

Block 1121, Lot 47



Photograph 1121-47-A



Photograph 1121-47-A

Block 1121, Lot 47

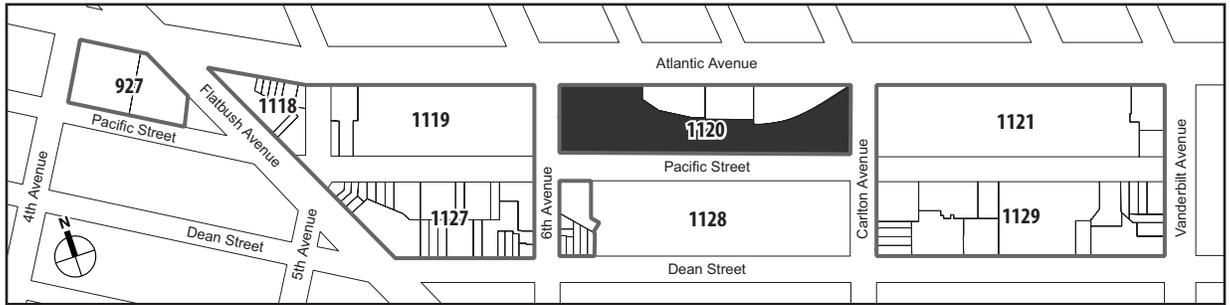


Photograph 1121-47-C



Photograph 1121-47-D

Block I 120, Lot 1



Location, Use, Zoning, and Ownership

Lot 1 occupies over 75 percent of the block bounded by Atlantic Avenue on the north, Carlton Avenue on the east, Pacific Street on the south, and 6th Avenue on the west. The lot accommodates the middle portion of the 8-acre below-grade rail yard, which is used for the storage and servicing of LIRR commuter rail trains (see Photograph A).

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

Unsanitary and Unsafe Conditions

Current conditions on lot 1 are shown in Photographs A through G. Similar to the eastern portion of the rail yard (Block 1121, lot 1) this middle section is located entirely below-grade and is surrounded by a chain link fence, sections of which are topped in barbed wire. As shown in Photographs B through G, portions of the yard itself are overgrown with vegetation and littered with trash and debris. Metal beams are stored in the open yard and several small storage structures and interior walls are painted with graffiti. The sidewalks surrounding lot 1 on Atlantic, 6th, and Carlton Avenues are also in a condition of disrepair. As shown in Photograph H, tall weeds grow along the fence facing Atlantic Avenue, and the sidewalk area—similar to the sidewalk along the Atlantic Avenue portion of Block 1121—is strewn with trash and only partially paved.

Indications of Structural Damage

The only permanent structure on lot 1 is a single-story 300 sf building located on the eastern portion of the lot. A structural due diligence survey has not been conducted for this lot, but a visual assessment did not indicate that the building structure is substantially compromised.

Building Code Violations

There are no open building code violations associated with lot 1.

Occupancy/Vacancy Status

As indicated above, lot 1 is occupied by a below-grade open rail yard, which is used by the MTA for storage and servicing of LIRR commuter rail trains.

Underutilization

Lot 1 is in an M-1 zoning district with an FAR of 1.0. Although the 165,000 sf lot could accommodate up to 165,000 zsf of built space under current zoning, it is occupied by an active open rail yard and one 300 gsf building, utilizing less than 1 percent of the lot's development potential.

Block 1120, Lot 1

Environmental Concerns

The Phase I ESA identified characteristics of the LIRR rail yard on Block 1120 that were indicative of potential environmental concern on the site. These included: stained soil associated with wheel oilers and greasers; potential releases from suspected UST(s); potential releases of PCB-containing fluid used in electrical equipment; stockpiled soil from various repair operations; potential residual contamination from a documented spill incident of hydraulic fluid; and the presence of drums and other containers.

In the Phase II sampling, one soil sample exceeded the hazardous waste threshold for lead, but was adjacent to a nearby overpass likely painted with lead-based paint. Shallow soils, containing contaminants including metals, semi-volatile organic compounds, and pesticides, were generally typical of historic fill or potentially associated with impacts from rail yard usage. Historic pesticide usage on the rail yard could have contributed to pesticide levels in shallow soils and in the elevated concentration of a pesticide in one groundwater sample. No PCBs were indicated at elevated levels in the soil or groundwater samples. Historic fill, containing typically associated contaminants including metals, semi-volatile organic compounds, and pesticides, was present. Historic pesticide use on the rail yard could have contributed to pesticide levels in shallow soils. Areas of environmental impacts not discovered in the Phase I or Phase II ESA could potentially exist due to the size, complexity, and age of the site and limited information concerning historical site operations and waste management practices.

Block I 120, Lot I



Photograph I 120-I-A



Photograph I 120-I-B

Block I 120, Lot I



Photograph I 120-I-C



Photograph I 120-I-D

Block I 120, Lot I



Photograph I 120-I-E



Photograph I 120-I-F

Block I 120, Lot I

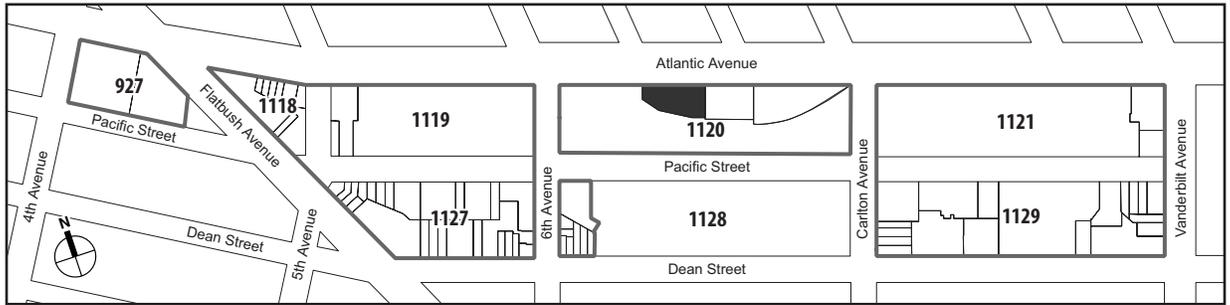


Photograph I 120-I-G



Photograph I 120-I-H

Block I 120, Lot 19



Location, Use, Zoning, and Ownership

Lot 19 is located at 700 Atlantic Avenue, between 6th and Carlton Avenues. The lot contains a three-story, 38,759 gsf warehouse building occupied by a business engaged in trade show exhibitions (see Photograph A). Lot 19 is located in an M1-1 zoning district. M1 districts allow high-performance light manufacturing uses and often serve as buffers to adjacent residential or commercial districts. M1-1 districts have an FAR of 1.0. According to the New York City Department of Finance, lot 19 is owned by 714 Atlantic Avenue Corporation.

Unsanitary and Unsafe Conditions

The ground floor of the building on lot 19 is painted with graffiti and some of the window panes on the second and third stories of the building are broken or missing (see Photographs A and B). Sections of the sidewalk in front of the building are cracked and chipped and portions of the sidewalk are missing (see Photograph C). In addition, some of the brick on the western portion of the building's rear façade appears to be loose and crumbling (see Photograph D).

Indications of Structural Damage

Although a structural due diligence survey has not been conducted for this lot, the loose brickwork described above may be indicative of structural damage.

Building Code Violations

Lot 19 has 13 open building code violations (see Appendix B). Three of the violations are issued by ECB and are related to the building's elevator and ten are DOB violations, most of which are related to the building's boiler. Of the 13 violations, 7 were issued in 2000 or later.

Occupancy/Vacancy Status

The building on lot 19 is currently occupied by Global Exhibition Services, Inc., a business that specializes in trade show exhibitions.

Underutilization

Based on current zoning, lot 19 is fully utilized.

Environmental Concerns

No Phase I ESA has been performed for this lot. There is the potential for subsurface contamination associated with historic manufacturing uses and suspected UST(s) indicated by DOB records and the presence of a tank fill port outside the building.

Block I 120, Lot 19



Photograph I 120-19-A



Photograph I 120-19-B

Block I 120, Lot 19

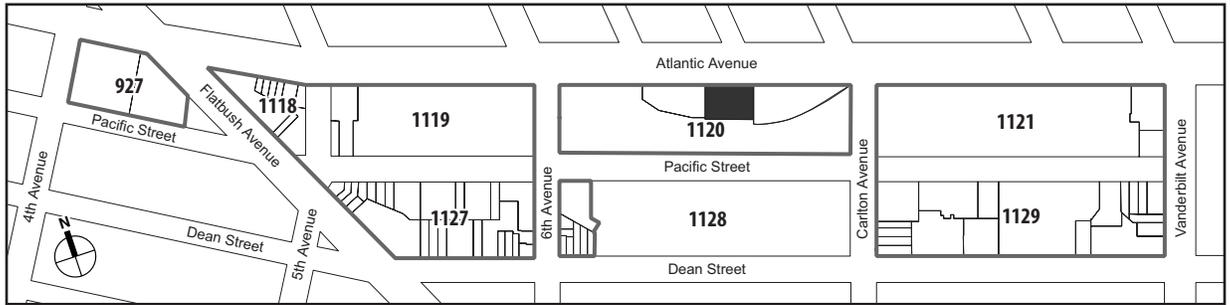


Photograph I 120-19-C



Photograph I 120-19-D

Block I 120, Lot 28



Location, Use, Zoning, and Ownership

Lot 28 is located at 728 Atlantic Avenue, between 6th and Carlton Avenues. The lot hosts a six-story, 72,990 gsf warehouse building (see Photograph A) occupied by a self storage business. Lot 28 is located in an M1-1 zoning district. M1 districts allow high-performance light manufacturing uses and often serve as buffers to adjacent residential or commercial districts. M1-1 districts have an FAR of 1.0. According to the New York City Department of Finance, lot 28 is owned by WSMP-MW-EAST, L.P.

Unsanitary and Unsafe Conditions

Other than some degradation in the sidewalk along lot 28 (see Photograph B), no unsanitary or unsafe conditions were identified as part of the visual assessment.

Indications of Structural Damage

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

Building Code Violations

Lot 28 has five open building code violations, all of which are elevator-related. All of the violations were issued in 2000 or later, and three were issued in 2005.

Occupancy/Vacancy Status

The building on lot 28 is currently occupied by Storage Mart, a self storage business.

Underutilization

Based on current zoning, lot 28 is fully utilized.

Environmental Concerns

No Phase I ESA has been performed for this lot. There is the potential for subsurface contamination associated with historic manufacturing site uses including a foundry and acid room, and with the presence of suspected fuel oil storage tanks indicated by DOB records and the observed tank vent pipes.

Block I 120, Lot 28

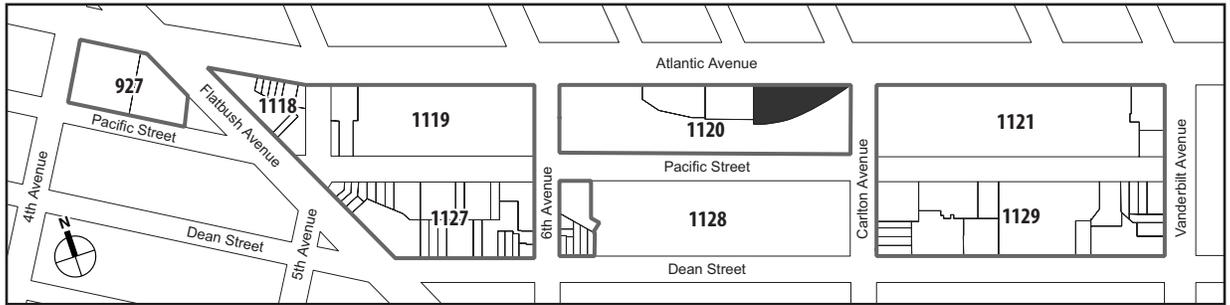


Photograph I 120-28-A



Photograph I 120-28-B

Block I 120, Lot 35



Location, Use, Zoning, and Ownership

Lot 35 is located on Atlantic Avenue, on the eastern portion of the block bounded by Atlantic Avenue on the north, Carlton Avenue on the east, Pacific Street on the south, and 6th Avenue on the west. The lot is vacant (see Photograph A). Lot 35 is located in an M1-1 zoning district. M1 districts allow high-performance light manufacturing uses and often serve as buffers to adjacent residential or commercial districts. M1-1 districts have an FAR of 1.0. According to the New York City Department of Finance, lot 35 is owned by 730 Equity Corporation. In Fall 2005, AYDC assumed the ground lease for the property.

Unsanitary and Unsafe Conditions

As shown in Photograph B, lot 35 is surrounded by a chain-link fence, portions of which are covered with barbed wire and sections of which are no longer standing upright. The lot itself is overgrown with weeds and the brick wall facing into the lot on the eastern portion of the lot is painted with graffiti (see Photograph C). In addition, as shown in Photographs B and D, the sidewalk along Atlantic Avenue is cracked and uneven and weeds have grown up through most of the cracks and along the curb.

Indications of Structural Damage

There are no permanent structures located on lot 35.

Building Code Violations

There are no building code violations associated with lot 35.

Occupancy/Vacancy Status

As indicated above, lot 35 is a vacant lot.

Underutilization

Lot 35 is located in an M1-1 zoning district with an FAR of 1.0. Although the 21,330 sf lot can accommodate up to 21,330 zsf of built space under current zoning, it is currently vacant, utilizing none of the lot's development potential.

Block 1120, Lot 35

Environmental Concerns

The Phase I ESA identified characteristics of lot 35 that indicated potential environmental concern from former site uses. These included the potential for petroleum-related soil and groundwater contamination related to the historic gasoline filling station associated with numerous USTs and residual contamination from documented spills that were closed after tanks removals. Additional concerns cited in the Phase I ESA included the unknown status of site drainage structures, the presence of a drum on the lot, a potential historic fuel oil tank, and a historic blacksmith on the site. The Phase II ESA sampling showed no indication of remaining petroleum-related groundwater contamination; however one shallow soil sample contained elevated levels of petroleum-related compounds above regulatory comparison criteria.

Block I 120, Lot 35



Photograph I 120-35-A



Photograph I 120-35-B

Block I 120, Lot 35

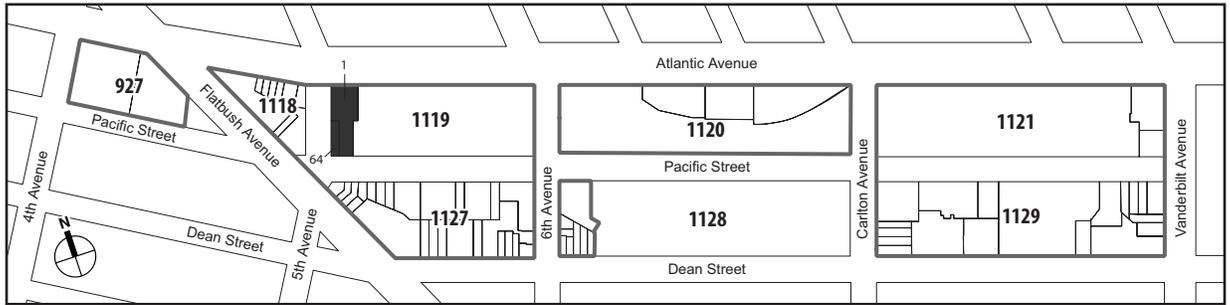


Photograph I 120-35-C



Photograph I 120-35-D

Block 1119, Lots 1, 64



Location, Use, Zoning, and Ownership

Lots 1 and 64 are located at 622 Atlantic Avenue, on the western end of the block bounded by 5th Avenue on the west, Atlantic Avenue on the north, 6th Avenue on the east, and Pacific Street on the south. The lots are owned and occupied by a U-Haul truck rental facility (see Photographs A and B). There is a single-story, 1,753 gsf building on the eastern portion of the lot, and the remainder of the lot is used as a parking area for the rental trucks.

The lots are located in an M1-1 zoning district. M1 districts allow high-performance light manufacturing uses and often serve as buffers to adjacent residential or commercial districts. M1-1 districts have an FAR of 1.0. Lots 1 and 64 are currently under contract by AYDC. The closing is anticipated to take place in September 2006.

Unsanitary and Unsafe Conditions

The fence surrounding the U-Haul facility is topped with barbed wire and leans outwards over the sidewalk in areas (see Photographs A and B), and the fence along Pacific Street is overgrown with weeds (see Photograph B). In addition, the sidewalk on the northern side of lot 1, along Atlantic Avenue is cracked and uneven (see Photograph C).

Indications of Structural Damage

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

Building Code Violations

There are no open building code violations associated with lot 1 or lot 64.

Occupancy/Vacancy Status

Lots 1 and 64 are currently occupied by a U-Haul truck rental facility. The business will vacate the property upon AYDC acquisition in September 2006.

Underutilization

As indicated above, lots 1 and 64 are located in an M1-1 zoning district with an FAR of 1.0. The lots occupy a highly visible location, directly across Atlantic Avenue from the Atlantic Terminal and Atlantic Center shopping and employment concentrations. Although the 14,533 sf lots can accommodate up to 14,533 zsf of built space under current zoning, they host a one-story 1,753 gsf building, utilizing only 12 percent of their development potential. Given their key location in the midst of one of the largest commercial districts in Brooklyn, lots 1 and 64 are critically underutilized.

Block 1119, Lots 1, 64

Environmental Concerns

The Phase I and Phase II ESAs identified issues of environmental concern on lot 1 and 64 likely from current or historic site uses. Site uses that could result in soil or groundwater contamination identified in the Phase I ESA included a historic metal electroplating facility, a historic gasoline filling station, and the current U-Haul truck rental facility with light truck-maintenance operations. There is an open documented spill related to soil contamination encountered during closure of one of numerous historic USTs. The Phase II ESA survey located seven potential remaining USTs on the site. There is no indication that the site is currently undergoing remediation to address the contamination or active spill. Phase II sampling indicated the presence of gasoline-related soil contamination in shallow and deep soils and gasoline-related groundwater contamination.

Block 1119, Lots 1, 64



Photograph 1119-1/64-A



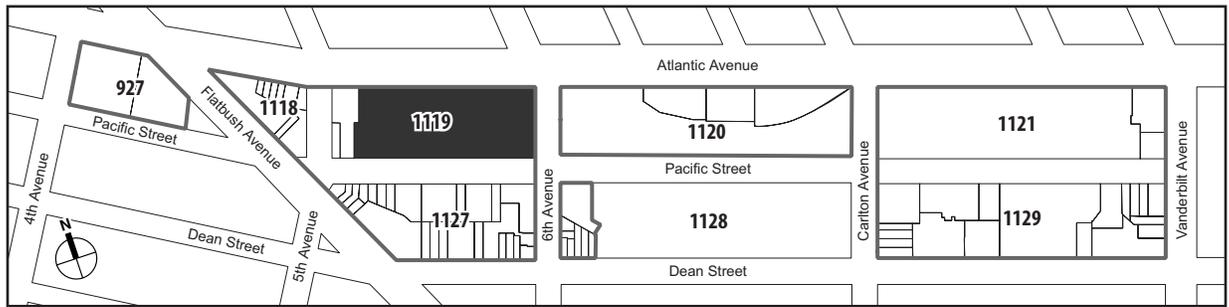
Photograph 1119-1/64-B

Block 1119, Lots 1, 64



Photograph 1119-1/64-C

Block 1119, Lot 7



Location, Use, Zoning, and Ownership

Lot 7 occupies a vast majority of the block bounded by Atlantic Avenue on the north, 6th Avenue on the east, Pacific Street on the south, and 5th Avenue on the west. The lot accommodates the western portion of the 8-acre below-grade rail yard, which is used for the storage and servicing of LIRR commuter rail trains (see Photographs A through F).

Lot 7 is located in an M1-1 zoning district. M1 districts allow high-performance light manufacturing uses and often serve as buffers to adjacent residential or commercial districts. M1-1 districts have an FAR of 1.0. According to the New York City Department of Finance, lot 7 is owned by MTA/LIRR.

Unsanitary and Unsafe Conditions

Current conditions on lot 7 are shown in Photographs A through F. The western portion of lot 7 is at-grade (see Photograph D) but the lot decreases in elevation as the tracks progress east (see Photograph C). As shown in Photograph E, portions of the lot are strewn with trash and, as shown in Photograph F, some of the walls facing the rail yard have been painted with graffiti. The public areas surrounding lot 7 are in a condition of severe disrepair. The sidewalk along Pacific Street is littered with trash, overgrown with weeds, and is cracked and uneven in areas (see Photograph C). A metal barrier, covered in rust and painted with graffiti, runs parallel to the sidewalk along part of Pacific Street (see Photograph H). A significant amount of garbage and other debris has accumulated in the narrow space between the barrier and the chain-link fence (see Photograph I); and an August 26, 2005 article in the Brooklyn Heights Courier reported that the narrow space is used as living space by four or five homeless men (see Appendix C).

The entire lot is surrounded by a chain-link fence, portions of which are topped with barbed wire. In some areas, the concrete base that supports the fence is severely degraded. For example, as shown in Photograph J, the base supporting the fence along Atlantic Avenue is chipped and crumbling. Also, as shown in Photograph J, the sidewalk along Atlantic Avenue is in poor condition. The concrete sidewalk slabs closest to the curb are cracked and uneven with weeds growing along the curb and through many of the cracks; the portion of the sidewalk closest to the fence is unpaved.

Indications of Structural Damage

Lot 7 contains only one single-story 5,616 gsf building. A structural due diligence survey has not been conducted for this lot, but a visual assessment did not indicate that the building structure is substantially compromised.

Building Code Violations

There are no open building code violations associated with lot 7.

Block 1119, Lot 7

Occupancy/Vacancy Status

As indicated above, lot 7 is occupied by a portion of the rail yard, which is used by the MTA for storage and servicing of LIRR commuter rail trains.

Underutilization

As indicated above, lot 7 is in an M-1 zoning district with an FAR of 1.0. Although the 99,000 sf lot can accommodate up to 99,000 zsf of built space under current zoning, it is occupied by an open rail yard and one 5,616 gsf building, utilizing less than 6 percent of the lot's development potential. Lot 7 is situated directly across from the shopping and employment concentration at Atlantic Terminal and diagonally across from Atlantic Center. Given its key location in the midst of one of the largest commercial districts in Brooklyn, lot 7 is critically underutilized.

Environmental Concerns

The Phase I ESA identified characteristics of the LIRR rail yard on Block 1119 that were indicative of potential environmental concern on the site. Lot 7 contained an electric substation, transformers, and other equipment, that do not currently (but may have historically) contained PCBs. Some floor staining was noted in an electric shed, indicating the potential for releases to have occurred. A documented spill of hydraulic fluid and localized staining along the rail tracks were cited as indications of the potential for subsurface contamination in the Phase I ESA. Historic uses of potential environmental concern included a structure indicated as a car and ash dump and a historic rubber company on lot 7.

Phase II sampling indicated elevated PCBs in two shallow soil samples on the eastern third of lot 7. Lot 7 contained elevated levels of semi-volatile organic compounds in soil and groundwater, potentially related to impact from rail yard uses. One groundwater sample contained elevated levels of petroleum-related compounds on the western side of the site (adjacent to Block 1119, lot 1). Shallow soils, containing contaminants including metals, semi-volatile organic compounds, and pesticides, were generally typical of historic fill or potentially associated with impacts from rail yard usage. Historic pesticides usage on the rail yard could have contributed to pesticide levels in shallow soils. There was no evidence of major impact, based on Phase II data; however, areas of environmental impacts not discovered in the Phase I or Phase II ESA could exist due to the size, complexity, and age of the site and limited information concerning historical site operations.