Street, Ashland Place, and Hanson Place, the majority of the buildings in this district are rowhouses dating from 1855 to 1859 (see No. 5 of Figure 7-2 and Figure 7-7). Most of the rowhouses are three or four stories in height, faced in brick or brownstone, and have Italianate features—high stoops, arched doorways, windows with bracketed lintels, and projecting bracketed cornices. Notable non-residential buildings within the historic district are BAM, the Williamsburgh Savings Bank Building, the Salvation Army building, and the Hanson Place Methodist Church.

Table 7-2
Known Historic Resources on the Project Site and in the Study Area

Ref. No. ¹	Property Name	Address	Block/ Lot	NYCL	NYCL- Eligible	S/NR- Listed	S/NR- Eligible
Project Site							
1 ²	Former LIRR Stables	700 Atlantic Avenue	1120/19				X
2 ²	Former Ward Bakery Complex	800 Pacific Street	1129/25, 39				X
3	Atlantic Avenue Subway Station (Eastern Parkway Line, IRT/BMT)	Atlantic Avenue and Flatbush Avenue	N/A			X	
Study Area							
4	Atlantic Avenue Control House (IRT)	Atlantic Avenue and Flatbush Avenue	N/A			X	
5	Brooklyn Academy of Music Historic District	Bounded by Lafayette Avenue, Fulton Street, Ashland Place, and Hanson Place	Various	X		X	
6	Clinton Hill Historic District	Bounded by Willoughby and Grand Avenues, Fulton Street, and Vanderbilt Avenue	Various	X		X	
7	Clinton Hill South Historic District	Lefferts and Brevoort Place between Washington Avenue and Bedford Place	Various			X	
8	Fort Greene Historic District and Expansion (S/NR district includes NYCL BAM district)	Bounded by Myrtle and Vanderbilt Avenues, Fulton Street, and Ft. Greene Place; expansion extends to DeKalb Avenue, S. Oxford Street, and Hanson and Ashland Places	Various	X (Historic District only, not Expansion)		X	
9	Hanson Place Baptist Church	88 Hanson Place (aka 127 South Portland Avenue)	2004/33	X		X	
10a & 10b ³	Prospect Heights Historic District	Predominantly south of Bergen Street between Flatbush and Vanderbilt Avenues	Various		X	X	
11	St. Luke's Episcopal Church	520 Clinton Avenue	2010/10	X		X	
12	Williamsburgh Savings Bank Building	1 Hanson Place	2111/1	X		X	
13 ³	Proposed Park Slope Historic District Expansion	Roughly bounded by St. Marks Avenue, 5th Avenue, and Flatbush Avenue	Various		X		X
14.	St. Joseph's Convent House	834 Pacific Street	1130/11				X
15 ⁴	2-story frame house	505 Clinton Avenue	2011/25		X		X
16 ⁴	2½-story frame house	532-536 Clinton Avenue	2010/53		X		X
17 ⁵	15 residential buildings	522-550 State Street	180/7-180				X
18 ⁵	Former Public School 15	372 Schermerhorn Street/aka 475 State Street	174/1				X
19 ^{6,8}	Brooklyn Public Library, Pacific Branch	25 4th Avenue	928/6		X		X
20 ⁶	Clinton Avenue historic district	See Table 7-3	Various				X
21 ⁶	Telephone Building	547-555 Clinton Avenue	2011/1				X
22 ^{6,8}	St. Joseph's Roman Catholic Church Complex	Dean and Pacific Streets between Vanderbilt & Washington Avenues	1130/11, 27, 55		X		X
23 ⁶	Swedish Baptist Church/Dean Street historic district	497-527 Dean Street	1128/84-72				X
24 ^{6,7}	Four 4-story residential buildings	548-560 Dean Street	1136/40-44				X
25 ^{6,7}	Ten 4-story residential buildings	531-549 Bergen Street	1136/71-58				X
26 ^{6,7}	Five 3-story residential buildings	542-534 Bergen Street	1143/42-38				X

Table 7-2 (cont'd)

Known Historic Resources on the Project Site and in the Study Area

Ref. No. ¹	Property Name	Address	Block/ Lot	NYCL	NYCL- Eligible	S/NR- Listed	S/NR- Eligible
Study Area (cont'd)							
27 ^{6,7}	Three 4-story residential buildings	273-283 Flatbush Avenue	1150/15. 14. 12				X
28 ^{6,8}	78th Precinct Police Station	55-65 6th Avenue	1136/1		X		X
29 ⁶	Peter F. Reilly & Sons Furniture Storage	491-501 Bergen Street	1136/84				X
30 ^{6,8}	Montauk and Lenox Apartment Buildings	244-246 Flatbush Avenue, a.k.a. 80-76 St. Marks Avenue	936/8		X		X
31 ^{6,8}	Former Carlton Club	74 St. Marks Avenue, a.k.a. 79-85 6th Avenue	934/10		X		X
32 ⁶	26 3- and 4-story residential buildings (extension of LPC proposed Park Slope Historic District Expansion)	7-59 St. Marks Avenue	933/75-48				X
33 ⁶	2-story commercial building	62-64 6th Avenue	1135/32				X
34 ⁶	Bergen/Dean Street historic district (57 buildings)	Various	Various				X
35 ^{6,8}	One 3½-story frame rowhouse	413 Dean Street	928/60		X		X
36 ^{6,8}	Church of the Redeemer	24-32 4th Avenue	186/42		X		X
37 ⁶	Two 3-story rowhouses	529 & 531 Atlantic Avenue	180/57 & 59				X
38 ^{6,8}	Former Brooklyn Printing Plant of the New York Times	59-75 3rd Avenue	1192/1		X		X
39 ⁶	Brooklyn High School of the Arts	325-347 Dean Street, a.k.a. 508-530 Pacific Street	192/13				X
40 ⁸	Former Federal Brewing Co.	87-91 Third Avenue and 303-307 Bergen Street	174/1		X		

Notes:

- ¹ Reference numbers correspond to Figure 7-2.
- ² Determinations of eligibility made by OPRHP for the proposed project in a letter dated February 24, 2006.
- ³ Determinations of eligibility made by LPC in 2004.
- ⁴ Determinations of eligibility made by LPC in comment letter for 525 Clinton Avenue project dated August 2, 2005.
- ⁵ Determinations of eligibility made by LPC in comment letter for Downtown Brooklyn dated July 26, 2002. The properties are under review by OPRHP.
- ⁶ Determinations of eligibility made by OPRHP for the proposed project in a letter dated May 16, 2006.
- ⁷ Expansion of existing S/NR-listed Prospect Heights Historic District.
- ⁸ Determinations of eligibility made by LPC for the proposed project on May 19, 2006
- ⁹ Both the boundaries of the S/NR-listed district (Resource No. 10a) and the NYCL-eligible district (Resource 10b are shown on Figure 7-2.

N/A: Not applicable.

NYCL: New York City Landmark.

NYCL Eligible: LPC has determined that the site appears eligible for NYCL designation.

S/NR Listed: Listed on the New York State and/or National Registers of Historic Places.

S/NR Eligible: Site has been found eligible for listing on the New York State and/or National Registers of Historic Places.

In the Final Scope, the Royal Castle Apartments at 20-30 Gates Avenue (S/NR, NYCL) was preliminarily identified to be in the study area. However, this resource is located beyond the 800-foot study area and so is not included in the historic resources analysis.

Table 7-3
Contributing Properties in the S/NR-eligible Clinton Avenue Historic District
(Resource No. 20)

Description	Address	Block/ Lot	Notes
Three 4-story brownstones	498-504 Clinton Avenue	2010/37-40	Built pre-1886
One 4-story brownstone	503 Clinton Avenue	2011/27	Built pre-1886
One 2-story frame house ¹	505 Clinton Avenue	2011/25	Greek Revival house with front porch. Built pre-1886
Two 3½-story brownstones	507 and 511 Clinton Avenue	2011/24 & 23	Built pre-1886
One 5-story residential building	513-515 Clinton Avenue	2011/21	19th century brick building with Gothic style elements
One 2-story building	517-519 Clinton Avenue	2011/19	Brick building presently used as a funeral home.
One 3-story residential building	521 Clinton Avenue	2011/18	Brick Greek Revival house
Two 4- and 4½-story brownstones	528 and 530 Clinton Ave	2010/51 & 52	Built pre-1886
One 2½-story frame house ¹	532-536 Clinton Avenue	2010/53	Gothic Revival house with front porch, built in 1912.
Three 3-story rowhouses ²	538-542 Clinton Avenue	2010/57-58	19th century limestone clad houses with mansard roofs, dormers, and stoops
Notes:			
¹ 505 Clinton Avenue and 532-536 Clinton Avenue have been determined NYCL-eligible by LPC. Please see Resources No. 15 and 16 of Table 7-2.			
² LPC determined that the three rowhouses at 538 and 542 Clinton Avenue do not possess architectural significance as part of its review of the 525 Clinton Avenue project (Comments provided for that project on August 2, 2005).			

Clinton Hill Historic District (NYCL, S/NR-listed). Bounded by Willoughby, Grand and Vanderbilt Avenues, and Fulton Street, a portion of the Clinton Hill Historic District is located at the edge of the study area. The Clinton Hill Historic District is unusual for Brooklyn residential neighborhoods in that it has undergone many periods of development and redevelopment, creating a varied character along the streets (see No. 6 of Figure 7-2 and Figure 7-7). Several large suburban residences survive, notably the wooden Gothic Revival house at No. 284 Clinton Avenue. In the 1860s long rows of Italianate brick or brownstone houses were erected. Grand Avenue, Cambridge Place, and Saint James Place contain some of New York's most intact mid-19th century row houses. Clinton Avenue was Brooklyn's "Gold Coast," with mansions designed by Herts & Tallant; Babb, Cook & Willard; Dwight James Baum; William B. Tubby; and Montrose Morris. In the late 19th century, small apartment houses were built in the neighborhood, and in the 1920s many larger six-story buildings were erected, often replacing mansions. The National Register Nomination Form for the district states that it is "architecturally significant for its distinctive collection of well-preserved 19th- and early-20th-century architecture, including what scholars consider some of the finest examples within the five boroughs of New York City." In the boundary justification for the district, the report indicates that Fulton Street to the south is a "heavily commercial" street that separates this district from Clinton Hill South, described below.¹

Clinton Hill South Historic District (S/NR-listed). The Clinton Hill South Historic District is roughly bounded by Fulton Street, Lefferts Place, and Brevoort Place, between Washington Avenue and Bedford Place (see No. 7 of Figure 7-2). The approximately 10-block district contains a cohesive group of 19th-century buildings that include frame and stucco free-standing

¹ National Register of Historic Places Inventory—Nomination Form, Clinton Hill Historic District, 1985.

mansions; brick, brownstone, and limestone-fronted rowhouses designed in the Italianate, Neo-Grec, Queen Anne, and Beaux Arts styles; and apartment buildings (see Figure 7-8). The buildings create a unified historic grouping of low-rise structures that reflect 70 years of historical development. The district also contains a number of churches and institutions, including the Cathedral College of the Immaculate Conception, located at the northeast corner of Washington and Atlantic Avenues. The National Register Nomination Form states that the district is a “small, architecturally significant enclave that illustrates the high quality of residential design in Brooklyn during that city’s peak years of development.” The district is further described as a “cohesive unit that is clearly separate from the surrounding residential neighborhoods.” Areas to the west of Waverly Avenue are described as containing factories, while to the north, Atlantic Avenue is a major traffic artery lined with manufacturing, automotive, and commercial uses.¹

Fort Greene Historic District (NYCL, S/NR-listed). The district is bounded roughly by Myrtle Avenue on the north, Vanderbilt Avenue on the east, Fulton Street on the south, and Fort Greene Place on the west (see No. 8 of Figure 7-2). The S/NR-listed district expansion extends roughly to DeKalb Avenue on the north, South Oxford Street on the east, Hanson Place on the south, and Ashland Place on the west, and includes the New York City Landmark BAM Historic District (NYCL, S/NR-eligible) and the New York City Landmark Fort Greene Historic District. The Fort Greene Historic District includes Fort Greene Park, but otherwise is almost entirely composed of residential buildings. The rowhouses in the district are primarily three- to five-story brownstone and brick buildings designed in the Italianate, Second Empire, Anglo-Italianate, and neo-Grec styles (see Figure 7-8). By far the most predominant style is the Italianate; building details include high stoops, arched doorways, floor-length parlor windows, and carved brackets supporting windows and cornices. Fort Greene Park moved to its present site in 1845, and was re-landscaped in 1868 by Frederick Law Olmsted and Calvert Vaux. Within the park is a 200-foot-tall Doric column; this is the Prison Ship Martyrs Monument, which marks the site of a vault containing the remains of hundreds of Revolutionary War soldiers. The memorial was designed in 1908 by McKim, Mead, and White. The National Register Nomination Form for the district states that the district “represents an unusually significant and rare concentration of architecturally distinguished 19th-century townhouses, together with compatible and in many cases individually significant church buildings, commercial buildings and rows, and later institutional and apartment buildings,” as well as Fort Greene Park, “a major 19th-century urban park of outstanding historical and landscape design significance.” Among other boundary justifications, the report indicates that the southern boundary of the district was drawn irregularly, to step back from the commercial and higher-density development typical of Fulton Street and the blocks that are adjacent.²

Hanson Place Baptist Church (NYCL, S/NR-listed). Located at 88 Hanson Place, the church was built in 1857-1860 to the designs of George Penchard. Now the Hanson Place Seventh Day Adventist Church, it is designed with a grand Corinthian-columned portico that fronts on Hanson Place, with pilasters along the South Portland flanks (see No. 9 of Figure 7-2 and Figure 7-9). Columns, trim, and pediments ornament the structure. The design combines the austere round-arched brick forms of the early Romanesque revival, a style popular with protestant

¹ National Register of Historic Places Inventory—Nomination Form, Clinton Hill Historic District, 1986.

² National Register of Historic Places Inventory-Nomination form, Fort Greene Historic District Boundary Expansion, 1984.

denominations in the 1850s, with a grand Corinthian temple front. A restoration of both the exterior and the interior was undertaken in the late 1970s.

Prospect Heights Historic District (S/NR-listed, NYCL-eligible). The S/NR-listed Prospect Heights Historic District is located directly south of the project site (see No. 10a of Figure 7-2). The bulk of the historic district is located south of Bergen Street, between Flatbush and Vanderbilt Avenues. A portion of the district extends north from Bergen Street along Carlton Avenue; the west blockfront on Carlton Avenue between Pacific and Dean Streets is directly across Carlton Avenue from the project site (see Figure 7-9). The edge of the historic district on the east side of Carlton Avenue is across Dean Street from the project site (see Figure 7-10). The district is composed of single-family rowhouses and multi-family dwellings that are typically three and four stories tall and were built during the latter half of the 19th century. These residences were built for the middle-class population of the then-independent City of Brooklyn. The buildings are clad in brick and brownstone and have stoops, creating cohesive street rows of houses designed in the Italianate and Neo-Grec styles (see Figure 7-10). The west blockfront on Carlton Avenue across from the project site is built up with three-and-a-half-story brownstones; a vacant lot near Pacific Street is now under construction for a new residential structure (see Figure 7-9). The National Register Nomination Form for the Prospect Heights Historic District describes it as a “cohesive district” of rowhouses and multiple dwellings dating to the 19th and early 20th centuries, which provides a “rare glimpse of what Brooklyn’s residential neighborhoods were like in the late 19th century.” In justifying the district boundaries, the report states that the district is an “extremely fine enclave” located in the larger Prospect Heights neighborhood. The boundaries were drawn to exclude the area to the north (the project site), which are described as containing “vacant lots and an industrial strip,” areas east of Vanderbilt Avenue, which are described as “somewhat blighted,” areas west of Flatbush Avenue, which acts as a traffic artery that separates Prospect Heights from Park Slope, and areas to the south, which are less cohesive.¹

Between the Draft and Final EIS, LPC identified an eligible Prospect Heights Historic District in the historic resources study area based on a recently completed survey of the Prospect Heights area (see No. 10b of Figure 7b). Within the study area, the boundaries of this eligible historic district fall both within the boundaries of the S/NR-listed Prospect Heights Historic District (Resource No. 10a) and S/NR-eligible extensions to the district (Resources Nos. 25 and 27) and east of the S/NR-listed district, including properties on the south side of Bergen Street and on Vanderbilt Avenue south of Bergen Street. LPC has determined that the NYCL-eligible historic district is a well preserved district of rowhouses and religious structures dating from the 1870s through 1890s

St. Luke’s Episcopal Church (NYCL, S/NR-listed). Located at 520 Clinton Avenue, St. Luke’s Episcopal Church was designed by John Welch and built in 1888-1891 (see No. 11 of Figure 7-2 and Figure 7-11). The design of the church and its adjoining chapel is loosely based on the Romanesque churches of northern Italy. Designed with Romanesque arches, a grand rose window, a tower, and a polychromed façade consisting of six materials (including three different shades of brownstone), St. Luke’s Episcopal Church is one of the grandest ecclesiastical buildings in Brooklyn. The church is now the Church of St. Luke and St. Matthew.

¹ National Register of Historic Places Inventory-Nomination Form, Prospect Heights Historic District, 1983.

Williamsburgh Savings Bank Building (NYCL, interior and exterior, S/NR-listed). Located at 1 Hanson Place, the Williamsburgh Savings Bank Building is, at 512 feet tall, an iconic structure and important visual resource in the borough of Brooklyn (see No. 12 of Figure 7-2 and Figure 7-12). The building was constructed in 1927-1929, when the bank's trustees found it necessary to expand beyond their location in Lower Manhattan. Designed by the architectural firm of Halsey, McCormick & Helmer, the bank is designed in the Byzantine style with a striking series of setbacks rising to a four-faced illuminated clock and gilded copper dome. The base of the building is constructed of Indiana limestone and polished rainbow granite from Minnesota. The 63-foot-high main banking room, also an NYCL, is visually expressed on the exterior of the building. The setback portion of the building is introduced by another series of arched windows and is constructed of buff-colored brick with terracotta detailing. The various setbacks are accentuated by contrasting limestone trim, with the 13th and 26th floors set off by the use of round arches and a continuous terracotta band.

Proposed Park Slope Historic District Expansion (NYCL-eligible, S/NR-eligible). LPC is studying buildings on the blocks south of St. Marks Avenue between Flatbush and 5th Avenues as a possible extension to the existing Park Slope Historic District, located south of the study area (see No. 13 of Figure 7-2). The portions of the blocks in the study area bounded by Flatbush and 5th Avenues, and St. Marks Avenue and Warren Street contain rows of brownstone rowhouses similar in style and age to those located in the designated district to the south (see Figure 7-13).

St. Joseph's Convent House (S/NR-eligible). The St. Joseph's Convent House at 834 Pacific Street is a three-and-a-half-story brick building set back behind a lawn and stone retaining wall on Pacific Street (see No. 14 of Figure 7-2 and Figure 7-13). Built circa 1890, it is designed in the High Gothic Style, with pointed arched openings and stone ornament. The pointed arched openings have been filled in with brick and new aluminum windows have been inserted. The front entrance on Pacific Street has pairs of wood and glass paneled doors flanked by stone colonnettes.

Frame House at 505 Clinton Avenue (NYCL-eligible, S/NR-eligible). The two-story frame house at 505 Clinton Avenue was built in the mid-19th century and is set back from Clinton Avenue by a small yard enclosed by a cast-iron fence (see No. 15 of Figure 7-2 and Figure 7-14). The house is designed in the Greek Revival style, with a one-story porch supported by fluted Doric columns. The entrance has been altered, though it retains its original transom lights above the doorway. The house is significant as a surviving example of a mid-19th century frame house in Brooklyn.

Frame House at 532-536 Clinton Avenue (NYCL-eligible, S/NR-eligible). The two-and-a-half-story frame house at 532-536 Clinton Avenue is set back from Clinton Avenue by a landscaped front yard bordered by a cast-iron fence (see No. 16 of Figure 7-2 and Figure 7-14). The house has pointed gables on the front and side façades, which are supported by large, paired wood brackets. The house is designed in the Italianate style, with paired arched openings and Palladian style windows beneath the gables. A one-story porch spans the full Clinton Avenue façade, while a smaller porch is on the central bay of the second story. The building has curved attic windows at the roofline. Like 505 Clinton Avenue, it is significant as a surviving frame house in Brooklyn.

Buildings at 522-550 State Street (S/NR-eligible as determined by LPC). The 15 three- and four-story residential buildings at 522-550 State Street, on the south side of the street between 3rd and 4th Avenues, appear to have been built sometime before 1885 (see No. 17 of Figure 7-2 and Figure 7-15). These two-and-a-half- and three-story rowhouses are faced in red brick (with

stone details) and brownstone; a few have decorative pediments over the doorframe. The buildings were designed in the Italianate style, similar to those in the nearby BAM and Fort Greene Historic Districts. Most retain their cornices and stoops.

Former Public School 15 (S/NR-eligible as determined by LPC). Former Public School 15, located at 372 Schermerhorn Street (aka 475 State Street), was designed by Samuel B. Leonard, Superintendent of Buildings and Repairs for the Board of Education (see No. 18 of Figure 7-2 and Figure 7-15). The two- and three-story school was built in 1860 and designed in the Rundbogenstil, a style related to the Romanesque Revival as expressed in contemporary German architecture. The style emphasized economy of material and workmanship, and ample fenestration. Two NYCL Brooklyn school buildings designed in this style are P.S. 34 and P.S. 111. The building is faced in brick, currently painted a light purple color, with minimal stone detailing; the narrow windows have segmental arches at the first and second stories. The building is finished above the third story with a band of corbelled brick.

Brooklyn Public Library, Pacific Branch (S/NR-eligible, NYCL-eligible). The Pacific Branch of the Brooklyn Public Library is located at the southeast corner of 4th Avenue and Pacific Street across from the project site (see No. 19 of Figure 7-2 and Figure 7-16). It was the first Carnegie Library to open in Brooklyn. Built in 1904, it was designed by Raymond F. Almirall (1869-1939), a Brooklyn-born architect who also designed the library at Grand Army Plaza in Brooklyn and the Emigrant Industrial Savings Bank on Chambers Street in Manhattan. The Pacific Branch library is an imposing red brick structure. Designed in the Beaux Arts style, it is detailed with robust limestone ornaments, including a cornice with torches and swags, and large consoles over the first floor.

Clinton Avenue Historic District (S/NR-eligible). Laid out as a tree-lined boulevard in 1832 by merchant George Washington Pine, before the Civil War, Clinton Avenue was developed with wood-frame dwellings. Charles Pratt, John Davison Rockefeller's partner in the petroleum refining industry, and the richest man in Brooklyn, built his mansion at 232 Clinton Avenue in 1874. Several other members of the Pratt family followed suit and built their mansions nearby, largely concentrated on Clinton Avenue between DeKalb and Willoughby Avenues. Pratt would go on to found Brooklyn's Pratt Institute three blocks west of his home in 1887. His presence in Clinton Hill, and more specifically on Clinton Avenue, arguably transformed the boulevard into the most fashionable locale in late-19th-century Brooklyn.

The Clinton Avenue historic district is located approximately four blocks south of the area where the Pratt family residences were clustered. It is located between two of Brooklyn's oldest commercial thoroughfares, Fulton Street and Atlantic Avenue (see Table 7-3 and No. 20 of Figure 7-2 and Figures 7-16 through 7-18). Distinguished stone and brick townhouses combine with more experimental but equally grand turn-of-the-century apartment buildings to create a distinctive and cohesive portrait of flourishing late-19th-century Brooklyn. The majority of the rowhouses within the district are four-story structures that exhibit elements of the Italianate and Renaissance Revival styles. The buildings have bracketed cornices, and stoops leading to off-set doorways surmounted by pediments or bracketed hoods. Many have incised patterns on the brackets that adorn the window and door frames. The brownstone rowhouse at 528 Clinton Avenue has a mansard roof clad in scalloped slate shingles, a cornice featuring a star motif, pronounced quoins, and a rusticated ground story (see Photo 20d of Figure 7-18). The residence at 521 Clinton Avenue, though it has been updated with a masonry ground story, was designed in the Greek Revival style; it is a three-story brick building with a cornice that includes dentils and elaborate modillion brackets. The apartment building at 513-515 Clinton Avenue has an unusual design with Moorish arches and fanciful turrets (see Photo 20b of Figure 7-17). A two-

story brick funeral home, located at 517 Clinton Avenue, adds to the eclecticism of the grouping; designed in a Spanish Mission style, it has overhanging hipped roofs clad in pantiles, large bay windows, pronounced brick quoins, stone ornamental plaques, and an integral second-story verandah (see Photo 20c of Figure 7-17). The two frame houses located on this street at 505 and 532-536 Clinton Avenue (Nos. 15 and 16 of Figure 7-2) contribute to the architectural significance of this historic district.

Telephone Building (S/NR-eligible). The office building at 547-555 Clinton Avenue is an imposing six-story red brick structure (see No. 21 of Figure 7-2 and Figure 7-18). Built in 1905, it appears to have been utilized as offices for a telephone company. The building is distinguished by piers between the window bays that extend the full height of the building, a limestone base, and cornice at the fifth story; it is capped by a projecting copper cornice supported on large paired copper consoles.

St. Joseph's Church Complex (S/NR-eligible, NYCL-eligible). The St. Joseph's Church Complex is composed of St. Joseph's Roman Catholic Church, located at 850 Pacific Street; the St. Joseph's Church Rectory, located at 856 Pacific Street; and St. Joseph's School at 638 Dean Street (see No. 22 of Figure 7-2). St. Joseph's Convent House, located at 834 Pacific Street (No. 14 of Figure 7-2) is also part of this complex. St. Joseph's Roman Catholic Church is an imposing early-20th-century structure designed in the Italian Renaissance Revival style (see Photo 22a of Figure 7-19). St. Joseph's Parish was established in 1850, with a church built at the Pacific Street location. The present church, built in 1912 to the designs of Francis J. Berlenbach, has an altar of Carrera marble that was designed by Domenico Borgia. The church's stained glass windows and interior murals were designed by Alexander F. Locke. The upper portions of the church's bell towers on Pacific Street were removed in 1975 because of the prohibitive costs of their restoration. The church is linked to St. Joseph's Church Rectory to the east. The Rectory embodies a more understated expression of the Renaissance Revival style (see Photo 22b of Figure 7-19). Built of white brick, the three-story five-bay structure is surmounted by a copper dentilled cornice with a central pediment. The central entryway of the building is sheltered beneath an entry porch supported by Doric columns. St. Joseph's School, built on Dean Street in 1925, completes the complex. Like the other buildings in the complex, it is built of white brick; it has pronounced quoins, columned entry porches, a copper dentilled cornice and a roof parapet (see Photo 22c of Figure 7-20). The entire church complex appears to meet criteria for S/NR listing because of its design and association with the historical development of Brooklyn.

Swedish Baptist Church/Dean Street Historic District (S/NR-eligible). The north side of Dean Street, between Carlton and 6th Avenues at 497-527 Dean Street, is primarily characterized by three-and-a-half- and four-story brick rowhouses built during the second half of the 19th century (see No. 23 of Figure 7-2 and Figure 7-20). The residences at 497-509 Dean Street consist of a row of four-story townhouses apparently built as part of a single development ca. 1900. Their distinctive bow-front design and polychromatic façade treatment creates a textured streetscape. The brick structures are characterized by short stoops, decorative hoods over doorways, stone floor bands, and ornamented metal cornices. The former Swedish Baptist Church is a red brick church built in 1892 by the Swedish Baptist Church. It was designed by J. W. Bailey. Four rowhouses are adjacent to the church at 521-527 Dean Street. These Romanesque Revival-style, yellow-brick houses were constructed as a single development. They are distinguished by high rusticated brownstone ground stories with central entries surmounted by a decorative flat lintel and flanked by dramatic round-arch windows. Brownstone floorbands bearing ornamental carvings define each story level. Overall, the rowhouse clusters and the former Swedish Baptist Church that make up

this block represent a relatively intact reflection of the period from ca. 1870-1910 in which Prospect Heights was developed.

Several groups of buildings make up extensions to the existing S/NR-listed Prospect Heights Historic District (Resource No. 10 of Figure 7-2). These include the following properties:

- **Four 4-story residential buildings** at 548-560 Dean Street (see No. 24 of Figure 7-2 and Figure 7-21). This row of four-story apartment buildings was built around the turn of the 20th century and exhibits elements of the Romanesque Revival style. The buildings are faced in light-colored brick, have round-arch windows with pronounced keystones, and have stone floorbands. Metal cornices vary in design from building to building; some are pedimented, others are decorated with swags and modillion brackets.
- **Ten 4-story residential buildings** at 531-549 Bergen Street (see No. 25 of Figure 7-2 and Figure 7-21). The residences at 531-549 Bergen Street, a continuous rowhouse development dating to ca. 1910, are constructed of brick and have bowed fronts. Each rowhouse has a three-bay façade with an off-set doorway flanked with stone pilasters and surmounted with a wide stone lintel. Corbelled brick and stone floorbands, conspicuous ornamented metal cornices, and stoops combine with bow-fronted façades to create a variegated streetscape.
- **Five 3-story residential buildings** at 542-534 Bergen Street (see No. 26 of Figure 7-2 and Figure 7-22). Most of these three-story brick rowhouses have three-bay façades, two bays of which are curved in a bow-front. Typical Prospect Heights rowhouses of the early 20th century, the light-colored brick façades are ornamented with simple stone window lintels, stone and brick floorbands, and prominent metal cornices. One rowhouse in the grouping differs from this design; this three-story polychrome brick building has a central entryway with a wide, stone door surround. Corbelled brickwork and stone decorative elements include diamond-shaped stone patterns, pronounced voussoirs, and a wide corbelled entablature.
- **Three 4-story residential buildings** at 273-283 Flatbush Avenue. This row of apartment buildings is another example of the common late 19th century mode so popular to Brooklyn neighborhoods such as Prospect Heights, Park Slope, and Clinton Hill (see No. 27 of Figure 7-2 and Figure 7-22). The building at 273 Flatbush Avenue has a distinctive four-story, round bay window ornamented with garlands, and the brick façade is decorated with terracotta and corbelled brick courses. The adjoining 281 Flatbush Avenue is distinguished by a mansard roof with gable dormers and a brownstone parapet. Round-arch windows and brick and terracotta ornament reference the Richardsonian Romanesque style.

78th Precinct Police Station (S/NR-eligible, NYCL-eligible). The 78th Precinct Station, built in 1925, is clad in limestone and designed in the Renaissance Revival style (see No. 28 of Figure 7-2 and Figure 7-23). It has a rusticated tripartite façade with arched openings at the base, and is capped by a consoled and dentil cornice. The 78th Precinct Station was built as the new Borough Police Headquarters at the northeast corner of Bergen Street and 6th Avenue, on the site of an old precinct house. The site was selected because of its central location in the precinct territory and due to its accessibility to the city headquarters in Manhattan.

Peter F. Reilly & Sons Furniture Storage (S/NR-eligible). Adjacent to the 78th Precinct Station is a pair of nine-story warehouse buildings located at 491-501 Bergen Street (see No. 29 of Figure 7-2 and Figure 7-23). Built in 1924 and 1930 by Peter F. Reilly & Sons (which had a storage building on Dean Street near Vanderbilt Avenue for several decades prior), the buildings are similar in design and appearance. Clad in buff-colored brick, these structures are primarily

windowless except for the end bays. The buildings are ornamented with Medieval and Gothic-style elements, including crenellated parapets and spires that project above the rooflines.

Montauk and Lenox Apartment Buildings (S/NR-eligible, NYCL-eligible). Located at 244-246 Flatbush Avenue (a.k.a. 80-76 St. Marks Avenue), the Montauk and Lenox Apartment Buildings are two adjacent four-and-a-half-story buildings (see No. 30 of Figure 7-2 and Figure 7-24). The footprint of the buildings follows the wide angle of the St. Marks Avenue and Flatbush Avenue intersection. Designed in the Romanesque Revival style, the brick buildings are trimmed and ornamented with brownstone elements such as pronounced quoins, door and window surrounds, and bell-shaped pinnacle caps. Pantile roof surfaces and projecting bay windows create a textured and eclectic façade. The design of the late 19th century apartment buildings harmonizes with that of the adjoining Carlton Club building at 74 St. Marks Avenue, described below.

Former Carlton Club (S/NR-eligible, NYCL-eligible). The former Carlton Club at 74 St. Marks Avenue (a.k.a. 79-85 6th Avenue) at the southeast corner St. Marks Avenue and 6th Avenue, was built as an exclusive clubhouse in 1890 (see No. 31 of Figure 7-2 and Figure 7-24). It then became the Monroe Club, the Royal Arcanum Club and, in 1907 through the efforts of a young priest, the Cathedral Club, a Roman Catholic fraternal organization. The building is clad in red brick with elaborate columned window surrounds and stained glass windows on the St. Marks Avenue façade. The building's entrance is on 6th Avenue, accessed by a stoop.

A group of **26 three- and four-story residential buildings** make up a S/NR-eligible extension of LPC's proposed Park Slope Historic District Expansion (see No. 32 of Figure 7-2). Located on the north side of St. Marks Avenue between 5th and 6th Avenues and including 7-59 St. Marks Avenue, this grouping is made up of 26 three- and four-story rowhouses of brick and brownstone. Predominantly built during the last three decades of the 19th century, the rowhouses reflect the Renaissance Revival and Italianate styles, as well as the Richardsonian Romanesque (see Photo 32b of Figure 7-25). The residence at 7 St. Marks Avenue is unique in representing the Gothic Revival style, most often used in Brooklyn rowhouse applications in the 1840s. With its pointed-arch windows, string courses, and projecting entry porch supported by narrow paired columns, this unusual example survives in excellent condition (see Photo 32a of Figure 7-25).

Two-story commercial building (S/NR-eligible). The commercial building at 62-64 6th Avenue is a late-19th-century structure that reflects the development of neighborhood stores along the avenues, which provided services to the growing neighborhoods. The low brick structure has two windows on the second story embellished with brownstone trim and a heavy bracketed cornice (see No. 33 of Figure 7-2 and Figure 7-26). The building is unique in that it appears to retain its original wood storefront with decorative stained glass transom windows.

A group of 57 buildings on Bergen and Dean Streets, between 4th and 5th Avenues, compose the **Bergen/Dean Street historic district** (S/NR-eligible) (see Resource No. 34 of Figure 7-2). The north side of Bergen Street (355-413 Bergen Street) in the historic district is predominantly composed of three-bay brick and brownstone rowhouses that exhibit elements of the Italianate style (see Photo 34a of Figure 7-26). Those with brownstone facing have pedimented entryways; some have segmental-arched windows. The brick examples have brownstone detailing, including modillion brackets supporting horizontal hoods and bracketed cornices. A row of four three-story wood-frame rowhouses is also located on the north side of Bergen Street within the district. Stylistically, these appear to represent a transition between the Greek Revival and Italianate styles. Three of these four (373, 375, and 377 Bergen Street) do not contribute to the potential historic district because they have been substantially altered; however, 379 Bergen

Street, with its dentilled and bracketed cornice, molded wood window surrounds, and pedimented door hood, does contribute.

Along the south side of Bergen Street (370-426 Bergen Street), within the district, are 2½- and three-and-a-half-story rowhouses, which are primarily faced in brick and brownstone (see Photo 34b of Figure 7-27). Some have pedimented windows and doorways, while others have segmental-arched windows and doorways or horizontal door hoods supported by modillion brackets. Bracketed cornices typical of the Italianate style surmount each rowhouse.

The United Methodist Church at 426 Dean Street contributes to a potential Bergen/Dean Street historic district. This small brick church is designed in the Gothic Revival style. It has a symmetrical fenestration pattern, with a central projecting entry porch flanked by additional doorways, and is surmounted by a rose window. With the exception of the latter, all windows and doors have Gothic pointed arches. The peak of the entry porch roof and the main roof are decorated with a brick pinnacle bearing a wrought iron finial; the same treatment appears at the top of brick buttresses which flank the building's façade (see Photo 34c of Figure 7-27).

Along the south side of Dean Street (428-398 Dean Street), within the Bergen/Dean Street historic district, there are two-and-half and three-and-half-story brick rowhouses, also built in the Italianate style. Stylistic features include segmental-arched window lintels and straight molded door hoods supported by modillion brackets; dentilled or bracketed cornices; double doors with lights and panels; and stoops with cast iron banisters and large decorative newel posts (see Photo 34d of Figure 7-28).

One 3½-story frame rowhouse (S/NR-eligible, NYCL-eligible). The frame house at 413 Dean Street was probably originally built ca. 1835 in the Greek Revival style, and was later updated ca. 1850 with decorative Italianate brackets (see No. 35 of Figure 7-2 and Figure 7-28). The house is raised on a high foundation faced with brownstone. Its parlor floor contains *piano nobile* windows containing nine-over-nine-light double-hung sash. The second and third story windows contain six-over-six-light double-hung sash, the latter of smaller dimensions than the former. All windows are framed with molded wood surrounds. The building is sided in wood clapboard and is surmounted with a dentilled cornice punctuated with modillion brackets. The front entry, which is off-set on the three-bay façade, contains an Italianate-style double door with lights and panels, surmounted by a transom window. A fine example of an early- to mid-19th-century frame rowhouse, 413 Dean Street survives in very good condition.

The Church of the Redeemer (S/NR-eligible, NYCL-eligible). The Church of the Redeemer is located across from the project site at 24-32 4th Avenue (see No. 36 of Figure 7-2 and Figure 7-29). It was built in 1870 as an Episcopal church. It was designed in the Gothic Revival style by Patrick Charles Keely, with pointed-arch openings and stained glass windows, including a triple pointed-arched opening above the 4th Avenue entrance.

Two 3-story Rowhouses (S/NR-eligible). The late-19th-century brick structures located at 529 and 531 Atlantic Avenue probably originally served as single-family rowhouse dwellings. The three-story three-bay buildings have segmental arch windows with simple brick arches, and an Italianate-style bracketed cornice (see No. 37 of Figure 7-2 and Figure 7-29). The buildings have intact Victorian-style wood storefronts, including bracketed cornices, stylized attenuated columns, and wood panels.

Former Brooklyn Printing Plant of the New York Times (S/NR-eligible, NYCL-eligible). The former Brooklyn Printing Plant of *The New York Times* at 59-75 3rd Avenue is a monumental, four-story building that occupies the full east blockfront on 3rd Avenue between Dean and Pacific

Streets (see No. 38 of Figure 7-2 and Figure 7-30). Designed in 1929 in the neo-Classical style by Albert Kahn (who is best known for his subsequent reinforced concrete designs), the building is clad in limestone and granite with a peaked copper roof. Fluted pilasters separate the window bays; and windows are divided vertically by copper and stone panels between the second and third stories. The building was built to house a printing plant and the news and advertising department of what was then the Brooklyn-Queens-Long Island edition of the paper. At the building's dedication, Adolph S. Ochs, who bought *The New York Times* in 1896, called the building a "newspaper jewel box." Printing, which commenced in March 1931, took place on the main floor, which housed 16 presses. The pressroom had an arched ceiling (allowing for a column-free space), with gilt walls. The plant was closed only one year later, likely because of the prohibitive costs of operations there. In 1944, *The New York Times* leased the building to the Board of Education, and later sold it to *The Brooklyn Eagle* (which ceased publishing in 1955). The building is currently used as an annex to the neighboring Brooklyn High School of the Arts, described below.

Brooklyn High School of the Arts (S/NR-eligible). Formerly known as the Sarah J. Hale High School, the Brooklyn High School of the Arts extends through-block with façades on Pacific and Dean Streets (325-347 Dean Street a.k.a. 508-530 Pacific Street), between 3rd and 4th Avenues (see No. 39 of Figure 7-2 and Figure 7-30). It was built in 1929 as a vocational school for girls, and named after Sarah J. Hale, the founder of Thanksgiving. In 2000, the school was reopened as Brooklyn High School of the Arts, with a curriculum emphasizing a variety of specialties including dance, visual arts, and historic preservation. The four-story building is clad in limestone with Art Deco detailing at the parapet and above the entrances.

Former Federal Brewing Co. (NYCL-eligible). An L-shaped brick building that fronts onto Bergen Street (303-307 Bergen Street) and 3rd Avenue (87-91 3rd Avenue) appears to be the only remaining portion of the former Federal Brewing Company (see No. 40 of Figure 7-31). The building is clad in red brick and designed in the Romanesque Revival style. On 3rd Avenue, the building's detailing remains intact, with brick corbelling and a projecting cornice. On Bergen Street, the cornice has been removed. The Federal Brewing Company was originally located on 3rd Avenue and was founded in 1854 by Samuel Duell as the Long Island Brewery. By the late 19th century, the Long Island Brewery occupied most of the 3rd Avenue frontage between Bergen and Dean Streets. During a 1902 sale of the brewery, the plant was renamed the Federal Brewing Company. By 1907, the brewery had been enlarged and filled almost the entire 3rd Avenue frontage between Bergen and Dean Streets (with the exception of the four-story tenement structure at the northeast corner of Bergen Street and 3rd Avenue, which is still extant). A large eight-story tower, centrally located on 3rd Avenue, with a mansard roof with dormers, along with the remainder of the four- and five-story brewery structures, have been demolished.

The former Daily News Building at 700 Pacific Street, now known as "Newswalk," was converted into condominiums in the late 1990's. The building was substantially altered during the conversion, including the full replacement of all windows with new windows and metal panels that make up the majority of the building's facade, and the complete refacing of the service core of the building located on Dean Street. In comments dated May 24, 2004 (not for the proposed project), OPRHP determined that the building does not meet criteria for listing on the S/NR. While LPC had previously indicated that the building appears to meet criteria for designation as a NYCL, LPC subsequently determined on June 29, 2006 that the building is no longer eligible for either S/NR listing or NYCL designation due to its alterations.

E. FUTURE WITHOUT THE PROPOSED PROJECT—2010

PROJECT SITE

ARCHAEOLOGICAL RESOURCES

Without the proposed project, it is assumed that there would be no subsurface disturbance of the project site, and any potential archaeological resources that could be located on the five potentially sensitive lots (Block 1119, Lot 1; and Block 1127, Lots 48, 50, 55, and 56) would remain undisturbed. While unsafe conditions at 461 and 463 Dean Street (Block 1127, Lots 55 and 56) necessitated the removal of these buildings in 2006, only the superstructures of the buildings were removed to avoid any disturbance of potential archaeological resources.

HISTORIC RESOURCES

Since no projects have been identified, in the future without the proposed project, it is assumed that the existing storage use at the former LIRR Stables at 700 Atlantic Avenue would continue. The currently vacant former Ward Bread Bakery complex at 800 Pacific Street is located in a manufacturing zoning district. The buildings could be reused for manufacturing uses independent of the proposed project. Conversion to other uses would require separate approvals.

Since neither the former LIRR Stables nor the former Ward Baking complex is an NYCL, and in the absence of a project with federal or state funding or involvement, it is also possible that the owners of these properties could alter or demolish these structures at any time.

STUDY AREA

HISTORIC RESOURCES

Going forward, the status of historic resources could change. S/NR-eligible resources could be listed on the Registers. Changes to the historic resources identified above, or to their settings, could occur irrespective of the proposed project. Future projects could also affect the settings of historic resources. It is possible that some historic resources in the study area could be demolished or deteriorate, while others could be restored. In addition, future projects could accidentally damage historic resources through adjacent construction.

Historic resources that are listed on the National Register, or that have been found eligible for listing, are given a measure of protection from the effects of federally sponsored or federally assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and construction process. Properties listed on the State Register are similarly protected under the State Historic Preservation Act against impacts resulting from state-sponsored or state-assisted projects. Private property owners using private funds can, however, alter or demolish their properties without such a review process. Privately owned sites that are NYCLs, within New York City Historic Districts, where designations are pending, are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur.

The New York City Building Code provides some measure 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.

Development in the Future Without the Proposed Project

As described in detail in Chapter 3, “Land Use, Zoning, and Public Policy,” four projects are planned for construction within the historic resources study area by the 2010 analysis year. Other projects that are not located in the historic resources study area are not included in this discussion. One project, the conversion of the Williamsburgh Savings Bank Building at 1 Hanson Place, will involve direct changes to this historic building to convert it to residential use with ground-floor retail (see No. 4 of Table 2-1 and Figure 2-1 of Chapter 2, “Procedural and Analytical Framework”). This project is expected to be completed by 2007. Since this building is a NYCL, the proposed changes to the building were reviewed by LPC for a determination of appropriateness.

The 525 Clinton Avenue project will involve construction of a mixed-use development of 13 stories for completion in 2007 (see No. 32 of Table 2-1 of Chapter 2, “Procedural and Analytical Framework”). Development will occur on a vacant lot located adjacent to 521 Clinton Avenue, a three-story brick dwelling that has been identified as a contributing element in the Clinton Avenue Historic District (Resource No. 20 of Figure 7-2). Construction will also occur within 90 feet of several other buildings identified as contributing within the Clinton Avenue historic district, as well as within 90 feet of St. Luke’s Episcopal Church, a NYCL and S/NR-listed property at 520 Clinton Avenue; and the frame house at 532-536 Clinton Avenue, a S/NR-eligible and NYCL-eligible property. The environmental assessment prepared for the 525 Clinton Avenue project recommended that a CPP be prepared and implemented to avoid inadvertent construction-related damage to St. Luke’s Episcopal Church and the frame house at 532-536 Clinton Avenue.

In addition, the proposed conversion of a six-story warehouse at 510 Waverly Avenue (see No. 35 of Table 2-1 and Figure 2-1 of Chapter 2, “Procedural and Analytical Framework”) to a charter school will occur within 90 feet of the Clinton Avenue historic district. Since the project is a conversion of an existing building rather than new construction, and the conversion would not occur directly adjacent to a historic structure in the district, it is not expected that this project will damage or affect the context of the Clinton Avenue historic district.

Proposed development at 557 Atlantic Avenue is expected to result in a new residential building on the west side of 4th Avenue between State Street and Atlantic Avenue, scheduled for completion by the end of 2006 (see No. 33 of Table 2-1 and Figure 2-1 of Chapter 2, “Procedural and Analytical Framework”). This would result in a new building directly across 4th Avenue from the Atlantic Avenue Control House (Resource No. 3 of Figure 7-2) and across Flatbush Avenue from the Williamsburgh Savings Bank Building (Resource No. 12 of Figure 7-2) and the BAM Historic District (Resource No. 5 of Figure 7-2). Since 4th and Flatbush Avenues are wide streets of approximately 100 feet, it is not expected that the new development will have the potential to affect these resources through construction-related activities. It is expected that the proposed development will add to the context of newer structures at this prominent intersection, including the Atlantic Terminal/Bank of New York Tower and Atlantic Center retail developments.

Other projects proposed for development in the historic resources study area on the blocks between Hanson Place and Atlantic Avenue between Fort Greene Place and South Oxford Street will not be located in proximity to historic buildings.

F. PROBABLE IMPACTS OF THE PROPOSED PROJECT—2010

PROJECT SITE

Phase I would involve the demolition of all the structures on the project site for staging and interim parking. By 2010, new development is expected to occur on Blocks 927, 1118, 1119, and 1127. The proposed development on Site 5 of Block 927 would consist of an approximately 380-foot tower (including mechanical penthouse). The arena block, consisting of Blocks 1118, 1119, and 1127 would result in a new arena for the Nets basketball team (see Figure 1-19 of Chapter 1, “Project Description”) and four new buildings (Buildings 1-4) ranging in height from approximately 350 feet to 650 feet (with mechanical).

ARCHAEOLOGICAL RESOURCES

It is expected that construction of the proposed project could impact the one potentially sensitive area identified on Block 1119 and the four potentially sensitive areas identified on Block 1127. To avoid significant adverse impacts on these potential archaeological resources, consultation would be undertaken with LPC and OPRHP. Therefore, a Stage 1B testing protocol has been prepared by a professional archaeologist and was submitted to LPC and OPRHP for review. The protocol describes the procedures by which additional research would be undertaken to determine the presence and extent of any potential archaeological resources prior to undertaking field testing on Block 1119. This research includes determining the locations and previous subsurface impacts of gasoline tanks in the sensitive area on Block 1119, and comparing these to the area of potential archaeological sensitivity. If the sensitive area has not been fully disturbed by gasoline tank installation, then additional documentary research would be undertaken as per the recommendations of the Stage 1A Archaeological Study, including reviewing archival records (that were not available at the time of the preparation of the Stage 1A Documentary Study), which could provide information on the historic occupants of the sensitive site. The Stage 1B testing protocol describes the proposed testing measures and research issues for the testing to be undertaken to determine whether archaeological resources may be present in all the sensitive areas. The testing would be implemented in consultation with LPC and OPRHP. The testing protocol was accepted by OPRHP in a letter dated October 30, 2006, and by LPC in comments dated November 2, 2006.

If testing confirms the presence of significant archaeological resources (i.e., resources that are eligible for the S/NR), mitigation measures would be undertaken as discussed in Chapter 19, “Mitigation.” A report describing the results of the testing would be provided to LPC and OPRHP for their review. Any mitigation measures would be determined based on the characteristics and significance of the resource. The consultation process respecting archaeological resources would occur in accordance with a LOR among the New York State Empire State Development Corporation (ESDC), OPRHP, and the project sponsors.

HISTORIC RESOURCES

LIRR Stables and the Ward Bread Bakery Complex

Although development would not occur during Phase I on the sites of the LIRR Stables at 700 Atlantic Avenue and the former Ward Baking complex at 800 Pacific Street until 2016, these buildings would be demolished to create staging areas for construction and to provide interim parking.

Atlantic Yards Arena and Redevelopment Project EIS

Demolition of the former LIRR Stables and the former Ward Bread Bakery complex would constitute a significant adverse impact on historic resources. Since the former LIRR Stables and former Ward Bread Bakery complex have been determined S/NR-eligible, a feasibility study was undertaken to determine (1) if the buildings could be converted to residential use, (2) if alterations to convert the buildings would impact their historic character, and (3) whether retaining the buildings would meet or constrain the goals of the master plan (see Appendix B).

To determine the feasibility of converting the buildings for residential use, several scenarios were explored. The first of these scenarios studied maximizing the number of units within the existing structures' footprints. To conservatively estimate the number of units that could be provided in the buildings, it was assumed that the first floors of both buildings would be all residential units, when in fact lobby and ground floor retail spaces would take the place of some units. Based on these assumptions, the LIRR Stables building in its current configuration could yield 51 residential units (a total of 17 units per floor in the three-story building) including studios, 1 bedroom and 2 bedroom apartments. Due to the depth of the existing building, the layout would result in larger, deep units with the interior portions (away from the windows) lacking access to light and air. It would also result in a central non-habitable space in the building (e.g. for storage and circulation), resulting in approximately 2,700 square feet of non-habitable (non-sellable) space, excluding circulation such as stairs, corridors, and elevators. To maximize the sellable square feet per floor (and eliminate the central non-habitable area), a different layout would result in the same number of units, but they would correspondingly be larger and deeper (approximately 20 percent larger than typical). This would increase the problems of access to light and air in the interior (rear) portions of the apartments away from the windows and would diminish the price per square foot and market value of the units.

Using the same conservative assumption regarding all residential units on the ground floor of the buildings, the former Ward Bread Bakery could yield 103 units. However, due to the greater depth of this building, the provision of residential units would require that an inner courtyard be cut into the building to provide light and air to the apartments at the southwest portion of the building. Assuming the standard efficiency of a double loaded corridor (apartments on either side of a public hallway), the remaining interior portion of the building is not wide enough to provide an interior courtyard, and, therefore, a total of approximately 20,000 square feet in the center of the building, excluding circulation such as stairs, corridors, and elevators, would be non-habitable (non-sellable), e.g. storage space.

The conversion scenarios described above would require substantial modifications to the buildings including the following:

- New Windows: Insertion of new window openings in the blank facades of the buildings and insertion of all new appropriate residential windows. For the former LIRR Stables, approximately 41 percent of the apartments on each floor (seven out of 17 apartments) would require new openings in the exterior walls. In addition, the existing old and deteriorated windows on the Atlantic Avenue façade would need to be replaced with windows appropriate for residential use, and new windows and glazing provided on the ground floor of the building for ground floor retail (the ground floor windows on Atlantic Avenue are mostly sealed). To respect the current spacing of the existing wide window openings, the apartments would have to be large or the partitions of the apartments “jogged” to meet vertical framing elements of the windows (e.g. the mullions). For the former Ward Bread Bakery, over 50 percent of the apartments on each floor would require new openings in the blank exterior walls. In addition, a survey undertaken of the former Ward Bread

- Bakery property (a survey of the former LIRR stables could not be performed since the property is not controlled by the project sponsor) indicates that the existing window sill heights in relation to the floor are quite high, e.g., up to 54 inches off the floor. To provide views to the outside and to provide adequate light and air, the sill heights would have to be adjusted to the industry standard of 2 feet 6 inches off the floor. This would require the lowering of sills throughout the building of between one and three feet, which would significantly affect the exteriors, including the Pacific and Dean Street facades, of the building. The other option would be to raise the floors throughout the building, which would require substantial structural modifications to the interior of the building, which would compromise its original design.
- Floor Alignments and Circulation: Based on a review of 1977 floor plans of the former LIRR Stables, the building contains ramps that occupy significant portions of the eastern and western ends of the building, which were likely used to move horses into and through the building (the analysis assumes that the ramps are still present since building records do not indicate otherwise). In addition, the existing elevator core is located adjacent to the south façade of the building. To convert the building to residential use, the ramps would need to be removed to generate sellable space in the building, and the floors leveled off in these areas. In addition, a circulation core of appropriate size to service a residential building would need to be created in the building in proximity to Atlantic Avenue. The former Ward Bread Factory is made of up several interconnecting buildings that are joined by narrow sets of stairs. This results in the building having at least three different levels of floors that do not align throughout the building. Issues associated with the different floor alignments relate to both vertical and horizontal circulation throughout the building. If the floors were not modified, several different lobby and circulation cores would have to be built to service the different sections of the building, resulting in added costs as compared with new construction and resulting in confusing and inefficient circulation throughout the building. The other option would be to remove and reconfigure the existing floor slabs so that a standard elevation would be maintained throughout the building. This would completely alter the interior structural integrity of the building.
 - Façade repair: While a conditions survey could not be undertaken of the former LIRR Stables, professional structural and restoration experts were consulted regarding the facades of the former Ward Bread Bakery. The studies concluded that the terracotta-clad Pacific Street façade of the building requires extensive repair and replacement. The majority of the glazed terracotta façade is severely damaged due to water infiltration and saturation, and vertical cracking of the façade at the column locations evidences corrosion of the steel framing. To properly clean and paint the steel, the terracotta façade would have to be removed in these locations. Furthermore, the lintels above the windows have rusted and deflected, causing buckling in the façade and numerous vertical cracks along the façade. This would require the replacement of the damaged lintels and corresponding removal of the terracotta in these locations. The studies determined that 85 percent of the terracotta façade is damaged, requiring removal and replacement (and does not include terracotta that would need to be removed if the window sills were to be lowered throughout the building). The costs for removing, storing, and replacing the damaged portions of the façade, due to the surgical nature of the removal process and delicacy and condition of the material, would cost approximately \$15,000,000. To remove the façade, create a mold of the façade, and replace it with new materials, though less desirable as a preservation option, would still cost approximately \$6,000,000.

Atlantic Yards Arena and Redevelopment Project EIS

- Alterations to meet the New York City Building Code: To meet requirements for insulating, waterproofing, electrical, plumbing, and fire protection, the exterior, roof, and interiors of the buildings would need to be retrofitted and upgraded, requiring substantial “gut” renovations to the interior of the buildings. Alterations to meet current code and safety requirements, as well as meeting codes based on a use change from industrial to residential, would require substantial modifications to the interiors of the buildings that would affect their integrity. It is also possible that the change in use to residential could trigger the upgrading of the structural system of the building to meet current seismic loads presently require by the New York City Building Code.

Other considerations include accessory parking for the residential use of these buildings and the rest of the project, which is proposed in the locations of these buildings since parking cannot be provided in the location of the below-grade rail yards. The retention of the buildings would require that the foundations of both buildings be replaced or underpinned, requiring substantial and expensive modifications to these structures. Retaining the buildings and reconfiguring the buildings to allow for parking would result in a loss of 483 parking spaces in the area of the former Ward Bread Bakery and 90 spaces in the area of the former LIRR Stables, resulting in a total reduction of 573 spaces out of the 3,800 spaces required for the project.

Due to the resulting large, light and air challenged, and inefficient units and layouts that would result from the conversion scenarios described above, other options, less desirable from a preservation standpoint, were also considered.

To create units with more standard floor plates, portions of the buildings would have to be removed, e.g., larger interior sections to create courtyards or the rear portion of the LIRR Stables presently facing the rail yard, or sections of the Dean Street façades of the former Ward Bread Bakery complex. Any of these modifications would involve the removal of large sections of the original building fabric which, when added to the other modifications, described above, would alter and compromise the historic character of the buildings.

The extent of the work required to convert the buildings to residential use, including restoring or replacing the terracotta façade of the former Ward Bread Bakery, requires a high ratio of sellable square feet per unit for a successful conversion. Due to the configuration and depths of the building footprints, the units that would be created as a result of the conversions would be larger than typical for a new newly constructed building. This would substantially lower the ratio of sellable square feet per unit and increase the average cost per unit. As described above, together the conversions of the former LIRR Stables and former Ward Bread Bakery could generate 154 units. This is compared to the 914 units that are proposed in the three buildings proposed on the sites of the former LIRR Stables and former Ward Bread Bakery (Buildings 6, 12, and 13). Converting the buildings would therefore result in a net loss of 760 units without any change in land or infrastructure costs.

Though building above the historic buildings would dramatically alter the structural integrity and historic appearance of the buildings, the possibility of recouping units lost by the conversion of the two buildings by means of overbuilding the buildings was considered. Due to the small footprint of the former LIRR Stables, building above this structure would not be feasible. In addition, the building’s location at the edge of the rail yard would pose a host of structural issues. Therefore, the analysis assumed that an additional 225,000 square feet could be developed above the former Ward Bread Bakery, consisting of 23 floors at 9,700 square feet each, which would make a building in this location the maximum height allowed under the design guidelines for the proposed project. This analysis showed that the resulting loss of units

would still be high, at 525 units. Additionally, to account for the complexity of the construction and the necessary alterations that would have to be made to the former Ward Bread Bakery so it could accommodate an additional 23-story structure above it, construction costs would be increased by \$30 per square foot over costs currently assumed for new construction for the project.

Due to the high costs associated with converting the buildings, the conversion units would have to be condominiums offered at market value, which would preclude affordable housing from being provided in either of the buildings. As has been described in Chapter 1, “Project Description,” the project has committed that 50 percent of all rental units (4,500 rental units are estimated in total for the project) would be affordable to low-, moderate-, and middle-income families. As has been described above, the units that could be provided in the buildings would be large and inefficient, and it is not likely that they could be sold for the price per square foot required to justify their creation. Furthermore, they would not possess qualities, such as superior light, air, and views, that have characterized and continue to characterize much of the loft market in Brooklyn, such as in D.U.M.B.O.

As described in Chapter 1, “Project Description,” in addition to the goals of providing affordable housing and required parking associated with the new development, the proposed master plan for the project site has a number of design objectives. These include, but are not limited to the following:

- Providing publicly accessible open space located towards the interior of the project site so that it is sheltered from traffic on the avenues and also designed in a manner that would give pedestrians options to move around, exit, and therefore feel safe within the space. This design places the buildings at the perimeter of the site, which protects the open space while providing a strong streetwall.
- Providing visual and pedestrian access through the site in the form of open spaces that extend the trajectory of the north-south streets that dead-end or intersect with Atlantic Avenue. These openings would typically be around 60 feet wide, similar to the width of the existing streets. One of the principal passageways would extend south through the project site from Atlantic Avenue to Dean Street in the location of the existing Ward Bread Bakery complex. In addition, a curving pedestrian walkway would be provided in the location of Pacific Street between Carlton and Vanderbilt Avenues, which would be closed as a vehicular street.
- Making Atlantic Avenue pedestrian friendly, including widening the south sidewalk along Atlantic Avenue adjacent to the project site from 12 feet to 20 feet.
- Creating an environmentally sustainable design, which includes a storm water retention basin that would be designed as a water feature in the open space.

Retaining the buildings by converting them to residential use would not only compromise the historic character of the buildings themselves. Retaining these structures as part of the master plan would also leave these structures in a dramatically altered context. The curved rear façade of the LIRR Stables, as well as its original use as stables, relates to its location adjacent to and function as part of the LIRR freight yards. Creating a platform over the rail yard would remove this building’s original context. The former Ward Bread Bakery complex, which was developed in proximity to the rail yard to make use of rail transportation for transferring raw materials and baked goods, would also have its original context dramatically altered. Pacific Street, on which the former bakery fronts, would be closed under the proposed master plan. This would leave the former Ward Bread Bakery complex situated with its primary façade facing a landscaped walkway, removing

this part of the building's original surrounding context.

Furthermore, retaining the buildings constrains the goals of the master plan. The footprints of the former LIRR Stables and former Ward Bread Bakery complex infringe on the proposed north-south visual and pedestrian corridors, and retaining these buildings would require the elimination of a considerable amount of open space. The footprint of the former Ward Bread Bakery complex would interfere with the proposed pedestrian boardwalk, a major north-south connector through the open space. It is also in the location of the proposed storm water retention basin—since this element can only be located on solid ground (i.e., not above the LIRR rail yard)—and locations for this water feature on the project site are limited. Retaining the LIRR Stables would compromise the proposed widening of the Atlantic Avenue sidewalk, a key component of the master plan. Since this building fronts on Atlantic Avenue, it would jut out into the proposed widened sidewalk, posing circulation, design, and aesthetic concerns.

Retaining the two historic buildings would affect the project's constructability and proposed program. Construction phasing plans, which include building both a proposed structure and its associated platform during the same phase of construction in the area of the LIRR rail yard, would have to be dramatically altered, as the two buildings straddle different building phases of development. Proposed parking, which can only be provided in locations not occupied by the LIRR rail yard, would be dramatically reduced if the buildings were retained. Assuming that parking could be provided in the basement and ground-floor levels of the buildings, both buildings would have to be underpinned to the depth of the proposed parking, which would be structurally challenging and costly. Lastly, retaining the buildings would either result in a reduction of residential units that could be provided, or the proposed redesign of Buildings 6, 12 and possibly other buildings, which could require that some structures be made taller to make up for the loss in the proposed residential gross square footage at the sites of the historic structures.

Based on these constraints and on the study of the reuse scenarios, it has been determined that it is neither prudent nor feasible to retain the former LIRR Stables or the former Ward Bread Bakery complex as part of the proposed project. In a letter dated October 30, 2006, OPRHP concurred that there is no prudent or feasible reuse alternative. Demolition of the former LIRR Stables and former Ward Bread Bakery complex would constitute a significant adverse impact on historic resources. Measures to mitigate the demolition of these historic resources have been developed in consultation with OPRHP and are stipulated in the LOR among ESDC, OPRHP, and the project sponsors (see Chapter 19, Mitigation.)

Atlantic Avenue Subway Station

A number of transit improvements are proposed that would affect the Atlantic Avenue Subway Station (Resource No. 3 of Figure 7-2). In the IRT (2/3/4/5) section of the station, these would occur principally in areas that currently are not accessible to the public. These include areas at the ends of the 2/3 northbound and southbound platforms (now used for emergency egress and accessory uses) and in an existing subpassage that extends beneath the 4/5 tracks and platform. These areas were originally public circulation components of the station but have been subsequently altered and utilized for non-public uses, altering their integrity. In the non-public areas at platform level, the existing stairs have been slabbed over, new stairs have been inserted, storage and other spaces have been created, and the original tiles, mosaics and marble wainscoting have been removed and painted over. At the subpassage level, changes include the slabbing over of stairs, insertion of new stairs, and narrowing of the passageway to create storage and other accessory spaces. At the 4/5 platform, a portion of the stairs leading from the subpassage to the platform (originally accessible to the public but presently now used only for

emergency egress), has been altered through the construction of an accessory space, narrowing the width of the stairs at platform level. The proposed modifications include reopening the non-public areas to public use, removing one existing unused stair that leads into the station at the southeast corner of Flatbush and Atlantic Avenues that has approximately 820 square feet of original plain tiles on the walls; the installation of new stairs and elevators from street level to the new station control area one level below street surface; and the construction of a new ramp directly from the control area to an existing unused subpassage under the 2/3/4/5 (IRT) platforms. Access from the subpassage to the southbound 2/3 platform and the center 4/5 platform would be provided by a proposed new stair and an existing stair, respectively. The modifications to the existing 4/5 stair from the subpassage to the platform would return the stairs to their original width and remove the non-historic accessory space. A new ADA ramp is also proposed from the new control area directly to the northbound 2/3 platform. The new stair from the subpassage to the southbound 2/3 would necessitate the demolition of an existing wall and stair at the end of the subpassage with approximately 570 square feet of original plain wall tiles and one sign panel composed of plain red tiles that is not currently visible to the public. The new connection would also require the removal of a 340-square-foot section of a wall in an area that is currently closed to the public and which contains original plain tiles, mosaic bands, and marble wainscoting that have been painted white. In addition, in the area that is visible to the public and that contains new rather than original materials, a small section of the platform wall would need to be removed.¹

Similarly, the new ramp to the northbound 2/3 platform would require the removal of existing stair walls and walls in non-public areas at the end of the platform that connect to the unused subpassage with a total of approximately 500 square feet of original plain tiles that have been painted white. Also at the south end of the northbound 2/3 platform in the public area, approximately 340 square feet of new plain tiles, mosaic bands, and marble wainscoting would need to be removed to allow for the ramp connection. At the subpassage level, approximately 300 square feet of original plain tiles and a sign panel composed of plain red tiles would also be removed through the demolition of the existing wall at the end of the existing subpassage where the new ramp from the control area would connect to the subpassage. The subpassage itself would be modified by removing a non-historic cinderblock wall that was erected to build lighting and storage rooms, returning the subpassage to its original pedestrian width. Beyond the removal of the walls with original plain tiles and the two sign panels at either end of the subpassage, no other structural changes would be made to the subpassage.

No changes are proposed at the Williamsburgh Savings Bank Building subway entrance or in the concourse at the north end of the station complex.

Additionally, new stairs and an escalator, which would occupy an old abandoned entrance area, are proposed from the control area to the B/Q (BMT) mezzanine which does not have architecturally or historically distinguishing features, along with new stairs from the BMT mezzanine to the island platform, which has been renovated since its original construction. Based on the location of the proposed work, the proposed improvements would not result in significant adverse impacts to any of the distinguishing historic elements of the IRT and BMT stations. As described above under existing conditions, the significant features of the stations are primarily limited to the walls of the station platforms, which are decoratively clad in tile, mosaics, and terracotta. None of the proposed work at the platform levels would affect any of the historic decorative “Atlantic Avenue” signage panels on the walls. The subpassage, including the plain sign panels are not described in the National Register Nomination Form and

¹ Personal communication, Vollmer Associates LLP and DiDomenico & Partners, June 22, 2006.

Atlantic Yards Arena and Redevelopment Project EIS

OPRHP has determined that these aren't contributing elements of the Atlantic Avenue Station. Therefore, OPRHP has determined that the proposed modifications at the Atlantic Avenue Station would not adversely impact the historic character of the station provided that 1) OPRHP be consulted regarding the proposed finishes in the areas that would connect the public portions of the 2/3/4/5 platforms to non-public areas that would be reopened to the public, and 2) that the condition of the existing tiles, mosaics, and marble wainscoting in the non-public areas to be removed as part of the project modifications be evaluated for their salvage potential, and if feasible, reused in the subpassage to be reopened to the public.

To avoid any inadvertent damage to the historic portions of the Atlantic Avenue Subway Station during the proposed renovations as well as construction of the Phase I development on Blocks 927 and 1118, which could potentially result if adequate precautions are not taken, the Atlantic Avenue Subway Station would be included in a Construction Protection Plan (CPP). This CPP would be developed and implemented in consultation with MTA and OPRHP, and would comply with the procedures set forth in DOB's *Technical Policy and Procedure Notice (TPPN) #10/88*. The consultation process respecting OPRHP's review of the finishes for the Atlantic Avenue Station, feasibility of re-using materials, and implementation of the CPP, will be between MTA and OPRHP.

STUDY AREA

HISTORIC RESOURCES

Direct (Physical) Impacts

There are three historic resources located within 90 feet of the project site. These are as follows:

- Prospect Heights Historic District (Resource Nos. 10a and 10b of Figure 7-2). Ten buildings within the S/NR-listed and NYCL-eligible Prospect Heights Historic District are located within 90 feet of Blocks 1120 and 1129. Nine buildings are between Pacific and Dean Streets at 516 and 520-534 Carlton Avenue (Block 1128, Lots 43 and 45-52). Of these, the rowhouse at 516 Carlton Avenue is approximately 80 feet from the proposed project on Blocks 1120 and 1129. The rowhouses at 520-534 Carlton Avenue are approximately 80 feet from the proposed project on Block 1129. In addition, the rowhouse at the southeast corner of Carlton Avenue and Dean Street, 555 Carlton Avenue (a.k.a. 574 Dean Street, Block 1137, Lot 12) is located approximately 80 feet from the proposed project on Block 1129.
- Swedish Baptist Church/Dean Street S/NR-eligible historic district (Resource No. 23 of Figure 7-2). Four buildings in the Swedish Baptist Church/Dean Street S/NR-eligible historic district are located within 90 feet of Block 1128. 497 Dean Street is contiguous to the project site's western boundary on Block 1128. In addition, the three rowhouses at 499, 501, and 505 Dean Street are located within 90 feet of the proposed project on Block 1128.
- Pacific Branch of the Brooklyn Public Library (Resource No. 19 of Figure 7-2). This S/NR-eligible and NYCL-eligible resource is located approximately 80 feet from Block 927.

Demolition of all structures on the site, followed by site preparation, including the use of heavy machinery, could potentially result in inadvertent damage to the historic resources described above if adequate precautions are not taken. Proposed Phase I development on Site 5 of Block 927 could further impact the Pacific Branch of the BPL. Therefore, to avoid inadvertent demolition- and/or construction-related damage to these resources from ground-borne construction-period vibrations, falling debris, collapse, etc., these 15 buildings would be included in a CPP for historic structures that would be prepared in coordination with a licensed professional engineer and developed and implemented in consultation with OPRHP. This CPP

would comply with the procedures set forth in DOB's TPPN #10/88. It would include provisions for the proper enclosure of demolition and construction sites, pre- and post-construction documentation, vibration monitoring, stop work orders, and general requirements regarding the reduction of construction dust and noise. The CPP would be prepared and implemented prior to construction activities on the project site and project-related demolition and construction activities would be monitored as specified in the CPP.

Contextual Impacts

In determining impact significance, the *CEQR Technical Manual* indicates that an assessment should be provided to evaluate whether 1) the proposed action would affect the distinguishing characteristics of identified historic resources, and if so, 2) if the change is likely to diminish the qualities of the resource, such as context and visual prominence, that make it important. In addition to physical destruction, demolition, damage, alterations, and potential construction-related impacts from nearby construction, contextual impacts may include isolation of a historic resource from its setting or visual relationships with the streetscape, changes to a resource's visual prominence, elimination or screening of publicly accessible views of a historic resource, introduction of significant new shadows or significant lengthening of the duration of existing shadows on sun-sensitive historic resources, and introduction of incompatible visual, audible, or atmospheric elements to a resource's setting (the *CEQR Technical Manual* gives as examples the construction of a noisy highway or a factory near a resource noted for its quiet, such as a park).

The new buildings would obstruct views of the Williamsburgh Savings Bank Building, a tall building in the low-scale BAM historic district (Resource No. 12 of Figure 7-2), from the south along the Flatbush Avenue view corridor except from vantage points immediately adjacent to the project site and from other certain vantage points southeast of the Williamsburgh Savings Bank Building (see Figure 7-32). The loss of views from the south along this view corridor and from certain other vantage points from the southeast would constitute a significant contextual adverse impact on historic resources. At 512 feet tall, the Williamsburgh Savings Bank Building, including its four-faced clock, has been the most visible historic structure in Brooklyn since its construction in 1927-1929. The Williamsburgh Savings Bank Building would remain visible in views looking south, as well as in views looking north on 4th Avenue. However, with the Phase I development, this historic building would be viewed from certain vantage points in the context of several large towers (see Figure 8-44).

As described in Chapter 9, "Shadows," the shadows cast by the proposed project's 2010 and 2016 buildings would result in a significant adverse impact on only one historic resource—the Church of the Redeemer (Resource No. 36 of Figure 7-2). The other historic resources in the study area with sun-sensitive features would not be significantly adversely affected by the proposed project through either the introduction of significant new shadows or significant lengthening of the duration of existing shadows. The Church of the Redeemer, located west of Site 5 on Block 927, would receive shadow from the proposed building on Site 5 in the morning in all seasons beginning in 2010. The shadows would reduce light to the stained glass windows on the church's east façade. Therefore, it would have a significant adverse impact because it reduces light to the stained-glass windows, a sun-sensitive resource. Appropriate mitigation for these shadow impacts on sun-sensitive historic resources is detailed in Chapter 19, "Mitigation."

The proposed project on Site 5 (Block 927) and on the arena block, consisting of Buildings 1-4 on Blocks 1118, 1119, and 1127, and intervening streets, would result in five buildings ranging in height from approximately 250 feet to 620 feet (see Figures 8-33a and 8-33c of Chapter 8, "Urban Design and Visual Resources"). The closest resources to the Phase I development are the

Atlantic Yards Arena and Redevelopment Project EIS

Pacific Branch of the BPL (Resource No. 19 of Figure 7-2), the Church of the Redeemer (Resource No. 36 of Figure 7-2), and the IRT Atlantic Avenue Control House (Resource No. 4 of Figure 7-2). The Pacific Branch of the BPL and the Church of the Redeemer are located across 4th Avenue and Dean Street from the proposed Phase I building on Block 927. The Pacific Branch of the BPL and the Church of the Redeemer are prominent architecturally distinguished buildings in the area and are visible up and down 4th Avenue. There is no historic relationship between these historic buildings and the plainly designed, late 20th century retail buildings on Block 927 today. Thus, it is not expected that the proposed project would remove a built context that contributes to the significance of these historic resources. Although the proposed new buildings would be of a larger scale than the Pacific Branch of the BPL and the Church of the Redeemer, it is not expected that the development of Phase I, including Site 5 on Block 927 across Pacific Street, and on blocks east of Flatbush Avenue, would constitute an incompatible visual element that would result in significant adverse impacts to these resources (beyond the shadows that would be cast on the Church of the Redeemer). These buildings have existed in a built context that has been altered through time. The development of a contemporary building on Block 927, to replace a recently constructed retail building, would not alter a meaningful historic relationship between the project site and these two historic resources. These historic buildings would continue to be prominently visible on the urban landscape due to their distinguished 19th century designs, and the development of a contemporary building on Block 927 would not affect this prominence. The proposed development would not diminish the quality of the Pacific Branch of the BPL, which is individually significant architecturally and historically regardless of the immediately surrounding context.

In addition, the proposed building on Block 927 would not be expected to block views of the Pacific Branch of the BPL; because of its size, this small building is now clearly visible only from the immediately surrounding streets. The proposed Phase I development would not alter this visibility or the library's architectural prominence, nor would it alter the visibility and architectural presence of the Church of the Redeemer, which would also remain fully visible on 4th Avenue and Pacific Street.

It is also not expected that the proposed project would result in significant adverse impacts to the IRT Atlantic Avenue Control House. Although the IRT Atlantic Avenue Control House is located on the triangular island formed by the intersections of Atlantic, Flatbush, and 4th Avenues across the street from Site 5 on Block 927, this historic structure has lost much of its original surrounding historic context. There is no historic relationship between the early-20th-century control house and Atlantic Terminal, the recently constructed commercial development located on the full block bounded by Atlantic Avenue, Hanson Place, Flatbush Avenue and Hanson Place, or the existing development on Block 927, which consists of two one-story commercial buildings built in the 1990s. The proposed building on Site 5 of Block 927 would be substantially larger than the IRT Atlantic Avenue Control House. However, this small one-story structure would continue to be publicly visible and visually separated from its surroundings because of both its location on an island created by the intersection of wide avenues and its distinctive historic appearance, which distinguishes it from surrounding structures. It would continue to serve its purpose as a transportation related element in Brooklyn, and, therefore, the proposed project would not diminish the distinguishing characteristics of this historic resource as an architecturally distinguished structure that reflects the history of transportation in Brooklyn.

It should further be noted that the Church of the Redeemer, the Pacific Branch of the BPL, and the IRT Atlantic Avenue Control House face what are almost completely blank, windowless facades of the Modell's Sporting Goods and P.C. Richard & Son stores, which occupy the full

frontages on 4th Avenue, Pacific Street, and Atlantic Avenue respectively, on Block 927. It is anticipated that the new development on Block 927, which would contain ground-floor retail that would be highly glazed and contain retail uses would enliven this block and provide greater pedestrian activity (see Figure 7-33). Furthermore, new landscaping would be provided around the perimeter of Block 927, where none presently exists except for a few small trees on Pacific Street. In this manner, although the proposed new development on Block 927 would be taller than presently exists (the height of the proposed building on Site 5 of Block 927 would be 250 feet), its characteristics at street level would be expected to be beneficial, rather than detrimental, to the surrounding historic structures.

The proposed new development would be of a larger scale and height than the buildings located in the immediately surrounding historic districts, including the BAM (other than the Williamsburgh Savings Bank Building), Fort Greene, Prospect Heights, and Park Slope Historic Districts. The development would also be of a contemporary design, with the Phase I buildings designed primarily in asymmetrical masses clad in glass, metal panels, and masonry, which would contrast to classical designs of the brownstones and brick rowhouses. However, it should be noted that these predominantly small-scale rowhouse districts have existed in a changing context for over a century. Atlantic Avenue and the project site blocks have historically been inconsistent and contrasting with the character of the surrounding area. LIRR's surface steam railroad on Atlantic Avenue, followed by the construction of the Vanderbilt/Carlton Freight Yards directly to the south, resulted in development on and in the vicinity of the project site blocks that has been primarily commercial and industrial. Residential districts have flourished north, south, west, and east of Atlantic Avenue and the rail yard, but the residential neighborhoods to the north have historically been separated from those to the south by the LIRR railroad and freight yards. As described above under existing conditions, the historic districts consist of concentrations, or enclaves, of historically significant residential buildings. These districts are significant for the cohesive groupings of the mostly late-19th and early-20th-century rowhouses contained within them, which exist in larger contexts of less architecturally distinguished residential neighborhoods, as well as areas that are in contrast to the historic and distinguishing characteristics of the historic districts. These contrasting areas, including much of Fulton Street (south of the majority of the Fort Greene Historic District) and the project site blocks north of the Prospect Heights Historic District, have served to set boundaries for the designation of the historic districts. The proposed development of Phase I, while altering the areas surrounding these historic districts, would not result in changes that would diminish the characteristics of the historic districts that render them significant, namely the cohesive nature of the late 19th and early 20th century structures, which are visually and physically distinct from areas that surround them.

The proposed new buildings, on account of their height, would be visible along with the buildings of the 2016 development (described below) from the north-south avenues of these historic districts above the predominantly low-rise buildings that line the avenues, with less visibility on the east-west side streets. Typically, the density of the rowhouse developments, which create solid streetwalls on narrow streets, obscure street-level views to the site. The development would be more visible on the north-south avenues, because of the greater width of these streets, which allows for wider views, and the trajectory of the avenues, which extend north and south to and through the project site. For the most part, the southern boundaries of the historic districts located north of the project site are north of Hanson Place and Fulton Street, at least 500 feet from the project site. However, the southern boundary of the Fort Greene Historic District boundary dips south of Fulton Street and Hanson Place between S. Portland Avenue and

Atlantic Yards Arena and Redevelopment Project EIS

Cumberland Street. It is expected that the closest views of the Phase 1 development from within this historic district would occur on S. Portland Avenue and S. Oxford Street. While it is expected that the proposed project would be visible from these locations, it would be from a distance of at least 500 feet. Views southwest from S. Portland Avenue and S. Oxford Street to the majority of the arena block and the proposed building on Site 5 of Block 927 would be in context of intervening buildings, including the 12-story Atlantic Terminal Houses between S. Portland Avenue and S. Elliott Place. The closest views from the BAM Historic District would also be at a distance of approximately 500 feet, with the Atlantic Center and Atlantic Terminal Malls (including the 10-story tower above the three-story Atlantic Center Mall) intervening. Views from other more northerly locations in the historic districts would be from an even greater distance. Therefore, while it is expected that views from the southern sections of the Fort Greene Historic District would be altered through the construction of the project, these views would be from a substantial distance. It is not expected that replacing views south from within the districts of the mostly low-rise industrial buildings (located along the north side of Pacific Street) visible across the below-grade rail yards with views of the proposed project's larger and taller contemporary buildings would result in significant adverse contextual impacts to the BAM and Fort Greene Historic Districts.

The tops of the Phase I buildings would also be visible from areas located farther east, including the Clinton Hill and Clinton Hill South Historic Districts and from the historic districts further south. However, the blocks and buildings that intervene between the Phase I portion of the project site and the historic districts would create a distance buffer, which would limit the visibility and presence of the proposed development of the arena and five buildings on these low-scale districts. A more specific discussion regarding the proposed project's potential to impact the S/NR-listed and NYCL-eligible Prospect Heights Historic District and the S/NR-eligible Swedish Baptist Church/Dean Street historic district is included in section H, "Probable Impacts of the Proposed Project—2016."

The proposed Phase I development would not isolate buildings within the historic districts from their setting and visual relationships with the existing streetscape, nor alter their visual prominence. By virtue of their small scale and location on narrow side streets, the buildings in the districts are typically publicly visible only from the immediately surrounding streets. It is expected that this visibility would remain unchanged with the proposed project, and that the proposed new development would not eliminate or screen publicly accessible views of historic resources within the historic districts (with the exception of the Williamsburgh Savings Bank Building, described above).

Overall, the proposed Phase I development is expected to change the built environment of areas surrounding historic resources in the study area. However, with the exception of the obstruction of public views to the Williamsburgh Savings Bank Building discussed in Chapter 8, "Urban Design and Visual Resources," and new shadows to be cast on the Church of the Redeemer discussed in Chapter 9, "Shadows," which would constitute significant adverse impacts to historic resources, the proposed development would not diminish the distinguishing characteristics of other historic resources in the study area. For these other resources, the proposed project would not isolate a resource from its setting or its visual relationship with the streetscape, reduce its visual prominence, or obstruct or screen publicly accessible views to a resource, introduce new significant shadows or significantly extend the duration of existing shadows on historic resources with sun-sensitive features, or introduce an incompatible visual element to a resource's setting such that it would substantially detract from the characteristics of a resource that makes it significant. Resources located in proximity to the proposed Phase I

development, namely the Church of the Redeemer, the Pacific Branch of the BPL, and the IRT Control House, have existed in a changing context that includes a mix of old and new buildings. In addition, these buildings are individually significant for specific historic and architectural characteristics, so that the development of contemporary buildings in the vicinity of these structures is not expected to detract from their unique and defining features. Other historic resources are located at a greater distance from the project site, with intervening buildings separating the resources from the project site. Therefore, the Phase I development is not expected to result in significant adverse contextual impacts to historic resources in the study area (beyond those adverse impacts on the Williamsburgh Savings Bank Building and Church of the Redeemer referenced above).

Nighttime Lighting and Signage

As discussed in Chapter 8, “Urban Design and Visual Resources” of the DEIS, signage on the project site would be typical for local retail and commercial areas in New York City with the exception of certain portions of the arena block. On Site 5, signage would be allowed to a height of 40 feet on Flatbush, Atlantic and 4th Avenues due to Site 5’s prominent location at the intersection of these avenues, which would be comparable to signage for most commercial districts. Existing signage presently exists on Site 5, including large illuminated signs for the retailers P.C. Richard & Son and Modell’s Sporting Goods. On Site 5, it would be allowed in the C-6 zone covering Site 5. It is not expected that this would result in a significant change that would adversely affect the historic character of the Church of the Redeemer, located across an approximately 120-foot-wide avenue. Since the signage would not be located on the Pacific Street frontage, it would not be expected to have any adverse effect on the Pacific Branch of the BPL, located across Pacific Street.

On locations on the Atlantic and Flatbush Avenue frontages of the Arena block, specific controls would be placed that would allow for illuminated and non-illuminated opaque signs limited to the westernmost 75 feet of the Arena block (to the height of the prow extending from the Urban Room) and Building 1 (to a height of 40 feet), with additional transparent signage permitted on the Urban Room (to its full height of 80 to 150 feet), Building 1 (to a height of 60 feet), and the Arena (to a height of 40 feet). Since the signage would be focused at the intersection of Atlantic and Flatbush Avenues, it would be visible east and west on Atlantic Avenue, north and south on Flatbush Avenue, and on a small portion of Pacific and Dean Streets south of Flatbush Avenue. The closest historic resources to the arena block are the Atlantic Avenue Subway Station (Resource No. 3) and the Atlantic Avenue Control House (Resource No. 4). Since the Atlantic Avenue Station is underground, the signage would have no adverse impacts on this resource. As has been discussed in the DEIS, the IRT Atlantic Avenue Control House exists in a greatly altered context and it is not expected that the signage would adversely impact the qualities that make this resource significant.

It is not expected that the proposed signage would adversely affect other historic resources in the study area. The historic resources located north of Atlantic Avenue closest to the arena block are located north of Hanson Place, with fully developed intervening blocks containing the Atlantic Center and Atlantic Terminal Malls (the Atlantic Center Mall contains a 13-story tower along Fort Greene Place). These include resources No. 5 (BAM Historic District), No. 8 (Fort Greene Historic District), and No. 12 (Williamsburgh Savings Bank). Due to the distance of these resources from

the arena block and structures that intervene, there would be no direct visibility. Signage illumination would be visible only in the distance. Therefore, the proposed project would not result in any significant adverse impact on the historic character of the BAM and Fort Greene historic districts. North of Atlantic Avenue but farther east, the Fort Greene Historic District dips south of Hanson Place between S. Portland Avenue and Cumberland Street. However, this portion of the Fort Greene Historic District is also at a considerable distance from the arena block, and the 12-story Atlantic Terminal Houses fronting on S. Elliott Place obstruct most views southwest to the arena block from this portion of the historic district.

Other historic resources in the area are at a farther distance and buffered by intervening existing buildings. Existing intervening buildings and blocks separate resources No. 17, 27, 30, 32, 34, 35, and 37 from the arena block. The Church of the Redeemer (Resource No. 36) would be separated from the arena block by the proposed new development on Block 927. In addition, some of these resources are oriented away from the arena block and the proposed signage. These include Resource No. 17 (which faces north on State Street), Resource No. 32 (which faces south on St. Marks Avenue), and Resource No. 35 (which faces south on Dean Street). Therefore, there are no historic resources that would be sensitive to the signage and signage illumination located in close proximity to the arena block. The proposed signage would have no significant adverse impacts on historic resources in the study area.

G. FUTURE WITHOUT THE PROPOSED PROJECT—2016

PROJECT SITE

ARCHAEOLOGICAL RESOURCES

Without the proposed project, it is assumed that there will be no subsurface disturbance of the project site. In any case, no areas of archaeological sensitivity were identified on the Phase II portion of the project site.

HISTORIC RESOURCES

No projects have been identified on the project site for development by 2016. Therefore, in the future without the proposed project, the conditions of, and potential changes to, the two known historic resources on the project site would be similar to those described above in “Future Without the Proposed Project–2010.”

STUDY AREA

HISTORIC RESOURCES

Development of the BAM Local Development Corporation (LDC) Project, consisting of a new Visual and Performing Arts Library, a theater, and retail and parking uses, will be completed by 2013 (see No. 13 of Table 2-1 and Figure 2-1 of Chapter 2, “Procedural and Analytical Framework”). This new development would occur across Ashland Place from the BAM Historic District. Since Ashland Place is a narrow street, it is possible that inadvertent construction-related impacts could occur to the buildings in the BAM Historic District, located within 90 feet of construction, if no CPP for historic structures is in place.

H. PROBABLE IMPACTS OF THE PROPOSED PROJECT—2016

PROJECT SITE

Phase II would include development east of 6th Avenue. This development would include 11 residential buildings (Buildings 5 through 15) ranging in height from approximately 180 feet to 480 feet, including mechanical. Lower building elements would be situated along Dean Street from Carlton to Vanderbilt Avenues, with at least eight acres of publicly accessible active and passive open space on a deck constructed over the renovated rail yard (see Figures 7-34 and 7-35).

Three residential buildings would be built along Atlantic Avenue between 6th and Carlton Avenues and one would be built along 6th Avenue, between Pacific and Dean Streets. During Phase II, the new block created by the closing of Pacific Street between Carlton and Vanderbilt Avenues would be developed with seven residential buildings and publicly accessible open space.

ARCHAEOLOGICAL RESOURCES

There are no areas of potential archaeological sensitivity on the Phase II portions of the project site. Therefore, the proposed project would have no significant adverse impacts on archaeological resources on Blocks 1120, 1121, 1128, and 1129, and no further archaeological study is warranted for these portions of the project site.

HISTORIC RESOURCES

As described above, it is assumed that all structures, including the former LIRR Stables at 700 Atlantic Avenue located on Block 1120 and the former Ward Bread Bakery complex at 800 Pacific Street, would have been demolished by 2010. By 2016, the master plan for the proposed project envisions a residential building (Building 6) and open space on the site of the LIRR Stables. A residential building (Building 12); open space, including a portion of the planned pedestrian boardwalk, a north-south pedestrian pathway between Atlantic Avenue and Dean Street; and the proposed storm water retention basin are planned on the site of the former Ward Bakery complex. As described above, demolition of the former LIRR Stables and former Ward Bread Bakery complex would constitute a significant adverse impact on historic resources.

STUDY AREA

HISTORIC RESOURCES

Direct (Physical Impacts)

As described above, in the absence of appropriate planning 15 historic buildings in the area could be potentially impacted through site clearance and/or new development by 2010. Of these, the 10 buildings located in the Prospect Heights Historic District and the four buildings located in the Swedish Baptist Church/Dean Street historic district could further be affected by the proposed new 2016 construction on Block 1129 and Block 1128, respectively. As described above, these buildings will be included in the CPP to be developed in consultation with OPRHP and implemented prior to any demolition and construction activities on the project site.

Contextual Impacts

As described above, Phase II would result in the development of 11 buildings in addition to the arena and five buildings anticipated to be developed by 2010. The closest historic resources to the Phase II

Atlantic Yards Arena and Redevelopment Project EIS

development consist of buildings within the S/NR-listed and NYCL-eligible Prospect Heights Historic District and buildings within the Swedish Baptist Church/Dean Street historic district.

The buildings in the S/NR-listed and NYCL-eligible Prospect Heights Historic District on the west side of Carlton Avenue north of Dean Street and the buildings within the district at the southeast and southwest corners of Carlton Avenue and Dean Street would be located directly across streets from the proposed project development on Blocks 1120, 1121, and 1129. The S/NR-listed and NYCL-eligible Prospect Heights Historic District would be located across Pacific Street from proposed new open space to be located along the north side of Pacific Street on Block 1120. This new open space would replace the open LIRR rail yard. On Carlton Avenue, the buildings in the historic district north of Dean Street and those at the southwest and southeast corners of Carlton Avenue and Dean Streets would face Building 14, an approximately 180-foot-tall building (approximately 16 stories with mechanical). This building would be located between Dean and Pacific Streets, replacing five vacant parcels and a surface parking lot. The building would be slightly set back from Carlton Avenue by landscaped areas. The Pacific Street corridor (which would be closed between Carlton and Vanderbilt Avenues) and areas on either side would be publicly accessible open space. The remainder of Blocks 1120 and 1121 would be developed with residential buildings fronting on Atlantic Avenue.

The four buildings (Buildings 11-14) proposed on the north side of Dean Street between Carlton and Vanderbilt Avenues would range in height from approximately 180 feet to 280 feet (including mechanical). At the sidewalk, these buildings would have streetwalls of between 60 feet and 105 feet in height; above these heights the buildings would set back to their maximum building heights (see Figure 7-35). This would create a scale on Dean Street that, while larger than that of the buildings in the historic district, would be more suited to the narrow street (see Figure 7-36). It is further envisioned that the bases of the proposed buildings on the east side of Carlton Avenue and the portions of the buildings fronting on the north side of Dean Street on Block 1129 would have a traditional massing and be clad in masonry. Above a low base, Buildings 12 and 13 would be substantially set back from Dean Street and would have more asymmetrical designs and be clad in glass and metal panels.

It is expected that Buildings 11-14 on Block 1129 and the proposed open space on Block 1120 would alter the built form of areas immediately north and east of the S/NR-listed and NYCL-eligible Prospect Heights Historic District. The buildings would be taller and have larger footprints than those located in the historic district. However, the proposed development would not isolate the historic district from its setting or streetscape the buildings would continue to be separated from the surrounding urban context by Carlton Avenue and Dean Street. The width of Carlton Avenue especially (at approximately 80 feet), would allow for a visual separation between the historic row of buildings on the west side of Carlton Avenue and the proposed new development. This would be augmented by the setbacks of Buildings 8 and 14 to the east of Carlton Avenue on Block 1129. The proposed residential buildings and open spaces would not be expected to constitute incompatible visual, audible, or atmospheric elements that would diminish the significant characteristics of the buildings in the S/NR-listed and S/NR-eligible Prospect Heights Historic District. As described above, OPRHP has determined that the S/NR-listed Prospect Heights Historic District is significant since it constitutes an intact and cohesive enclave of predominantly late-19th-century buildings. LPC has determined that the NYCL-eligible historic district is a well preserved district of rowhouses and religious structures dating from the 1870s through 1890s. The proposed project would not affect these characteristics, but would change the larger setting in which the district is located. Since the S/NR-listed and NYCL-eligible district boundaries were drawn to eliminate areas surrounding the district that did not contribute to the

district's cohesive architectural character, altering these non-contributing areas would not be expected to result in significant adverse impacts to the context of the S/NR-listed and NYCL-eligible Prospect Heights Historic District.

It is expected that the new buildings would be visible above the existing low-rise development on Carlton Avenue (see Figure 7-37). Because of the strong streetwalls on the east-west cross streets and the narrower width of these streets, the visibility of the new development would be limited. Because of the existing urban context of built-up blocks, the proposed Phase II development would not obstruct existing views of the S/NR-listed and NYCL-eligible Prospect Heights Historic District except in views south on Atlantic Avenue from locations immediately east and west of Carlton Avenue. From these locations, the Pacific Street façade of northernmost building in the Prospect Heights Historic District (516 Carlton Avenue) is visible since the portions of the LIRR rail yard in these areas does not contain structures. However, the removal of this view would not be expected to result in significant adverse impacts. This building would continue to be visible on Carlton Avenue, from open and closed Pacific Street, and on Dean Street. The primary façade of this building on Carlton Avenue would not be obstructed.

The proposed 272-foot-tall Building 15 on Block 1128 would be adjacent to the Swedish Baptist Church/Dean Street historic district (Resource No. 23 of Figure 7-2). The approximately 25-story building would be located approximately 15 feet from the westernmost building in the historic district, a four-story brick rowhouse at 497 Dean Street dating to the late 19th century. The proposed building would replace 5 two- to three-and-a-half-story 19th-century residential buildings that have been substantially altered with new sidings, windows, and ground-floor alterations. The proposed height and the modern design of the building would contrast with the historic character of the 19th-century rowhouses and the former Swedish Baptist Church that make up the historic district. However, the north side of Dean Street is broken up in two locations, with open areas and driveways relating to a condominium building located at 700 Pacific Street, and does not present a consistent streetwall. In this context, the small historic district exists as an architecturally distinguished enclave and fragment of a once larger intact 19th-century streetscape. The proposed new building would be located at the west end of the block and, therefore, would not break up the district. Although the brick rowhouses and Swedish Baptist Church were built during the same time period as the five buildings that would be demolished on the site of Building 15, the historic relationship between the five buildings on the site of Building 15 and those located within the historic district has been altered. Changes to the buildings on the site of Building 15 have resulted in a loss of these buildings' integrity, with the exception of their scale and general configuration.

It is expected that while Building 15 would be of a larger scale than those buildings in the adjacent Swedish Baptist Church/Dean Street historic district, the proposed new building would be faced in masonry, which would be in keeping with the cladding of the church and rowhouses located in the historic district (see Figure 7-38). The significance of the district lies in the intact late-19th-century buildings located within it, and in its portrayal as a fragment of a late-19th-century streetscape. The proposed new development would not diminish these characteristics. It is anticipated that the buildings on the south side of Pacific Street between 6th and Carlton Avenues, outside the project site, would create a physical and visual buffer between the buildings in the historic district and the proposed development on Block 1120, lessening any visual impacts. The proposed development would not obstruct any publicly accessible views to this resource.

The new buildings would contrast with the footprints, heights, and classical designs of the rowhouses in the nearby historic districts, (including the S/NR-listed and NYCL-eligible Prospect

Atlantic Yards Arena and Redevelopment Project EIS

Heights Historic District, Swedish Baptist Church/Dean Street historic district, and the S/NR-eligible extensions to the Prospect Heights Historic District west of Carlton Avenue and south of Dean Street (Resources 24, 25, and 16 of Figure 7-2, respectively), and more distant historic districts located north of the project site (BAM, Fort Greene, Clinton Hill, and Clinton Hill South Historic Districts). However, these districts would continue to be enclaves of cohesive historic buildings that exist in larger altered contexts, and the proposed project would not diminish the significant characteristics of these districts. The proposed design has been envisioned to include buildings of more traditional massings clad in masonry, which would create façades at street level that would not be incompatible with those in the nearby historic districts (see Figure 7-31). It is not expected that the change in the open rail yard, from mostly non-descript and/or dilapidated buildings to a series of residential buildings and open spaces, would introduce incompatible visual, audible, and atmospheric elements so as to result in significant adverse contextual impacts to these historic resources. The proposed project would allow for the creation of a residential development that would complement the primarily residential uses in the historic districts and remove what has historically been a physical and visual barrier in the urban fabric between the residential areas to the north and south of the project site. As described above, one of the goals of the master plan is to link the residential neighborhoods located north and south of the project site through open spaces that extend the urban grid from the north through the project site. This linking would be expected to have a beneficial, rather than isolating, impact on the residential historic districts.

The introduction of a substantial amount of publicly accessible open space would reduce the bulk of the buildings on the street, and provide welcome greenery in an area where very little now exists. The locations of the buildings at the perimeter of the project site would reinforce the strong streetwall found in the historic districts, while creating appropriately scaled openings between the proposed buildings that echo the width of the existing city streets. The use of masonry cladding, especially on the east side of Carlton Avenue, the north side of Dean Street between Carlton and Vanderbilt Avenues, and at Building 15 on the east side of 6th Avenue, would be appropriate to the historic character of the historic districts.

The proposed Phase II development would not have adverse contextual impacts on other nearby historic resources. There are intervening buildings between the project site and the next closest resources, St. Joseph's Convent House at 834 Pacific Street (Resource No. 14 of Figure 7-2), the remainder of the St. Joseph's Church complex east of Vanderbilt Avenue between Pacific and Dean Streets (Resource No. 22 of Figure 7-2), St. Luke's Episcopal Church (Resource No. 11 of Figure 7-2), and the Clinton Avenue historic district (Resource No. 20 of Figure 7-2). There is an even greater physical and visual buffer for the more distant historic districts located north and northeast of the project site because of buildings on intervening blocks, some of which are tall, such as along Clermont Avenue and Fulton Street (including the 9-story office building at 495 Clermont Avenue and 13-31 story Atlantic Terminal Houses between Clermont and Carlton Avenues and Atlantic Avenue and Fulton Street) (see Figures 7-39 and 7-40). The proposed new buildings would alter the surrounding built context of these and the other historic resources in the study area. However, for the reasons that have been described previously, the proposed 2016 development would not be expected to result in significant adverse contextual impacts to historic resources other than the loss of some views of the Williamsburgh Savings Bank Building and the shadow impacts on the Church of the Redeemer in the study area. It would not result in the isolation of a historic resource from its setting or its visual relationship with the streetscape, and it would not introduce an incompatible visual, audible, or atmospheric element that would diminish the qualities of a historic resource that make it significant. *