Chapter 8: Historic Resources

A. INTRODUCTION

This chapter considers the potential for the proposed redevelopment of the Domino Sugar site ("the proposed project") to affect historic resources. The proposed project would result in a new, mixed-use development that would occupy an approximately 11-acre site comprising two parcels: a waterfront parcel (Block 2414, Lot 1) and an upland parcel (Block 2428, Lot 1). The waterfront parcel is approximately 9.9 acres and the upland parcel is approximately 1.3 acres. The waterfront parcel is bounded on the west by the East River, on the north by Grand Street, on the east by Kent Avenue, and on the south by South 5th Street. The upland parcel occupies the majority of the block bounded on the west by Kent Avenue, on the north by South 3rd Street, on the east by Wythe Avenue, and on the south by South 4th Street. The waterfront parcel is currently developed with the former Domino Sugar processing plant, which has been determined eligible for listing on the State and National Registers of Historic Places (S/NR). Further, three of the buildings on the site—the Pan, Filter, and Finishing Houses (collectively known as "the Refinery")—have been designated a New York City Landmark (NYCL). The upland parcel is currently vacant.

The historic resources analysis has been prepared in accordance with City Environmental Quality Review (CEQR), the 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 impacts of their actions on historic properties. This technical analysis follows the guidance of the *CEQR Technical Manual*. This analysis has also been prepared in accordance with Section 106 of the National Historic Preservation Act.

Historic resources include both archaeological and architectural resources. The study area for archaeological resources would be the area disturbed for project construction, which includes both the upland and waterfront parcels. In a letter dated June 20, 2007, the New York City Landmarks Preservation Commission (LPC) determined that the site was not sensitive for archaeological resources. Additionally, in a letter dated October 25, 2007, the New York State Historic Preservation Officer (SHPO) concurred with LPC's finding of no archaeological sensitivity. Therefore, this chapter focuses solely on standing structures.

PRINCIPAL CONCLUSIONS

PROJECT SITE

The former Domino Sugar site has been determined eligible for listing on the S/NR. Additionally, the Refinery (composed of the Filter, Pan and Finishing Houses) has been designated an NYCL. The proposed project would retain and adaptively re-use the Refinery. Proposed alterations relating to reuse of the Refinery include, but are not limited to, a new internal structural system, new historically appropriate windows, and a rooftop addition. These alterations to the Refinery have been reviewed and LPC voted to approve the alterations on June

24, 2008. LPC's findings with respect to the appropriateness of the proposed alterations on the landmarked Refinery are contained in a Status Update Letter issued by LPC on June 26, 2008. A Status Update Letter is issued when LPC has voted to approve as appropriate changes to a landmark, but the actual Certificate of Appropriateness has not been issued. The proposed project would demolish the remainder of the S/NR-eligible buildings on the site. As a result, the proposed project would have a significant adverse impact on architectural resources on the project site.

SHPO is also reviewing the proposed renovation of the Refinery. A study, contained in Appendix A, was undertaken to evaluate the feasibility of retaining the other S/NR-eligible buildings on the project site. The study concluded that it is not feasible to retain these other buildings for residential use. The buildings were built as specialty industrial structures to store, process, and package sugar. As such, they do not provide footprints, configuration, or layouts feasible for residential use. Significant alterations would be required to convert the structures, compromising their industrial character. Further, the buildings contain approximately 60 percent less floor area than proposed for the project, and retaining any structures in addition to the Refinery would not allow the project to meet its goals and objectives—to provide a significant amount of affordable housing and to activate the East River waterfront with new residential uses and open space. In a letter dated November 6, 2008, SHPO concurred that there is no feasible alternative to the demolition of all the structures on the project site except for the buildings that comprise the Refinery.

Measures to partially mitigate significant adverse impacts would be implemented in consultation with SHPO and would be set forth in either a Memorandum of Agreement (MOA) or Letter of Resolution (LOR) to be signed by the applicant, SHPO, and other involved agencies. As discussed in Chapter 23, "Mitigation," the mitigation measures include consultation with SHPO with respect to the adaptive reuse design of the Refinery at the pre-final and final design stages, salvaging and reusing industrial artifacts in the project's open spaces and in the rehabilitated Refinery where feasible, and preparation of Historic American Engineering Record (HAER) documentation of the buildings on the site. Pursuant to the terms of the MOA or LOR, the salvage and reuse of industrial artifacts would be contingent upon their feasibility for salvage and reinstallation.

Prior to construction of the proposed project, construction protection measures would be developed and implemented in consultation with SHPO and LPC. A Construction Protection Plan (CPP) would be prepared in coordination with a licensed professional engineer. It would describe the measures to be implemented during the rehabilitation of the Refinery itself, as well as measures to be taken to protect the Refinery during construction of the mixed-use development. The CPP would follow the guidelines set forth in section 523 of the *CEQR Technical Manual*, including conforming to LPC's *New York City Landmarks Preservation Commission Guidelines for Construction Adjacent to a Historic Landmark* and *Protection Programs for Landmark Buildings*. The CPP would also comply with the procedures set forth in the New York City Department of Buildings (DOB)'s *Technical Policy and Procedure Notice* (TPPN) #10/88.[1]

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

As described in Chapter 23, "Mitigation," the New York City School Construction Authority (SCA) may locate an approximately 100,000-square-foot public elementary and intermediate school within the community facility space in the Refinery complex. SHPO would be consulted in the event any exterior alterations to the Refinery are required.

STUDY AREA

Physical (Direct) Impacts

There are two former American Sugar Refinery buildings separated from the project site by Kent Avenue, an approximately 60-foot roadway. To avoid any construction-related impacts on these two resources, including ground-borne vibration, falling debris, and accidental damage from heavy machinery, a CPP would be developed prior to project construction and implemented in consultation with LPC and SHPO. The former Matchett Candy factory, located at 386-394 Wythe Avenue/52-58 South 4th Street, is located within 90 feet of the upland parcel and therefore would be included in the CPP.

The project site is located in close proximity to the Williamsburg Bridge, which has been determined eligible for listing on the S/NR. Therefore, this resource would be included in the CPP and implemented prior to project construction so as to protect it during construction activities. Protection measures would be developed in coordination with SHPO, LPC, and the New York City Department of Transportation (DOT).

There are no other architectural resources located within 90 feet of either the waterfront or the upland parcel.

Contextual Impacts

The proposed project would result in the construction of new residential mixed-use buildings, two of which would rise to a height of 300 feet and two of which would rise to a height of 400 feet. These new towers would partially block views to the south and southwest of the Williamsburg Bridge—a renowned visual landmark in the study area. However, the bridge would continue to be prominent in views north and west, without obstruction. Further, the proposed project would also create a new public esplanade that would allow for expansive and unobstructed views of the bridge which have not been previously available, and would also allow this important resource to be viewed in context with the East River and the Brooklyn and Manhattan skylines. Overall, the proposed project would not have a significant adverse contextual impact on the Williamsburg Bridge.

Despite the change in context, the proposed project would not have a significant adverse effect on the two former American Sugar Refinery buildings, located on the east side of Kent Avenue and north of South 2nd Street. The American Sugar Refinery buildings are located directly across Kent Avenue from a large vacant area on the waterfront parcel. There is no visual relationship between the vacant parcel on the project site and the former American Sugar Refinery buildings. Other nearby project site buildings include the plainly designed Research and Development Lab Building constructed in the early 1960s, which has no significant architectural relationship to the former American Sugar Refinery buildings, and the late 19th-century Refinery, which would be preserved with the proposed project. Therefore, there would be no adverse impacts to the former American Sugar Refinery buildings with the proposed project.

The former Matchett Candy factory is located across South 4th Street from the upland parcel, a currently vacant lot. There would be no adverse contextual impacts to the former Matchett Candy factory from the proposed project, and there is no meaningful historic or architectural relationship between the vacant parcel on the project site and this historic resource. Additionally, the proposed project would not visually overwhelm the former factory or detract from its visual appearance.

The proposed project would not have significant adverse impacts on the two historic districts identified within the study area: The Dunham and Broadway Historic District and the Grand Street Historic District. The Dunham and Broadway Historic District is located several blocks south of the project site and is visually separated from it by the Williamsburg Bridge. The Grand Street Historic District is located near the north end of the waterfront parcel, across Kent Avenue. There is no significant historic or architectural relationship between the project site and this historic district. The project site building located closest to the historic district is the Research and Development Lab building, constructed in the 1960s, which does not relate historically or architecturally with the historic district. Further, the proposed buildings along Kent Avenue between Grand Street and South 1st Street would be lower-scale, with heights of 60 to 80 feet. Generally, the project's proposed buildings would step up in height moving west from Kent Avenue, with the taller buildings located toward the river side of the project site. The lower buildings, located closest to the historic district, would create a transition between the lower-rise context of the historic district and the taller proposed buildings.

Overall, there would not be any adverse contextual impacts to any of the other architectural resources in the study area. These other resources are located at least 300 to 400 feet from the waterfront parcel, with buildings intervening. In addition, even in the future without the proposed project (the "No Action" condition), a number of new developments are currently under construction, and others are anticipated in the future, which will alter the context of existing resources. The proposed project would not obstruct views to such resources or alter their visual prominence along the streets where they are located.

B. METHODOLOGY

ARCHITECTURAL RESOURCES

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

In general, potential impacts on architectural resources can include both direct physical impacts and indirect impacts. Direct impacts include demolition of a resource and alterations to a resource that cause it to become a different visual entity. Direct impacts could also include damage from vibration (e.g., from construction blasting or pile driving), and additional damage from adjacent construction could occur from falling objects, subsidence, collapse, or construction machinery. Adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource, as defined in DOB's *Technical Policy and*

Procedure Notice (TPPN) #10/88.[1] As defined in DOB's TTPN #10/88, an architectural resource is defined as a property that is an NYCL, included in an NYCHD, or listed on the S/NR.

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 resource's significance, such as a church with notable stained glass windows.

ARCHITECTURAL RESOURCES STUDY AREA

To account for potential physical and contextual impacts, the architectural resources study area for the proposed project is defined as the project site itself and the area within approximately 850 to 1,400 feet of the proposed project (see Figure 8-1[2]). The study area extends south approximately 850 feet from the project site to include the south side of Broadway. This area was designated as the southern edge of the study area boundary since the project site is not visible from areas south of Broadway due to the solid streetwalls and the elevated Williamsburg Bridge approach. To consider the long views along the east-west streets surrounding the project site, the study area extends east approximately 1,400 feet to Bedford Avenue. Views south towards the project site are limited north of North 4th Street due to the curve of the north-south streets, so the study area extends north of the project site approximately 1,000 feet.

CRITERIA AND REGULATIONS

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

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

[2] All Historic Resources figures appear at the end of this chapter.

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 SHPO.

LPC designates historically significant properties or areas in New York City as NYCLs and/or NYCHDs, following the criteria provided in the Local Laws of the City of New York, New York City Charter, Administrative Code, Title 25, Chapter 3. Buildings, properties, or objects are eligible for landmark status when they are at least 30 years old. Landmarks have a special character 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, NYCHDs, and properties determined eligible for or pending 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 are those that appeared to meet one or more of the National Register criteria (as described above). These were identified based on site visits undertaken with SHPO and by using existing surveys prepared by the Municipal Art Society and other historical sources, including local repositories, texts, images, and maps. This inventory, which includes photographs and historical documentation of each resource, was submitted to SHPO and LPC for their evaluations and determinations of eligibility. On January 11, 2008, SHPO determined that 24 properties meet the criteria for S/NR listing. On January 28, 2008, LPC concurred with the determinations made by SHPO and determined that in addition, eight of these resources in the study area may meet criteria for designation as NYCLs (see Appendix A).

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

C. HISTORICAL OVERVIEW

The project site and surrounding area are located in the Williamsburg section of Brooklyn, an area which was purchased in 1638 by the Dutch West India Company from the local Native American tribes. In 1661, the Dutch West India Company chartered the Town of *Boswijck;* three years later, in 1664, the town's name was anglicized to Bushwick. The area remained mostly farmland until 1802 when real estate speculator Richard M. Woodhull purchased approximately 13 acres of land. Colonel Jonathan Williams, a U.S. Engineer, surveyed the property for Woodhull, who named his property *Williamsburgh* in the surveyor's honor. Woodhull soon began selling lots to be developed and established a ferry which traveled from the foot of North Second Street in Brooklyn to Corlear's Hook, at the foot of Grand Street, in Manhattan.

In 1827, Williamsburgh was incorporated as the Village of Williamsburgh within the Town of Bushwick. At this time, Williamsburgh consisted of 23 farms, some of which extended to the East River shoreline. In 1828 a new road was constructed to run between Division Avenue, named because it marked the original boundary between Bushwick and the City of Brooklyn, and Grand Street. Originally called 1st Street, it later became known as Kent Avenue, named for Chancellor James Kent, an eminent New York jurist who died in 1847. The following year, North 3rd and South 2nd Streets were constructed and the area between North 4th and Grand Streets became the center of the village. By that time, Williamsburgh had established a post

office and a fire company, wharves and docks had been built, new streets were opened, and a new ferry established for travel to Peck Slip in Manhattan. More than anything else, the new ferry contributed to Williamsburgh's growth in both population and prosperity.

By the 1830s, Williamsburgh had grown substantially, with houses being built along North 2nd and North 3rd Streets, Kent Avenue south of Grand Street, and along the waterfront between Grand and South 2nd Streets. In addition, the East River quickly developed as an industrial area with shipyards for raw materials. Factories were soon built in the surrounding area to process the raw materials, and the finished products were sent from the factories back to the docks. Sugar refineries, including the one established by Havemeyer & Elder (later Domino Sugar), also became a prominent business along the East River.

Between 1843 and 1845, the village of Williamsburgh declared its independence from Bushwick. Economic improvement continued and, by 1851, the Williamsburgh Savings Bank, the Williamsburgh Dispensary, the Division Avenue Ferry, and three new churches had been established. On January 1, 1852, a city charter was approved by the Legislature. Three years later, on January 1, 1855, Williamsburg and Bushwick were annexed to the City of Brooklyn as the "Eastern District." This is also when Williamsburg became an official city and the "h" was dropped from its name. The first ward of Williamsburg became Brooklyn's 13th Ward. By 1861, the 13th Ward, which spanned the area between Grand Street and Division Avenue from the East River to Union Avenue, was nearly all developed.

The location was ideal, as the waterfront location allowed cargo to be loaded and unloaded directly from factory docks and nearby railroads. Major industries that originated along the Williamsburg waterfront included Standard Oil, Havemeyer & Elder Sugar Refinery (later Domino Sugar), and Schaefer Brewery, which brought jobs and attracted many new residents to the area.

In 1898, Brooklyn became one of five boroughs within the City of Greater New York, and Williamsburg was opened to closer connections with the rest of the new city. The Williamsburg Bridge opened in 1903, which further contributed to the neighborhood's growth and development throughout the 20th century as people left the crowded Lower East Side neighborhood to settle across the river.

Williamsburg remained a primarily industrial and residential area until the post-World War II era, when industrial uses began to decline. As New York City experienced a financial depression in the 1970s, many of the residential and industrial buildings in Williamsburg were abandoned. Recently, Williamsburg has experienced resurgence, with the construction of new residential and commercial buildings along the once industrial waterfront and the conversion of former industrial buildings located further inland to residential and commercial uses.

PROJECT SITE

In 1857, Havemeyer, Townsend & Co. began construction of a sugar refinery in Williamsburg along the East River.[1] By 1860, the site was the largest refinery in the world, having an output of 400 barrels of sugar a day. Its footprint covered an area of 200 by 250 feet, with six stories plus

[1] Historical information provided by Historical Technologies and Higgins and Quasebarth indicate that the company was a partnership between Frederick C. Havemeyer, Jr. and an investor, either William or Dwight Townsend.

a basement, and was constructed of brick and iron. On January 8, 1882, the main refinery building of Havemeyers & Elder's original 1860 plant was totally destroyed by fire.[1]

After the fire, Fredrick Havemeyer and his sons, Theodore and Henry, immediately began work to rebuild the destroyed buildings. It is unknown who the architect of the new plant was; however it is possible that Theodore Havemeyer, documented designer of the original plant, also designed the second.

By 1887, the sugar refinery plant expanded and covered about half of its present area. In addition to a new refinery, the site also contained a machine shop, a blacksmith shop and carpenter shop, as well as a power plant. The plant's operations extended from the waterfront and east across Kent Avenue to include portions of the blocks between Kent Avenue and Wythe Avenue. The remainder of the site was either undeveloped or contained three-floor wood frame dwellings, stores, or medium-sized industries. In 1891 the business was renamed, "The American Sugar Refining Corporation."

By 1901, the business was again renamed with the introduction of the "Domino" brand name, and in 1904 at least 22 boilers were added to the facility. The Refinery continued to expand and was modernized in 1920. By 1950 the plant was concentrated to the west of Kent Avenue except for a large garage, offices, and shipping/receiving facilities that were located on the east side of Kent Avenue.

By 1965 the plant and its processes reflected the changes occurring in American transportation. Trucks replaced railroads as commodity freight carriers. The Austin Company designed and built an improved packaging, warehousing, and shipping facility in 1959 on the site, just south of the Refinery. This facility had a cafeteria on its second floor and truck loading bays on the ground floor. The new facility, named the Packaging House, allowed for the screening, storing, and packaging of sugar. The Bin Building housed other functions, including a bulk loading house, storage bins, soft sugar storage, and packaging and boxing facilities. Sugar was transported to this facility via an enclosed belt conveyor and a bucket conveyor. The former refined sugar wharf was renamed a "Truck Roadway."

Later changes to the site include the construction of a research and development laboratory on the site of the former bag cleaning and storage facility at the southwest corner of Kent Avenue and Grand Street, and the removal of the receiving pier and shed in the East River, where the Packaging House and Bin Building are currently located.

Domino Sugar continued operations on the site until 2001, when the company was acquired by American Sugar Refining. American Sugar closed most operations on the site in early 2004 and the buildings were mostly vacated. The project site was purchased by Refinery LLC in June 2004, subsequent to the closure of manufacturing operations.

All of the buildings on the site are currently vacant.

[1] Historical sources note that the company was reconstituted as Havemeyers and Elder, which consisted of partners Frederick C. Havemeyer, Jr., his son Theodore Havemeyer and son-in-law Joseph Elder.

D. EXISTING CONDITIONS

PROJECT SITE

As described above, the project site is composed of two parcels: the waterfront parcel and the upland parcel. The waterfront parcel is located between Kent Avenue, Grand Street, South 5th Street, and the East River. Located on the waterfront parcel are 14 former sugar processing and packaging buildings (see Figure 8-2). The site has been determined eligible for listing on the S/NR by SHPO. In its determination of eligibility, SHPO determined that buildings on the former Domino Sugar site meets **Criterion A** in the area of industrial history as one of the nation's most important sugar refineries.[1]

The complex also meets **Criterion C** for the three different periods of industrial design represented at the site. The site includes significant industrial buildings from the Refinery's earliest period of construction, 1883 to 1884, as well as a number of buildings from expansion and modernization programs in the mid-1920s and from the late 1950s to early 1960s. The period of significance for the complex spans from 1883, the date of the earliest surviving buildings on the site, up to the industry's final expansion and new building campaign which ended in 1962.

The former Domino Sugar complex is also significant under **Criterion B** for its association with the Havemeyers, one of New York's most influential families. The key official of the company was Henry O. Havemeyer, whose family had been in the sugar refining business in New York almost since the beginning of the 19th century. According to economic historian Richard Zerbe, Havemeyer "fits well into that famous notion of his time of captains of industry." Havemeyer was "so closely . . . identified with the sugar trust," says Zerbe, "that he became the symbol of the sugar monopoly itself, even as Rockefeller became the symbol of the oil monopoly."[2]

THE REFINERY

Three of the buildings, the Filter, Pan, and Finishing Houses (collectively known as "the Refinery"), were designated an NYCL on September 25, 2007 (see Figure 8-1 and View 1 of Figure 8-3). These three buildings are connected by party walls, and the west and north façades are attached to the Power and Boiler Houses. The Pan and Finishing Houses are located along Kent Avenue and are each 10 stories in height, while the Filter House faces the East River and is 12 stories in height.

The buildings are designed in the Rundbogenstil style, similar to the Romanesque Revival style. This German eclectic 19th Century style is mainly characterized by arcaded round arches. The entire complex is clad in dark red brick and features arched windows crowned with brick corbelling, some of which retain their wood sashes. Brick corbelling is also located between the ninth and tenth floors and under the Kent Avenue roofline. A prominent chimney is located on the west façade of the Filter House, where the names "Havemeyer and Elder" are visible.

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[1] Determination of Eligibility, New York State Office of Parks, Recreation and Historic Preservation, October 27, 2006.

[2] Richard Zerbe, "The American Sugar Refinery Company, 1887-1914: The Story of a Monopoly," *Journal of Law and Economics*, XII (October, 1969), 350.

Many of the openings on the ground floor have been enlarged over time and are currently either filled in with brick or covered with metal roll-down gates. In addition, the south façade has been punctured with large openings that are patched with wood or metal gates.

The interior of the Refinery contains large pieces of equipment, some of it multi-story. Due to the height and size of the remaining machinery, significant sections of the three buildings lack floor framing, and the machinery itself provides structural support to the buildings. Further, the columns in the Refinery are constructed of cast iron, a brittle material, and are placed in a relatively tight grid. The machinery, therefore, provides the majority of the interior structural support to the building.

OTHER PROJECT SITE BUILDINGS

The earliest buildings on the site date to the late 1880s and were constructed after a major fire at the plant. These buildings include the Refinery (consisting of the Filter House, the Pan House, and the Finishing House), Adant House, and the Power House. Adant House is located on the northwest corner of Kent Avenue and South 5th Street and was constructed in 1884 (see No. 2 in Figures 8-1 and 8-3). Adant House was once seven stories in height and was where sugar cubes were produced from processed sugar. Sometime after 1930, the penthouse and the top two floors of the building were removed, leaving four stories above grade as exists today. Adant House is clad in red brick and has round-arch windows. Most of the original multi-pane windows have been replaced, and the larger round-arch windows on the first floor have been filled in with bricks. Exterior decoration is minimal and limited to brick arching around the windows. The south façade is severely deteriorated, with large cracks and patched holes, and has been repeatedly repointed.

Adant House is supported by a dense, approximately 10- by 12-foot grid of heavy timber and cast iron columns, some of which are located directly in front of windows. The floors are constructed from a variety of materials, including wood decking, concrete, and metal plate. In some areas the floors were removed to accommodate large pieces of machinery and to create mezzanine areas where ceiling heights are low. Floor-to-floor heights are very low, ranging from a height of eight feet three inches on the second floor to six feet nine inches on the fourth floor when measured from the floor to the bottom of the supporting steel girders above.

The Power House, also constructed in 1884, is a three-story brick building with a slightly gabled parapet roof and a brick corbel course that runs below the roof pediment (see No. 3 in Figures 8-1 and 8-4). Much of the building's façade has been refaced with new brick; the original brick cladding is located above the corbelled round arches that once framed the three arched three-story windows. A variety of piping runs across the exterior of the building at the ground floor and at the third story.

A number of buildings on the site date from the 1920s, when the plant was modernized. These buildings include the Turbine House, the Pump House, the Boiler House, and the Raw Sugar Warehouse. These are essentially floorless structures designed to encase equipment and, in the case of the Raw Sugar warehouse, served as a large storage area for raw sugar prior to processing.

The Turbine House is a brick and concrete floorless structure, approximately 62 feet in height. It was built in 1927 and is located between the Power House and the Pump House, with its rear abutting the Boiler House (see No. 4 in Figures 8-1 and 8-4). Large openings, some of which retain their multi-pane windows, are located on the north façade of the building, while others

have been replaced with glass block or filled in with brick. The building also has a paired wood entrance with a glass transom above and has metal piping running across the exterior of the building at the areas between the first, second, and third stories; and projects from an opening on the ground floor. The south and east façades of the Pump House are attached to the Boiler House and Turbine House, respectively (see No. 4 in Figures 8-1 and 8-3). The Pump House, also constructed in 1927, is approximately 48 to 62 feet in height and clad in brick. The north façade has no openings except for three windows in the third set-back story, and is lined with piping. On the first floor of the west façade there are three large square openings, which have been filled in with glass block. There are no openings on the second floor, and the third floor has three rectangular, multi-paned windows.

The Boiler House was constructed in 1927 and ranges in height from 84 to 118 feet (see No. 4 in Figures 8-1 and 8-4). The main west elevation faces onto the East River; the north façade is connected to the Pump House, the Turbine House, and the Power House, while the south façade is connected to the Filter House. The east elevation is connected to the Refinery. The building is clad in red brick and has a gambrel roof. It retains its original multi-light industrial windows on the fourth, fifth, and sixth floors of the East River façade, and on the seventh and ninth floors of the north and south façades. There are no windows on the lower floors except on the south façade, where there are multi-pane windows on each floor. Above the fifth floor of the west façade is a recessed area with two tall, round pipes. Although windows are present at "floors," the interior of the Boiler House does not have regular columns and floors, but is instead a series of large, multi-story, high open areas, with metal sheeting and stairs connecting machinery to the first floor.

The Raw Sugar Warehouse is a plain, concrete and brick warehouse, approximately 56 feet in height, and extending approximately 510 feet along the East River from Grand Street to South 2nd Street (see No. 5 in Figures 8-1 and 8-5). Constructed in 1927, it is rectangular in shape, with its west façade facing the East River, north façade facing Grand Street, and south façade facing South 2nd Street. A portion of the building's east façade is attached to the Research and Development building. There is no consistent window fenestration on the building's façades. The south (South 2nd Street) façade has six large windows and two smaller windows on the third floor. The building does not contain windows on the bottom section of the building, where a typical first and second floor would be. The east and west façades of the building have large openings covered with roll-down gates, and there are numerous metal pipes stretching across the façade.

The Raw Sugar Warehouse was designed and used as a large bin structure to store recently delivered raw sugar prior to processing. The raw sugar was distributed through the building using a conveyor system that went the length of the building near the roof and, as such, there are no internal floors.

The Raw Sugar Warehouse originally had a one-story brick structure running the full length of the East River elevation, which faced onto the wharf. Historically, cranes were set on top of the one-story portion of the building and were used to load raw sugar from ships docked alongside the wharf into the Raw Sugar Warehouse. This portion of the building has been completely removed and only two small, one-story pavilions remain at the north and south ends of the Raw Sugar Warehouse.

All of the remaining buildings on the site were constructed during a modernization campaign of the 1950s and 1960s. These include the Research and Development Lab building, the Packaging House, the Syrup Station, and the Bin Building.

The Research and Development Lab building is a plain brick building, approximately 26 feet in height, located at the northwest corner of Kent Avenue and Grand Street (see No. 6 in Figures 8-1 and 8-5). Constructed from 1958 to 1961, the building is clad in brick, with a row of shallow aluminum strip windows on the second floor of the Kent Avenue façade and a small portion of the Grand Street façade. On Grand Street, the building has a larger set of louvered windows, approximately midway along the façade, as well as two vehicular entrances with roll down metal gates.

The 30-foot tall Packaging House was built in 1960 and has frontages on Kent Avenue, South 3rd Street, and the East River (see No. 7 in Figures 8-1 and 8-6). The Packaging House is irregular in shape and is connected to Adant House. It is primarily clad in red brick, and its only windows are located on the corner of South 3rd Street and Kent Avenue. Additionally, a recessed entryway is the only access point into the building from Kent Avenue. This structure primarily contains two tall floors designed to accommodate stacked materials.

The Syrup Station is located south of the Boiler House and west of the Filter House and faces the East River and South 3rd Street (see No. 8 in Figures 8-1 and 8-6). It is a one-story brick structure topped with 15 metal silos that are approximately two stories in height. There are large openings on the west and south façades of the building that have either been filled in with brick, covered in metal cages, or covered in metal roll-down gates.

The Bin Building is the tallest building on the site and was constructed in 1960 (see No. 9 in Figures 8-1 and 8-7). It is approximately 170 feet in height, although without interior floor structures, and is topped with a three-story, clear- and blue-glass top. Constructed of reinforced concrete, the building is boxy in form and measures approximately 60 feet by 60 feet. With the exception of the blue-glass top, the building is essentially featureless, floorless, and windowless. A conveyor bridge, which transported the already processed sugar, connects the sixth floor of the Filter House to the Bin Building. Once in the Bin Building, sugar was sifted through tall silos spanning several floors for type and grade. On the west façade of the building is a yellow, formerly illuminated, "Domino Sugar" sign. This sign is the same corporate logo used on boxes of Domino sugar.

STUDY AREA

There are 26 architectural resources in the study area. These are described below, listed in Table 8-1, and mapped on Figure 8-1. Three of the 26 architectural resources were previously identified as historic resources (Resources No. 12, 13, and 35 of Table 8-1), while the other 23 were determined by SHPO (January 11, 2008) and/or LPC (January 28, 2008) to meet eligibility criteria for listing on the S/NR and/or designation as NYCLs.

ADDITIONAL AMERICAN SUGAR REFINERY BUILDINGS

Several former **American Sugar Refinery buildings** located near the project site are included in the S/NR determination of the Domino Sugar Complex. Four buildings are located on the west side of the block bounded by South 1st Street, Kent Avenue, South 2nd Street, and Wythe Avenue. The building at 269-285 Kent Avenue/22-32 South 1st Street was constructed in 1907 as a two-story stable building (see No. 10 in Figures 8-1 and 8-8). The second story of the structure has been removed and the building is clad in dark red brick, with a variety of openings ranging from small, square windows to large doorways. The building has no architectural details. The building at 287-289 Kent Avenue/31-43 South First Street was also constructed in 1907 and served as a garage building (see No. 11 in Figures 8-1 and 8-8). The building is two stories in height, and is two bays

Table 8-1
Architectural Resources on the Project Site and in the Study Area

Ref. No[1]	Name	Address	Block/Lot	S/NR	S/NR-Eligible	NYCL	NYCL-Eligible
Project Site							
1	Pan, Filter, Finishing Houses (the Refinery)	292-314 Kent Avenue	2414/1		X	X	
1-9	American Sugar Refinery Company (Domino Sugar Refinery)	West side of Kent Avenue from Grand Street to South 5th Street	Various		X		
Study Area							
Additional American Sugar Refinery Company Buildings							
10-11	Former Office, Stable, and Garage	269-285 Kent Avenue/22-32 South 1st Street, 287-289 Kent Avenue/31-43 South First Street, 45-47 South Second Street	2403/1		X		
Structures							
12	Williamsburg Bridge	East River from Delancey Street to Broadway			X		
Industrial Buildings							
13	Austin, Nichols & Co. Warehouse	184 Kent Avenue	2348/1	X			X
14*	Rokeach & Sons Warehouse	63-81 North 3rd St/242-250 Wythe	2349/23		X		
15	Former US Printing Warehouse	83-97 North 3rd Street/209-219 Wythe	2350/1		X		
16	Five-story concrete warehouse	67-73 Metropolitan Avenue	2357/25		X		
17*	Fulton Bag and Cotton Mills Company	328-336 Wythe Avenue/50-58 South1st Street	2403/7501		X		
18	Former David Weil & Sons Lithographic Warehouse	313-323 Berry Street	2430/2		X		
19*	Matchett Candy Factory	386-394 Wythe Avenue/52-58 South 4th Street	2441/24		X		X
22	Former Schaefer & Buddenburg Company building	334-346 Berry Street/81-87 South 5th Street	2442/25		X		
21*	Former Gretsch Building #1	109-115 South 5th Street	2443/34		X		
22*	Former Gretsch Building #2	104-114 South 4th Street	2443/13		X		
23	Former Gretsch Building #4	54-82 Broadway	2130/7501				X
24	Former stable and livery	103-107 South 6th Street	2456/34		X		X
25	Former TW Keily building	292-296 Wythe Avenue	2378/21		X		
Residential Buildings							
26	Group of three four-story apartment buildings	91-95 South 2nd Street	2404/38, 36, 35		X		
Institutional Buildings							
27-29	Our Lady of Consolation Church Complex	172-190 Metropolitan Avenue/12-139 North 1st Street	2365/11		X		
30	McCaddin Memorial Hall	71-73 South 3rd Street/288-292 Berry Street/82-88 South 2nd Street	2416/1		X		
31	Rectory for Saints Peter and Paul Roman Catholic Church Complex	71-73 South 3rd Street	2416/34		X		
Commercial Buildings							
32***	Relish Diner	221-227 Wythe	2358/1		X		
33	Four-story former Romanesque building	16 Broadway	2129/9		X		X
34	Former Manufacturer's National Bank	84-88 Broadway	2130/17		X		X
35	Smith, Gray & Company Building	103 Broadway	2471/8		X	X	
36	Former Nassau Trust Company building	134-36 Broadway	2131/18				X
37	Former Northside Savings Bank**	33-35 Grand Street	2378/42		X		X
Historic Districts							
38-40*	Grand Avenue Historic District	30-72 Grand St, 126-170 Grand St, 31-171 Grand St	Various		X		
41-43	Dunham and Broadway Historic District	31-45 Broadway, 2-18 Dunham	2469/1		X		

Notes:
[1] Corresponds to Figures 8-1 to 8-23.
* Identified in 2005 by the Municipal Art Society as a potential architectural resource.
** Also included in the Grand Street Historic District.
*** Determined eligible for S/NR-listing by LPC.
N/A: Not applicable
SR: New York State Register of Historic Places
NR: National Register of Historic Places
S/NR Eligible: Site has been found eligible for listing on the New York State and National Registers of Historic Places.
NYCL: New York City Landmark
NYCL Eligible: LPC has determined that the site appears eligible for NYCL designation.

wide and five bays deep. The building has large openings on the ground floor, with smaller windows on the second floor, and is clad in red brick, with stone windowsills and lintels. The three-story building at 45-47 South Second Street was built between 1907 and 1918 and served as a washroom for the former plant (see No. 11 in Figures 8-1 and 8-8). This building is three bays wide and clad in red brick, with a large opening on the ground floor and small windows of various sizes on other floors. There is also brick corbelling between the second and third stories and along the cornice line. The building at 49-51 South Second Street was also built between 1907 and 1918 for office space (see View 11 of Figure 8-8). This building is two bays wide and clad in red brick. There are two doorways on the ground floor, one of which is deeply recessed. The ground-floor windows have been filled in with glass block, while the upper story windows are single-light, double-hung windows. Exterior detailing is minimal and limited to stone windowsills and lintels.

STRUCTURES

The study area's most visually prominent historic resource is **The Williamsburg Bridge** (S/NR-eligible), located immediately south of the project site. The Williamsburg Bridge was constructed in 1903 from plans by Leffert L. Buck, with ornamental detailing by Gustav Lindenthal (see No. 12 in Figures 8-1 and 8-9). This steel suspension bridge spans the East River and connects Delancey Street in the Lower East Side of Manhattan to Marcy Avenue in Williamsburg, Brooklyn. The bridge was the longest and heaviest suspension bridge in the world when it was built: it is 7,308 feet long, with a main span of 1,600 feet, that is suspended from four steel cables with four arched support towers located close to the Manhattan and Brooklyn shorelines. Steel latticework extends almost the entire distance of the bridge. The J/M/Z subway runs over the bridge.

INDUSTRIAL BUILDINGS

The **Austin, Nichols & Co. Warehouse** (S/NR, NYCL-eligible[1]), located at 184 Kent Avenue, was built in 1915 from plans by Cass Gilbert (see No. 13 in Figures 8-1 and 8-9). The six-story (72-foot-tall) concrete warehouse building is rectangular in form, with windows grouped in twos and threes and separated by narrow mullions. The warehouse is topped by a prominent, curved cornice, and on the ground floor are large, square openings with simple awnings.

The former **Rokeach & Sons Warehouse** (S/NR-eligible), located at 63-81 North 3rd Street and 242-250 Wythe Avenue, was built in 1929 (see No. 14 in Figures 8-1 and 8-10). This four-story (54-foot-tall), nine-bay-wide, concrete slab building was built for kosher food production. Heavy, slightly projecting piers separate the bays and are topped with double-pointed geometric shapes. Each of the nine bays has large window openings on the upper three stories; the majority of the windows appear to have been replaced. On the ground floor of the North 3rd Street façade are three arched openings large enough to accommodate trucks, and six large openings covered in metal roll-down gates.

The former **US Printing Warehouse** (S/NR-eligible), located at 83-97 North 3rd Street/209-219 Wythe Street**,** was constructed between 1905 and 1907 (see No. 15 in Figures 8-1 and 8-10). This five- and six-story (70-to-80-foot-tall) red-brick building has frontages on both North 3rd Street and Wythe Avenue. The warehouse building is clad in red brick and has Romanesque Revival

[1] On September 20, 2005 the Austin, Nicolas and Co, warehouse was granted status as an NYCL by LPC. However, final approval by the City Council was not granted.

elements including segmental brick arches over the windows, large arched openings on the ground floor, and a simple cornice line. The building has recently been converted to residential use.

The warehouse building at **67-73 Metropolitan Avenue (**S/NR-eligible) was constructed circa 1906 for the Igoe Brothers as a paper storage facility (see No. 16 in Figures 8-1 and 8-11). This five-story warehouse is five bays wide and constructed of reinforced concrete. The bays are emphasized by vertical rows of large, deeply-set, multi-light windows. They are all square in shape except for those on the fourth floor, which are arched and topped with simple, square keystones. The fourth floor is topped with a cornice line with simple decorations. The ground floor has large, square openings covered in metal roll-down gates. Other decorative elements on the building include deep-set panels between the windows on each floor and a raised pedimented roof on the central bay.

The former **Fulton Bag and Cotton Mills Company building** (S/NR-eligible), located at 328-336 Wythe Avenue, was constructed in 1914 (see No. 17 in Figures 8-1 and 8-11). This former warehouse, also known as the Esquire Shoe Polish Building, is a concrete building which ranges in height from 143 to 156 feet, and is the tallest building in the study area. It is square in form, with five wide bays on each façade separated by heavy piers. The three center bays have groups of three narrow, multi-light windows, while the outer bays have paired windows. Exterior decoration is minimal and includes stone bands above the second story windows and peaked rooflines on the corners. The Fulton Bag and Cotton Mills was a large company based out of Atlanta with plants in other cities, including New Orleans, St. Louis, Dallas, Minneapolis, and Kansas City. In 1889, the Fulton Bag and Cotton Mill Company split from its larger parent company to produce paper bags, canvas goods, and other materials into the early 1970s. The Fulton Bag and Cotton Mills Company later sold this building to the Esquire Shoe Polish Company. In 2000, the former warehouse was converted into residential use.

The warehouse building at **313-323 Berry Street** (S/NR-eligible) was constructed in 1924 for David Weil & Sons Lithographic (see No. 18 in Figures 8-1 and 8-12). This seven-story (84-foot-tall) reinforced concrete building is rectangular in form, with three wide bays facing South 3rd Street and five wide bays facing Berry Street. Each bay has large, recessed, multi-light rectangular windows, some of which appear to have been replaced. The terminating bay on the west (Berry Street) façade is a story taller than the rest of the building and has no window openings. Exterior decoration is minimal and limited to recessed panels with square shapes that separate the floors. The northwest corner of the roofline is slightly raised.

The former **Matchett Candy Factory** (S/NR-eligible, NYCL-eligible) was constructed circa 1905 to replace the company's original factory that was destroyed by fire. Located at 386-394 Wythe Avenue/52-58 South 4th Street, this six-story building occupies a large corner lot (see No. 19 in Figures 8-1 and 8-12) and is designed in the Romanesque Revival style. It is clad in dark red brick and has large arched openings. Other decorative details include brick corbelling underneath the window openings and along the cornice line, projecting piers between the bays, a rounded corner, and steel tie-backs. A large fire escape is located on the east (Wythe Avenue) façade.

The warehouse building at **334-346 Berry Street/81-87 South 5th Street** (S/NR-eligible) was constructed in 1914 for the Schaefer & Buddenburg Company (see No. 20 in Figures 8-1 and 8-13). This seven-story (88-foot-tall) reinforced concrete building is rectangular in form and occupies a prominent corner lot. The east (Berry Street) façade is the building's main façade and is seven bays wide featuring large, multi-light casement windows separated by metal panes.

Vertical concrete piers with evenly placed cuts separate the bays. The middle bay has three vertical rows of smaller openings; the middle row is filled with concrete. The roof is flat and there are no cornice details aside from a raised pediment topping middle bay. The façade facing South 5th Street is three bays wide and mirrors the main façade.

The former **Gretsch Building No. 1** (S/NR-eligible), located at 109-115 South 5th Street, was built in 1903 (see No. 21 in Figures 8-1 and 8-13). This is one of four buildings built in the area by the Gretsch Company, a major manufacturer of musical instruments. The former Gretsch Building No. 1 is 69 feet tall and "L-shaped" in form. The south façade faces onto South 5th Street and is the most prominent façade. It is four bays wide, though the easternmost bay is half the width of the other bays. The three main bays have large, factory-style casement windows and are separated by wide piers of cut concrete. Underneath the windows are square and rectangular engravings. The roofline is straight, with another large, rectangular engraving. The ground-floor openings on the outer bays have been filled in with concrete block, and a metal awning covers the remaining ground-floor doorway.

The former **Gretsch Building No. 2** (S/NR-eligible), located at 104-114 South 4th Street, was also built in 1910 (see No. 22 in Figures 8-1 and 8-14). This six-story (89-foot-tall) concrete building is boxy in form and is six bays wide and four bays deep. The main (north) façade faces South 4th Street. The building's façades are dominated by large, multi-light windows with piers of cut concrete separating the bays and terminating at the roofline without any decoration. The straight roofline is also undecorated and there is no other exterior ornamentation. This building has been converted to residential use.

The former **Gretsch Building #4** (S/NR-eligible, NYCL-eligible), located at 54-82 Broadway, was built in 1915-16 (see No. 23 in Figures 8-1 and 8-14). This 10-story (136-foot-tall) concrete building occupies almost the entire south side of Broadway between Wythe Avenue and Berry Street. At 10 stories, it is one of the most visually prominent buildings in the area. The first two stories of the building are rusticated, while the façade of the upper stories is flat. The central doorway is surrounded by engaged columns supporting a simple entablature, and the fixed windows are either single or grouped in pairs of three and four. The roofline has a raised parapet inscribed with the words "Gretsch #4," and on either side of the parapet and on the corners of the building are large, square pinnacles. This former factory building has been converted to residential use.

The four-story **former stable at 103-107 South 6th Street** (S/NR-eligible, NYCL-eligible) was constructed prior to 1887 as a stable and livery (see No. 24 in Figures 8-1 and 8-15). This Romanesque Revival building is three bays wide and clad in red brick. The middle bay is emphasized by turrets on either side and has an arched cornice line. Fenestration varies by floor. On the third floor are deeply recessed rounded-arch windows. The middle bay is decorated with single windows separated by narrow columns. The remaining windows are narrow and fixed; on the second story some of the windows have been replaced with grouped, fixed, single panes of dark glass. Other decorative details include round and square medallions, bands of decorative brick work, and a projecting, detailed cornice line. The ground floor is currently being renovated.

The two-story, **red-brick warehouse building** (S/NR-eligible), located at 292-296 Wythe Avenue, was built circa 1905 for TW Keily Hardware Manufacturer (see No. 25 in Figures 8-1 and 8-15). This seven-bay-wide building has Romanesque Revival style elements, including red-brick cladding, brick-corbelling underneath the cornice line, brick piers between the bays, and a

steeply pitched pedimented cornice line. The center bay has a large opening covered in a metal roll-down gate, while smaller openings on the outer bays are covered in metal screens.

RESIDENTIAL BUILDINGS

The three attached, four-story **apartment buildings at 91-95 South 2nd Street** (S/NR-eligible) were built prior to 1905 (see View 26 of Figure 8-16). These nearly identical apartment buildings have Romanesque Revival detailing, including deeply recessed arched windows on the ground floor and a heavy projecting cornice line in brick corbelling beneath. Other decorative elements include vertical bands of slightly projecting brick between the buildings that terminate with decorative corbels at the second floor, continuous stone sills and lintels, and keystone arches over the central doorways.

INSTITUTIONAL BUILDINGS

The **Our Lady of Consolation Roman Catholic Church Complex** (S/NR-eligible) includes a church, a rectory, and a school. The congregation was founded in 1909 shortly after construction of the complex began. The complex, designed in the Neo-classical style by Robert J. Reiley, was constructed between 1910 and 1929. Robert J. Reiley designed a number of church and school buildings in New York City for the Roman Catholic Church including Cathedral High School, Keating Hall at Fordham University, The Lady Chapel of Saint Patrick's Cathedral and, with his partner Gustave Steinback, the Queen of All Saints Roman Catholic Church and School in the Fort Greene Historic District.

The Neo-classical style of the complex was a popular style of civic and institutional building built during the first half of the 20th century and included the use of brick cladding and stone detailing. All of the buildings in the complex are three stories (50 feet) in height and faced in dark brown brick. The church, located at 172-180 Metropolitan Avenue, is three bays wide and three stories in height, with a basement level that extends partially above ground (see No. 27 in Figures 8-1 and 8-16). It has an elaborate central entryway and is topped by a heavy pediment supported by large brackets. A cross sits atop the pediment. On the ground-floor level, a wide, three-sided staircase leads to a set of paneled wood doors. On the exterior of the building, the upper two stories are dominated by large, grouped windows, and the outer bays have groups of three fixed windows separated by thick mullions. Underneath the windows are panels with diamond shapes. Stained glass is present in the upper panels of the second-floor windows. The heavy cornice runs around the entire building and is supported by heavy brackets. The roofline is raised over the middle bay and is topped by a bell tower that mimics the central entryway decoration, with a pedimented roof supported by scrollwork brackets.

The rectory is located at 184 Metropolitan Avenue (see No. 28 in Figures 8-1 and 8-17). This building is three stories in height, also with a partially above-ground basement. There is also a two-story extension on the east side of the building that is simpler in design than the church. A high stoop leads to a portico with heavy square columns. A band of light stone runs around the entire building between the first and second stories. The above-ground basement level is faced in the same stone. The heavy, projecting cornice is supported by large, widely spaced brackets. The roofline is raised over the middle bay with a stepped, flat pediment. Underneath the pediment is a large stone shield.

The school is located at 137 North 1st Street (see No. 29 in Figures 8-1 and 8-17) and is three stories in height and four bays wide. The western two bays extend out from the building by approximately five feet. Similar to the church and rectory, the school is faced in dark brick. The

fenestration of the western section of the building mirrors the church building, with groups of three windows separated by heavy mullions. Some of the windows have been partially filled in with dark brick. Fenestration on the school varies; the windows on the eastern portion are double-hung windows in groups of four; on the middle section there is a vertical row of single windows, and on the ground floor of the western portion the windows are topped with splayed brickwork. Similar to the other buildings in the complex, there is a heavy cornice supported by large brackets.

McCaddin Memorial Hall and the Rectory for Saints Peter and Paul Roman Catholic Church (S/NR-eligible) are located on a large lot on the block bounded by South 2nd Street, Berry Street, South 3rd Street, and Wythe Street. The Memorial Hall building, located at 288-292 Berry Street, is three stories (60 feet) in height. It was built in 1897 and designed in the Romanesque Revival style (see No. 30 in Figures 8-1 and 8-18). The building is three bays wide and 10 bays deep, with the center bay of the front (east) façade projecting slightly. The ground floor is faced in light-colored stone, while the upper two stories are faced in light colored brick. An elaborate door surround emphasizes the central doorway and is topped by an engraved entablature supported by large, paired brackets. Above the entryway, on the second floor, are two small arched windows surrounded by a single large stone arch. The small windows are deeply recessed. A carved prominent keystone with an engraving of a lion's head tops the arch, and elaborate engravings are in the spandrel beneath.

Fenestration in the Memorial Hall building varies by floor. The ground floor has arched, narrow, double-height windows topped by a band of narrow stone conforming to the shape of the arched windows. The second-story windows are triple-hung and rectangular in shape. They are topped with a continuous band of light-colored stone. The windows on the third story are arched, triple-hung windows. They are deeply recessed and have arched, light-stone lintels. A light-stone balustrade tops the denticulated cornice line. On the corners of the building at the center bays are stone pinnacles.

The rectory is located at 71-73 South 3rd Street (see No. 31 in Figures 8-1 and 8-18). Designed in the Classical Revival style with Neo-Georgian elements, this three-story, brick and concrete building is three bays wide, with a central entryway. Curved stairs lead from the sidewalk to paired, wood doors surrounded by stone details, including an entablature supported by scroll brackets that is topped with a raised pediment and flanked by engraved scrolls. A light-stone band runs along the front façade at the same level of the door entablature. The rectory's central doorway is flanked by large, double-hung windows topped with stone keystones. The second-story windows are rectangular, double-hung windows that are rounded at the corners and recessed, and topped with arched, multi-light windows. They have stone keystones and additional stone decorations at the terminus of the arches. The third floor windows are similar to the ground-floor windows. The roof is flat and decorated with a denticulated, projecting cornice. The first story of the building is rusticated, and quoins on the corners further ornament the building.

COMMERCIAL BUILDINGS

The **diner** at 221-227 Wythe Street (S/NR-eligible) was built in 1952 by the Mountain View Diner's Company in Singac, New Jersey (see No. 32 in Figures 8-1 and 8-19). The company produced and shipped diners from 1939 until 1957. This diner was originally located in Queens, but in 1967 it was moved to its current location. This one-story metal structure has a central

vestibule entryway and rounded corners. Three vertical bands of turquoise chrome decorate the building.

The four-story (50-foot-tall) Romanesque Revival building at **16 Broadway** (S/NR-eligible, NYCL-eligible) was built prior to 1887 (see No. 33 in Figures 8-1 and 8-19). This building is two bays wide, is clad in dark masonry, and has a prominent gable. The ground floor has a large, arched window, which appears to have been partially filled in with brick. A projecting, denticulated cornice separates the first and second story. The second- and third-story windows are rectangular, fixed, and topped with small transom lights. The fourth floor has a prominent gable on the western bay and a mansard roof, with a similar smaller gable on the eastern bay.

The former **Manufacturer's National Bank** (S/NR-eligible, NYCL-eligible) at 84-88 Broadway was built circa 1900 in the Neo-Classical Style (see No. 34 in Figures 8-1 and 8-20). This four-story brick building with stone details is located on a prominent corner and faces onto both Broadway and Berry Street. The former bank features a large, three-bay-wide curved section at the corner. The entrance is at the center of this curved section and is surrounded by simple columns on raised pedestals. The ground floor is also clad in rusticated stone and has large keystones over large arched openings. The upper stories are clad in light colored brick and have paired, double-hung windows with stone lintels and sills. The bays are separated by wide rusticated piers. Between the fourth and fifth floors is a wide band of stone with a simple projecting cornice. The upper story is topped with a bracketed and denticulated cornice.

The **Smith, Gray & Company Building** located at 103 Broadway (S/NR-eligible, NYCL) is a significantly intact, cast-iron-fronted loft building designed in the Second Empire style and constructed in 1870 from plans by William H. Gaylor (see No. 35 in Figures 8-1 and 8-21). The building is five stories (65 feet) in height and is three bays wide. The top four floors have deeply recessed arched windows surrounded by an arcade of narrow, cast-iron columns. The roofline has a small cornice supported by scrolled brackets. Some of the windows retain their original wood mullions and the wooden storefront still survives.

The former **Nassau Trust Company Building** (S/NR-eligible, NYCL-eligible), located at 134-36 Broadway, was built in 1888 in the Classical Revival style (see No. 36 in Figures 8-1 and 8-21). This five-story (60-foot-tall) building, located on the southwest corner of Broadway and Berry Street, is three bays wide and seven bays deep. It is clad in smooth, rusticated stone and has a slightly projected corner that is clad in rusticated stone. The entrances at Berry Street and at Broadway are emphasized by full-story Ionic columns that support a simple entablature topped by a balustrade. The second-story windows on the corner bay also have a balustrade and are topped with projecting pediments supported by simple brackets. The first- and second-story bays are separated by rusticated stone piers, and on the third and fourth floors the piers continue as engaged Ionic columns. On the fifth (top) floor, the piers are simple, engaged columns. A denticulated cornice runs below the roof line and is supported by heavy brackets.

HISTORIC DISTRICTS

The **Grand Street Historic District** (S/NR-eligible) contains approximately 70 buildings on the north and south sides of Grand Street between Kent Avenue and Bedford Avenue. The district is significant for its association with the early commercial development of the Williamsburg area and was originally part of the farm of Charles Titus. James Hazard and Thomas Morrell purchased approximately 20 acres from the Titus farm, and in 1812 Morrell opened a ferry connecting Grand Street, Manhattan to Grand Street, Brooklyn. With the opening of the ferry, Grand Street became a major commercial center for the developing city of Williamsburg. As the

city grew, Grand Street was widened by 10 feet to its current width. However, with the opening of the Williamsburg Bridge in 1903, the commercial center of Williamsburg shifted from Grand Street to Broadway. Today, Grand Street remains a wide, commercial corridor and retains a number of historic buildings.

The Grand Street Historic District is mainly composed of commercial buildings dating from the mid- to late-19th century. One notable building is the former Northside Savings Bank (S/NR-eligible, NYCL-eligible). Located at 33-35 Grand Street, it was built in 1889 by Theobald Engelhardt, the architect of a number of other prominent buildings in the Greenpoint and Williamsburg area. Built in the Romanesque Revival style, the building is one story in height, with a rusticated stone façade. It has three large arched window openings and an ornate raised pediment (see No. 37 in Figures 8-1 and 8-21).

The majority of the remaining buildings in the historic district are three and four stories in height with ground-floor commercial spaces and residential above (see Nos. 38-40 in Figures 8-1, 8-22, and 8-23). The majority of the buildings are designed in the Italianate and Romanesque styles, are clad in red brick, and feature decorative elements such as arched window hoods, projecting cornices, stone lintels, sills, and splayed lintels. While many of the ground-floor spaces have been altered over time, some retain their original wooden storefront display windows.

The **Dunham and Broadway Historic District** (S/NR-eligible) includes six buildings built prior to 1887 (see Nos. 41-43 in Figures 8-1, 8-23, and 8-24). The most prominent building in the historic district is located at 31-35 Broadway/2-12 Dunham Place. This building was constructed prior to 1887 for the Kings County Milling Company, a major flour miller at the time. At five stories, it is designed in the Romanesque Revival Style and is clad in red brick. It is five bays wide and nine bays deep and features large arched openings on the ground floor. The second through fourth floors have simple, double-hung windows with stone lintels and sills.

The five buildings at 37-45 Broadway are designed in the Italianate style, are clad in red brick, and range in height from three to four stories. Though the ground floors have been altered over time, the buildings retain other decorative details such as arched, denticulated window hoods, bracketed projecting cornices, and stone lintels and sills. The building at 45 Broadway retains most of its original double-hung, wood windows. The district is significant, as it shows the early commercial development of Broadway and the Williamsburg area.

E. THE FUTURE WITHOUT THE PROPOSED PROJECT

PROJECT SITE

In the future without the proposed project (the "No Action" condition), the project site buildings—with the exception of the Refinery and the Boiler House—will be demolished. The site is expected to be redeveloped with a variety of light industrial and commercial uses, including a large storage facility, a building material storage yard, and a large distribution facility. It is assumed that the Refinery and the Boiler House will remain vacant, as the cost of renovating them for new industrial uses will be prohibitively expensive. With the exception of these structures, all of the buildings on the project site could be demolished in the No Action condition; this would not require consultation with SHPO.

During construction of these buildings, Refinery LLC, the buildings' owners, will take appropriate measures to protect the Refinery from the adjacent construction, including adhering

to DOB controls governing the protection of adjacent properties from accidental construction damage and adherence to DOB's TPPN #10/88.

There are two mechanisms to protect buildings in New York City from potential damage caused by adjacent construction. All buildings are provided some protection from accidental damage through DOB controls that govern the protection of any adjacent properties from construction activities, under Building Code Section 27-166 (C26-112.4). For all construction work, Building Code Section 27-166 (C26-112.4) serves to protect buildings by requiring that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19.

The second protective measure applies to NYCLs, properties within NYCHDs, and NR-listed properties. For these structures, DOB *TPPN #10/88* applies. *TPPN #10/88* supplements the standard building protections afforded by Building Code C26-112.4 by requiring a monitoring program to reduce the likelihood of construction damage to adjacent NYCLs and NR-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. These measures apply to the Refinery, as it is an NYCL.

Since there will not be any residential or retail spaces on the waterfront portion of the site, a public esplanade and new open spaces will not be required and, therefore, will not be provided. The streets running from South 1st Street to South 4th Street will not be extended through the project site to the waterfront, and the waterfront will remain inaccessible to the public.

The upland parcel will be developed with a two-story building, with parking on the ground floor and a catering hall on the upper floor.

STUDY AREA

WILLIAMSBURG BRIDGE

As described above, in the No Action condition, the waterfront esplanade and additional public open spaces will not be created. Without the proposed project's esplanade and open spaces, new views to the Williamsburg Bridge from the East River waterfront will not be created, and views to this resource will continue to be limited to portions of the bridge's towers and the approach span. During construction of the buildings, CPC Resources will take appropriate measures to protect the Williamsburg Bridge from the adjacent construction, including adhering to DOB controls governing the protection of adjacent properties from accidental construction damage and coordinating with DOT, as appropriate.

FORMER AMERICAN SUGAR REFINERY BUILDINGS

As described above, in the No Action condition all of the buildings—except the Refinery—on the project site will be demolished and the waterfront parcel will be developed with light industrial buildings. Since the project site buildings which are historically related to the former American Sugar Refinery buildings will be removed, the demolition of the project site buildings will alter the context of the former American Sugar Refinery buildings located on the east side of Kent Avenue. Further, since demolition and construction will occur on the project site absent the proposed project, ground-borne vibrations or other potential construction-related activities could potentially damage this historic resource.

REMAINDER OF THE STUDY AREA

As described more fully in Chapter 2, "Analytical Framework," there are several large residential projects planned or under construction in the study area. In addition, a number of existing formerly industrial buildings are being converted into residential uses. The former Austin, Nichols & Co. Warehouse, located between the East River and Kent Avenue between North 3rd Street and North 4th Street, is currently being converted into a residential building. As part of the conversion, a new addition will be constructed on the roof. The former US Printing Warehouse, located on the north side of North 3rd Street between Wythe Avenue and Berry Street, is also being converted into a residential use. It is anticipated that these buildings will also have ground-floor commercial spaces.

On the blocks between Kent Avenue and Wythe Avenue there are additional residential buildings under construction. On the east side of Kent Avenue between North 3rd Street and North 4th Street, and extending for the entire blockfront between Kent Avenue and Wythe Avenue, a new residential building is under construction. Another new residential building is under construction on a large site on the block bounded by Metropolitan Avenue, Wythe Avenue, North 1st Street, and Kent Avenue.

In the No Action condition, the status of historic resources could change. S/NR-eligible architectural resources could be listed on the Registers, and properties found eligible or pending designation as NYCLs could be designated**.**

Changes to the architectural resources identified above, or to their settings, could occur irrespective of the proposed actions. Future projects could also affect the settings of architectural resources. It is possible that some architectural resources in the study area could deteriorate, while others could be restored. In addition, future projects could accidentally damage architectural resources through adjacent construction.

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

F. THE FUTURE WITH THE PROPOSED PROJECT

PROJECT SITE

In the future with the proposed project, the project site would be developed with a mixed-use development of residential, commercial, and community facility space. The proposed project would include new residential structures along the waterfront between Grand Avenue and South

2nd Street, between South 3rd and South 5th Streets, and on the east side of Kent Avenue between South 3rd and South 4th Streets. The new structures proximate to the west side of Kent Avenue would range in height from approximately 60 to 110 feet and would include commercial uses on the ground floor. The buildings east of Kent Avenue would rise to a maximum height of 78 feet along Kent Avenue and 140 feet elsewhere on the lot. It is anticipated that the lower portions of the buildings would predominantly be clad with brick, while the upper portions would be clad predominantly with glass. As described below, the Refinery would be reused and converted to a combination of residential, commercial, and community facility uses.

In addition to the new residential development, approximately four acres would be developed with new publicly accessible open space (see Figure 8-25). A large public open space would be created at the center of the site, highlighting and framing the Refinery as the centerpiece of the overall development. A new public esplanade, running the entire length of the waterfront, would connect this large open space to Grand Ferry Park located to the north of the project site, and to South 5th Street at the site's southern end. The open space is envisioned to include smaller gathering space and play areas, and is anticipated to incorporate interpretive elements remembering the site's industrial history.

In addition to the new public open spaces that would be created with the proposed project, the existing street network of the neighboring community would be extended into the project site at four locations from South 1st Street through South 4th Street. These streets would create new physical and visual access corridors to the waterfront from the surrounding neighborhood.

THE REFINERY

The renovation of the Refinery is a major preservation component of the project and involves the conversion of the currently vacant building for mixed uses, with retail spaces on the ground floor and residential and community facility uses on upper floors. On June 24th, 2008, LPC approved the plans for the renovation of the Refinery which include a new rooftop addition to the Filter House, a one-story, ground-level addition to the west façade of the Filter House, the location of the Domino Sugar sign to the top of the new addition, and exterior repairs and new replacement windows (see Figure 8-26). LPC's findings with respect to the appropriateness of the alterations to the Refinery are set forth in LPC's June 26, 2008 Status Update Letter.

The proposed rooftop addition would be located on top of the Filter House, along the Refinery's East River frontage. This addition partially offsets the substantial costs associated with the renovation and adaptive reuse of the Refinery. These additional costs are associated with the complexity and labor intensive nature of rehabilitating a structure that requires a systematic and complete interior demolition while maintaining exterior and interior bearing walls, along with the need to construct an entirely new building within the existing structure. Since the machinery within the building provides a large measure of the interior structural support for the building, and since the columns are constructed of cast iron and cannot support residential loads, it is not feasible to retain the interior structural system of the building. The addition, three and four stories in height, would be clad in glass and steel to reflect the industrial aesthetic of the building.

A one-story basement and terrace addition, approximately 27 feet in width, would be located along the river (east) façade of the Refinery. This addition would include a ramp into the basement parking level, a covered loading dock, and a terrace for the retail space. It would be clad in brick, with a stone coping to match the masonry of the Refinery. The addition would provide a buffer and transition area between the Refinery and the public open space to be

constructed on the river. It would also allow cars and trucks to enter the Refinery through large openings without creating such openings in the historic façades of the Refinery.

The existing exterior masonry walls would be cleaned and repointed, and the damaged areas repaired. Numerous metal conduits, pipes, brackets, signs, and other items mounted onto the surface of the brick walls would be removed. In addition, the original east wall of the Refinery, which is currently blocked by the Turbine Room, Boiler House, and Syrup Station, would be repaired and exposed.

Some of the large openings, inserted in the mid-20th century, would remain as evidence of the industrial history and the past use of the building and site. Large glass windows would fill these openings. In addition, two large, glass angled balconies would be built to resemble the two large metal conveyor belt bridges that connect to the Bin Building, recalling their presence (see Figure 8-27).

The windows would be replaced with new windows designed to closely match the original design, profile, configuration, and paint color of the original windows. The ground floor openings on all four façades would be converted into retail storefronts. The openings, all arched, would have their sills extended down to sidewalk level. The existing non-historic windows, louvers, grates, and brick infill would be removed, and the openings would be filled with glass storefronts with painted metal frames. Some of the storefronts would have glazed doors for retail entrances, though the exact number and location has not yet been determined. There would also be small signs projecting from the storefront door headers, as well as signage painted on the back of the storefront glass.

At the Refinery's north and south sides, entrances to the residential lobbies and community facility would be located in existing arched openings. In these openings, the glass would be recessed from the building line to provide shelter. A small projecting canopy over the entrance doors, each with discrete signage of free standing metal letters, would mark and identify the entrances.

All of the proposed alterations to the Refinery, including the rooftop and East River additions, windows, storefronts, entrances, and signage, were noted in an application for a Certificate of Appropriateness made to LPC, and which LPC voted to approve on June 24, 2008, demonstrating the project's appropriateness under the New York City Landmarks Law. The alterations are also under review by SHPO. The applicant has consulted extensively and will continue to consult with SHPO at the pre-final and final design stages with respect to the adaptive reuse design of the Refinery.

Prior to construction of the proposed project, a CPP would be developed and implemented in consultation with SHPO and LPC. The CPP would be prepared in coordination with a licensed professional engineer and would describe the measures to be implemented during the rehabilitation of the Refinery itself, as well as measures to be taken to protect the Refinery during construction of the mixed-use development.

The proposed project would improve the visual appearance of the Refinery by repairing the masonry, removing non-historic infill, and repairing or replacing the windows. The proposed project would give new life to a former industrial structure that is significant for its association with the industrial history of the Williamsburg waterfront and the sugar refining that took place on the site for over a century.

The proposed project would also create new physical access to the building and expanded visual access by extending east-west view corridors through the site and creating new open spaces from which to view the Refinery. The proposed design is organized so as to emphasize the Refinery through the large public park at the center of the site on the waterfront, and would provide unobstructed views to the Refinery from the East River and Manhattan shoreline. The placement and design of the new buildings on the site would respect the historic character of the Refinery. The buildings on Kent Avenue would be designed with lower-scale portions that would range from 60 to 110 feet in height. These heights would be in keeping with the height of the Refinery on Kent Avenue, as would the placement of the buildings, which would be built to the street line on Kent Avenue, as is the Refinery. The placement of the new buildings between the proposed extensions of the east-west streets through the site as visual corridors would not crowd or overwhelm the Refinery. The new buildings would be clad in brick and glass, with the lower stories clad in brick and the upper stories primarily in glass. This would be in keeping with both the existing historic character of the Refinery, which is clad in brick, and the proposed addition, which would be clad in brick and metal.

Public School Option

As described in Chapter 23, "Mitigation," the applicant will enter into an agreement with SCA to provide an option to locate an approximately 100,000-square-foot public elementary and intermediate school within the community facility space in the Refinery complex. SHPO would be consulted in the event any exterior alterations to the Refinery are required,

OTHER PORTIONS OF THE PROJECT SITE

The proposed project would demolish all structures—with the exception of the Refinery—on the project site. The demolition of the S/NR-eligible buildings would constitute a significant adverse impact on architectural resources. Therefore, a feasibility study has been undertaken to determine: (1) if the physical characteristics of the former industrial buildings (with the exception of the Refinery) allow for conversion to residential and commercial use; (2) if the necessary alterations to convert the buildings would impact their historic industrial character; and (3) whether retaining the building would allow the proposed project to meet its program goals, including the creation of a significant amount of affordable housing and new open space. This feasibility study, contained in Appendix A, was prepared in consultation with SHPO.

The study considered factors associated with retaining and adaptively reusing the buildings for residential and commercial use. These factors included the specific floor layouts, structural characteristics, and the overall effect on the site plan, including the amount of open space and parking.

Measures to partially mitigate the project's adverse impacts on architectural resources would be implemented in consultation with SHPO. As discussed in Chapter 23, "Mitigation," the mitigation measures include consultation with SHPO with respect to the adaptive reuse design of the Refinery at the pre-final and final design stages, salvaging and reusing industrial artifacts in the rehabilitated Refinery and in the project's proposed open spaces where feasible, and documenting the buildings through the Historic American Engineering Record (HAER). The mitigation measures would be set forth in either a Memorandum of Agreement (MOA) or Letter of Resolution (LOR) to be signed by the project applicant, SHPO, and other involved agencies.

FEASIBILITY STUDY CONCLUSIONS

The existing buildings on the project site were built as specialty industrial structures to store, process, and package sugar and are not suitable for conversion to residential use. As described in Chapter 1, "Project Description," one of the project's primary goals is to construct a substantial amount of affordable housing on the project site. The feasibility study (see Appendix A) determined that the buildings do not meet requirements for residential uses, such as consistent fenestration to meet New York City code requirements for light and air, and do not have consistent floors or lack floors altogether, as in the Bin Building, Turbine House, Power House, Pump House, and Raw Sugar Warehouse. Other buildings, such as the Adant House, may have floors but are still not compliant with the residential codes due to low floor-to-ceiling heights.

The buildings would need significant modifications to allow residential and retail uses, including the insertion of new openings for windows and access, full interior reconstructions and renovations, and removal of portions of the buildings to meet light and air requirements. These alterations would adversely impact the industrial character of these buildings and dramatically alter the façades and original building material. Therefore, converting the buildings to residential use would alter the buildings to such an extent that they would no longer reflect their historic purpose and use.

The existing buildings contain approximately 60 percent less floor area than proposed for the project. Retaining other structures would greatly reduce the number of units that could be provided, which would prevent the project from fulfilling one of its most significant objectives—the provision of a substantial amount of affordable housing. Further, as described above and in Appendix A, rehabilitating the Refinery is 20 to 25 percent more expensive than building a new building. It is not feasible to retain and rehabilitate other structures in addition to the Refinery, as the project could not support such additional costs and still meet the affordable housing and open space goals and objectives envisioned for the project. In a letter dated November 6, 2008, SHPO agreed with the conclusions of the feasibility study.

STUDY AREA

DIRECT (PHYSICAL) IMPACTS

The project site is located within 90 feet of three historic resources: the Williamsburg Bridge, the former American Sugar Refinery buildings (269-285 Kent Avenue/22-32 South 1st Street and 287-289 Kent Avenue/31-43 South 1st Street) and the former Matchett Candy factory (386-394 Wythe Avenue/52-58 South 4th Street). Construction of the project could result in inadvertent physical impacts to these resources if proper precautions are not taken.

The two former American Sugar Refinery buildings are separated from the project site by Kent Avenue, an approximately 60-foot roadway. The former Matchett Candy factory (386-394 Wythe Avenue/52-58 South 4th Street) is located approximately 60 feet from the upland parcel. To avoid any construction-related impacts on these two resources, including ground-borne vibration, falling debris, and accidental damage from heavy machinery, a CPP would be developed in consultation with SHPO and LPC. The CPP would follow the guidelines set forth in section 523 of the *CEQR Technical Manual*, including conforming to LPC's *New York City Landmarks Preservation Commission Guidelines for Construction Adjacent to a Historic Landmark* and *Protection Programs for Landmark Buildings*. The CPP would also comply with the procedures set forth in DOB's *Technical Policy and Procedure Notice* (TPPN) #10/88.

The Williamsburg Bridge is separated from the project site by South 5th Street, a street 60 feet in width. Protection measures for this resource would also be developed in coordination with LPC and SHPO, as well as with DOT.

All other architectural resources in the project's study area are located beyond 90 feet of the project site; therefore, no other direct (physical) impacts are anticipated.

CONTEXTUAL IMPACTS

Williamsburg Bridge

Construction of the proposed project buildings would change the context of the Williamsburg Bridge; however, this context change would not be significantly adverse. While the proposed buildings would replace the generally low-scale buildings and vacant areas currently on the project site, the immediately surrounding blocks, including those north and south of the Bridge approaches, would remain unchanged and, therefore, much of the late 19th- and early 20th-century context of the Williamsburg Bridge would remain. Additionally, as described in Chapter 2, "Analytical Framework," the context of the Brooklyn waterfront is in a state of flux, and includes older, low-rise buildings, and taller more recently erected residential buildings, as well as buildings currently under construction. The proposed project would be in keeping with this context.

In the future with the proposed project, views south to the bridge along Kent Avenue and looking southwest from Wythe Avenue would be blocked. In views looking north along Kent Avenue and Broadway, the bridge would remain a prominent feature though the proposed buildings would be visible behind the bridge. The primary views of the bridge from Wythe Avenue occur south and east across the upland parcel, an atypical vacant parcel, instead of along a prominent corridor. Any development on this parcel either with or without the proposed project would block views to the bridge. Additionally, the proposed project would create a new waterfront esplanade that would run from South 5th Street to Grand Ferry Park. This new public esplanade would provide new and unobstructed views of the bridge in the context of the East River and the Brooklyn and Manhattan skylines. Views of the bridge from the esplanade would include both support towers of the bridge structure.

Overall, while the proposed project would block some existing views of the bridge, though not the ones most prominent, the bridge would continue to be visible without obstruction in principal views north, west, and from Manhattan. Additionally, the project would provide new and expansive public views of the Williamsburg Bridge from the Brooklyn waterfront that would not exist in the future without the proposed project. As described in Section F, "The Future Without the Proposed Project," if the proposed project is not constructed, the project site will be developed with light industrial and commercial uses. In this scenario, the new public open spaces, including the waterfront esplanade and the large central open space, would not be constructed. With the proposed project, the waterfront esplanade and large open space would provide new and expansive views of the Williamsburg Bridge. For these reasons, the proposed project would not have a significant adverse contextual impact on the Williamsburg Bridge.

Former American Sugar Refinery Buildings

The context of the former American Sugar Refinery buildings, located on the east side of Kent Avenue and the north side of South 2nd Street, would also be altered in the future with the proposed project. However, the change would not be significantly adverse. These buildings are

located directly across Kent Avenue from the large vacant area on the waterfront parcel, and there is no visual relationship between the vacant parcel and the former American Sugar Refinery buildings. The closest buildings on the project site are the Research and Development Lab Building and the Refinery, and there is no significant architectural relationship between the former American Sugar Refinery buildings, which were constructed in the early 20th century, and the plainly designed Research and Lab Building, which was constructed in the early 1960s. The Refinery would be preserved as part of the project; therefore, the Building's existing closest and most significant resource would be maintained. Therefore, there would be no adverse impacts to the former American Sugar Refinery buildings with the proposed project.

Other Historic Resources

As further described in Chapter 7, "Shadows," the new buildings would not cast new shadows on any sun-sensitive features of any architectural resources. The windows of Our Lady of Consolation Church, located at 172-190 Metropolitan Avenue, face north and therefore would not receive new shadows. While the Williamsburg Bridge, including the public walkways, would receive new shadows, they would be limited in duration and not create a significant amount of new shadows on the bridge.

The former Matchett Candy Factory is located across South 4th Street from the upland project site parcel, a vacant property, and there is no meaningful historic or architectural relationship between the vacant parcel and this historic resource. As described above, the former Matchett Candy Factory is a six-story brick structure. The proposed streetwall on the project site along South 4th Street would be staggered, with heights rising from between 58 and 138 feet. Clad in brick, their height and cladding would be in keeping with the character of the factory. As such, the proposed project would not visually overwhelm the former factory or detract from its visual appearance. There would be no adverse contextual impacts to this resource.

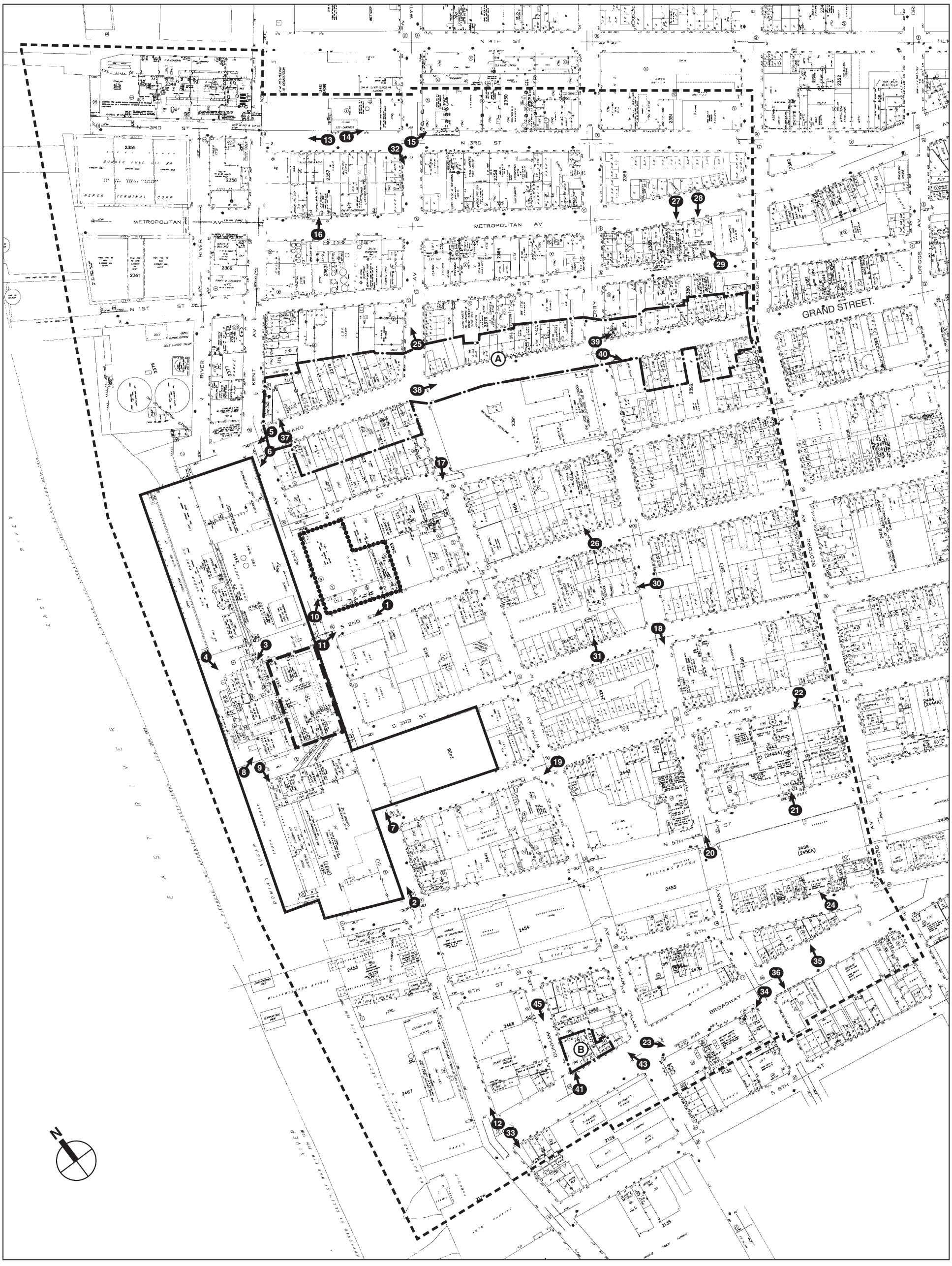
Currently there is no significant visual or architectural relationship between the project site and the other architectural resources in the study area, including the two historic districts. The Dunham and Broadway Historic District is located south of the project site and separated from it by intervening blocks and the Williamsburg Bridge. While the northern end of the project site is located at Grand Street, across Kent Avenue from and west of the Grand Street Historic District, there is no significant relationship between the project site and the historic district. The project site building located closest to the historic district is the Research and Development Lab Building, constructed in the 1960s. There is no architectural relationship between this project site building and this historic district composed of low-scale commercial and residential buildings constructed in the early and mid-19th century. Areas west of Kent Avenue, including the project site, were developed with industrial and manufacturing uses and, as such, there is no historical and contextual relationship between the project site and the buildings located east of Kent Avenue. While the proposed buildings would be visible behind the historic district buildings, the buildings closest to the historic district, those that face onto Kent Avenue, would be designed with a height contextual with the surrounding area and with ground-floor retail spaces, in keeping with the commercial nature of the historic district. The height of the proposed buildings on Kent Avenue are mandated to not exceed 110 feet and would be staggered in height, which would provide a transition between the lower heights of the surrounding area, including the historic district. Further, they would be primarily clad in brick, comparable to the buildings in the historic district.

There would not be any adverse contextual impacts to any of the other architectural resources in the study area. The remaining historic resources are located at least one block away from the

waterfront parcel, a distance ranging from approximately 300 to 400 feet, with buildings intervening. In addition, while the resources exist in a primarily low-scale area, there are a number of developments currently under construction and anticipated in the No Action condition that will alter the context of these resources by creating new buildings of various heights and bulk.

While the proposed project would be visible above the existing buildings, it would not block views to architectural resources from the immediately surrounding streets. It is expected that this visibility would remain unchanged with the proposed project, and that the new buildings on the project site would not eliminate or screen publicly accessible views. Further, the proposed buildings would not isolate any of the architectural resources from their settings, nor alter their visual prominence. Overall, the proposed project would not have significant adverse contextual impacts on architectural resources in the study area. ✷

9.12.08



Project Site Boundary

Refinery Complex (S/NR-eligible, NYCL)

Study Area Boundary

Additional American Sugar Refinery Company Buildings

Historic District Boundaries

Photograph View Direction and Reference Number (See Table 8-1)

Historic Districts

(A) Grand Street Historic District

(B) Dunham and Broadway Historic District

0 200 400 FEET

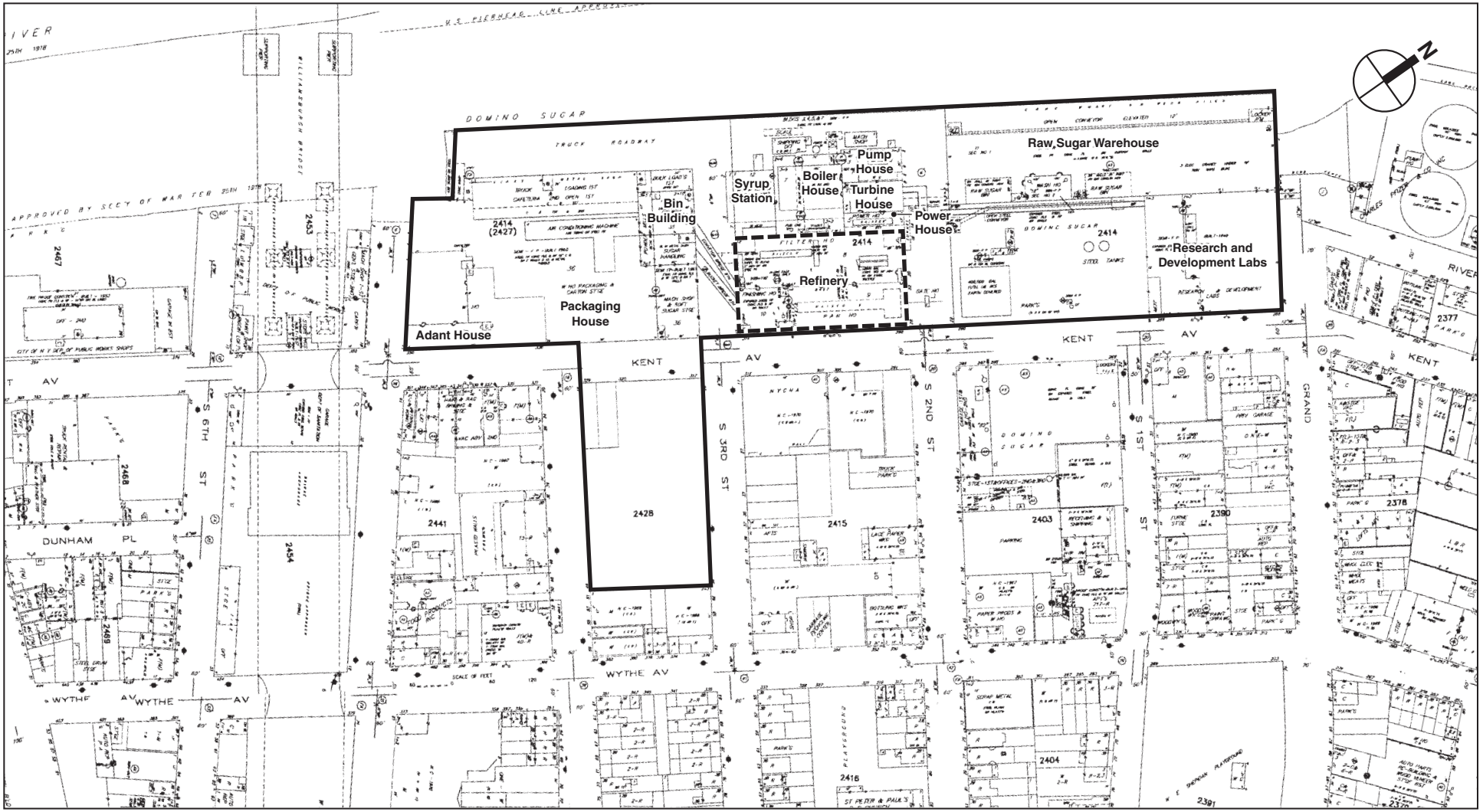
SCALE

DOMINO SUGAR REZONING

Photo Key of Historic Resources

Figure 8-1

8.5.08



Project Site Boundary

The Refinery

DOMINO SUGAR

Existing Site Plan
Figure 8-2

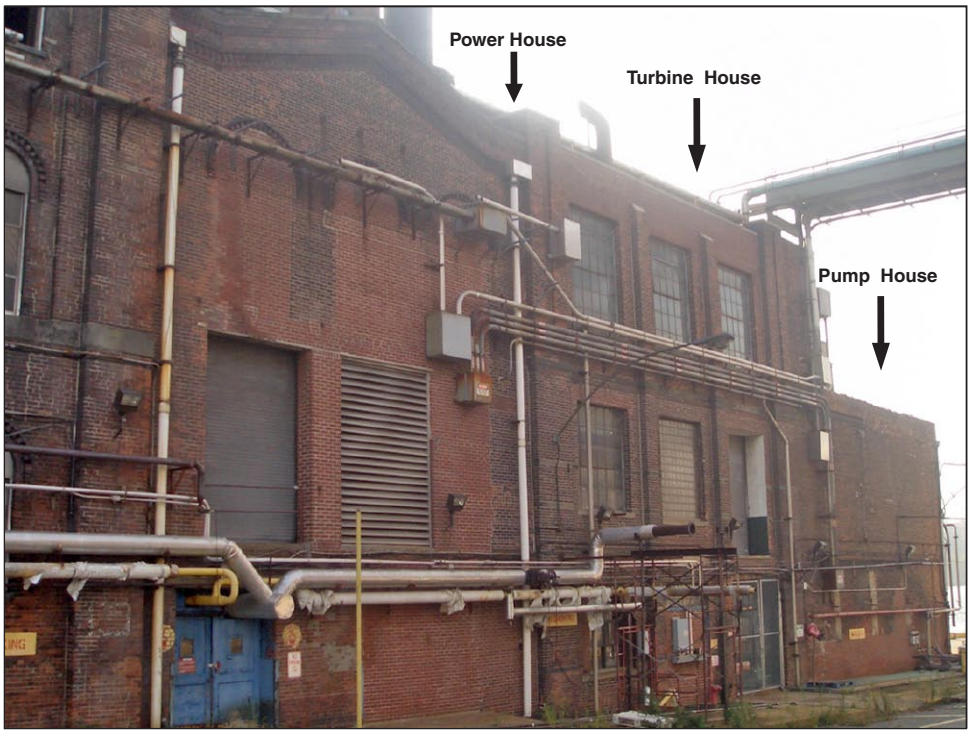


Refinery Complex, View south from South 2nd Street **1**



View north on Kent Avenue **2**

Project Site
Figure 8-3



View south on South 2nd Street **3**



Refinery Complex, View south from South 2nd Street **4**

Project Site
Figure 8-4



View southwest on Grand Street **5**



View southwest on Kent Avenue **6**

Project Site
Figure 8-5



View north on Kent Avenue **7**



View northwest from South 3rd Street **8**

Project Site
Figure 8-6



View southeast from waterfront **9**

Project Site
Figure 8-7



269-285 Kent Avenue **10**



287-289 Kent Avenue/ 31-51 South 2nd Street **11**

Additional American Sugar Refinery Company Buildings

Figure 8-8



Williamsburg Bridge, View north from Kent Avenue and Broadway **12**



Former Austin, Nichols and Co. Warehouse **13**



Former Rokeach & Sons Warehouse, 63-81 North 3rd Street **14**



Former US Printing Warehouse,
83-97 North 3rd Street/ 209-219 Wythe Avenue **15**

Historic Resources
Figure 8-10



67-73 Metropolitan Avenue **16**



Former Fulton Bag Company, **17**
325-336 Wythe Avenue/ 50-58 South First Street

Historic Resources
Figure 8-11



Former David Weil & Sons Lithographic Warehouse, 313-323 Berry Street **18**



Former Matchett Candy Factory, 386-394 Wythe Avenue **19**



Former Schaefer & Buddenburg Company building **20**
334-346 Berry Street/ 81-87 South 5th Street



Former Gretsch Building #1
109-115 South 5th Street **21**

Historic Resources
Figure 8-13



Former Gretsch Building #2 **22**
164-114 South 4th Street



Former Gretsch Building #4, **23**
54-82 Broadway



103-109 South 6th Street **24**



Former TW Keily Building, 292-296 Wythe Avenue **25**

Historic Resources

Figure 8-15



91-95 South Second Street **26**



Church of Our Lady of Consolation,
172 Metropolitan Avenue **27**

Historic Resources
Figure 8-16

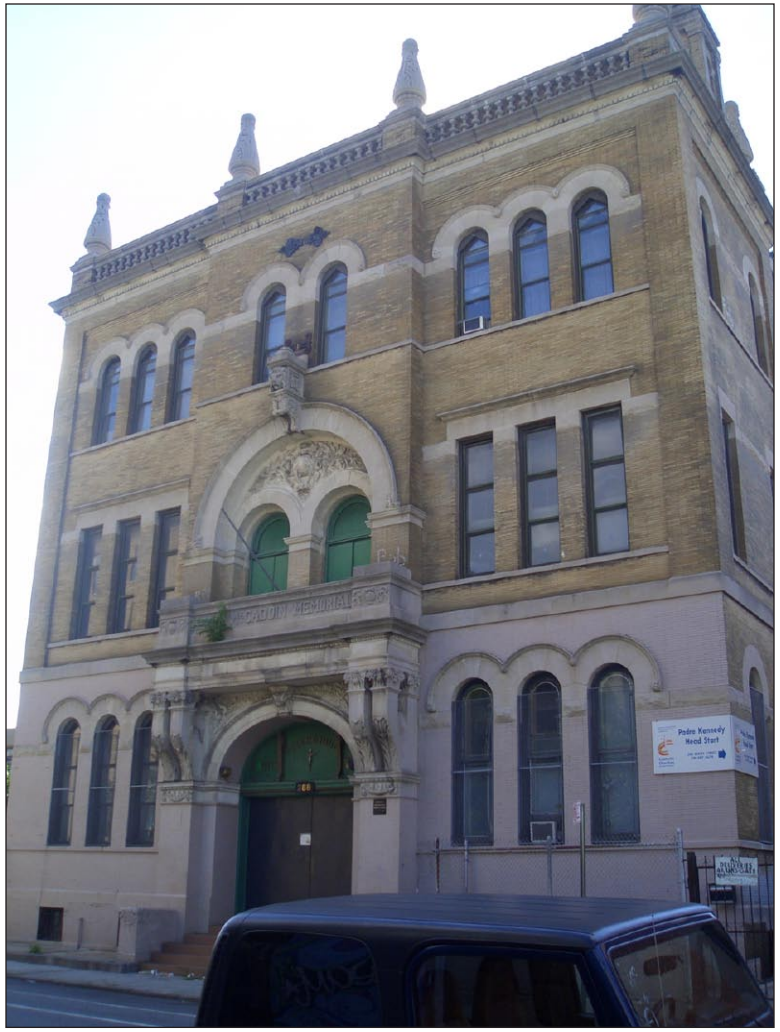


Rectory for Church of our Lady of Consolation,
172 Metropolitan Avenue **28**



School for Our Lady of Consolation Church,
137 North First Street **29**

Historic Resources
Figure 8-17



McCadin Memorial Hall, 288-290 Berry Street **30**



Rectory for Saints Peter and Paul Church, 71 South 3rd Street **31**

Historic Resources
Figure 8-18



221-227 Wythe Avenue **32**



12 Broadway **33**



Former Manufacturer's National Bank, 84-88 Broadway **34**



103 Broadway **35**

Historic Resources
Figure 8-20



Former Nassau Trust Company Building, 134-136 Broadway **36**



33-35 Grand Street, former Northside Savings Bank **37**

Historic Resources
Figure 8-21



89-101 Grand Street **38**



141-153 Grand Street **39**



154-170 Grand Street **40**



31-35 Broadway **41**

Historic Resources

Figure 8-23



2-14 Dunham Place **42**



37-45 Broadway **43**

Historic Resources
Figure 8-24