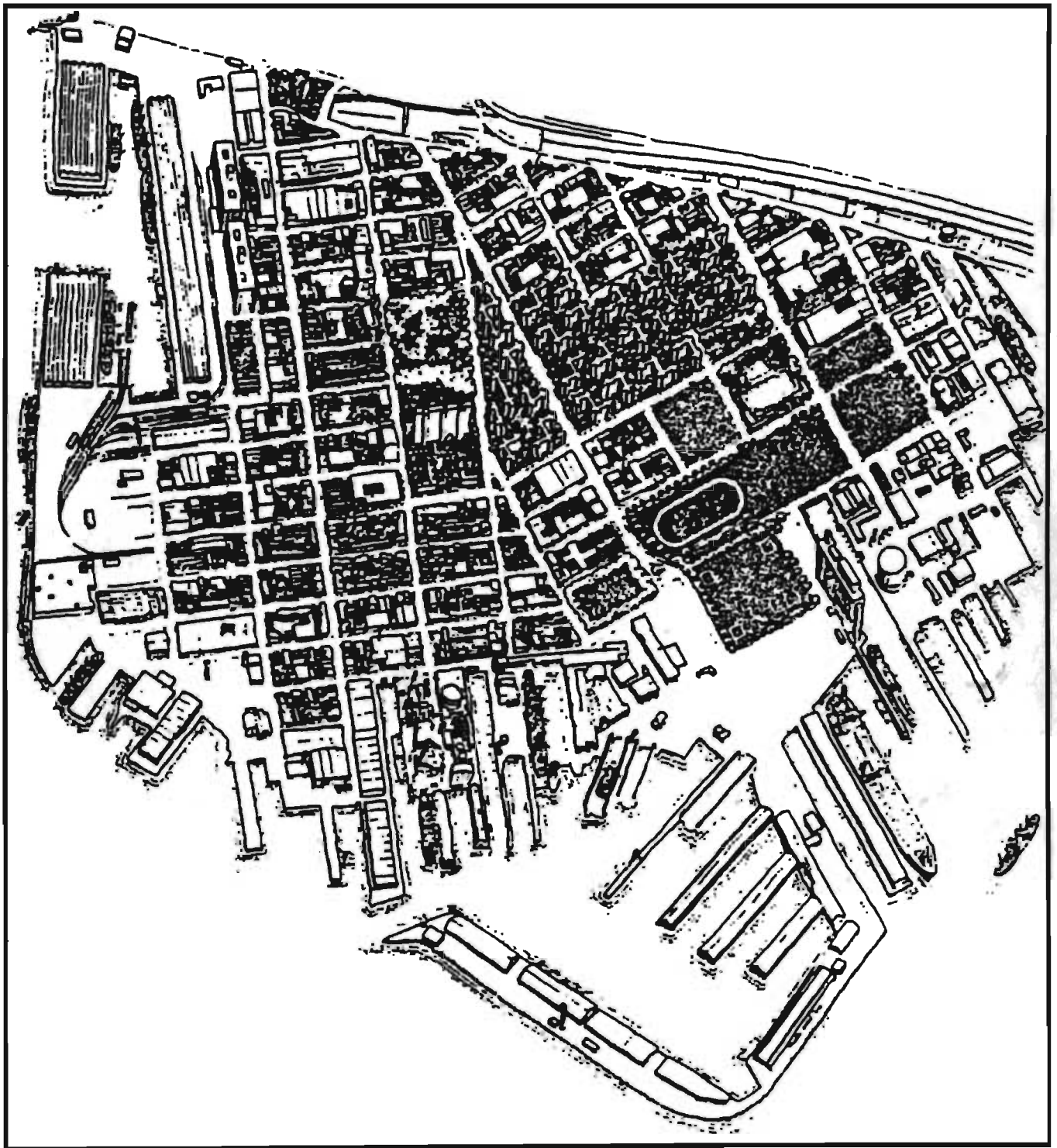

Red Hook

A Plan for Community Regeneration



Community Board 6 • Borough of Brooklyn • New York City

Red Hook

A Plan for Community Regeneration



Rudolph W. Giuliani, Mayor

City of New York

**Fran Reiter, Deputy Mayor for
Economic Development and Planning**

City of New York

Joseph B. Rose, Director

Department of City Planning

INTRODUCTION

Under Section 197-a of the New York City Charter, community boards may propose plans for the development, growth, and improvement of land within their districts. Pursuant to the Charter, the City Planning Commission developed and adopted standards and rules of procedure for 197-a plans. Once approved by the Commission and adopted by the City Council, 197-a plans are intended to serve as policy guides for subsequent actions by city agencies.

Brooklyn Community Board 6's 197-a plan, *Red Hook: A Plan for Community Regeneration*, as modified by the City Planning Commission, is the third community board 197-a plan to be adopted by the city.

This report provides information for those interested in the plan's policies and recommendations. It may also be of interest to other community boards considering the 197-a process.

This report contains three parts:

1. The City Council resolution, dated September 11, 1996, adopting the plan as modified by the City Planning Commission.
2. The City Planning Commission report, including its consideration and resolution, dated August 21, 1996, approving and modifying the 197-a plan.
3. The proposed *Red Hook: A Plan for Community Regeneration*, as originally submitted to the Department of City Planning by Brooklyn Community Board 6 on July 14, 1994.

Part 1
City Council Resolution
adopted September 11, 1996

Approves the Red Hook 197-a plan as
modified by the City Planning Commission

**THE COUNCIL OF THE CITY OF NEW YORK
RESOLUTION NO. 1913**

Resolution approving the decision of the City Planning Commission on Non-ULURP No. N 950015 NPK, a Section 197-a Plan for Red Hook (L.U. No. 1100).

By Council Members Eisland and Fields

WHEREAS, the City Planning Commission filed with the Council on August 23, 1996 its decision dated August 21, 1996 (the "Decision"), on the plan, *Red Hook: A Plan For Community Regeneration*, submitted by Brooklyn Community Board 6, pursuant to Section 197-a of the New York City Charter (Non-ULURP No. N 950015 NPK) (the "Plan");

WHEREAS, the Decision is subject to review and action by the Council pursuant to Section 197-d(b)(1) of the City Charter;

WHEREAS, the Council held a public hearing on the Decision and Plan on September 10, 1996;

WHEREAS, the Council has considered the land use implications and other policy issues relating to the Decision and Plan; and

WHEREAS, the Council has considered the relevant environmental issues and the negative declaration, issued on January 18, 1995 (CEQR No. 95DCP024K);

RESOLVED:

The Council finds that the action described herein will have no significant effect on the environment;

Pursuant to Sections 197-a and 197-d of the City Charter and on the basis of the Decision and Plan, the Council approves the Decision.

A handwritten signature in black ink, appearing to be 'C. Fields', is written over a horizontal line. The signature is slanted upwards to the right.

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N 950015 NPK
Reso. No. 1913 (L.U. No. 1100)

Adopted.

**Office of the City Clerk, }
The City of New York, } ss.:**

I hereby certify that the foregoing is a true copy of a Resolution passed by The Council of The City of New York on September 11, 1996, on file in this office.


.....
City Clerk, Clerk of Council

Part 2
City Planning Commission Report
adopted August 21, 1996

Modifies and approves the Red Hook
197-a plan recommendations

IN THE MATTER OF a plan, *Red Hook: A Plan For Community Regeneration*, submitted by Brooklyn Community Board 6, pursuant to Section 197-a of the New York City Charter in order to promote the orderly growth, improvement, and development of a portion of Brooklyn Community District 6.

In 1992, Brooklyn Community Board 6 established a 197-a sub-committee to prepare a 197-a plan for Red Hook. Following two years of analyses and debate, *Red Hook: A Plan for Community Regeneration* was submitted to the New York City Department of City Planning (the department) on July 14, 1994, following the board's adoption of its 197-a plan at a public hearing on June 8, 1994.

BACKGROUND

Neighborhood Characteristics

Red Hook is defined by its proximity to water and roadways. Gowanus Bay, Erie Basin, and Buttermilk Channel form the Red Hook peninsula's southern and western boundaries, while the northern and eastern boundaries are formed by the Brooklyn Battery Tunnel, the elevated Gowanus Expressway, and Hamilton Avenue, an eight-lane thoroughfare running underneath the Gowanus Expressway. While critical to the movement of goods and vehicles, these waterways and transportation structures separate Red Hook from the rest of Brooklyn.

Red Hook prospered as a mixed maritime and residential community from the late nineteenth century until the 1960s, when the maritime industry shifted from labor-intensive break-bulk shipment to containerization. This new technology required fewer but larger port facilities with modern containership piers, warehousing, and distribution facilities. The Port Authority developed extensive port facilities on the New Jersey side of the harbor, which, unlike Red Hook, had sufficient upland area for container stacking as well as superior access to the nation's rail lines and interstate highways. The Port Authority undertook operation of the Red Hook Marine Terminal, Brooklyn's only containerized shipping terminal, to partially compensate for the significant employment declines experienced by Red Hook and other maritime-related neighborhoods.

Today, traditional heavy manufacturing and maritime-related uses such as the Red Hook Marine Terminal, the New York Shipyard, and Hess Oil are still found along Red Hook's waterfront, but there are also several vacant or underused parcels of land located here. Medium (M2) and Heavy (M3) Manufacturing Districts are mapped along the waterfront blocks. Light manufacturing and other

industrial businesses are concentrated on inland blocks at the northern and eastern sections of the community. With the exception of several loft buildings located near the Brooklyn Battery Tunnel, industrial buildings in Red Hook are typically one- or two-stories and in fair to good condition. Blocks characterized as mixed-use (residential and industrial) are concentrated in the southern half of the community and north of Red Hook Houses. Industrial and mixed-use blocks are zoned M1, a Light Manufacturing District.

Van Brunt, Columbia, Clinton, Court, and Smith Streets are Red Hook's designated truck routes. Each of these north-south streets connects with Hamilton Avenue. Van Brunt Street extends from the waterfront north to Hamilton Avenue, serving businesses on the western side of the community. Columbia Street bisects Red Hook Houses and serves businesses in the center of Red Hook. Clinton, Court, and Smith Streets serve the concentration of heavier manufacturing uses on the community's eastern edge.

Van Brunt Street is also the community's primary retail corridor, characterized by three- and four-story buildings built to the street line. Apartments occupy the upper stories and a scattering of retail businesses, small offices, and industrial businesses occupy the ground floors. The greatest concentration of ground floor commercial activity is near the Patrick Daly Elementary School, between Sullivan and Wolcott Streets. The southern end of Van Brunt Street has the highest concentration of vacant storefronts and vacant lots, while the northern end of the street has the highest concentration of ground floor light industrial businesses. Block faces are zoned M1 and M2 at the north and south ends of Van Brunt Street and R5 with a C1-3 overlay in the street's mid-section. Retail uses also occupy storefronts along Columbia Street near Red Hook Houses.

Approximately 10,800 residents live in Red Hook today, representing a 42 percent decline in population from its peak of approximately 18,500 in 1960. Much of the Red Hook population is impoverished, with approximately 50 percent of the population at or below the poverty line. Approximately 75 percent of the population lives in the four to 14-story Red Hook Houses, a New York City Housing Authority (NYCHA) development located in the center of the community, while the rest of Red Hook's population lives in two- to four-story row houses and tenement buildings located to the north and west of Red Hook Houses. Red Hook Houses is zoned R6 and the remaining residential areas are zoned R5.

A modest amount of residential and industrial investment has occurred in Red Hook since the 1970s, despite the downturn it experienced in the 1960s. Approximately 40 units of housing were constructed along Coffey Street and Visitation Place in the 1970s, and approximately 10 residential buildings were renovated over the past decade. Former P.S. 30, now Conover House, was redeveloped within the past year for 36 units of assisted housing. Over the past decade, three pre-Civil War era warehouse buildings located at the waterfront were restored and are now occupied by a tableware manufacturer, a glass blower, food-related businesses, and other light industrial uses. Within the past five years, two new warehouse buildings were constructed on formerly vacant waterfront land. Similar investment has occurred on inland blocks, where food-related and transportation uses have moved into formerly vacant buildings. In 1994, New York State designated Red Hook and two neighboring communities, Gowanus and Sunset Park, as an Economic Development Zone, making new businesses eligible for tax incentives, training programs, and other economic development programs.

Summary of the 197-a Plan's Recommendations

Several factors contributed to Community Board 6's desire to complete a 197-a plan for Red Hook, including the neighborhood's population and employment declines, concerns over waste-related businesses, and the department's proposals for residential zoning changes at the waterfront, contained in its *Comprehensive Waterfront Plan* (1992). Between 1992 and 1994, Community Board 6, with input from local community groups, elected officials, city and state agencies, and educational and other not-for-profit organizations, produced *Red Hook: A Plan for Community Regeneration*. This 197-a plan outlines a comprehensive strategy for rebuilding Red Hook's population and economy through improvements to its physical and social fabric. The 197-a plan proposes to:

1. Promote opportunities for the development of Red Hook's main asset--its people--including improved housing, social services and youth services, and the expansion of the residential community.
2. Support the preservation and expansion of industrial and maritime activity where it is currently solidly positioned in the northwest and southeast sections of Red Hook.
3. Promote employment and business opportunities for local residents.
4. Promote new residential development in the context of an economically, socially, and physically integrated community.
5. Guide future development in a way that minimizes conflicts between industrial and residential communities.
6. Strengthen, support, and expand the burgeoning arts community.

7. Improve access to, egress from, and circulation within Red Hook by public transportation.
8. Strengthen existing retail commercial areas.
9. Revitalize and create public access to the waterfront, one of Red Hook's major assets.

Community Board 6 has modified some of the 197-a plan's original recommendations in response to community and City Planning Commission concerns expressed during the public review process. In addition, the department has corrected the population and housing statistics contained in Table 4 of the 197-a plan. A corrected table is attached at the end of this report. The 1950 estimates of 21,000 residents and 5,600 housing units were replaced with the actual 1950 population and housing figures of 17,769 and 4,878, respectively. As per an August 16, 1996 memorandum from Community Board 6 to department staff, the following summary of the 197-a plan's recommendations was modified to reflect the corrected census data. At the time the 197-a plan was prepared, the 1950 population and housing unit estimates represented peak conditions in Red Hook. The corrected data shows that Red Hook's population actually peaked in 1960.

HOUSING

The 197-a plan's primary goal is to restore Red Hook's population to approximately 18,500. To that end, the 197-a plan recommends that the New York City Department of Housing Preservation and Development (HPD) work with Community Board 6 to develop a comprehensive community development plan to produce 600 housing units within 10 years and an additional 2,000 units over the longer term. Specific recommendations include:

1. Physical and security improvements for Red Hook Houses. The New York City Housing Authority (NYCHA) has begun a \$30 million modernization of the buildings and grounds.
2. Construction of approximately 200 affordable housing units in a six-block area referred to as Conover Square. Conover Square has approximately three acres of privately- and publicly-owned, residentially-zoned land and several vacant residential buildings. The 197-a plan recommends that if

an urban renewal program is used, the city condemn only those properties where the owner is willing to participate.

3. Construction of approximately 200 affordable housing units in mixed-use areas that are currently zoned for manufacturing.
4. Redevelopment of 480-500 Van Brunt Street for approximately 120 units of below market rate housing, 30 units of market rate housing, and ground floor commercial businesses. This city-owned building is located at the waterfront and is partially occupied by a bonded warehouse business.

Community Board 6 modified its recommendation for 480-500 Van Brunt Street in its March 29, 1996 letter to the City Planning Commission Chair. Community Board 6 now recommends that, after mixed-use zoning is in place and there is evidence of infill housing, the city should issue a Request for Proposals (RFP) for a mixed-use development (including industrial uses). If there is no response to the mixed-use RFP, the board recommends that the city issue a general RFP for the development of the building. Finally, the board recommended that the city encourage the existing tenant to participate in the RFP process.

ECONOMIC DEVELOPMENT

Community Board 6 is encouraged by new business activity in Red Hook--at the waterfront and inland. However, large tracts of vacant and underused land remain, and the community remains concerned about the compatibility of housing and industrial businesses. Community Board 6 hopes to foster employment opportunities for residents in industries that it believes would be compatible with housing. To that end, the 197-a plan recommends that the city's Economic Development Corporation (EDC) work with the community board to develop a comprehensive economic development plan for Red Hook. Specific goals to be addressed in the economic development plan include:

1. Preserve and strengthen Red Hook Marine Terminal and the waterfront between Erie Basin and Gowanus Creek.
2. Encourage organization of the industrial and commercial sectors and create incubator programs within these sectors.
3. Expand commercial revitalization funding for Van Brunt, Columbia, and Clinton Streets and develop cultural and historical attractions to attract visitors and tourists to Red Hook.
4. Seek to attract film and media support services, possibly to underused or vacant sites such as Revere Sugar, the Grain Terminal, and New York Shipyard.
5. Designate a minimum of one percent of all new public investment in Red Hook for local employment generation and training.

COMMUNITY FACILITIES AND SERVICES

Nearly one-third of Red Hook's population is 18 years of age or younger, and 44 percent of persons 25 years of age and older do not have a high school diploma. The 197-a plan's recommendations seek to encourage children to stay in school and develop employment skills through improvements to the neighborhood's schools and other educational facilities. The 197-a plan also recognizes the importance of improved health care and other services for a community with a large youth and economically distressed population.

1. Develop Education Plaza--a new education and commercial center that would provide education and employment services to children in grades 7-12. The 197-a plan recommended that Education Plaza be developed on four blocks located across the street from Red Hook Houses. These blocks are occupied with commercial and industrial businesses. In an August 31, 1995 letter to the City Planning Commission Chair,

Community Board 6 eliminated its site recommendation for the school but re-emphasized its support for the Education Plaza concept.

2. Establish new funding for after school programs at P.S. 27, preserve funding for after-school programs at the Patrick Daly School, expand funding for comprehensive youth programs, and establish three satellite reading programs.
3. Establish specialized family health care services, including pediatric, adolescent, and geriatric services.
4. Undertake an environmental monitoring program, similar to the Environmental Benefits Program in Greenpoint, Brooklyn that was administered by the New York City Department of Environmental Protection (DEP).

TRANSPORTATION

Red Hook is easily accessed by vehicles and poorly accessed by all other modes of transportation. Entry points to the community are perceived by pedestrians as dangerous due to the heavily trafficked eight-lane Hamilton Avenue. Within the community, sidewalks are frequently broken or non-existent, and trucks can clog the neighborhood's narrow streets. The 197-a plan includes numerous recommendations to re-integrate Red Hook's transportation network with Brooklyn and the rest of New York City and improve the neighborhood's pedestrian environment, including

1. Provide for free transfers between the bus and subway at the Smith/Ninth Street (G, F), 4th Avenue (F, R), and Borough Hall (1, 2, 3, 4, 5, 6, R, N, J, M) subway stations.
2. Maintain or replace the escalator at the Smith/Ninth Street subway station.

3. Establish regular fare bus service between lower Manhattan and Red Hook via the Brooklyn Battery Tunnel and extend the B61 bus to Red Hook Houses.
4. Establish a truck route on Conover Street to replace the Van Brunt Street truck route and eliminate the truck route designations for Clinton and Columbia Streets. Improve truck traffic regulations for residential streets.

In a June 21, 1996 letter to department staff, Community Board 6 stated that it is willing to reconsider its truck route recommendations after the New York City Department of Transportation (DOT) completes a new analysis of the neighborhood's truck and auto counts.

5. Consider a new ferry service between Red Hook and the region's ferry terminals.
6. Improve all of the pedestrian and vehicular gateways to Red Hook, with an emphasis on pedestrian improvements for the intersection of Hamilton Avenue, Ninth Street, and Clinton Street.
7. Study the feasibility of traffic calming measures on Van Brunt, Richards, and Clinton Streets.
8. Create and connect bicycle lanes from inland blocks to Erie Basin and the proposed Brooklyn Waterfront Trail.

OPEN SPACE AND WATERFRONT ACCESS

Red Hook's two parks serve local and regional needs. Coffey Park, an eight-acre facility, is well-used by residents for passive and active recreational activities. The 59-acre Red Hook Recreational Area includes an outdoor swimming pool, ball fields, and lawns. A pier at the foot of Conover Street provides

the only public access to the waterfront. The pier is open nearly every day and is the location of the Hudson River Waterfront Museum and the Lehigh Valley Railroad Barge #79. Capital funds have been allocated for the reconstruction of the Louis Valentino Junior pier (formerly the Coffey Street pier), which, when completed, would also provide public waterfront access. The 197-a plan identified several recommendations to increase public access to the waterfront and improve existing parks, including:

1. Develop continuous public access at the waterfront between Van Brunt and Wolcott Streets through the adoption of a Waterfront Access Plan. Provide access at the waterfront and on city streets for a new trolley service.
2. Reconstruct the Louis Valentino Junior pier in a timely fashion and refurbish Coffey Park by adding a community center with restrooms and recreational facilities.
3. Support Red Hook sports teams and form new teams as needed.
4. Develop Ecology Way--a greenway proposal linking Lorraine, Wolcott, Van Brunt, and Coffey Streets to the waterfront.

LANDMARKS

Achievement of the 197-a plan's economic development goals is based in part on promoting Red Hook's cultural and historic resources. To that end, the 197-a plan recommended the following :

1. Designate the Clay Retort and Fire Brick Works as New York City landmarks.
2. Consider the following buildings and sites for landmark designation: Christ Child Church, Visitation Church and Parish House, Beard Street warehouses, Erie Basin, Port Authority Grain Terminal, Red Hook Pool and Recreation Center, Coffey Park, Red Hook Houses, New York

Shipyard, New York Dock Warehouses, 202-240 Coffey Street, 353 Van Brunt Street, 205-217 Conover Street, 174 Beard Street, 203-207 Van Brunt Street.

3. Preserve Red Hook's cobblestone streets and install historic street lighting on Red Hook's main streets and cobblestone streets.

ZONING

Between 1916, when New York City's first Zoning Resolution was adopted, and 1961, when today's ordinance was adopted, Red Hook was zoned with an Unrestricted District, reflecting the neighborhood's mixed-use character. The Unrestricted District permitted all uses as-of-right, including heavy manufacturing uses. Concerns about the health and environmental effects of manufacturing uses on residents led to the 1961 zoning changes which segregated manufacturing uses from residential uses. Mixed-use blocks in Red Hook were rezoned from Unrestricted to either a Manufacturing District or a Residence District, depending on the predominant land use of each block. Consequently, there are now many residences in Manufacturing Districts and many industrial uses in Residence Districts. Pre-existing uses in a district for which they are not zoned are considered legal but they cannot expand. The following recommendations for zoning changes are intended to remedy this situation by giving new recognition to Red Hook's mixed-use community.

1. Undertake a mixed-use zoning study for 13 inland blocks between Ferris and Columbia Streets and waterfront blocks between Wolcott Street and the east side of the Beard Street warehouses. Establish a Mixed-use District with regulations flexible enough to accommodate infill and large scale development.

In a July 18, 1996 letter to department staff, Community Board 6 clarified its recommendation for a mixed-use zoning study. The letter stated that the 197-a plan recommends a study; it does not recommend that specific blocks be rezoned from manufacturing to mixed-use. Community Board 6 also stated that it is willing to consider more than

one kind of a Mixed-use District to address its land use goals of making residences conforming and permitting new as-of-right residential development where appropriate.

2. Rezone Van Brunt Street and adjacent residentially-zoned blocks to contextual districts.

In a June 21, 1996 letter to department staff, Community Board 6 stated that it would not object to adding the manufacturing-zoned block faces along Van Brunt Street between Reed and Coffey Streets and Verona and Seabring Streets to the mixed-use study area.

3. Maintain or establish M1 Districts between areas zoned residential or proposed for Residence or Mixed-use Districts, and M3 Districts.

In a June 21, 1996 letter to department staff, Community Board 6 stated that an M2 District would also be an appropriate buffer between areas zoned M3 and areas zoned with a district that permits housing.

4. Undertake a zoning study of blocks along and next to Columbia Street north of West Ninth Street to identify zoning changes that would promote commercial and residential development. This area is zoned M1-1.

5. Rezone the manufacturing-zoned portions of the site recommended for Education Plaza to a district that permits community facility and commercial development.

This recommendation is no longer relevant due to Community Board 6's elimination of a site recommendation for Education Plaza.

6. Adopt the Brooklyn Borough President's proposal for regulating waste transfer stations.

QUALITY OF LIFE

The 197-a plan recommends several enforcement and maintenance strategies to improve Red Hook's image and environment:

1. Greater enforcement of waste discharge regulations, sanitation regulations for vacant lots, and zoning regulations.
2. Greater enforcement of truck route and parking regulations, particularly at Coffey Park and the Red Hook Recreation Area.
3. Construct and/or maintain sidewalks and promote the "greening" of Red Hook.
4. Upgrade bus stops to include shelters, route directions, and schedules.

THRESHOLD REVIEW AND DETERMINATION

Pursuant to Section 3.010 of the 197-a rules, department staff conducted a threshold review of the plan's consistency with standards for form, content, and sound planning policy. On August 15, 1994, the department informed Community Board 6 of additional information needed to correct certain deficiencies, including evidence of consultation with affected agencies. Community Board 6 agreed to add the requested information and did so on September 1994.

The 197-a plan (N 950015 NPK) was determined to meet threshold standards for form, content, and sound planning policy by the City Planning Commission on November 28, 1994, and was duly referred for environmental review.

ENVIRONMENTAL REVIEW

This application (N 950015 NPK) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et. seq., and the City Environmental Quality Review (CEQR) Rules of Procedures of 1991 and Executive Order 91 of 1977. The designated CEQR number is 95DCP024K. The lead is the City Planning Commission.

After a review of the potential environmental impact of the proposed action, a Negative Declaration was issued on January 18, 1995. It was determined that the 197-a plan would not, in itself, result in construction, funding, or approval of projects or changes in regulations by city agencies nor does the 197-a plan advance or effectuate any change or activity that would trigger environmental impacts.

On January 18, 1995, the 197-a plan was duly referred to Community Board 6 and the Borough President, in accordance with Article 6 of the rules for processing 197-a plans.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW

This application (N 950015 NPK) was reviewed by the City Planning Commission in its role as Coastal Zone Commission for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), adopted by the Board of Estimate on September 30, 1982 (Calendar No. 17), pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981 (New York State Executive Law, Section 910 et. seq.). The designated WRP number is 94-078. On October 26, 1994, this action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

COMMUNITY BOARD PUBLIC HEARING

As the sponsor of *Red Hook: A Plan for Community Regeneration*, Community Board 6 held two public hearings on the 197-a plan prior to filing its application. As permitted by Article 6.020 of the rules for processing Section 197-a plans, the board did not hold a public hearing after the 197-a plan was referred out by the City Planning Commission.

BOROUGH PRESIDENT RECOMMENDATION

This application (N 950015 NPK) was considered by the Office of the President of the Borough of Brooklyn, which held a public hearing on the application on January 24, 1995. On May 22, 1995, the Brooklyn Borough President recommended an unconditional approval of the proposed 197-a plan. His report recommended that most of the plan's proposals be implemented and resolved through his Red Hook 197-a Plan Inter-Agency Implementation Task Force, of which the department is a member. His report also suggested the following improvements to the 197-a plan:

1. Complete a comprehensive housing analysis and development strategy to identify sites and funding sources;
2. Identify a priority sequence for public investment regarding the 197-a plan's recommended commercial revitalization program;
3. Delay the proposed zoning change for Education Plaza until an education analysis is completed and funding sources are identified;
4. Add a recommendation for increased funding for sports and arts programs;
5. Add more emphasis on the need for day care services;
6. Emphasize the importance of the proposed truck route modifications; and
7. Create a priority list for sites recommended for landmark consideration, but delete Red Hook Houses from the list of sites.

The Borough President reserved judgement on the 197-a plan's mixed-use study area because the department's proposed Mixed-use District has not been finalized. He supported the 197-a plan's recommendation for a land use and zoning study of Columbia Street.

CITY PLANNING COMMISSION PUBLIC HEARING

On June 21, 1995, (Calendar No. 11), the Commission scheduled July 12, 1995 for a public hearing on this application (N 950015 NPK). The hearing was duly held on July 12, 1995 (Calendar No. 21). Thirty-six of the 50 people who registered to speak gave testimony. The remaining fourteen people either were not present when called or they submitted written testimony.

Twenty-seven people spoke in favor of the 197-a plan. The first speaker was the City Councilperson for the 38th District, followed by the chairs of the 197-a sub-committee and the community board. They stated that the 197-a plan had evolved over a three year period, and the participants included a broad spectrum of community groups, residents, and businesses. They stated that the 197-a plan represented a "shared vision" of what the community could become. They stressed the importance of their proposals for a mixed-use zoning study, Education Plaza, Ecology Way, an expanded commercial revitalization program, increased public waterfront access, truck route modifications, and the end of the two-fare zone. Other speakers in favor of the proposed 197-a plan included the Chairperson of Brooklyn Community Board 7, a representative for the Senator from the 25th District, a representative for the Assemblyperson from the 52nd District, representatives from the Parks Council and the Municipal Arts Society, 16 residents, and one waterfront property owner.

Two representatives from the South Brooklyn Local Development Corporation and seven business owners testified against some of the 197-a plan's recommendations. One of their main concerns was the 197-a plan's recommendation for the location of Education Plaza. Businesses located on these blocks testified that if the City Planning Commission approved the 197-a plan with a specific site recommendation, a "cloud" would be put over the property. They testified that they would be unlikely to improve or expand their properties. Businesses also testified that the proposed truck routes could worsen access to existing loading docks and increase truck congestion. They expressed support for the concept of mixed-use zoning, but they also expressed reservations about the proposed M1 buffer areas and the economic feasibility and compatibility of the 197-a plan's recommendation for 480-500 Van Brunt Street. The businesses were also concerned that the proposed waterfront access plan would be too great of a financial burden to the property owners. They concluded their testimony by stating that they felt they had been excluded from the 197-a planning process and they asked for additional meetings with Community Board 6 to resolve their issues prior to the Commission's final vote on the 197-a plan.

The chairs of the 197-a sub-committee and the board were given an opportunity to make closing remarks. Stating that the businesses misunderstood the recommendation for Education Plaza, the chairs indicated that Education Plaza is an idea, not a condemnation plan. They testified that the 197-a plan recognizes the importance of maritime and industrial businesses in the community; for instance, the 197-a plan proposes reuse of the New York Shipyard site only if it were to cease operation. In closing, the chairs of the 197-a sub-committee and the board stated that they had held two public hearings in the community. The business community was invited to participate in the planning process, but scheduling problems had prevented many from attending the committee meetings. Nonetheless, the two chairs stated that they would agree to schedule a meeting with the business community representatives to discuss their concerns and try to reach consensus.

After the hearing was closed, the record remained open for 10 days within which time the Commission received additional letters and written testimony from the chair of Community Board 6, the South Brooklyn Local Economic Development Corporation, a resident of Red Hook Houses, and local architects.

CONSIDERATION

The Commission applauds the efforts of Community Board 6 in executing its 197-a plan for Red Hook. It recognizes the difficulties in reaching consensus on such a comprehensive set of goals and recommendations. Successfully modifying some of these recommendations in response to community and Commission concerns was an even greater accomplishment for the board. The Commission believes that, with its additional modifications, *Red Hook: A Plan for Community Regeneration* represents a successful and admirable conclusion to a planning process that was often difficult but ultimately constructive.

The Commission carefully considered the 197-a plan's zoning and land use recommendations. It understands the community's goal of restoring Red Hook's population to its 1960 peak of approximately 18,500. The Commission is also aware that the 197-a plan seeks to rebuild the neighborhood's fragile yet promising industrial base. It sought to balance these two goals as it developed its modifications.

The Commission is aware that Red Hook's strengths and weaknesses go beyond the land use and zoning issues that are the primary focus of its consideration. While concurring with the objectives of most of

the 197-a plan's recommendations for education, social service, transportation, and other quality of life improvements, the Commission notes that these recommendations are subject to funding availability and competing city-wide priorities. Agencies and other entities responsible for implementing these recommendations are members of the Brooklyn Borough President's Red Hook 197-a Plan Inter-Agency Implementation Task Force, and the Commission expects that the Task Force will consider the 197-a plan as guidance for pertinent actions.

Housing

A key element of the 197-a plan's housing recommendations is the redevelopment of 480-500 Van Brunt Street for mixed-use development. This five-story loft building was acquired by the city in 1980 as part of an unrealized urban renewal plan to expand the Red Hook Marine Terminal. The building's tenant, a bonded warehouse business, owned the building at the time it was acquired. This business now leases approximately one-half of the building from the city.

The Commission has weighed carefully the community's divergent views regarding the 197-a plan's recommendation for the building. It understands that many community residents and community board members believe that the revitalization of the housing market in Red Hook hinges on the residential reuse of 480-500 Van Brunt Street. The Commission also understands that many Red Hook businesses believe just as strongly that reusing the building for housing would end the neighborhood's burgeoning economic revitalization. It recognizes the difficulty faced by Community Board 6 in its attempts to resolve this conflict. However, the Commission believes that Community Board 6's modified recommendation for 480-500 Van Brunt Street as described in its March 29, 1996 letter to the City Planning Commission Chair would continue to stifle the productive reuse of the building. The city has owned the building for 16 years, during which time it has not developed a plan for its disposition. While one-half of the building is occupied and generating some revenues, the other half of the building is vacant and produces no revenues.

Community Board 6's modified recommendation calls for the city to issue an RFP for a mixed-use development (including industrial businesses) after mixed-use zoning is in place and there is evidence of infill housing in Red Hook. Should no one respond to the RFP, Community Board 6 recommends that the city issue an unrestricted RFP for the disposition of the building. The Commission believes instead

that the building should be reused for light industrial or commercial uses, consistent with nearby waterfront land uses. Redeveloping the building for housing is not practical given the high costs associated with converting the building. New residential development would be more appropriately located inland, near the existing concentration of housing. Therefore, the Commission urges that the property be transferred to the jurisdiction of an agency that can quickly dispose of the property for economic development purposes.

The Commission has considered the 197-a plan's remaining recommendations for infill housing. It believes that Community Board 6's goal to develop approximately 200 units of housing in areas currently zoned for manufacturing, and an additional 2,000 units over the longer term, should be reconsidered. Red Hook's peak population is approximately 3,000 persons less than the 21,000 estimate that was used to develop these goals, so fewer units would be required. Most importantly, realizing the goal of restoring Red Hook's population to its 1960 level would require zoning changes for a substantial amount of manufacturing-zoned land, most of which is occupied by industrial businesses. Many of these businesses believe that zoning changes from a Manufacturing District to a district that permits housing would undermine Red Hook's rebounding industrial base. As Community Board 6 continues its implementation efforts, the Commission urges the board to revise its housing goals after consulting with property owners, residents, and businesses.

The Commission welcomes NYCHA's on-going modernization of Red Hook Houses and its good working relationship with the community. Such a relationship is critical to the successful management of Red Hook Houses.

Economic Development

The Commission concurs with the 197-a plan's goal of creating new employment opportunities within Red Hook in an effort to reduce the community's high unemployment rate, although it recognizes that increased job growth throughout the city also increases employment opportunities for Red Hook residents. It believes that a balanced land use and zoning plan is critical to Red Hook's economic expansion. The Commission understands the funding constraints faced by many of the agencies responsible for addressing the 197-a plan's recommendations, and it welcomes the assistance of the Brooklyn Borough President's

197-a Plan Inter-Agency Implementation Task Force to prioritize the funding and implementation of these recommendations.

The Commission understands the community's wariness towards waste-related businesses, but these businesses are vital to the city. The Commission is aware that two waste-related businesses moved out of Red Hook, and the New York City Department of Sanitation's enforcement efforts have improved the operations of the waste-related businesses that remain. Continued enforcement efforts by the Department of Sanitation should address the majority of the community's concerns. Given these improved enforcement efforts, and the recent decision to close the Fresh Kills Landfill, the Commission believes it would be premature to adopt new zoning regulations for waste-related businesses at this time. However, the Commission also strongly urges the department to continue to monitor waste-related uses.

While the Commission understands the community's goal to increase funding for job training programs by requiring that one percent of all public expenditures in Red Hook be invested in job training and skills development, it believes that this recommendation is impractical given the city's budgeting process. Job training programs are more appropriately administered through the expense budget, rather than the capital budget. It encourages Community Board 6 to work through the Borough President's 197-a Plan Inter-Agency Implementation Task Force to increase funding for these programs and insure the most effective allocation of these resources.

Community Facilities and Services

The Commission shares Community Board 6's desire to improve and enrich educational opportunities in Red Hook, and it urges the New York City Board of Education to assess the 197-a plan's recommendations. It also concurs with Community Board 6's decision to delete the site specific recommendation for Education Plaza from the 197-a plan.

Improving Red Hook's pedestrian environment is an important goal. The 197-a plan proposes to link educational and community facilities through pedestrian improvements such as uniform street lighting, paving, and furniture. NYCHA's application to the Urban Resources Partnership, a consortium of federal and state agencies, for planning and design funds to begin to implement these recommendations is encouraging.

The recommendation for environmental monitoring, while a laudable goal, is subject to funding constraints and borough- and city-wide priorities.

Transportation

The Commission concurs with Community Board 6's goal to reconnect Red Hook to the borough through transportation and pedestrian improvements. The New York State Metropolitan Transportation Authority (MTA) has announced that it intends to eliminate most two fare zones by 1997, which would implement one of the plan's top transportation priorities. The Commission urges the MTA to work with Community Board 6 as it develops this plan.

A safe truck route network is essential for both residents and businesses in Red Hook. The Commission understands that Community Board 6 has agreed to re-evaluate the 197-a plan's truck route recommendations pending new traffic analyses from DOT. Should changes to the truck routes become necessary, Red Hook's businesses and residents must be involved in the planning and implementation process.

The Commission also concurs with the 197-a plan's recommendations to improve Red Hook's pedestrian environment. However, care must be taken to insure that pedestrian improvements do not conflict with existing loading facilities, nor impede truck movements. Such improvements are subject to funding constraints and borough-wide priorities, and as such they should be addressed through the Borough President's 197-a Plan Inter-Agency Implementation Task Force.

Open Space and Waterfront Access

Red Hook's waterfront is an important asset. Recently adopted waterfront zoning regulations now require public waterfront access when non-industrial uses are developed at the waterfront. These regulations apply with or without a Waterfront Access Plan. The Commission understands that a Waterfront Access Plan may be useful to tailor the "generic" regulations to Red Hook's waterfront conditions. It believes, however, that Community Board 6 must first establish consensus between the residents and businesses of Red Hook on the specific goals and objectives of the recommended Waterfront Access Plan. The Commission therefore urges department staff to continue to provide technical assistance to Community Board 6 as the board continues its waterfront planning efforts.

The Commission understands the 197-a plan's recommendations to refurbish Coffey Park and establish the Ecology Way greenway. However, such capital expenditures are subject to the city's funding constraints. The Commission urges Community Board 6 to seek support and funding for these projects through the Borough President's 197-a Plan Inter-Agency Implementation Task Force.

Landmarks

The Commission concurs with the 197-a plan's goal to promote Red Hook's cultural and historical resources. It encourages Community Board 6 to follow-up with the New York City Landmark Preservation Commission on its recommendations to consider several structures for landmark designation. However, the Commission concurs with the Brooklyn Borough President that Red Hook Houses should not be considered for landmark designation. NYCHA has already begun to refurbish Red Hook Houses, a priority of the 197-a plan. Considering Red Hook Houses for landmark designation could impede NYCHA's efforts.

Preserving the community's cobblestone streets would reinforce Red Hook's historic character. The Commission urges DOT to carefully consider this recommendation. Historic lighting is subject to funding constraints and city- and borough-wide priorities.

Zoning

Community Board 6 recommended a mixed-use zoning study for waterfront blocks between Wolcott Street and the east side of the Beard Street warehouses and for 13 inland blocks located on the east and west sides of Van Brunt Street. This recommendation builds upon the zoning recommendations in the department's *Comprehensive Waterfront Plan*. The 197-a plan's recommendation is identical to the department's at the waterfront, but it is more extensive for inland blocks. The department restricted its mixed-use development recommendation to the inland blocks located on the west side of Van Brunt Street. After considering the land use changes that have occurred since the completion of the department's and Community Board 6's plans and the public testimony at the Commission's July 12, 1995 public hearing, it believes that the waterfront blocks between Wolcott Street and the east side of the Beard Street warehouses should be eliminated from the 197-a plan's mixed-use study area.

This modification is based on several considerations. The waterfront's viability as a light industrial and commercial center is more certain now than it was when the *Comprehensive Waterfront Plan* and the 197-a plan were developed. Previously vacant space at Pier 41 and the Beard Street warehouses is now occupied, and previously vacant land along Wolcott Street and at the end of Coffey Street has been developed with a new warehouse building and a new federal government building, respectively. Current development proposals for the remaining vacant and underused parcels or buildings at the waterfront include additional space for light industrial and commercial businesses. While one of the three waterfront property owners has expressed support for a Mixed-use District, his property is fully occupied with industrial and government buildings. The two other waterfront property owners testified against their inclusion in the mixed-use study area. The Commission acknowledges Community Board 6's June 21, 1996 letter to department staff stating that mixed-use zoning is recommended to protect the waterfront from noxious uses; allow for public access to the waterfront; and preserve, protect, and strengthen maritime businesses, but the Commission believes that a light manufacturing district would better accomplish these goals.

The Commission is also aware of concerns expressed by the business community regarding the inclusion of inland blocks on both sides of Van Brunt Street in the mixed-use study area. These concerns are due in large part to the fact that the mixed-use district that has been considered to date would permit as-of-right residential development. Some business owners believe that certain areas of the neighborhood are inappropriate for new housing because of their hours of operation, truck deliveries, and other operating characteristics. The Commission believes that Community Board 6's July 18, 1996 letter to department staff addresses the businesses' concerns. The letter reaffirms the fact that the 197-a plan recommends only that the area be studied for mixed-use zoning and does not recommend a specific mixed-use district. Other, more restrictive types of mixed-use districts such as M1-D can and should be considered by Community Board 6 as it continues its work in Red Hook. An M1-D District makes existing residences conforming, but allows new residential development only by authorization of the Commission.

The Commission also acknowledges and concurs with two points in Community Board 6's June 21, 1996 letter to department staff: M2 Districts, in addition to M1 Districts, would be appropriate buffer zones between an M3 District and a zoning district that permits housing; and the manufacturing-zoned block faces at the north and south ends of Van Brunt Street should be included in the 197-a plan's mixed-use

study area. The 197-a plan originally recommended R6A and C1-3 Districts for the Van Brunt Street block faces. Several industrial businesses testified at the Commission's public hearing that zoning changes to R6A and C1-3 would prevent their expansion plans. The 197-a plan's recommendation to rezone blocks east of Van Brunt Street from R5 to a contextual district seems appropriate and should be considered as part of the overall zoning plan, as should zoning changes to a Light Manufacturing District at the waterfront.

The Commission is aware of proposals from some Red Hook businesses and the Brooklyn Borough President's Office to modify the 197-a plan's mixed-use study area boundaries. It is aware that land uses change over time and expansions or contractions of the study area may be appropriate if land uses have changed significantly since the 197-a plan was filed. The Commission believes that Community Board 6, with support from the department and Brooklyn Borough President's Office, should update the land use, employment, and population and housing data in the 197-a plan prior to determining if inland blocks should be added or subtracted from the mixed-use study area. The updated statistics should be shared with Red Hook's businesses and residents.

Finally, a second zoning study of manufacturing-zoned blocks along and near Columbia Street north of West Ninth Street should be deferred. Most of these blocks are fully developed with industrial uses, and the number of housing units in this area is considerably less than in the mixed-use blocks in the southern half of the community.

Quality of Life Issues

The Commission shares the community's goal of improving the quality of life in Red Hook through greater regulatory enforcement and pedestrian improvements. These goals are shared by nearly all of the city's communities, and as such are subject to funding constraints. The Commission urges Community Board 6 to work through the Borough President's 197-a Plan Inter-Agency Implementation Task Force to prioritize these recommendations.

RESOLUTION

RESOLVED, that the City Planning Commission finds that the action described herein will have no significant effect on the environment; and be it further

RESOLVED, by the City Planning Commission, pursuant to Section 197-a of the New York City Charter, that the 197-a plan, *Red Hook: A Plan for Community Regeneration*, submitted by Brooklyn Community Board 6, is approved with the following modifications:

Whereas, approved 197-a plans guide the future actions of public agencies; and

Whereas, approved 197-a plans can not preclude subsequent actions by the City Planning Commission and the City Council in their review of possible future applications under other charter-described processes; and

Whereas, the 197-a plan is hereby modified by the following changes and deletions:

Population

Table 4, Changes in Population and Housing 1950-1990 is deleted and replaced with the table attached at the end of this report. All of the 197-a plan's references to restore Red Hook's population to its 1950 peak are deleted and replaced with a recommendation to restore Red Hook's population to its 1960 peak of approximately 18,500 (pages 7, 17, and 52 of the 197-a plan).

Housing

The recommendation to develop an additional 600 housing units over 10 years and an additional 2,000 units over the longer term is replaced with the following recommendation:

The Red Hook community seeks to rebuild its population through increased housing production. New residential development is in part dependent on the neighborhood's zoning. Initial development efforts should focus on the approximately three acres of vacant residentially-zoned land located in the center of the community. Any additional housing production would require zoning changes from manufacturing to

a district that permits housing, which should not occur without consensus between residents and businesses for a rezoning plan.

A modified recommendation for 480-500 Van Brunt Street contained in a March 29, 1996 letter from Community Board 6 to the City Planning Commission Chair is replaced with a recommendation to immediately transfer jurisdiction of the property to an agency that can dispose of it for light industrial and/or commercial use.

Economic Development

The recommendation to adopt new zoning regulations for waste transfer stations is deleted and replaced with the following recommendation:

The Department of Sanitation and other regulatory agencies should continue to vigorously enforce all regulations for waste transfer stations and other waste-related businesses. In addition, the Department of City Planning should continue to monitor waste-related uses, and update zoning regulations for these uses as needed.

The recommendation to dedicate one percent of public expenditures in Red Hook for job and skills training programs is deleted.

Community Facilities and Services

The site specific recommendation for Education Plaza is deleted, as per an August 31, 1995 letter from Community Board 6 to the City Planning Commission Chair.

Transportation

The truck route recommendations are deleted, as per a June 21, 1996 letter from Community Board 6 to Department of City Planning staff.

Landmarks

Red Hook Houses is deleted from the list of sites recommended for study for New York City landmark designation.

Zoning

Blocks 573, 595, 611, and Block 612, Lot 1 are deleted from the 197-a plan's mixed-use study area. A recommendation is added that these blocks should be considered for a Light Manufacturing District. As per a June 21, 1996 letter from Community Board 6 to Department of City Planning staff, the manufacturing-zoned block faces along Van Brunt Street between Reed and Coffey Streets and Verona and Seabring Streets are added to the 197-a plan's mixed-use study area. The following recommendation is added to the mixed-use zoning discussion:

Community Board 6 should take the lead in developing consensus between Red Hook's businesses and residents for a rezoning proposal for Red Hook. Prior to undertaking additional work on the zoning study, Red Hook's land use, employment, and housing statistics should be updated, and the disparate proposals from businesses and the Brooklyn Borough President's Office to modify the study area boundaries should be resolved. The Department of City Planning and the Brooklyn Borough President's Office should continue to provide to Community Board 6 housing, population, and other census data, technical assistance, and other support as necessary.

The recommendation to adopt new zoning regulations for waste transfer stations is deleted and replaced with the following recommendation:

The Department of Sanitation and other regulatory agencies should continue to vigorously enforce all regulations for waste transfer stations and other waste-related businesses. In addition, the Department of City

Planning should continue to monitor waste-related uses, and update zoning regulations for these uses as needed.

The recommendation to rezone Van Brunt Street from R5/C1-3 to R6A/C1-3 is replaced with the following recommendation:

The portion of Van Brunt Street currently zoned R5/C1-3 should be considered for a moderate-density contextual district and a commercial overlay.

The recommendation to rezone blocks adjacent to Van Brunt Street from R5 to R5B is replaced with the following recommendation:

R5-zoned blocks adjacent to Van Brunt Street should be rezoned to contextual zoning districts that reflect the character of existing buildings.

The recommendation for a light manufacturing (M1) buffer between areas zoned M3 and areas zoned with a district that permits housing is replaced with the following recommendation, as per a June 21, 1996 letter from Community Board 6 to Department of City Planning staff:

A Light (M1) or Medium (M2) Manufacturing District should be mapped between areas zoned M3 and areas zoned with a district that permits housing.

The recommendation to rezone a portion of the site recommended for Education Plaza is deleted as per an August 31, 1995 letter from Community Board 6 to the City Planning Commission Chair.

The recommendation for a zoning study of manufacturing-zoned blocks along and next to Columbia Street north of West Ninth Street is deleted and replaced with the following recommendation:

A second zoning study of blocks along and near Columbia Street north of West Ninth Street should be deferred until the zoning study for the southern half of the community is resolved, and there are sufficient resources within the Department of City Planning to assist with such a study.

The above resolution (N 950015 NPK), duly adopted by the City Planning Commission on August 21, 1996 (Calendar No. 40), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

JOSEPH B. ROSE, Chair

VICTOR G. ALICEA, Vice-chair

IRWIN G. CANTOR, P.E., ANGELA BATTAGLIA, KATHY HIRATA CHIN, Esq.,

ALEXANDER GARVIN, ANTHONY GIACOBBE, Esq., WILLIAM J. GRINKER,

BRENDA LEVIN, EDWARD T. ROGOWSKY, Commissioners

RONALD SHIFFMAN, A.I.C.P., Commissioner, recused

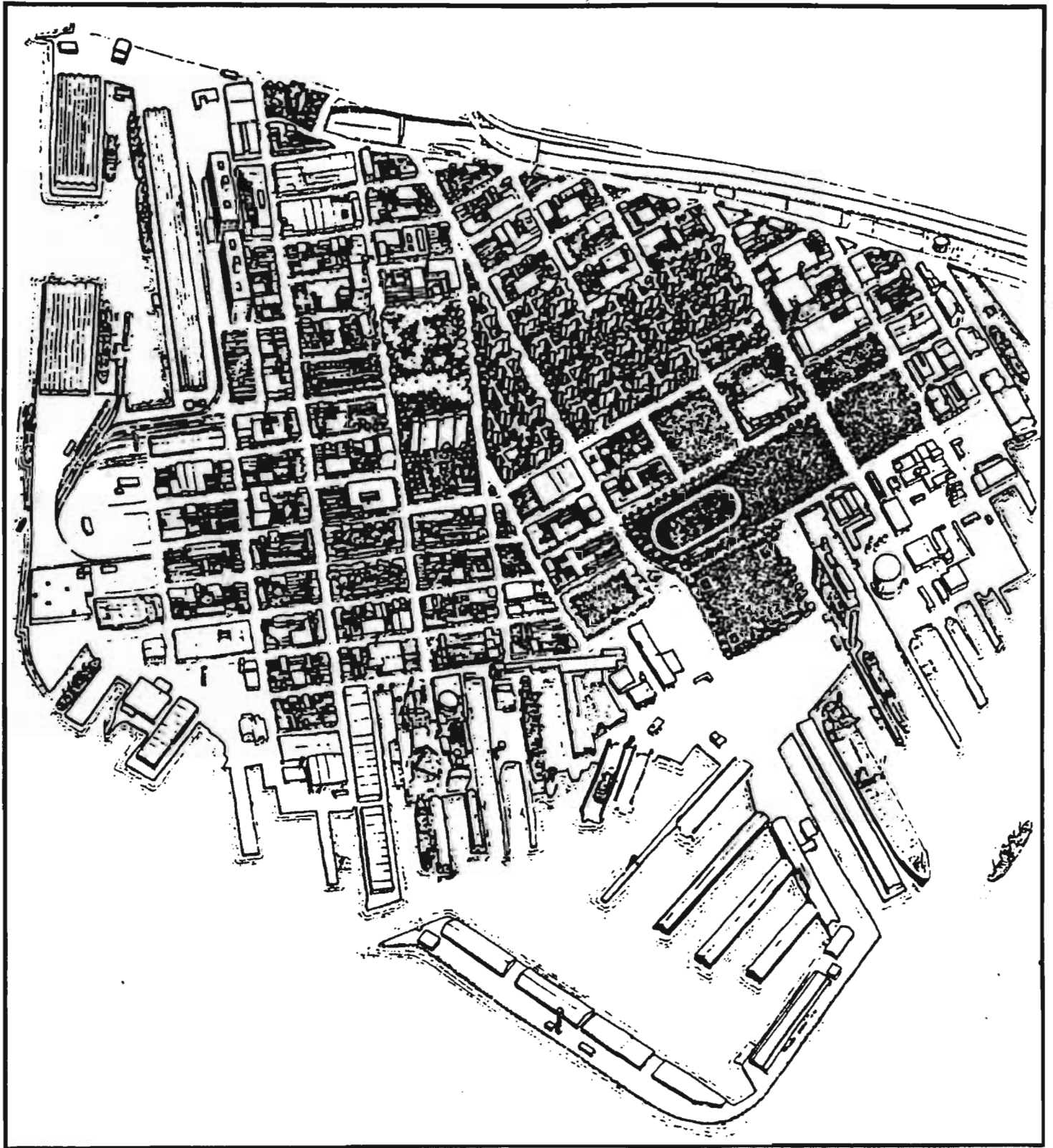
Part 3

Red Hook: A Plan for Community Regeneration

A copy of the 197-a plan as originally submitted
to the Department of City Planning July 14, 1994

RED HOOK

A Plan for Community Regeneration



RED HOOK
A PLAN FOR COMMUNITY REGENERATION

Community Board 6

**250 Baltic Street
Brooklyn, NY 11201
(718)643-3027**

June 1994



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THE CITY OF NEW YORK COMMUNITY BOARD SIX

Howard Golden
Borough President

Stephanie Twin
Chairperson

Craig Hammerman
District Manager

June, 1994

Dear Reader,

In the spring of 1992, Brooklyn's Community Board 6 and the Board's Land Use and Economic/Waterfront Development Committees established an ad hoc Sub-Committee of the Board that would be responsible for facilitating the process of planning for and developing a written 197-a Plan for the Red Hook community.

Residents and community based civic organizations in Red Hook, tired of reacting to conditions and proposals adversely affecting their neighborhood, had petitioned the Community Board to undertake and provide leadership in coordinating and overseeing the planning process. The goal was to be pro-active in articulating a vision of Red Hook's future.

The 197-a Sub-Committee membership was originally drawn from the two parent committees - Land Use and Economic/Waterfront Development. Additional members were appointed thereafter to widen representation from organizations in the Red Hook community.

From the outset the 197-a Sub-Committee adopted a view that the final plan would be comprehensive and broad based in its search for solutions to Red Hook's many problems. This made the work of the Sub-Committee more demanding as they had to address many issues relevant to the community - housing, economic development, environmental concerns, social issues - and integrate recommendations regarding those issues into a cohesive whole.

The Sub-Committee relied on the history of expressed needs of the residents and stakeholders of Red Hook through the study of community Needs Statements resulting from annual public hearings held by Community Board 6. Additionally, numerous and regular 197-a Sub-Committee meetings were held in and with the community of Red Hook with the goal of producing a community based plan.

The Sub-Committee believes that the resulting plan and the process used to create it is a model of community-based planning. By creating the forum that allowed the community to both articulate its needs and define solutions to address those needs, the plan becomes a tool for guiding future policy, activities and decision making by city agencies.

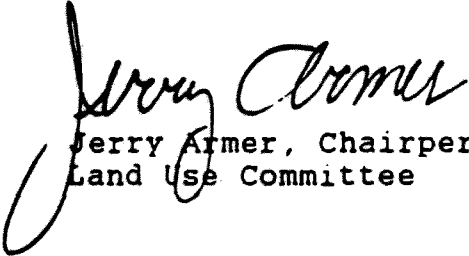
The real work in the 197a process lies ahead as the community moves forward to advocate for and work toward its implementation. This Plan will provide pivotal guidance in months and years to come as progress is made in the realization of its vision and goals for Red Hook.



Stevie Twin, Chairperson
Community Board 6



Maria Favuzzi, Chairperson
197a Sub-Committee



Jerry Armer, Chairperson
Land Use Committee



Al Nembhard, Chairperson
Economic/Waterfront
Development Committee

ACKNOWLEDGMENTS

This plan for Red Hook's future could not have been developed without the ideas, commitment, energy, and work of many people, organizations, and agencies.

Evolving a vision for Red Hook's future did not begin with the 197-a planning process. It was the outcome of years of considerable effort by past and present Community Board leaders, members and staff, as well as civic minded people who live and work in Red Hook or for whom Red Hook is a focus of their professional activity. The result has been the creation of a plan truly reflective of a process of community based neighborhood planning.

The Red Hook community, through the organized efforts of the Red Hook Civic Association, the Red Hook Houses Tenants Associations - East and West, the South Brooklyn Local Development Corporation, and the Steering Committee of the Red Hook Industrial Business Improvement District and individual business leaders, provided vital input and insight into the needs and goals of the people who live and work in Red Hook.

The contributions of many government officials have supported these efforts and enriched this product, including those of the Director of the Brooklyn Planning Office of the Department of Housing Preservation and Development, the staff of the New York City Economic Development Corporation, the staff of the Brooklyn Borough President's Office, and the Director and staff of the Brooklyn Office of the Department of City Planning. Special mention must be given to Tom Angotti of the Brooklyn City Planning office for his tireless efforts and dedicated guidance. His professional collaboration and support was significant in both the planning process and in the ultimate preparation of this document.

The advocacy role that elected officials and their aides have historically played on behalf of the Red Hook community has continued in their enthusiastic participation in and support of the 197-a endeavor.

Public interest and advocacy groups, among them the New York Lawyers for the Public Interest and the Pratt Institute Center for Community and Environmental Development, have contributed to the process by lending their skills and talent.

The commitment of residents and stakeholders of Red Hook who tirelessly attended numerous meetings, workshops and planning sessions in an effort to help shape the future of their community was inspiring and impressive, and is captured in the recommendations embodied in this Plan.

Finally, the work of the members of the 197-a Sub-Committee, whose names appear below, must be given special acknowledgement. Their work and dedication helped to focus on and articulate the expressed hopes for Red Hook's regeneration. This Plan evolved through the members' productive collaboration with each other and with the greater Red Hook community. It sets out Red Hook's vision for its future that will build on its many strengths and positive forces and will culminate in a revitalized, thriving community.

**Community Board Six
197-a Sub-Committee
Membership**

Jerry Arner

Ex Officio - Chair: Land Use Committee

Wally Bazemore - Alternate Member

Emma Broughton

Bea Byrd

Judith Dailey

Maria Favuzzi - Chairperson, 197-a Sub-Committee

Susanne Gonsalves

Barbara Longobardi

Andrea McKnight

Bruce Mesh

Al Nembhard

Ex Officio - Chair: Economic/Waterfront Development Committee

Susan Peebles

Stephanie Twin

Ex Officio - Chair: Community Board Six

**Tom Angotti - Planner, Department of City Planning
Technical Assistant to the 197-a Sub-Committee**

Introduction

Red Hook is one of Brooklyn's oldest waterfront communities in which industry and housing have coexisted for over a century. Only minutes by car from downtown Brooklyn, it is home to some 235 businesses and 11,000 residents who live in Red Hook Houses and in single-family homes along cobblestone paved residential blocks.

To the outside world Red Hook often evokes images of danger and isolation. There was Matty Rich's movie Straight Out of Brooklyn about a family in Red Hook Houses caught in the web of drugs and violence. There was the tragic shooting of Patrick Daly, Principal of PS 15, in 1992, that focused national attention on drug-related violence in Red Hook.

Yet to people who live and work there, Red Hook is a vital and very tangible community. Red Hook's human potential, which Patrick Daly saw in the students of PS 15, is its primary resource.¹ Red Hook has the same problems experienced by other Brooklyn communities – problems of poverty, joblessness, crime, drugs and violence. But Red Hook also has many positive assets. There are families that have lived for generations in Red Hook, families whose children went to Red Hook schools and played ball in the parks. Some industries, like the shipyards, have been in Red Hook for over a century, and many businesses lining Van Brunt Street weathered difficult times and held on in hopes of a better future. To many, Red Hook is reminiscent of a small village.

Red Hook does, however, have serious problems that need to be addressed by public policy. Many of its problems stem from historic factors such as the actual and perceived isolation of Red Hook, the decline of the maritime industry, and the general lack of economic opportunities and services for low-income residents. Red Hook residents often find access to jobs burdensome and costly because Red Hook is in a two-fare zone. Red Hook is filled with vacant lots that are magnets for dumping and open storage. Waste transfer stations have proliferated and are located near the homes of residents. There is no access to the waterfront in a community with historic ties to the maritime industry.

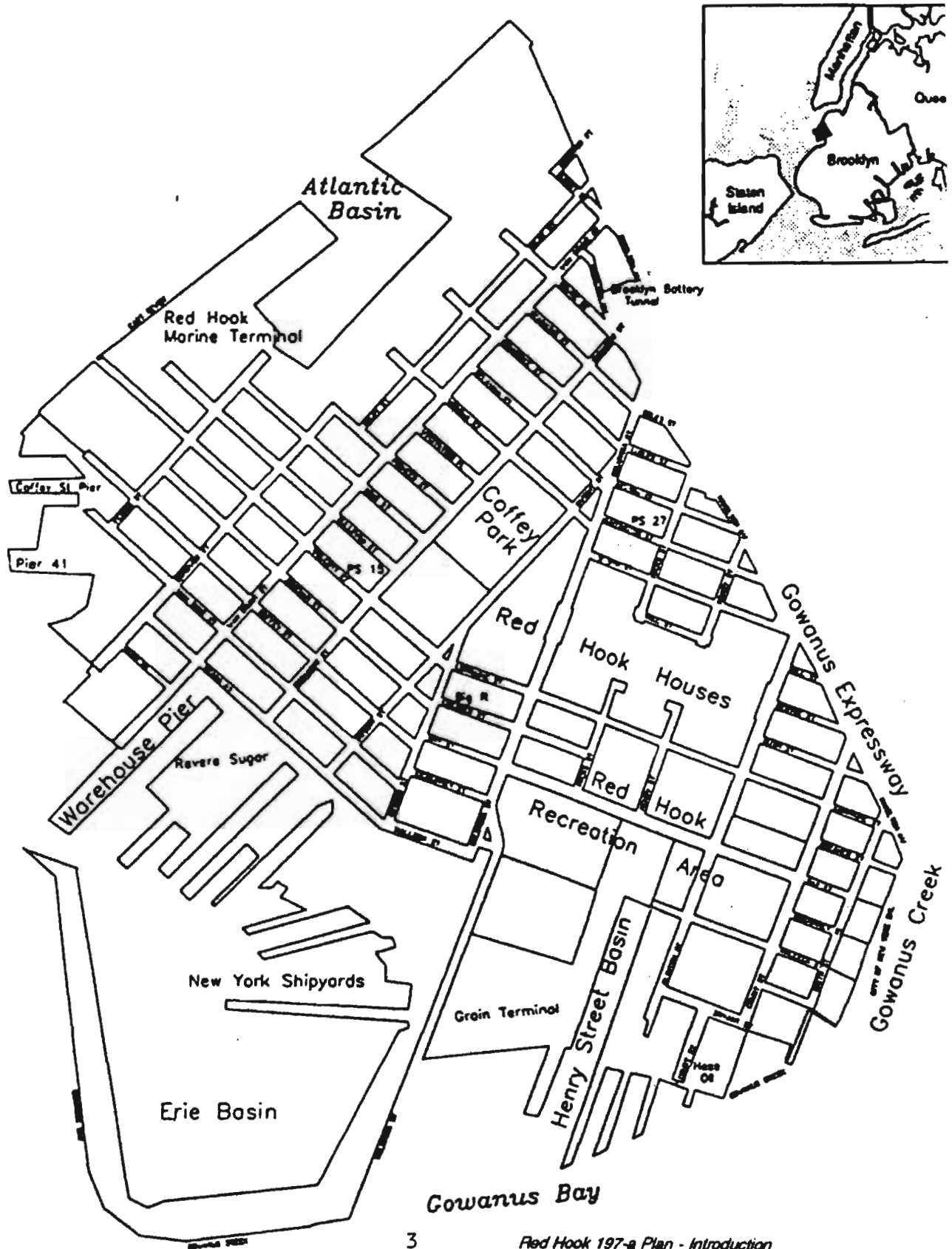
This plan sets out a vision for a better future in Red Hook that integrates all

¹ PS 15 was thereafter named the Patrick Daly School to commemorate the memory of this dedicated educator. Hereafter, in this document, it will be referred to as the Patrick Daly School.

elements of the Red Hook community. It seeks to promote the development of an economically, socially and physically integrated community. Red Hook residents need employment opportunities, new housing, improved transportation services and a better overall quality of life. Residential and industrial sectors of the community must be developed as part of a coordinated plan that takes maximum advantage of the waterfront as a unique physical asset. Above all, Red Hook's substantial human assets must be recognized. This plan sets forth a framework for City policy making that acknowledges Red Hook as a valuable asset and not a forgotten liability.

RED HOOK COMMUNITY PLAN

Brooklyn Community Board 6



RED HOOK PLAN EXECUTIVE SUMMARY

Overview

This plan sets forth a vision of an economically, socially and physically integrated Red Hook community with an expanded population and improved quality of life. It seeks to preserve the maritime and industrial activities that have historically thrived in Red Hook and to address in a creative and balanced way the competing needs of the residential, industrial, commercial and recreational uses in this mixed use community. The plan identifies opportunities for balanced development that include new jobs, housing, and improved transportation. Included in the plan are proposals to invest in Red Hook's youth and expand educational and social services to the growing population.

Specifically, the main objectives of the plan are to:

- Promote opportunities for the development of Red Hook's main asset – its people – including improved housing, social services and youth services, and the expansion of the residential community
- Support the preservation and expansion of industrial and maritime activity where it is currently solidly positioned in the northwest and southeast sections of Red Hook
- Promote employment and business opportunities for local residents
- Promote new residential development in the context of an economically, socially and physically integrated community
- Guide future development in a way that minimizes conflicts between industrial and residential communities
- Strengthen, support, and expand the burgeoning arts community
- Improve access to, egress from, and circulation within Red Hook by public transportation
- Strengthen existing retail commercial areas
- Revitalize and create public access to the waterfront, one of Red Hook's major assets

The starting point for the plan to regenerate Red Hook is the existing Red Hook community – a viable residential neighborhood for 11,000 people and a business location for some 235 firms and 3,700 employees. Our premise is that the seeds for future regeneration lie within Red Hook, and the question we seek to address is how to encourage their growth.

The plan proposals seek, in a variety of ways, to improve the quality of life for Red Hook residents. This means improving job opportunities, the physical environment, and municipal and social services, especially for young people, who make up over a third of the population. The climate for Red Hook businesses must also be improved by enhancing public transportation, municipal services and the physical infrastructure.

The main elements in the future land use plan are:

- New housing. Construction of 250 units of affordable infill housing in the six-block residentially-zoned area referred to by the Department of Housing Preservation and Development as "Conover Square" (see Schematic Plan) and the rehabilitation of the City-owned building at 480-500 Van Brunt Street for approximately 150 units of housing
- New housing and compatible industry in the area, to be rezoned for mixed use, between Sullivan and Van Brunt Streets, and the seven-block area bounded by Coffey, Beard, Van Brunt and Columbia Streets
- Rezoning to promote residential/commercial development on Van Brunt Street between Seabring Street and the waterfront
- In recognition of the importance of youth, establishment of a new educational/commercial center with youth and social services to be known as Education Plaza
- In recognition of the importance of the environment, and Red Hook's environmental problems and concerns, creation of a greenway, to be known as Ecology Way, along Lorraine, Wolcott, Van Brunt and Coffey Streets
- Improvement of Coffey Park and the Park House as a major public space.

The proposals for development and preservation of Red Hook are further summarized in the following sections.

Housing

New residential development should take place within the context of a comprehensive community development plan undertaken by the Department of Housing Preservation and Development (HPD) in close cooperation with Community Board 6. New housing should provide for a mix of incomes and for affordable opportunities, with priority given to current Red Hook residents.

- Physical improvements at Red Hook Houses
- Improved security at Red Hook Houses
- Construction of 600 units of housing in the next 5-10 years. The long-term goal is another 2,000 units, which would return the Red Hook population to its 1950 level.
- Affordable infill housing in the six-block area referred to by HPD as "Conover Square"
- New development on land to be rezoned
- Rehabilitation of City-owned buildings, with 480-500 Van Brunt Street a priority

Economic Development

Opportunities should be expanded for jobs for Red Hook residents, job training and referral, locally-owned businesses, and commercial revitalization. We wish to promote industry that is compatible with the residential community while maintaining the historic mixture of housing and industry in Red Hook. Industry must be consistent with the guidelines contained in the policy statement elaborated in the Plan on uses compatible in a mixed use community. Economic development should take place within the context of a comprehensive economic development plan and implementation strategy undertaken by the Economic Development Corporation in close cooperation with Community Board 6.

- Support preservation and upgrading of the Red Hook Marine Terminal and the section of the waterfront between Erie Basin and Gowanus Creek as "Significant Industrial and Maritime Areas"

- Designate a minimum of one percent of all new public investment in Red Hook for local economic development
- Expand funding for commercial revitalization on Van Brunt Street, Columbia Street and Clinton Street
- Create local industrial and commercial incubator programs that assist Red Hook residents in starting and successfully operating their own businesses
- Encourage organization of the industrial and commercial sectors
- Develop cultural and historical attractions to encourage tourism and visitors to Red Hook
- Redevelop the Revere Sugar and Grain Terminal sites for maritime or alternative use, in ways that generate employment for Red Hook residents; develop a strategy for more intensive use of the New York Shipyard site
- Develop the film and media support industries

Community Facilities and Services

Red Hook's community facilities need to be preserved and developed, especially to meet the needs of the large population of young people.

- Education Plaza should become a new educational and commercial center focusing on youth and employment services. Its central focus would be a New Vision/ Beacon School serving grades 7 to 12.
- Pursue funding for after-school programs at PS 27 and preserve funding for after-school programs at the Patrick Daly School
- Expand funding for comprehensive youth programs
- Establish three library satellite reading programs
- Undertake a program of environmental monitoring
- Establish specialized family health care services, including pediatric, adolescent and geriatric services

Transportation

Improved transportation links in Red Hook and with the rest of Brooklyn and New York City can support efforts to revitalize Red Hook and promote economic and housing development.

- **Make Red Hook a one-fare zone so that there is a free transfer from the F and G trains at Smith and 9th Streets and the R and N trains at 4th Avenue to the B77 bus**
- **Extend the B61 bus route to serve Red Hook Houses and establish a free transfer to the Borough Hall subway stations**
- **Ensure repair and ongoing maintenance or replacement of the escalator at the Smith & 9th Street subway station**
- **Establish a truck route on Conover Street to replace the Van Brunt Street truck route. Columbia and Clinton Streets should not be designated truck routes**
- **Regulate truck traffic on residential blocks**
- **Consider the establishment of ferry service linking Red Hook with the rest of the waterfront**
- **Establish regular-fare bus service from Red Hook to lower Manhattan via the Brooklyn Battery Tunnel**
- **Enhance the pedestrian and vehicular gateways to Red Hook**
- **Improve the intersection of Hamilton Avenue, 9th Street and Clinton Street for pedestrians**
- **Study the feasibility of traffic calming measures on Van Brunt, Richards and Clinton Streets. Redesign Clinton Street with a median plaza**
- **Establish bicycle ways in Red Hook that connect to Erie Basin and the proposed Brooklyn Waterfront Trail**

Open Space and Waterfront Access

Opportunities for public access to the waterfront should be expanded and links should be strengthened between Red Hook's parks, residential areas and the waterfront.

- **Ecology Way** – including Lorraine, Wolcott, Van Brunt and Coffey Streets – is proposed as a major greenway linking all of Red Hook
- Continuous waterfront public access should be provided in perpetuity in the area between Van Brunt and Wolcott Streets
- Coffey Park should be rehabilitated with a community center having rest rooms and recreational facilities
- A trolley line should be established linking Red Hook with the rest of the Brooklyn waterfront
- The Coffey Street Pier should be reconstructed in a timely fashion as a recreational pier
- The formation of Red Hook sports teams and their use of local fields should be promoted; existing Red Hook sports teams should be supported

Landmarks

- The Landmarks Commission should designate the Clay Retort and Fire Brick Works as an historic landmark
- The Landmarks Commission should consider the following buildings and sites for listing as historic landmarks:

Christ Child Church
Visitation Church and Parish House
Beard Street Warehouses
Erie Basin
Port Authority Grain Terminal
Red Hook Pool and Recreation Center

**Coffey Park
Red Hook Houses
New York Shipyard
New York Dock Warehouses
202-240 Coffey Street (residence)
353 Van Brunt Street (residence)
205-217 Conover Street (residence)
174 Beard Street (residence)
203-207 Van Brunt Street (residence)**

- **Red Hook's cobblestone streets should be preserved and historic street lighting should be installed on the main streets and on streets with cobblestone paving**

Zoning

Proposed zoning changes are intended to support the proposals for residential and economic development.

- **Establish a mixed use zone that would permit both housing and compatible industry**
- **Rezone Van Brunt Street between Seabring Street and the waterfront to R6A with a commercial overlay**
- **Rezone the R5 districts around Van Brunt Street to R5B to promote contextual residential development.**
- **Maintain and establish light manufacturing (M1) districts as buffers between areas currently zoned residential, or to be rezoned to residential or mixed use, and heavy manufacturing (M3) districts**
- **Rezone portions of the proposed Education Plaza to permit community facility and commercial development**
- **Perform a zoning study of the area along Columbia Street north of West 9th Street and the area east of Columbia Street, and recommend changes to promote commercial and residential development**

Quality of Life Issues

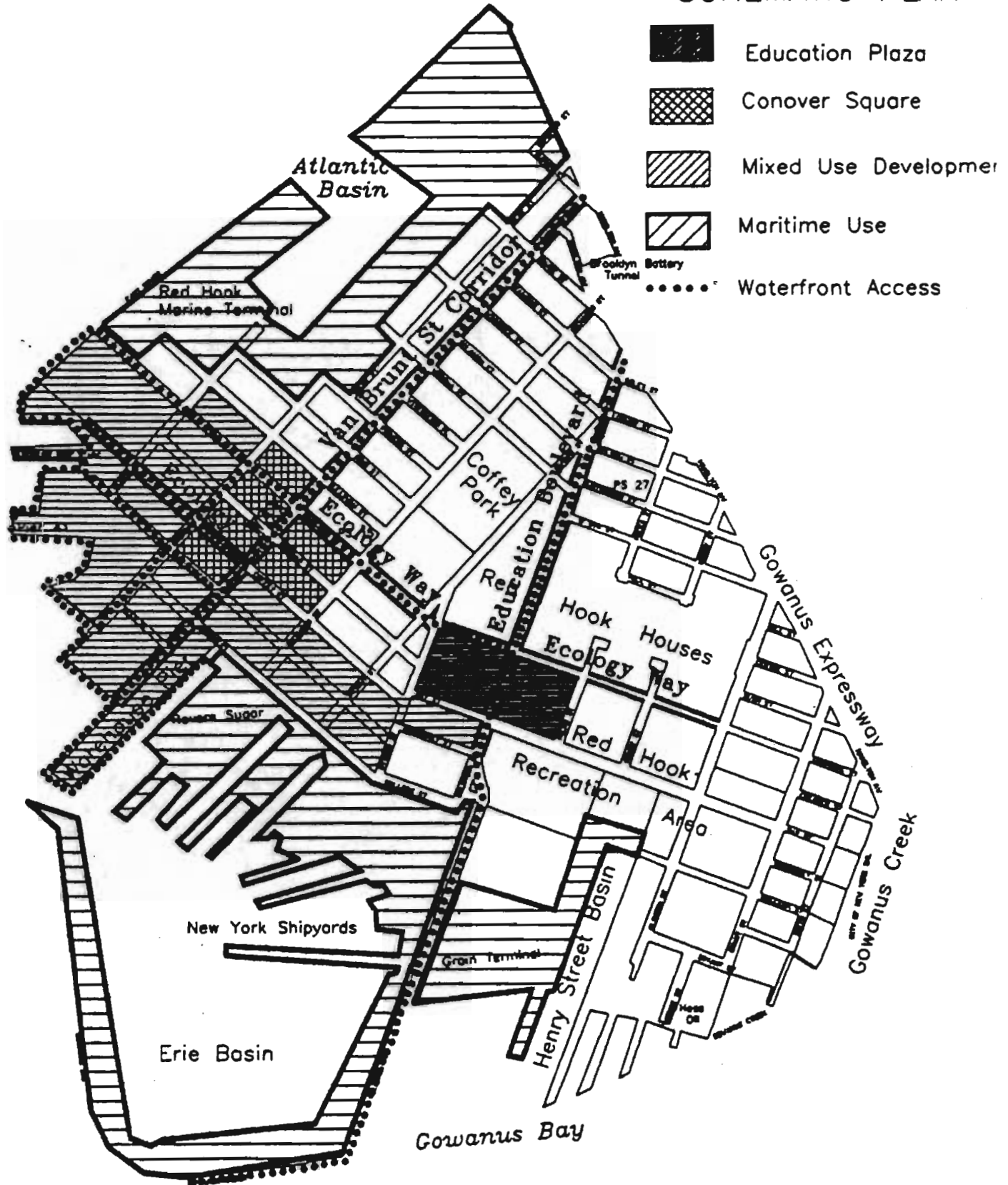
Services and enforcement of existing regulations by city agencies must be improved.

- **Step up enforcement of regulations governing waste discharges by heavy industry in Red Hook**
- **Insure that sidewalks are constructed and maintained throughout Red Hook**
- **Upgrade bus stops to include shelters, route directions, and schedules**
- **Strictly enforce regulations that prohibit dumping on vacant lots, and the use of vacant lots in residential districts for open industrial storage**
- **Prohibit and enforce the prohibition of the parking of cars in Coffey Park and the Red Hook Recreation Area**
- **Enforce truck route and parking regulations**
- **Promote the "greening" of Red Hook**

RED HOOK COMMUNITY PLAN

Brooklyn Community Board 6

SCHEMATIC PLAN



Historical Background

For a full century, from the 1850s to the mid 20th century, Red Hook's name had been associated with shipping, import/export and the waterfront trades. With the construction of the protected piers of the Erie Basin in 1870 and the State Barge Canal Terminal, Red Hook was able to draw its strength and fortunes from the strategic place it occupied in New York's harbor. Red Hook commanded a position that was ideal to coordinate the movement of cargo to and from the Brooklyn/Long Island mainland to the opposing shores of New Jersey, Manhattan island, the East and Hudson Rivers, the Erie Canal and the great Atlantic routes to the Far East and South America.

Not unexpectedly, as the Red Hook piers and docks assumed the position of a major player in the movement of cargo to and from the United States, the upland portions of Red Hook developed the types of services and industries consistent with a busy port: ship repair facilities, warehousing, and light industrial production. One description of Red Hook in 1890 reveals the magnitude of the trade and commerce:

Just as the huge refineries compelled the attention of the observer who looked up the river, down along the Bay it was the grain elevators which held the eye. They had been significant enough twenty years earlier, but here again superlatives were in order, for the elevators at the Erie and Atlantic basins, used principally to store grain to be shipped abroad, were the largest in the United States. There were still others on Gowanus Canal, and at the foot of Atlantic Avenue, and at the end of Pacific, Degraw, Second, and Furman streets. Few Brooklynites realized their city's importance as a storage and transshipment center of grain.²

These were years of intense economic activity for Red Hook – from 1850 to 1945. But since World War II Red Hook has seen a steady erosion of its economic base. While Red Hook provided services to the greater city during New York's earlier age of industrial leadership, as New York lost its grasp on the manufacturing and shipping industries, Red Hook lost its role as dockside and warehouse provider to the city.

In the years after the war, economic trends, government actions and government neglect produced many of the problems that plague Red Hook today. The Brooklyn-Queens Expressway and Brooklyn Battery Tunnel were built, cutting off Red Hook from Gowanus, Carroll Gardens and other neighborhoods. In 1958 and 1959, the Port Authority of New York and New Jersey bought Erie Basin and other waterfront properties,

² Brooklyn Is America by Ralph Foster Weld, AMS Press, NY 1967.

but industrial activity declined with the transition from break-bulk shipping to containerization. In 1972, the City Planning Commission and Board of Estimate approved an urban renewal plan by the Housing and Development Administration to redevelop some 230 acres of waterfront land for a modern containerport, waterfront park, and 225 units of housing for those residents displaced by containerport development. The plan put a cloud of condemnation over many residential blocks which were eventually not taken due to changes in the internal containerport design. This led to further decline and abandonment of housing.

In the 1980s many vacant lots were taken by the City for non-payment of taxes, resold at auction and left undeveloped. No new housing was built in Red Hook, although hundreds of units were developed in the Columbia Street Urban Renewal Area north of Red Hook. Plans by the Port Authority to revive Erie Basin and adjacent waterfront areas did not have any lasting success and much of the waterfront remained idle.

The disinvestment, isolation and abandonment were countered by two major public investments: Red Hook Houses and the Red Hook Recreational Area. Construction of Red Hook Houses, a New York City Public Housing Authority project, began in 1939. Today, about three-fourths of Red Hook's total population lives in Red Hook Houses. The Red Hook Recreation Area comprises forty acres of open space, one of the largest recreational areas in northern Brooklyn.

In the past three decades Red Hook has endured more than its share of adversity and travail. Large amounts of vacant residential and industrial land is used for open storage and dumping. With population, housing units and jobs near historic lows, the time is appropriate for Red Hook to enter a new self-defining era.

I. RED HOOK TODAY

The Red Hook peninsula contains a relatively isolated residential community of about 11,000 persons surrounded by industry and regional recreational facilities. Red Hook's boundaries are Hamilton Avenue, Gowanus Creek, Erie Basin, and the Buttermilk Channel. Beyond these immediate physical confines lie the communities of Carroll Gardens and Cobble Hill to the north, Gowanus and Park Slope to the East, and Sunset Park to the South.

Population

Since 1950 when Red Hook's population was about 21,000, the total number of people living on the peninsula has declined every decade. As of the 1990 Census, Red Hook had a population of 10,846 which was composed of 7.5% non-Hispanic Whites, 49.1% non-Hispanic Blacks, and 42.5% Hispanics. Seventy-three percent or 7,932 of the total population reside in Red Hook Houses. The rate of population decline has slowed in recent years. Since 1980, Red Hook experienced a population decline of 830 persons or seven percent.

There is a large population of young people in Red Hook. Over one-third of the population is below 18 years of age, and the proportion is even higher within Red Hook Houses. Almost half of the population lives below the poverty level as defined in the U.S. Census. Unemployment rates in Red Hook are three times the Brooklyn average for males and almost two and a half times the Brooklyn average for females (see Tables 1-4). Educational attainment levels are also relatively low. Forty-four percent of persons aged 25 years and over do not have a high school diploma.

TABLE 1. RED HOOK POPULATION

TRACTS	TOTAL POP	<18 YRS	% <18 YRS	>59 YRS	% >59 YRS
55	187	48	25.7	30	16.0
57	1,529	450	29.4	192	12.6
59	1,198	378	31.6	118	9.8
85	7,932	2,942	37.1	924	11.6
RED HOOK	10,848	3,818	35.2	1,264	11.7
BROOKLYN	2,300,664	605,554	26.3	382,307	16.6

Source: 1990 Census; TRACT 55 - WATERFRONT; TRACT 85 - RED HOOK HOUSES

TABLE 2. RED HOOK INCOME AND EMPLOYMENT

TRACTS	MEDIAN HH INCOME (\$)	PERSON INC <POV LEVEL	% INC <POV LEVEL	% MALE UNEMPLOY	% FEMALE UNEMPLOY
55	4,999	117	52.9	0.0	0.0
57	24,519	434	28.1	8.5	13.7
59	14,940	507	43.8	19.9	16.4
85	7,602	4,041	50.0	31.9	22.0
RED HOOK	9,443	5,099	46.4	30.8	24.2
BROOKLYN	25,684	514,163	22.7	10.6	10.0

Source: 1990 Census; TRACT 55 - WATERFRONT; TRACT 85 - RED HOOK HOUSES

TABLE 3. RED HOOK PERCENT ETHNIC AND RACIAL COMPOSITION OF POPULATION

TRACTS	WHITE NON-HISPANIC	BLACK NON-HISPANIC	HISPANIC	OTHER	TOTAL
55	51.3	3.7	42.8	2.1	100.0
57	26.9	10.9	61.2	1.1	100.0
59	17.4	18.4	62.7	1.4	100.0
85	1.2	62.2	35.9	0.7	100.0
RED HOOK	7.5	49.1	42.5	0.9	100.0
BROOKLYN	40.1	34.7	20.1	5.1	100.0

Source: 1990 Census; TRACT 55 - WATERFRONT; TRACT 85 - RED HOOK HOUSES

TABLE 4. CHANGES IN POPULATION AND HOUSING, 1950-1990

	1950	1960	1970	1980	1990
POPULATION	21,000	18,573	14,992	11,678	10,848
# CHANGE FROM PREVIOUS DECADE		-2427	-3581	-3316	-830
% CHANGE FROM PREVIOUS DECADE		-11.5%	-19.2%	-22.1%	-7.1%
HOUSING UNITS	5,600	5,103	4,343	4,256	4,019
# CHANGE FROM PREVIOUS DECADE		-497	-760	-87	-237
% CHANGE FROM PREVIOUS DECADE		-8.8%	-14.8%	-2.0%	-5.6%

Source: U.S. Census; 1950 Estimates by Dept. of City Planning

General Land Use and Zoning

Industry in Red Hook tends to be located along the waterfront and within two blocks upland (see Land Use map). Industrial land in the northwestern and southeastern sections is used more intensively than in the other manufacturing areas of Red Hook. In the northwest area zoned M2-1 (see Existing Zoning map), the Red Hook Marine Terminal is the only operating container facility in New York City. Around the containerport there are many buildings used for warehousing.

The area zoned M3-1 in the southeast makes up the largest industrial/maritime section of Red Hook. The heaviest industries are located in this area, which includes: the Erie Basin Maritime Support Center, the sugar refinery equipment on the vacant Revere Sugar site, the functional dry docks of the New York Shipyard, the Red Hook Recycling Center, Hess Oil, and many small industries located near the mouth of the Gowanus Canal.

Outside the industrial areas, a large part of the land in Red Hook is in public ownership – mainly Red Hook Houses and the Red Hook Recreation Area. The southwestern portion of the peninsula, zoned M1 and R5, has substantial vacant and underutilized land and low industrial job density (see Vacant Land and Building map). The Civil War era Beard Street Warehouses are a central focus of this area. West of the Warehouses there is scattered light industry, warehousing and a significant amount of vacant land. Along the waterfront there are spectacular views of the Manhattan skyline and the Statue of Liberty that make the waterfront one of Red Hook's key assets.







Van Brunt Street is the main commercial street where local retailing and services are concentrated. East of the Van Brunt commercial strip is the bulk of Red Hook's residential property including two family brick and frame homes and the mid-rise (three to fourteen story) public housing buildings of the Red Hook Houses. Other major commercial nodes are located on Lorraine Street near the intersection with Columbia Street, Clinton Street south of Hamilton Avenue, and Columbia Street north of West 9th Street.

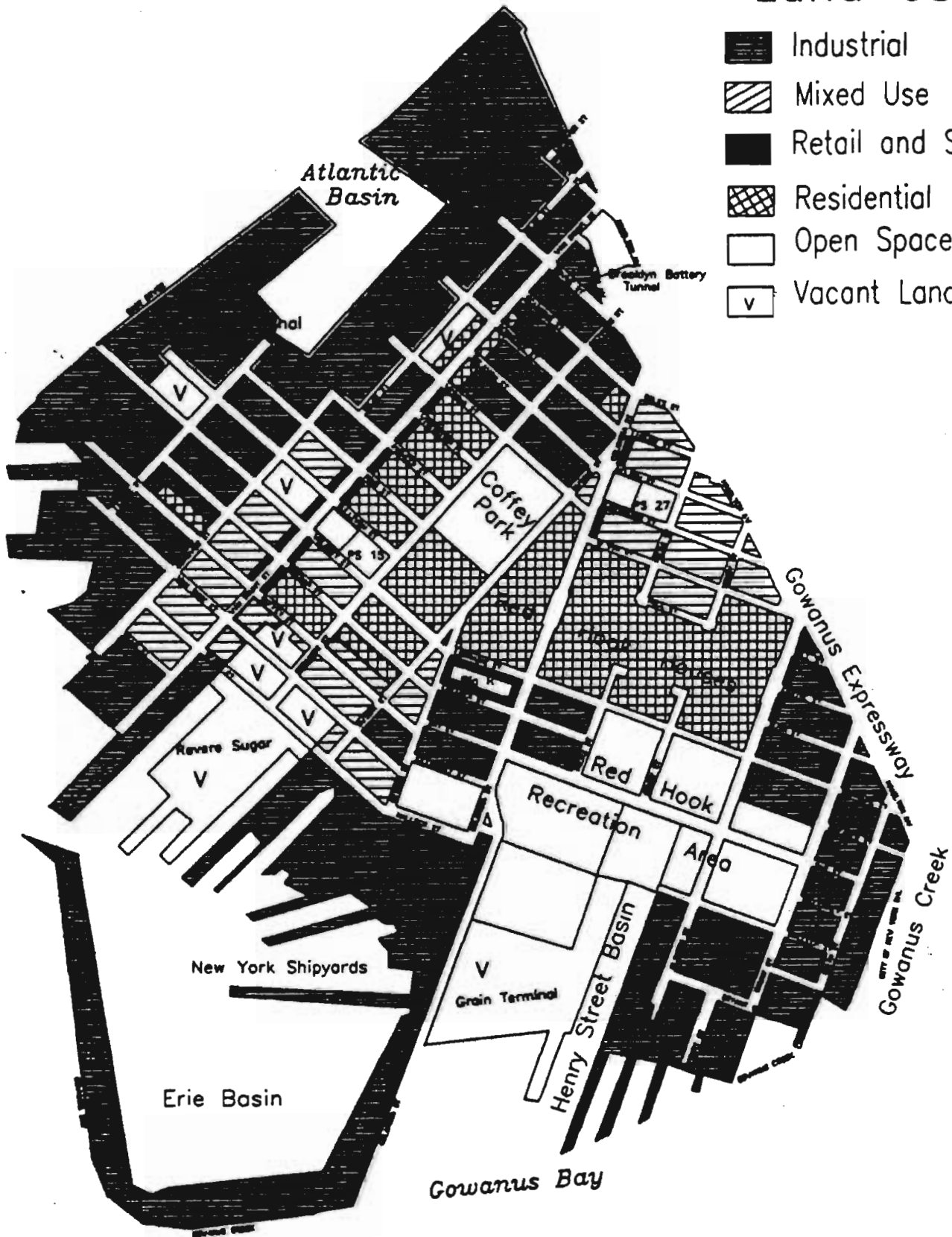
Of the 343 acres in Red Hook, about 38% are used for industry and 23% are vacant. Most of the vacant land is located in the residentially zoned area around the southern end of Van Brunt Street and in manufacturing zoned land adjacent to the waterfront. Only 17% of Red Hook's land is in residential use and 13% is used for recreation and open space (see Table 5).

RED HOOK COMMUNITY PLAN

Brooklyn Community Board 6

Land Use







-  Industrial
-  Mixed Use
-  Retail and Services
-  Residential
-  Open Space
-  Vacant Land/Building

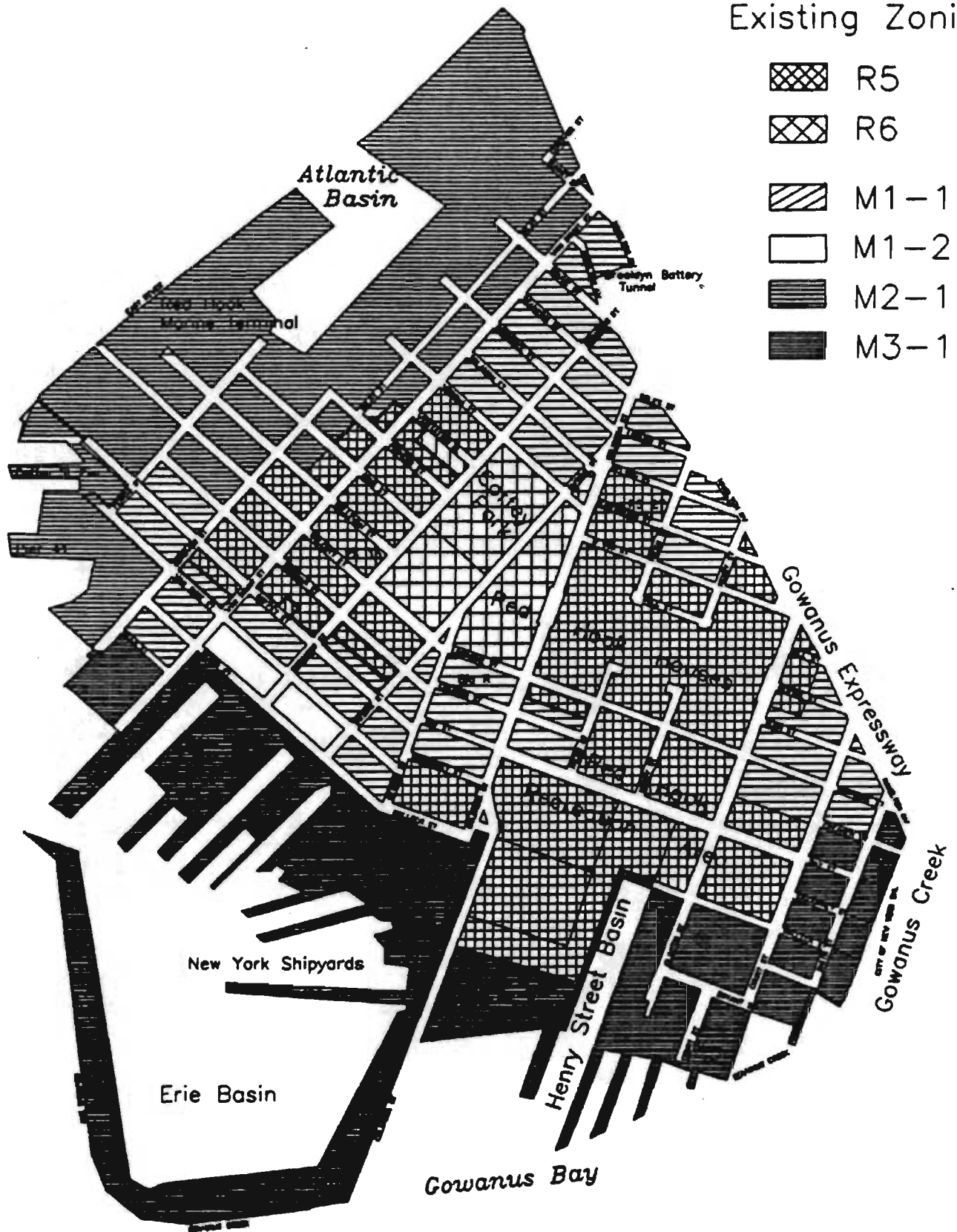


RED HOOK COMMUNITY PLAN

Brooklyn Community Board 6

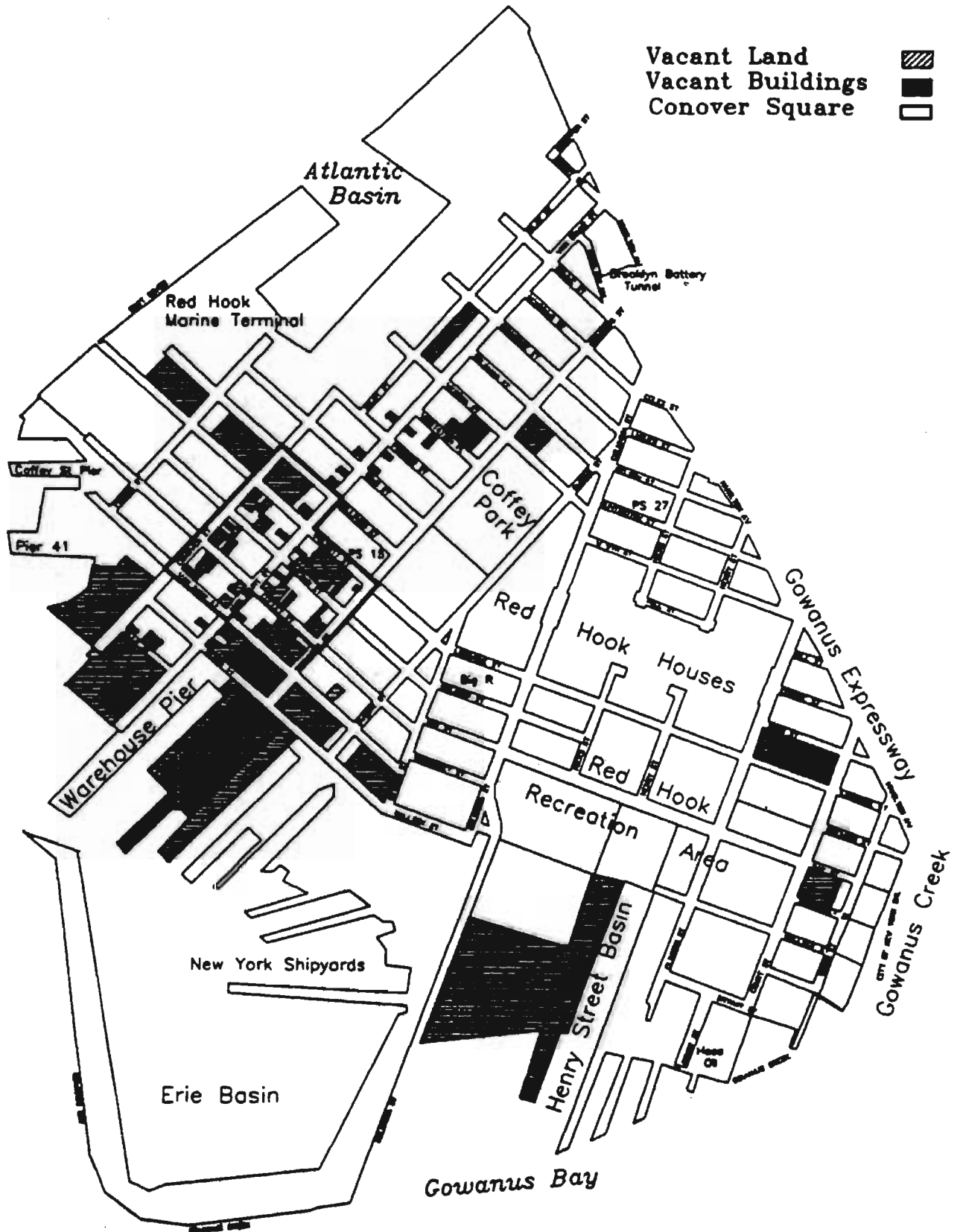
Existing Zoning

-  R5
-  R6
-  M1-1
-  M1-2
-  M2-1
-  M3-1



RED HOOK COMMUNITY PLAN

Brooklyn Community Board 6



The Red Hook waterfront is zoned M3-1 and M2-1 for heavy and medium industry. There are small strips of M1 districts between the waterfront and residential districts, and in northern Red Hook adjacent to the Brooklyn-Queens Expressway. Most of Red Hook Houses and privately-owned housing is zoned R5. A few small areas are zoned R6, including two blocks of public housing. There is a C1-3 commercial overlay on Van Brunt Street between Visitation and Coffey Street. A C1-3 overlay covers the block between Lorraine, Creamer, Otsego and Columbia Streets, where the Big R Supermarket is located.

Housing

Residential building types in the Red Hook area range from two story brick and wood frame structures, to fourteen story brick public housing. There are approximately 1,000 units within two-to-three story brick and wood frame houses, predominantly in the western portion of Red Hook and generally in fair to good condition. In all, there are 4,019 housing units, of which 93% are rental units (see Table 6).

Most of Red Hook's housing – almost 2,900 units – is within the centrally positioned Red Hook Housing complexes, with buildings ranging in height from three to fourteen stories. Seventy-four percent of the housing in Red Hook was built prior to 1950.

Over the past decade, the New York City Housing Authority has undertaken a major modernization program at Red Hook Houses. Additional improvements in progress and planned include new boilers, asbestos removal, landscaping, elevator rehabilitation, and installation of handicapped ramps.

According to the 1990 Census, Red Hook lost 237 housing units between 1980 and 1990, going from 4,256 to 4,019 units. Owner occupied housing accounted for only 7.2% of the housing stock. The area has experienced very little residential development within the last 20 years. However, recent interest in the area is depicted by building facade improvements along Van Brunt Street and scattered building rehabilitation.

There are four occupied City-owned residential buildings in Red Hook and nine vacant buildings, six of which have been proposed for rehabilitation under the federal Hope II program. The Department of Housing Preservation and Development also has jurisdiction over a five-story industrial building at the foot of Van Brunt Street (480 - 500 Van Brunt Street), which is now partially occupied by a warehousing firm (see Table 7).

TABLE 5. LAND USE AND ZONING

LAND USE	ACRES	%	R5	R6	M1	M2	M3
Industrial	130	37.9	6	0	45	32	47
Vacant	80	23.3	4	0	12	3	48
Residential	58	16.9	33	15	9	1	0
Open Space	45	13.1	32	8	1	0	4
Other	30	8.8	8	0	9	5	8
TOTAL	343	100.0	83	23	76	41	107

SOURCE: Department of City Planning

TABLE 6. RED HOOK HOUSING

TRACTS	HOUSING UNITS	HOUSING UNITS/ACRE	OWNER OCC UNITS	% OWNER OCC UNITS	RENTAL VAC RATE
55	79	0.2	22	27.8	3.5
57	612	7.2	172	28.1	5.9
59	466	5.3	85	18.2	4.6
85	2,862	46.5	12	0.4	1.7
RED HOOK	4,019	7.2	291	7.2	N/A
BROOKLYN	873,671	19.4	214,788	24.6	3.8

Source: 1990 Census; TRACT 55 - WATERFRONT; TRACT 85 - RED HOOK HOUSES

TABLE 7. CITY-OWNED HOUSING IN RED HOOK

BLOCK	LOT	ADDRESS	UNITS	STATUS
512	44	378 Columbia St.	2	Vacant/HOPE II
512	45	380 Columbia St.	2	Vacant/HOPE II
526	15	60 Nelson St.	8	Occupied
526	20	68 Nelson St.	8	Occupied
526	21	70 Nelson St.	8	Occupied
530	10	91 Verona St.	5	Occupied
554	30	148 Conover St.	8	Vacant/HOPE II
576	41	68 Dikeman St.	3	Vacant
588	3	195 Richards St.	2	Vacant/HOPE II
588	5	191 Richards St.	2	Vacant/HOPE II
588	103	193 Richards St.	2	Vacant/HOPE II
598	6	393 Van Brunt St.	2	Vacant
603	26	436 Van Brunt St.	2	Vacant
611	6 & 11	480-500, 611 Van Brunt St.		Warehouse

Industry

The Department of City Planning, using 1991 data, reports a total of 176 industrial firms and 3,066 industrial jobs in Red Hook. Thirty-five percent of all industrial jobs are in manufacturing, nineteen percent in construction, and twenty percent in wholesaling. Eighteen percent are in the category of transportation, which includes ship repair. About sixteen percent of all jobs are non-industrial jobs (see Table 8).

In 1989 the Brooklyn City Planning office surveyed industries in a 36-block area between the Red Hook Marine Terminal and New York Shipyard. One hundred and four firms were contacted and 78 responded. These 78 firms reported a total of 1,653 jobs. About 44% of all firms, which represent a variety of industrial activities, have fewer than 10 employees, and very few have more than 50. The New York Shipyard was the largest employer in the area.

The City Planning survey showed that 24% of the responding firms had been in business for more than 20 years in Red Hook and 64% had been in business for less than ten years. Also, 49% of the firms own the space they occupy.

There are approximately nine solid waste transfer sites in Red Hook. Though this use is as-of-right in a manufacturing zone, it has proven to conflict with adjacent residential uses due to noise, dust emissions and truck traffic. Two putrescible waste transfer stations were shut down after years of community opposition. The remaining facilities have raised serious concerns among Red Hook residents. The Department of Sanitation has proposed to construct a Materials Recovery Facility on the Port Authority Grain Terminal site. This application has been filed with the Department of City Planning but not certified.

The South Brooklyn Local Development Corporation (SBLDC) provides services to industrial and commercial firms in Red Hook from their office on Van Brunt Street. SBLDC publishes a directory of Red Hook businesses, provides job referrals and other services. They have launched the Red Hook Economic Development Effort, a program to promote the hiring of Red Hook residents by businesses in Red Hook. They have received funding from the State Urban Development Corporation to complete a study that will facilitate organizing a Business Improvement District in Red Hook.

TABLE 8. EMPLOYMENT

Sector	Total Establishments	Total Employment
Construction	42	589
Manufacturing	30	1,059
Transportation, Commerce, Public Utilities	36	556
Wholesale Trade	48	622
Other Industrial	20	240
TOTAL INDUSTRIAL	176	3,066
NON-INDUSTRIAL	60	611
TOTAL EMPLOYMENT	236	3,677

**SOURCE: NYC Department of City Planning
Aggregation of NYS Dept. of Labor
ES-202 File, third quarter, 1991**

Commerce

Commercial storefronts line Van Brunt Street, once a vibrant commercial corridor in Red Hook. Community groups and business associations in the area are working toward the revitalization of Van Brunt Street, seeking public and private funds for facade and street improvements, signs, and security measures. There are approximately 43 ground floor commercial businesses in operation along Van Brunt Street between Commerce and Coffey Streets. The total square footage of occupied commercial space on this strip is approximately 82,000. Commercial activity includes grocery, variety and video stores, as well as a funeral home, pizzeria, and a realtor. In addition there are 15 vacant store fronts totaling 15,781 square feet.

The commercial node at Van Brunt and Lorraine Streets includes the Big R Supermarket and six active shops along Lorraine Street. This small commercial strip is at the southern edge of Red Hook Houses, and includes the Salvation Army Day Care Center.

There are two commercial nodes at the northern edge of Red Hook Houses. The shopping area on Clinton Street between Hamilton and Lorraine Streets includes several stores, the Red Hook post office branch and two day care centers. The small shopping area on Columbia Street north of West 9th Street includes a few businesses and the storefronts of the Red Hook Tenants Associations.

The South Brooklyn Local Development Corporation has received funding from the State Urban Development Corporation and Department of Business Services for facade improvement along Van Brunt Street, Clinton and Lorraine Streets starting in 1993.

Truck traffic on Van Brunt Street has been a nuisance to the shopkeepers as well as the residential community. Vibrations, noise, dust, and fuel emissions have impaired the quality of life on this street.

Transportation

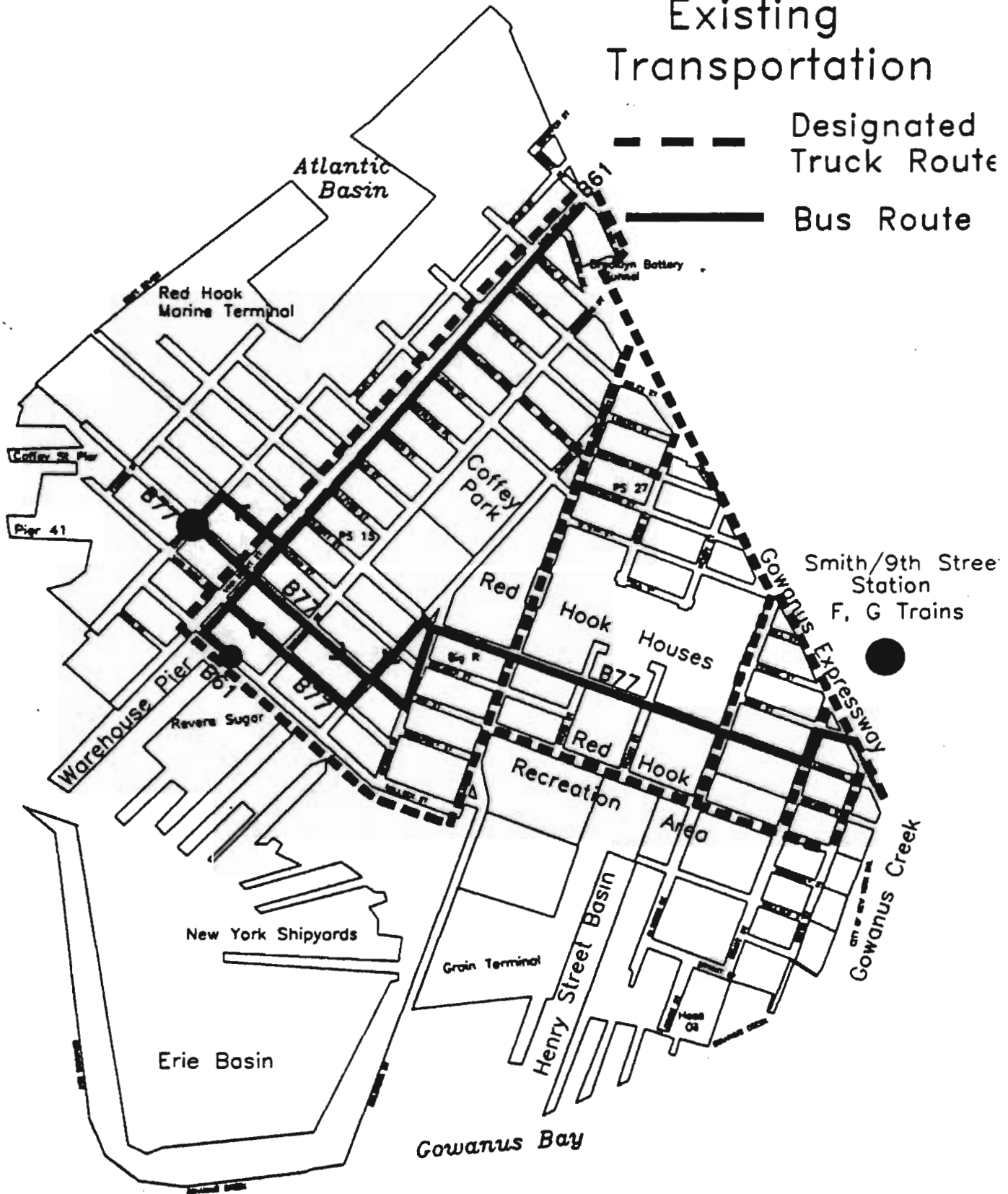
Part of Red Hook's isolation is due to the physical barrier created by the Brooklyn-Queens Expressway (BQE) and Hamilton Avenue, which runs under the BQE. Hamilton Avenue has 6 to 8 lanes as well as a wide median. It is difficult to cross, and many pedestrians consider it to be extremely dangerous. Motorists who don't know the way usually have a hard time determining how to get across Hamilton Avenue to Red Hook.

RED HOOK COMMUNITY PLAN

Brooklyn Community Board 6

Existing Transportation

- Designated Truck Route
- Bus Route



There are only two places where it is possible for vehicles to cross under the BQE into Red Hook: Clinton Street and Court Street. These crossings are not fully marked for pedestrians and can be hazardous. The Clinton Street intersection, which also intersects with West 9th Street, is the main pedestrian access used by passengers walking to Red Hook from the Smith/9th Street stop on the "F" and "G" trains. As mentioned above, Hamilton Avenue poses many difficulties for pedestrians crossing to and from the subway station.

One reason for Red Hook's isolation is the lack of adequate public transportation. There is no subway service -- the closest subway is the Smith/9th Street station on the "F" and "G" lines, located across Hamilton Avenue at a distance of two and one-half blocks. Only two buses serve Red Hook, the B77 and B61, and for most people this means a double fare. The B61 serves only the western end of Red Hook. The double fare is a severe economic burden for many Red Hook residents, especially those making low wages, since \$5.00 a day can mean 20% of a worker's paycheck. It is also a problem for workers that commute to Red Hook from outside the community.

There are four north-south traffic arteries in Red Hook -- Van Brunt, Richards, Columbia and Clinton Streets -- and one east-west artery, Bay Street. Van Brunt, Clinton, Beard, Delevan, Columbia, Clinton, Court, Smith and Bay Streets are part of the designated truck route network, but trucks often travel through local streets and on residential blocks. Heavy truck traffic has been a perennial source of complaints by Red Hook residents, and vibrations from trucks have probably contributed to the destruction of several buildings.

Key intersections that are perceived as having dangerous and congested conditions include Van Brunt Street and Hamilton Avenue, and Clinton Street and Hamilton Avenue. Speeding traffic is a problem along Columbia, Clinton, Bay, Richards and Van Brunt Streets. Van Brunt Street, which has no traffic lights or stop signs beyond Hamilton Avenue, is dangerous, especially around the Patrick Daly School at Sullivan Street.

There are only three traffic lights in Red Hook: Clinton/Lorraine Streets, Columbia/Lorraine Streets, and Columbia/West 9th Streets. Street signs are often inadequate and not updated to reflect changing conditions. Parking on sidewalks is a problem on many blocks, and children are often forced to walk in the streets. Existing traffic laws are not adequately enforced.

Open Space and Waterfront Access

The forty acre Red Hook Recreational Area has a public swimming pool with showers and lockers, baseball, softball and soccer fields, a stadium, and other space for passive recreation. There are also many green areas within the Red Hook Houses complex.

Even though Red Hook has many acres of recreational space, much of it is perceived as not being available for use by Red Hook residents. The ball fields are used by leagues from all over Brooklyn and there are no year-round recreational programs for Red Hook youth. The Recreation Area is now being reconstructed by the Parks Department.

Residents complain that Coffey Park, the recreational area most accessible to Red Hook residents, is not well maintained or adequately equipped, and consequently it is not used as intensively as it could be. A building in the park with rest rooms is in deteriorated condition, unusable and closed.

The Red Hook waterfront is not accessible to residents. Where mapped street ends extend to the waterfront, such as at Wolcott, Columbia and Court Streets, access is nevertheless physically blocked. Even where there is no longer any industry or maritime activity, access to the waterfront is uninviting and unsafe. While for years funds have been budgeted to reconstruct the pier at the end of Coffey Street as a recreational pier, the work has not begun.

Community Facilities and Services

Red Hook is served by two elementary schools, a branch library, public health center, senior center, two engine and ladder companies, three day care centers, a U.S. Post Office Branch on Clinton Street, three churches, and a methadone maintenance center (see Table 9 and Community Facilities map). Good Shepherd Services coordinates an after-school Beacon youth program and other programs for young people. The Housing Authority sponsors a high school equivalency program, employment skills training program, and an entrepreneurship training program. Other youth services are provided by Red Hook Arts, Young Puerto Ricans, and Visitation Church. The Red Hook Preservation Program offers family counseling and tutorial services.

For other services the community relies on facilities in the nearby Carroll Gardens

and Cobble Hill neighborhoods, including the 76th Police Precinct, JHS 142, Long Island College Hospital in Cobble Hill and Methodist Hospital in the Park Slope area.

The two elementary schools that serve the area, the Patrick Daly School and PS 27, are currently operating under capacity. The Patrick Daly School had an enrollment of 819 in 1993 (up from 767 in 1991), which represents 82% of its capacity of 998 students. PS 27 had an enrollment of 599 in 1993 (down from 639 in 1991), which represents 50% of its capacity of 1,199 students.

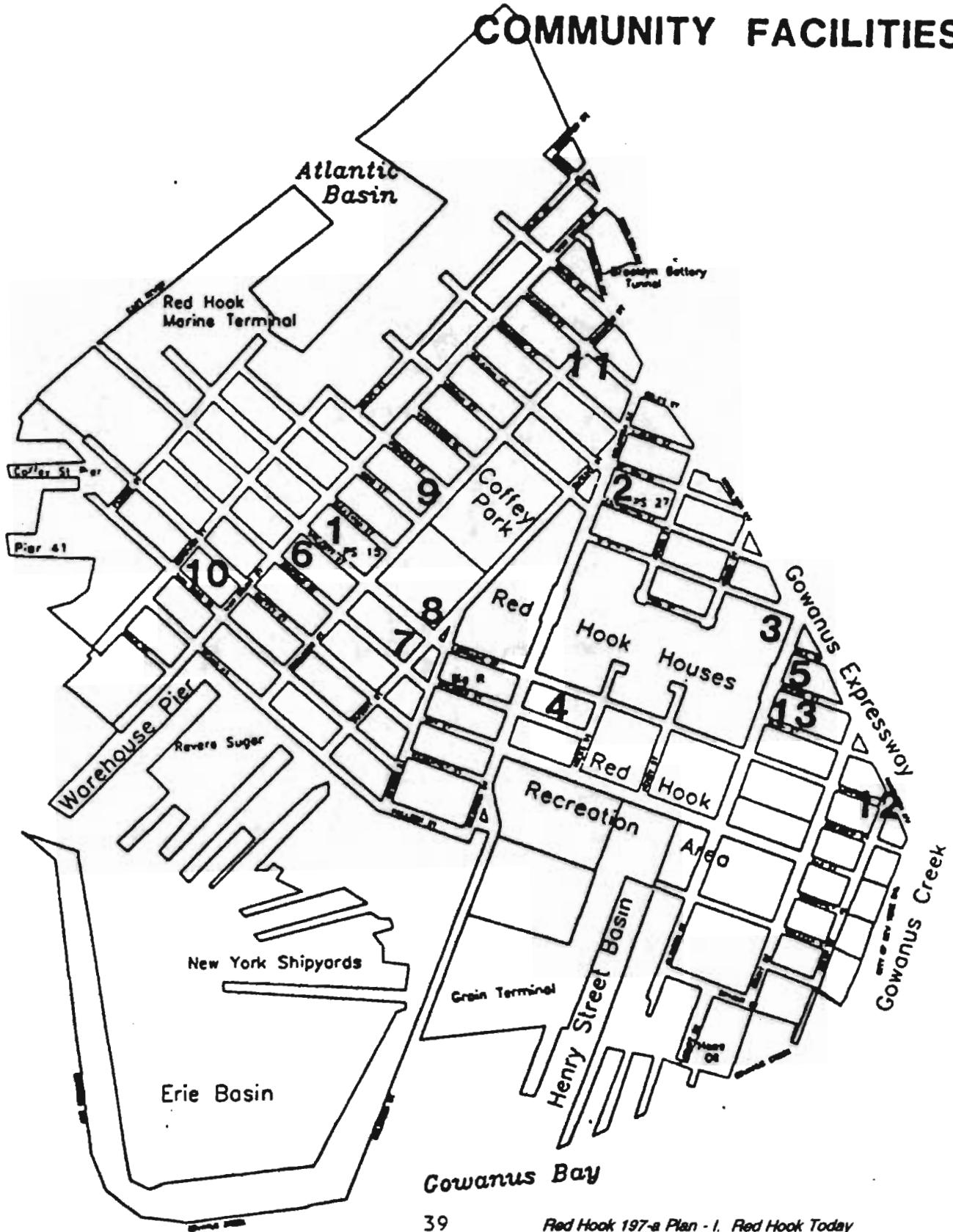
Table 9. COMMUNITY FACILITIES

1	The Patrick Daly School	71 Sullivan Street
2	P.S. 27	Nelson and Hicks Street
3	PAL Miccio Head Start	120 West 9th Street
4	Salvation Army Fiesta Day Care	80 Lorraine Street
5	PAL Miccio Youth Center	595 Clinton Street
6	Good Shepherd Services	356 Van Brunt Street
7	Brooklyn Public Library	7 Wolcott Street
8	Red Hook Senior Center	6 Wolcott Street
9	South Brooklyn Health Center	120 Richards Street
10	LICH Methadone Treatment Center	134 Van Dyke Street
11	Engine 202, Ladder 101	31 Richards Street
12	Engine 279, Ladder 131	252 Lorraine Street
13	U.S. Post Office	615 Clinton Street

RED HOOK COMMUNITY PLAN

Brooklyn Community Board 6

COMMUNITY FACILITIES



Historic Resources

Red Hook has many historic structures and buildings dating from the previous century. Some of them have been studied for potential listing as landmarks. However, to date none have been listed as city, state or federal landmarks.

The New York City Landmarks Commission staff has studied the Clay Retort and Fire Brick Works at 76-86 Van Dyke Street, 99-113 Van Dyke Street, and 106-116 Beard Street. These three buildings, erected about 1865-1870, are constructed of stone and face cobblestone streets. The Landmarks Commission has not taken action on the site.

The former Port Authority warehouses at Van Brunt and Beard Streets ("Beard Street Warehouses") have been proposed for possible listing on the National Register of Historic Places. This row of Civil-War era warehouses on the waterfront has recently been rehabilitated for light manufacturing uses. Other unique industrial/maritime structures include the shipyards, New York Dock Warehouses, Port Authority Grain Terminal and Erie Basin.

Additional buildings of historic value include: Christ Child Church, Visitation Church and Parish House, and houses at 353 Van Brunt Street, 205-217 Conover Street, 174 Beard Street, 202-240 Coffey Street and 203-207 Van Brunt Street.

Red Hook Houses was one of the first public housing projects in the nation, and many aspects of its physical design and layout merit preservation. The Red Hook Pool is a WPA-era facility and has potentially significant features, as does Coffey Park.

II. RED HOOK'S REGENERATION

Overview

This plan sets forth a vision of an economically, socially and physically integrated Red Hook community with an expanded population and improved quality of life. It seeks to preserve the maritime and industrial activities that have historically thrived in Red Hook and to address in a creative and balanced way the competing needs of the residential, industrial, commercial and recreational uses in this mixed use community. The plan identifies opportunities for balanced development that include new jobs, housing, and improved transportation. Included in the plan are proposals to invest in Red Hook's youth and expand educational and social services to the growing population.

Specifically, the main objectives of the plan are to:

- Promote opportunities for the development of Red Hook's main asset – its people – including improved housing, social services and youth services, and the expansion of the residential community
- Support the preservation and expansion of industrial and maritime activity where it is currently solidly positioned in the northwest and southeast sections of Red Hook
- Promote employment and business opportunities for local residents
- Promote new residential development in the context of an economically, socially and physically integrated community
- Guide future development in a way that minimizes conflicts between industrial and residential communities
- Strengthen, support and expand the burgeoning arts community
- Improve access to, egress from, and circulation within Red Hook by public transportation
- Strengthen existing retail commercial areas
- Revitalize and create public access to the waterfront, one of Red Hook's major assets

Summary of Recommendations in Plans, Studies and Needs Statements

Before outlining our plan for the community, we consulted statements of community needs from various public forums and planning studies of Red Hook carried out in recent years. In many ways, this Plan is a synthesis of the ideas that have been put forth by individuals and groups at community forums and through community board activity in Red Hook over the years.

Community Board 6 holds annual hearings in Red Hook as a basis for its statement of community needs and budget recommendations. Proposals that have consistently arisen over the years include: improvements at Red Hook Houses; job and business opportunities for Red Hook residents; free bus-subway transfers; limitations on heavy truck traffic; elimination of waste transfer stations; improvements to the Red Hook Recreation Area; and the construction of low-rise owner occupied affordable housing on vacant lots. Proposals in the 1995 Community District Needs Statement for Red Hook are included as Appendix C.

In 1987, a committee of Community Board 6 established guidelines for housing development in Red Hook (see Table 10). These guidelines recommended improvements at Red Hook Houses, infill new construction for a mixture of income levels, and revitalization of the Van Brunt Street and the Lorraine Street commercial strips. The recommendations were adopted by the full Community Board and sent to the Department of Housing Preservation and Development and the City Planning Commission. The recommendations are discussed in the Housing section of this report.

In 1992, the City Planning Department's Comprehensive Waterfront Plan proposed rezoning for residential development, public access to the waterfront, and development of Van Brunt Street as a residential/commercial corridor to the waterfront. City Planning identified the Red Hook Containerport and the waterfront along the Gowanus Creek up to Van Brunt Street, including Erie Basin, as a Significant Industrial and Maritime Area to be preserved. Partially in response to a request by Community Board 6, presented at a public hearing on October 22, 1992, the City Planning Department is now considering the creation of a mixed use (industrial-commercial-residential) district in the wedge-shaped area between Van Brunt and Wolcott Streets.

The Department of City Planning waterfront study articulates sentiments of Red Hook residents for preserving and expanding, where appropriate, economically beneficial uses on the working waterfront. The study echoes the interest within the community in new housing and commercial development, especially within deteriorated or under-utilized areas of the redeveloping waterfront. The City Planning study also calls for

reestablishment of a public waterfront by creating opportunities for visual, physical, and recreational access by the public to the waterfront.

In the fall of 1993, students in a graduate Planning Studio course prepared a study of Red Hook. The Studio reviewed the work of the 197-a Sub-Committee, held a community workshop, and presented a set of proposals that included elements from the draft 197-a Plan and from Red Hook residents who participated in workshops.

A 1990 Parks Council study, Creating Public Access to the Brooklyn Waterfront, proposed public access to the waterfront between the Coffey Street pier and Van Brunt Warehouses and at Erie Basin.

A 1991 study of the Brooklyn waterfront by New York University generally proposed consolidating industrial uses and promoting residential, commercial and cultural development.

Architect Maria Rosaria Piomelli prepared in 1991 a sketch plan for Red Hook that proposed mixed industrial/residential development, a waterfront theme park, a greenway along Columbia Street, a lake and canal on Richards Street and a plaza over the Gowanus Expressway.

A NYC Department of Transportation (DOT) study, in response to community concerns about truck traffic, proposed routing trucks along Van Brunt and Richards Streets. Community Board 6 proposed instead a truck route on Conover Street. The Department of City Planning Transportation Division is now studying this and other truck routes in Red Hook.

TABLE 10. SUMMARY OF PLAN RECOMMENDATIONS FOR RED HOOK

STUDY/PLAN	RECOMMENDATIONS
City Planning Waterfront Study	Integrated residential/industrial development; public access to waterfront; affordable housing in six-block area; alternate truck routes; subway-bus transfer; rezoning from M in area between Van Brunt and Wolcott Streets
NYU Waterfront Study	Redevelopment of industrial land; public access to waterfront; minority business development; infill housing development
DOT Truck Study	Reroute trucks on Van Brunt and Richards; revised to recommend opening Conover Street
NY/NJ Harbor Study	Ferry at Red Hook Recreation Area
CB 6 Guidelines	Develop vacant buildings and land for mixed income housing; encourage owner-occupancy; form merchants association for Van Brunt and Lorraine Street commercial areas; develop alternate truck route; create free subway-bus transfer; extend B77 bus line
Parks Council	Public access to waterfront at Erie Basin and between Van Brunt and Wolcott Streets
PRATT Institute Graduate Planning Studio	Incorporates major elements found in the 197-a Plan

PLAN PROPOSALS

The starting point for the plan to regenerate Red Hook is the existing Red Hook community – a viable residential neighborhood for 11,000 people and a business location for some 235 firms and 3,700 employees. Our premise is that the seeds for future regeneration lie within Red Hook, and the question we seek to address is how to encourage their growth.

The plan proposals seek, in a variety of ways, to improve the quality of life for Red Hook residents. This means improving job opportunities, the physical environment, and municipal and social services, especially for young people, who make up over a third of the population. The climate for Red Hook businesses must also be improved by enhancing public transportation, municipal services and the physical infrastructure. Support for the growing arts community should include encouragement of live-work opportunities within the community.

In the past two years, there have been important signs of Red Hook's regeneration. New initiatives have been undertaken by tenants and management to improve the quality of life at Red Hook Houses. The Beard Street Warehouses, which were vacant for years, were sold by the Port Authority and are being rehabilitated and rented at competitive rates to attract small industries. This development and Pier 41 have attracted many cultural and community activities and are often pointed to as models for reuse of waterfront buildings by the private sector. Funds have been secured to improve the facades of small retail businesses on Van Brunt Street.

Red Hook has historically been a mixture of industry, housing, commerce and open space. This mixture was once associated with the vitality of the area, and the loss of both industry and housing in recent decades has diminished the historic balance within the community. Even if the maritime industry should revive in years to come, it is important to establish new relationships between the residential community, industry and the waterfront. Cities such as Boston and Baltimore have redefined their approach to the waterfront to include mixed industrial, commercial and residential development that encourages public access to and use of the waterfront.

Red Hook is a paramount waterfront community, surrounded by water on three sides. Few places in the city can offer so powerful a combination of extensive shoreline and breathtaking vistas. Red Hook's proximity to the central harbor and lower Manhattan makes it an ideal location for new maritime activities including small boat storage and repair, a ferry stop, excursion boats, and other water-related and water-enhancing activities. Red Hook is within view of the Brooklyn Heights Promenade, and its revitalization can be linked with the development of the future "Brooklyn Bridge Park"/

Piers 1 through 5 as a major recreational and commercial center. The breathtaking beauty of the Red Hook waterfront, and revitalization of the area, could bring people from other parts of Brooklyn, from Manhattan, Staten Island and New Jersey. In addition, the abundant vacant land near parts of the waterfront provides a unique opportunity for community regeneration.

This plan for Red Hook's regeneration proposes, among other things, a development strategy for the long-term future. It attempts to project a coherent vision of future land use and economic and social development. As shown in the Schematic Plan (see next page), the main physical elements in the future land use plan are:

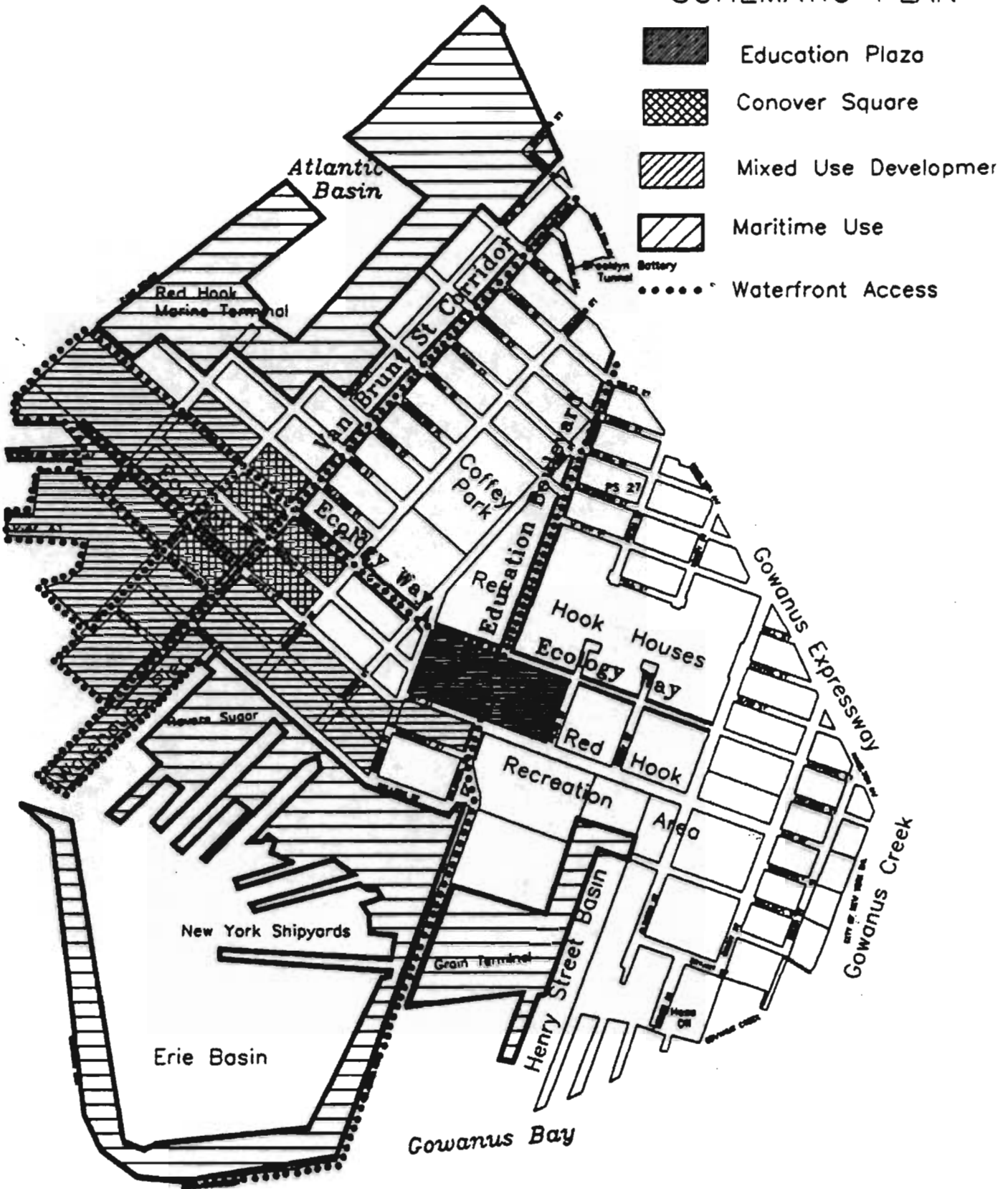
- **New housing.** Construction of 250 units of affordable infill housing in the six-block residentially-zoned area referred to by the Department of Housing Preservation and Development (HPD) as "Conover Square" and the rehabilitation of the City-owned building at 480-500 Van Brunt Street for approximately 150 units of housing, of which 80% would be affordable housing
- New housing and compatible industry in the area, to be rezoned for mixed use, between Sullivan and Van Brunt Streets, and the seven-block area bounded by Coffey, Beard, Van Brunt and Columbia Streets
- Rezoning to promote residential/commercial development on Van Brunt Street between Seabring Street and the waterfront
- In recognition of the importance of youth, establishment of a new educational/commercial center with youth and social services to be known as **Education Plaza**
- In recognition of the importance of the environment, and Red Hook's environmental problems and concerns, creation of a greenway, to be known as **Ecology Way**, along Lorraine, Wolcott, Van Brunt and Coffey Streets
- Improvement of Coffey Park and the Park House as a major public space.

These physical elements are interrelated in a way that seeks to integrate the entire Red Hook community. The **Van Brunt Street Corridor**, **Education Boulevard** (Columbia Street) and **Ecology Way** would be the three main axes connecting the residential and industrial communities, and linking both with the waterfront. A major crossroads is

RED HOOK COMMUNITY PLAN

Brooklyn Community Board 6

SCHEMATIC PLAN



created – Education Plaza, at the intersection of Education Boulevard and Ecology Way. Coffey Park assumes greater importance as a major recreational site for the Red Hook community. And the entire area south of Sullivan Street and west of Columbia Street is identified for new residential, compatible industrial, maritime, and commercial development with public access to the waterfront.

The proposals for development and preservation of Red Hook are further summarized in the following sections: housing, economic development, community facilities and services, transportation, open space and waterfront access, landmarks, zoning, and quality of life issues.

Housing: Rebuilding the Red Hook Community

Housing preservation and development is one of the key elements in Red Hook's future. In addition to the rehabilitation of existing housing units that are now in poor condition, there are many opportunities for the development of new housing on vacant land. Future housing development should combine public and private initiatives, and should contribute to the overall objective of building an economically, socially and physically integrated community.

New housing development is an important element in Red Hook's overall revitalization. It will expand the potential for economic development by increasing the labor force and providing the consumer base for new retailing and services.

New publicly supported housing in Red Hook should help provide a diversity of housing opportunities for a mix of incomes. There should be opportunities for both affordable home ownership, including low- and moderate-income units, and opportunities for rental. Priority for new housing should go to current Red Hook residents. New housing should provide opportunities for tenants in Red Hook Houses and other rental buildings to own and rent elsewhere in Red Hook.

There is widespread consensus in Red Hook that occupied structures should not be acquired by condemnation unless owners and tenants voluntarily agree to it. New housing should be in keeping with the existing scale, density and appearance of the historic low- and mid-rise rowhouse character of the neighborhood, and generally not exceed four stories.

The housing strategy in this plan includes improvements to Red Hook Houses, rehabilitation of existing city-owned buildings, infill housing, and rezoning for new private

and publicly assisted development. Opportunities would be created for artists to occupy studios as residences. We propose the development of 600 new units of housing over the next 5 to 10 years – 250 units of infill housing, 150 units at 480-500 Van Brunt Street, and 200 units on land to be rezoned for mixed use. This is a realistic figure that takes into account the reliance on public funding and delays that can be anticipated. It is expected that public investment will stimulate private investment, and that in the long-term, over a period of 20 to 25 years, another 2,000 units will be built, bringing Red Hook's population back to the 1950 level.

- **Physical Improvements at Red Hook Houses.**

The New York City Housing Authority (NYCHA) has undertaken modernization activities at Red Hook Houses involving an investment of more than \$50 million. Improvements include new boilers, elevators, roofing, kitchens, landscaping, handicap ramps and other items. The NYCHA should continue to work with the tenants at Red Hook Houses to improve maintenance of public areas, including elevators and lighting. This cooperation is the basis for expanding the role of Red Hook tenants in decision-making that affects their housing and environment.

With funds from the HOPE program, the NYCHA has undertaken an Urban Revitalization Demonstration program in the Rockaways, Queens. Under this program, federal funds are used for planning and implementation of physical improvements and social programs, both within the NYCHA projects and off-site. NYCHA should designate Red Hook Houses for future funding under this program.

- **Improved Security at Red Hook Houses.**

The most effective way to improve security is to expand opportunities for education, employment and recreation, especially for Red Hook youth. In 1993, the NYCHA initiated the Security Pact program in Red Hook. Under this program, the tenants associations at Red Hook Houses, NYCHA staff, Housing Authority Police, New York City Police and the District Attorney's office have been seeking strategies to reduce crime, drugs and violence. NYCHA has programmed the installation of buzzers, locks, intercoms and lighting. NYCHA's three-person Social Impact Team has focused on improving opportunities and services for young people in Red Hook. This program began only recently. NYCHA should ensure that this team continues on a permanent basis in Red Hook.

- **Comprehensive Community Development Plan.**

The Department of Housing Preservation and Development (HPD), in close cooperation with the Department of City Planning, the Economic Development Corporation and Community Board 6, should undertake a comprehensive community development plan for the rehabilitation and new construction of housing in Red Hook. This plan should include:

1. Infill Housing.

The abundance of scattered vacant land in parts of Red Hook contributes to negative images of the community. Vacant land is often used for illegal open storage and dumping.

The six-block residentially-zoned area referred to by HPD as "**Conover Square**", located south of Wolcott Street, contains approximately 100 vacant lots, most of them in private ownership. (The six tax blocks are: 565, 575, 576, 586, 587, and 597.) These vacant lots are in close proximity to occupied residential structures.

In this area, there are 58 buildings with residential uses and three industrial properties, as well as 26 retail and service businesses. By acquiring the vacant lots and combining them with city-owned lots, it would be possible to construct about 250 units of housing, mostly one- and two-family homes. On the Van Brunt Street frontage, three- and four-family infill housing, with the option of a ground floor retail unit, should be constructed. The result, therefore, would be a mix of owner-occupied and rental units.

The new housing in this area could be made affordable to Red Hook residents if land costs are nominal as a result of the use of condemnation to acquire vacant parcels, and if additional subsidies are made available through HPD home ownership programs. Owners of existing buildings in this area should be encouraged to improve their properties and assisted through HPD's low-interest loan programs. Condemnation should not be used to acquire occupied structures unless owners and tenants voluntarily agree to it. Relocated owners and tenants should have priority in new and existing publicly-financed housing in Red Hook. Redevelopment should be phased so that replacement units are available before any relocation takes place.

The rezoning plan presented in the Zoning section of this report includes rezoning on the side streets from R5 to R5B to promote new development in keeping with the character of existing rowhouse development in Red Hook. The

proposed R5B zone would minimize curb cuts and front yard use for parking. The proposed rezoning to R6A/C1-3 on Van Brunt Street would encourage the typical three to four story structure built to the street line, providing retail use to the maximum permitted commercial floor area on the ground floor.

2. New Development on Land To Be Rezoned.

The six-block area mentioned above is already zoned for residential development. In addition, it is reasonable to expect that the public investment and rezoning proposed in this plan will lead to new private investment in Red Hook. In the Zoning section of this plan there are proposals to rezone sections of the community from manufacturing to mixed use, which would permit new residential development. There are several blocks near the six-block "Conover Square" that have sizeable vacant parcels of land and are currently zoned for manufacturing. Development on these blocks could yield an additional 200 units of housing over the next decade. This new development would be mostly private development stimulated by public investment in housing and infrastructure. In addition, HPD should consider adding sites in this area to its community development plan.

3. Rehabilitation of City-Owned Buildings.

Vacant and occupied city-owned buildings in Red Hook should be rehabilitated. The city-owned building for which rehabilitation would have the greatest impact, because of its size and location, is a five-story building at 480-500 Van Brunt Street. This is a partially vacant building at the end of Van Brunt Street abutting the waterfront. Redevelopment of this building could promote revitalization of the waterfront, commercial regeneration of the **Van Brunt Corridor**, and development of new private housing initiatives. An estimated 150 dwelling units could be created by converting this building. It is proposed that HPD, in close collaboration with Community Board 6, issue a Request for Expression of Interest, as a precursor to a Request for Proposals, for rehabilitation of this building with the following guidelines:

- a. Ground floor retail with owner-occupied residential units above;
- b. A mix of apartment sizes, including larger units for families and artists, with an average net size of approximately 850 square feet.
- c. An approximate income mix as follows: 20% for households earning under \$20,000/year, 60% earning \$20-53,000, and 20% above \$53,000.

It is recognized that conversion of this building for residential use will require substantial restructuring to allow for adequate light and air. This cost could be partially offset by returns from the sale of the commercial space and higher-priced units. The upper floors have expansive views of New York Bay and lower Manhattan. Every effort should be made to relocate the existing tenant to comparable warehouse space within Red Hook.

Other vacant city-owned buildings requiring rehabilitation are: 378-80 Columbia Street, 148 Conover Street, 191-193-195 Richards Street, 68 Dikeman Street, 393 Van Brunt Street, and 436 Van Brunt Street. Occupied city-owned buildings needing different levels of improvements are: 60 Nelson Street, 68-70 Nelson Street, and 91 Verona Street. These buildings may be needed for the relocation of tenants from sites within the community development area.

Economic Development

Within Red Hook's boundaries are the essential elements of a dynamic economic regeneration. Abundant and inexpensive land, good access by car and truck to all parts of the city from a central location, and a large potential labor pool are the basis of Red Hook's future revival. Already home to many long term and successful businesses, Red Hook can achieve economic fulfillment with the introduction of careful planning and sufficient public funding and support. Plan proposals focus on expanding opportunities for new jobs for Red Hook residents, job training and referral, locally owned business, and commercial revitalization. We wish to promote industry that is compatible with the residential community while maintaining the historic mixture of housing and industry.

These proposals build on other aspects of the Plan aimed at strengthening Red Hook's industrial community and maritime activities by preserving industrial zoning in strategic areas, improving security and sanitation services, and enhancing access to public transportation. New compatible industrial development is encouraged in the wedge-shaped area between Sullivan and Van Brunt Streets and the seven block area bounded by Coffey, Beard, Van Brunt and Columbia Streets. New commercial development is encouraged at Education Plaza, along the Van Brunt Street corridor, and in the Lorraine, Columbia and Clinton Street commercial areas.

What follows is a vision for the revitalization of all elements of Red Hook's economy based on a partnership of mutual fulfillment among the commercial, industrial and residential sectors.

● **Red Hook should be an economic development priority for the City of New York.** The City's Economic Development Corporation (EDC) should undertake a comprehensive economic development plan and implementation strategy for Red Hook. Guided by the specific recommendations in this 197-a Plan and in close collaboration with Community Board 6, EDC'S comprehensive development plan should include but not be limited to:

- Identification and assessment of industries suited for placement and growth in Red Hook, including an evaluation of their job-generating potential and compatibility with a mixed-use community
- Identification and assessment of methods that foster business start-ups and expansion as part of an aggressive business incubator program
- Evaluation and assessment of the Erie Basin waterfront, including the Revere Sugar, New York Shipyard and Grain Terminal sites, to determine appropriate and feasible maritime or alternative uses consistent with the principles of local job generation, compatibility with the mixed-use community and public access to the waterfront
- Development of incentives for private sector initiatives to provide affordable space and attract businesses and jobs compatible with the Red Hook community
- Outline of existing public programs, such as financing and incentive programs, that could be used in attracting and retaining businesses
- Determination of appropriate marketing and promotional efforts that could be undertaken to highlight Red Hook's competitive advantages and the successful experience of existing industries and businesses
- Identification and assessment of government and private resources for job preparation, training, apprenticeship, placement and support services
- Examination of available city and privately owned properties that could be targeted for economic development activities
- Establishment of a methodology for implementing approved programs and initiatives, coordinating with other city and state agencies, identifying additional resources, and evaluating the effectiveness of the economic development plan.

- **One Percent for Economic Development**

We propose that a minimum of one percent of funds for all projects within Red Hook financed by city and state agencies be designated for employment generation. These funds can be used to finance comprehensive programs through local non-profit organizations for job training and skills development, especially for young people in Red Hook. Given the critically high level of unemployment in Red Hook, all public investment should include such a designated amount for job creation and economic development.

Expanded job training and referral services for local residents and employers should link and strengthen the relationships of all business sectors of Red Hook to the local labor force. While referral services should be expanded, funding for job training is critically needed, especially in the form of programs that provide apprenticeship jobs for local residents with local industries. The Department of Business Services and Department of Employment should implement programs that encourage the formation of links between all segments of this community.

- **Maritime Industries and Waterfront Use**

The Red Hook Marine Terminal should be preserved for maritime use. It is New York City's only active container and break-bulk terminal. It plays an important role in regional goods movement and provides a barge/container service to New Jersey that alleviates local truck traffic. The section of the waterfront between Erie Basin and Gowanus Creek contains other active maritime uses, which should also be preserved.

Upgrading needed at the Red Hook Marine Terminal includes replacement of pilings on piers, dredging, and general improvement of the facilities. The Port Authority should guarantee long-term financing for the equipment at the terminal. Additionally, the Port Authority should actively market the facility, both domestically and internationally, as a major containerport. Terminal operators should receive tax incentives comparable to those available to maritime industries in New Jersey. They should also be allowed to operate under more reliable and competitive multi-year barge/container service lease agreements.

- **Education Plaza** is proposed as a major development center between Lorraine and Bay Streets near Red Hook Houses that would combine new community facilities with new and existing retail development. At this location, Education Plaza would establish a strategic link between the Red Hook Houses, Red Hook Recreation Area, and the waterfront. The intersection of Columbia and Lorraine Streets would become a major new crossroads in Red Hook. As part of the comprehensive economic development plan for Red Hook, the Economic Development Corporation should give priority to the development of Education Plaza. One of these blocks is occupied by the Big R

supermarket, Red Hook's major supermarket. The supermarket can enhance the streetscape at Education Plaza by placing entrances on Columbia Street.

The Lorraine Street frontage between Columbia and Hicks Streets includes nine storefronts, not all of them used for retailing. Three of the storefronts are vacant. Commercial revitalization funds should be used to help improve these storefronts and the sidewalk.

Other blocks in the area are occupied by open storage, truck parking, and two large industries, including a waste transfer station. These industries could possibly be relocated to another area of Red Hook with low interest funding available to them. Federal, State and City agencies should expedite approvals to avoid loss of revenues to these industries.

Detailed plans for Education Plaza, to be developed by EDC, HPD and the School Construction Authority in close cooperation with Community Board 6 and representatives of the residential and business community would identify specific parcels in the area for new community facilities and commercial development.

The centerpiece of Education Plaza would be a New Vision/ Beacon School encompassing grades 7 to 12. This school would house 500 to 700 students in a new building occupying a full block, and would develop programs in conjunction with institutions of higher learning beyond Red Hook to allow the students to gain a broad vision and an enhanced educational experience. The school would be near the Red Hook Recreation Area, which would be a resource for student activities.

- **Expand funding for commercial revitalization** along Van Brunt Street and the commercial areas of Lorraine, Columbia and Clinton Streets. City and state agencies, particularly the City's Economic Development Corporation and the State Urban Development Corporation, should promote comprehensive commercial development that is compatible with the residential community. There is a need for many new retail shops in Red Hook, a view expressed by many of the residents of Red Hook in community forums. This need will grow as the residential community expands. The Economic Development Corporation and the Department of Business Services should work directly with Community Board 6 and Red Hook businesses to design and implement a plan for these opportunities. In addition to business incubator support, these agencies should focus on public investment in street improvements to support local retailing and services. These improvements would include street trees, lighting, sidewalk amenities (such as benches) and attractive signage. Storefront revitalization programs should include businesses in all parts of Red Hook.

The Van Brunt Street corridor is a major commercial/ residential corridor with the largest number of retail outlets in Red Hook. Since Van Brunt Street extends the length of Red Hook from Hamilton Avenue to the waterfront, and bisects an area with vacant land, it can become a unifying element in a revitalized neighborhood. Three to four story buildings with ground floor commercial uses, typical of Van Brunt Street, should be developed along this corridor. This would be facilitated by zoning changes proposed in the Zoning section of this plan.

In the Columbia Street commercial area, the NYCHA storefronts and other small businesses can benefit from physical improvements. This area should be studied in EDC's comprehensive plan, and the Department of City Planning should study rezoning to promote business development.

The Clinton Street commercial area's business environment would be improved by public investment to enhance pedestrian circulation across Hamilton Avenue and on Clinton Street. As one of the widest streets in Red Hook, Clinton Street offers an opportunity for infrastructure enhancement including introduction of a median strip featuring benches, trees, improved lighting and other amenities. With the development of such a pedestrian mall, four lanes of parallel parking could replace the present diagonal parking configuration. These changes would enrich the streetscape, improve pedestrian safety, and enhance the commercial appeal of the street. The continued operation of the Post Office on Clinton Street is key to the vitality of this commercial district.

- **Industrial and Commercial Incubators**

Local entrepreneurship should be encouraged through the establishment of incubator programs. The New York City Housing Authority (NYCHA) recently sponsored a workshop that offered training and technical assistance in preparing a business plan, doing a market study, and preparing budgets and financial projections to secure bank financing for small start-up businesses. NYCHA is also considering making storefront space on Clinton Street available for local entrepreneurs. This kind of activity should be encouraged and supported. Local non-profit corporations can play an important role in enterprise development, training, financing and the location of physical space. One of the most important tasks is securing financing for new economic activities.

- **Job training and referral services** should be expanded for local residents and employers. Efforts to link industries and the Red Hook labor force should be strengthened. While referral services should be expanded, funding for job training is critically needed. The only job training in Red Hook is a limited program funded by NYCHA at Red Hook Houses. A program is needed that will provide apprentice jobs for

Red Hook residents with local industries. The Department of Business Services and Department of Employment should work with local organizations and businesses towards these objectives.

A major opportunity for on-the-job training could be in food services. Red Hook could be the home of a major restaurant school with a chef's apprenticeship program tied to a waterfront restaurant. The program would provide comprehensive vocational training leading to lifetime careers in a field with high pay and creative opportunities. Funding could be sought from the Department of Health and Human Services Job Opportunities for Low-Income Individuals Program. The waterfront restaurant, with an institutional link to the apprenticeship program, could be located at 480-500 Van Brunt Street.

- **The Economic Development Corporation should study and promote the development of cultural and historical attractions** to encourage tourism and visitors to Red Hook's commercial centers and waterfront. Cultural activities already flourish at a number of restored historic structures, such as the Beard Street Warehouses and Pier 41, and there is a growing community of artists who live and work in Red Hook. In May of 1994 the Brooklyn Waterfront Artists Coalition displayed the works of 150 artists at the Beard Street Warehouses and drew 2,000 visitors to the art show. Many structures in Red Hook, all of great appeal and ideal candidates for historic restoration and preservation, would contribute to the viability of tourism. A Trolley Museum has opened at the Beard Street Warehouses and there are plans to start a trolley line along a section of the waterfront. This line could be extended to link Red Hook with the Brooklyn Heights waterfront and downtown Brooklyn, perhaps utilizing the tracks from the former trolley lines on Van Brunt and Richards Streets. Another possibility is the development of an industrial museum as a partnership project between the public sector and private industry. Seasonal tourism could have an impact on the local economy and bring in revenue and jobs.

Red Hook's growing arts community should be supported with funding and access to permanent building space within the community. Needs that have been identified by the arts community include space for a community theater, dance company and general purpose performance space, all of which would promote Red Hook's cultural attractiveness.

- **Development of Red Hook as a film and media arts zone**

Expansion of the film and media industries in Red Hook should be encouraged as a way of promoting the area as a major media center. Already, Red Hook is well known to the industry and is continuously used as a site for filming because of its varied physical

environment. Red Hook is also home to businesses that supply services to the film and media industries such as set and stage design, stunt car modification, and commissary provision. Red Hook's location is ideal since it offers easy access to producers and directors in the central city through the Battery Tunnel while avoiding the problems of congestion, high rents, and other costs associated with Manhattan.

The development of a strong and diversified media support industry would allow many segments of Red Hook's economy to participate in a market sector of importance to the whole city. Red Hook's vibrant community of artists would play a complementary role by supporting the growth of back lot services to filmmakers and theaters. There are related spin-offs to the architectural and restoration arts. The same skills, fabrication methods, and equipment used in the media field could be redeployed to meet the specialized architectural and interior needs of New York's many historic communities, including woodworking, ornate plaster casting, period furniture making, and so on. Local growth in these fields should create employment opportunities for residents throughout Red Hook, and it could allow many of Red Hook's unemployed young people to gain valuable skills while entering a varied and important job sector.

We urge that the Mayor's Office of Film, Theater and Broadcasting work with local business and community groups to develop Red Hook into a diversified film and media back-lot zone that would provide support services to this vital industry.

- **The organization of the Industrial and commercial sectors.** We encourage the development of organizations composed of business members that provide services to the business sector as well as the larger community, including security, sanitation, job referral, physical improvements, market development and so on.
- **Red Hook should be part of any newly designated Economic Development Zone** in south Brooklyn, so that businesses can receive assistance and services, and efforts to expand employment opportunities can receive additional support from federal, state and local governments.
- **Waste Facilities.** In numerous public forums, Red Hook residents and businesspeople have expressed their opposition to the location of waste transfer stations and waste treatment facilities within the community. They have lived with putrescible, noxious, toxic, carcinogenic, and rodent-infested facilities for many years. They have seen the impact these facilities can have on the quality of life, and they have witnessed the inability of government to control violators of environmental regulations. There are concerns for the health of residents and their children; life in close proximity to a waste facility can mean health problems, housing abandonment and economic decline. Renters, homeowners, potential home buyers, investors, and industries become discouraged when confronted with the problems associated with waste facilities.

New industrial development in Red Hook should not conflict with the proposed commercial and residential plans for adjacent areas. In addition to the zoning changes proposed in this plan, other extraordinary measures may be necessary to protect the community from new waste facilities. (See Appendix B.)

- **Redevelopment of the Revere Sugar and the Grain Terminal sites** for maritime use, if possible, and in ways that generate employment for Red Hook residents. City and state agencies should, in collaboration with property owners and Community Board 6, prepare alternative proposals for the redevelopment of these sites. Revere Sugar is privately owned and the Grain Terminal is owned by the Port Authority of New York and New Jersey. The City's Economic Development Corporation can play a key planning and coordinating role in these tasks, and they should actively work with the site's owners and Community Board 6 to review and assess alternative proposals and to initiate a plan.

Vacant for many years, these sites are strategically located near the Erie Basin and the Beard Street Warehouses. Planning for these sites requires careful and comprehensive analysis. We desire to maintain the integrity and continuity of maritime uses in Erie Basin. However, we recognize that these large parcels, characterized by the presence of heavy industrial equipment and structures, could lend themselves to other forms of creative redevelopment that encourage waterfront activities(see Table II).

Removal of the heavy industrial equipment on the piers at Revere Sugar would, if necessary, be costly. Upland portions of the site offer opportunities for profitable development. Solutions should be examined that make use of the entire site in a novel and creative way that does not conflict with the residential community.

The Grain Terminal, as a signature building, and its surrounding land can lend itself to traditional as well as new uses, and its proximity to Education Plaza and the waterfront make it an important candidate for development.

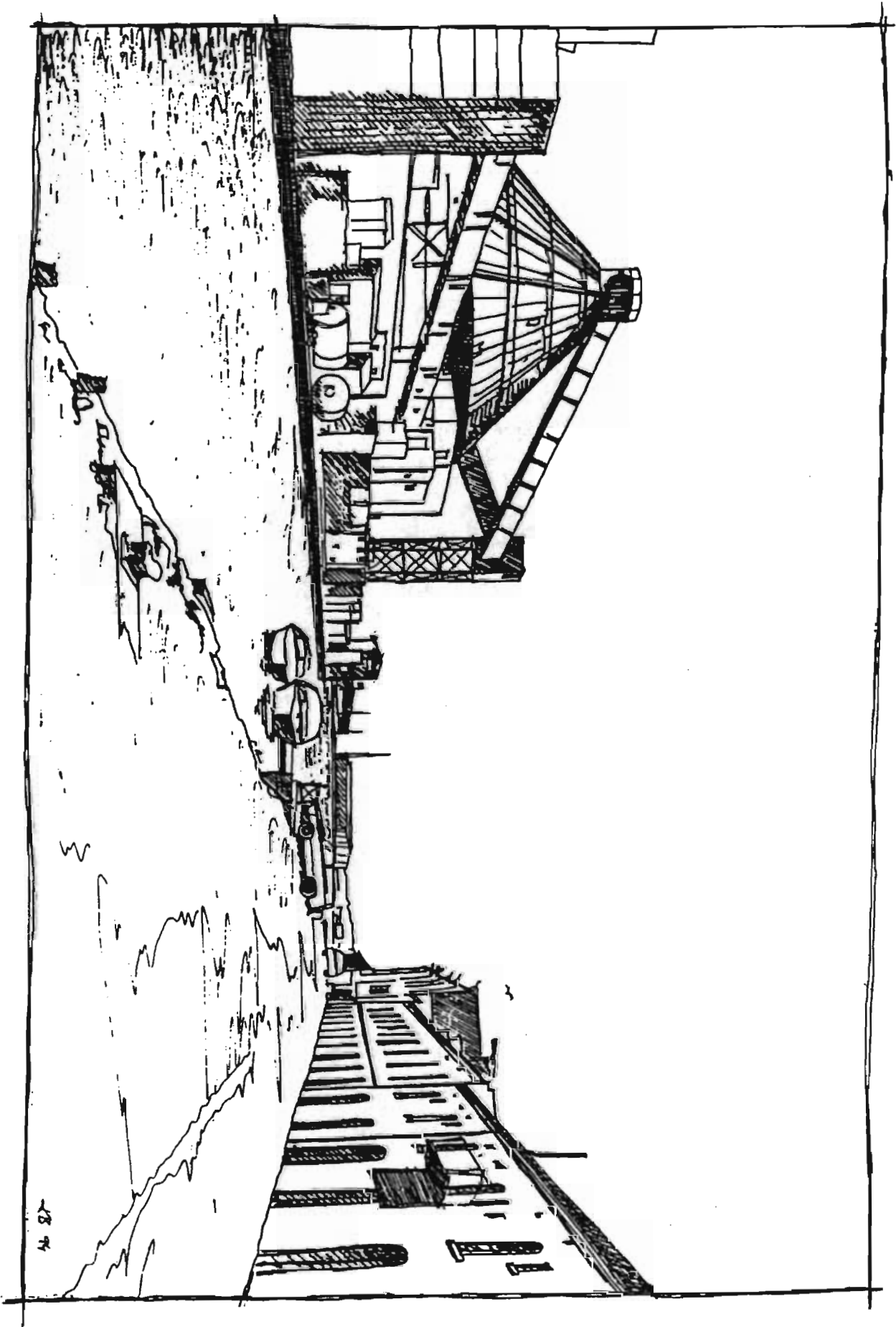
- **Support continued and more intensive use of the New York Shipyard site.** This privately owned large site on Erie Basin is the largest and most complex industrial parcel in the area. It is located on 48 acres, half of which is under water. It includes some 400,000 square feet of building space, most of it vacant. The structures could house office space, warehousing and large scale industry. City and state agencies, in cooperation with the property owner and Community Board 6, should prepare alternative development proposals for continued maritime use of the dry dock facilities and for re-use of other parts of the site.

Table 11. Examples of Re-Use of Specific Sites

These examples are provided for illustration purposes only. They do not necessarily represent an endorsed proposal of this plan. They are offered solely to demonstrate some imaginative ideas for adaptive re-use of sites.

<u>Project Name</u>	<u>Site</u>	<u>Description</u>
Animal Feed Products	Grain Terminal	Recent advances in technology now allow forage and animal feed products to be converted into pellets that permit easy storage and shipment to distant markets. The Grain terminal is strategically positioned to be a link between the major growing regions of upstate New York and the international markets of the Third World that urgently need these products. Barges, linking the upstate production areas to the Grain Terminal site, would bring raw materials in for processing prior to overseas shipment by sea to rapidly growing markets for these products.
NY Flower Market	NY Shipyard	This major site could house the NY flower market wholesale operations; high speed commercial water-links to the airports, Manhattan and New Jersey would reduce local truck impact; small panel truck pick-up and distribution of flowers would have quick access to the central city via the Brooklyn Battery Tunnel and the Gowanus Expressway; Red Hook is a central location in easy reach of all sources of supply and market destination. This adaptive re-use is consistent with the maritime history and use of Red Hook's waterfront.
Maritime/Industrial Museum	Revere Sugar	New York City has the Battleship Intrepid Museum and the South Street Seaport with historic ships, but no museum of the working waterfront. A living maritime museum at the Revere site could include: an active or inactive cargo ship; barges with educational and cultural activities; tugboat tours; a longshoreman's museum; an overlook of Erie Basin and New York Bay. Upland portions of the site would include the historic Clay Retort/ Fire Brick Works.
Pier 41 and Beard Street Warehouses	Waterfront Warehouses	Now under active restoration and development, this site is being successfully reused by the present owner; shops, light industry, cultural amenities, and a trolley museum are some examples of the types of uses that are encouraged and planned within a context of preservation and sensitive contextual development

The Revere Sugar site as seen from Beard Street



Community Facilities and Services

Red Hook's community facilities need to be preserved and developed and services expanded to meet present and future needs. The need to serve Red Hook's large population of young people is especially critical.

- **Education Plaza** would attract a variety of educational and cultural activities, especially those oriented toward serving youth. A 500-student school, arts programs, a day care center, health care facilities, teen centers, and other community programs could be located here.

The main element in Education Plaza will be a 500-seat New Vision/Beacon School serving grades 7 to 12, as mentioned in the Economic Development section of this plan. The new school would help empower the Red Hook community to focus on the needs of adolescents and their futures. The school would bring students from other parts of the city. It would establish standards of academic excellence and provide young people with usable skills. The school should have a formal link with an institution of higher education and encourage students to continue their education beyond high school. Apprenticeship programs linked to businesses in the community should be part of the school curriculum. Included in the curriculum should be instruction in mediation and conflict resolution. The proposed location for the school would allow for use of the Red Hook Recreation Area for athletic programs and for the establishment of programs related to the waterfront.

Education Boulevard (Columbia Street) would bisect Education Plaza. The street would be physically improved with new lighting, paving, bus shelters, trees and benches. The proposed Brooklyn Waterfront Trail could run the entire length of Columbia Street to the waterfront. Along Columbia Street, in the community rooms on the lower floors of the Red Hook Houses, there could be reading rooms with resource materials and computers, day care centers, tutorial centers, and young adult lounges. There is a particular need for a job training and referral office serving out-of-school youth. This facility could be established with support from the Department of Business Services. Education Boulevard is a proposed planning approach and not a proposal to change the name of Columbia Street.

- **Ecology Way** – Lorraine, Wolcott, Van Brunt and Coffey Streets – is proposed as a major corridor linking all of Red Hook. It would link the Red Hook Recreation Area, Education Plaza, the Red Hook Branch Library, the Patrick Daly School, the new infill housing at "Conover Square", Van Brunt Street, and the Coffey Street recreational pier. These streets should be improved to facilitate safe pedestrian movement. Improvements would include decorative paving, preferably with cobblestones, trees, street lights, uniform

signage and benches. Lorraine Street offers opportunities for new community facilities as well as small businesses. Along Wolcott and Van Brunt Streets, new housing is proposed. Coffey Street includes blocks with cobblestone streets and brick rowhouses. New environmental projects should be encouraged along Ecology Way. Ecology Way is a proposed planning approach and not a proposal to change existing street names.

- **The after-school programs at the Patrick Daly School are valuable assets that should be preserved and expanded. All schools in Red Hook should have after-school program components. Funding should be made available for after-school programs at PS 27.**
- **The Department of Youth Services should expand funding for comprehensive youth programs that address a variety of youth interests and needs. More programs should promote role models and mentors for youth in the community.**
- **To promote library use and encourage reading, the Red Hook Branch Library should establish three satellite reading programs in each of the following areas: Coffey Park, Clinton Street, and in the Red Hook Houses. Library hours need to be expanded, and there should be more activities for young readers.**
- **Given the concern among Red Hook residents about the impact of some of the heavy industries and waste transfer stations in Red Hook, the NYC Department of Environmental Protection should undertake a program of environmental monitoring such as the Environmental Benefits Program instituted in Greenpoint/Williamsburg. This would provide residents with information about existing industries, assist industries in making their operations more compatible with the residential community, and assist residents in securing compliance with regulations.**
- **There is a need for specialized health services in Red Hook. Family care including pediatric, adolescent and geriatric health services are urgently needed. There is presently only one health center in Red Hook, and space in that facility is limited. The Health Systems Agency should conduct a community-wide health assessment to determine unmet health care needs and establish locally based health care services. New health services should be located in Education Plaza. We encourage the development of private health services along Red Hook's commercial streets.**

- Red Hook's two elementary schools, the Patrick Daly School and PS 27, have sufficient capacity to accommodate an estimated 780 additional school children. The construction of over 2,600 units of housing would generate the need for elementary school space for an estimated 650 children.

Transportation

Transportation deficiencies contribute to the perceived isolation of Red Hook and many of the real problems experienced by Red Hook businesses and residents. Improved transportation links in Red Hook and with the rest of Brooklyn and New York City can support efforts to revitalize Red Hook and promote economic and housing development. Many businesses chose not to locate or stay in Red Hook because of the time and high cost of commuting for employees.

One change that would have widespread impact on Red Hook's economic regeneration is elimination of the double fare for mass transit users. Prospects for industrial and commercial development would improve if work trips to Red Hook were not so costly. Prospects for residential development would improve if Red Hook residents had better access to the regional job market.

- The NYC Transit Authority should make Red Hook a one-fare zone so that there is a free transfer from the F and G trains at Smith and 9th Streets and the R and N trains at 4th Avenue to the B77 bus. There should also be a free transfer between the B61 bus and the Borough Hall subway stations in downtown Brooklyn. This will help lower labor costs to Red Hook industries and expand employment opportunities for Red Hook residents.

- The B61 bus route, at the Red Hook end, should be extended to the east to serve Red Hook Houses, with stops at major businesses. Waiting time should be shortened by adding additional buses during all hours of operation.

- The escalator at the Smith & 9th Street station breaks down frequently; it requires repair and ongoing maintenance, and perhaps replacement, by the New York City Transit Authority.

- As Red Hook's population and industry grow, the potential for ferry service will also grow. As suggested in the Department of City Planning's Waterfront Plan, the

Department of Transportation should consider the feasibility of ferry service from the Coffey Street Pier and the end of Van Brunt Street. This service could begin as a stop along another route and expand in accordance with the growth of demand.

- To better link Red Hook with Manhattan, the Metropolitan Transit Authority should immediately establish regular-fare bus service from Red Hook to lower Manhattan via the Brooklyn Battery Tunnel. The Battery Tunnel entrance is only minutes away from Red Hook. The route should include Clinton, Lorraine, Wolcott, and Van Brunt Streets in Red Hook, and Union and Columbia Streets in Columbia Terrace.
- One of the most frequent complaints of Red Hook residents is truck traffic. Trucks on Van Brunt Street have been a constant source of complaint, and it is suspected that vibrations from heavy trucks have contributed to the collapse of several houses in the area. Therefore, controlling truck traffic on residential blocks is a priority for improving the quality of life in the residential community.

The Port Authority of New York and New Jersey and the Department of Transportation should work in close cooperation with Community Board 6 and with Red Hook civic and business interests to implement the Board's proposal for a truck route on Conover Street to replace the Van Brunt Street truck route. The Port Authority should open up that section of Conover Street currently within its property for this purpose. The route would be generally aligned with the existing Conover Street and would extend from Summit Street to Pioneer Street. It would be located immediately west of the Mercedes warehouses at the edge of the Red Hook Marine Terminal.

Columbia Street should no longer be designated a truck route because it bisects the heavily populated Red Hook Houses. Trucks would conflict with its function as the proposed Education Boulevard and the proposed Brooklyn Waterfront Trail. We believe there is little current usage of Columbia Street by heavy trucks. Clinton Street should no longer be designated a truck route because it serves Red Hook Houses, Red Hook Recreation Area, two day care centers, a shopping area and the post office. Clinton Street between Hamilton and Lorraine Streets should be redesigned with an attractive median, including benches and trees.

Trucks entering and exiting at the eastern end of Red Hook can do so on two other designated truck routes: Court and Smith Streets. Since parked trucks often block the roadway on Smith Street, enforcement of parking regulations on Smith Street by the Department of Transportation would improve its capacity. The Department of Transportation and Department of Business Services should assist local businesses in

resolving truck parking and loading problems. Truck routes in Red Hook should be clearly marked and "No Truck" signs installed on major residential blocks.

- Another frequent complaint by Red Hook residents is speeding traffic and dangerous conditions on the main Red Hook streets: Van Brunt, Richards, Clinton, Columbia and Bay Streets. We support efforts by the Department of Transportation to study the feasibility of various traffic calming measures in Red Hook. Major intersections requiring treatment are: the intersections of Van Brunt Street with Pioneer, Sullivan and Wolcott; the intersections of Richards with Sullivan and Wolcott; the intersections of Clinton with Hamilton, Lorraine and Bay; the intersections of Columbia with West 9th, Lorraine and Bay.

- There are two main gateways to Red Hook that should be enhanced for vehicles and pedestrians. Clinton Street carries the bulk of pedestrian traffic and Van Brunt Street carries a large proportion of vehicular traffic. In addition, the pedestrian bridge near Henry Street is especially important for students attending JHS 142. These entrances to Red Hook should be enhanced visually to make them attractive gateways into the community. The Columbia Street entrance is currently narrowed for Battery Tunnel official parking. This narrowing helps limit heavy traffic on Columbia Street, a residential street; it should be well maintained and made more attractive. Improvements to properties on Hamilton Avenue on both sides of the Battery Tunnel entrance could enhance perceptions of Red Hook.

- Of particular importance are the crosswalks at the intersection of Hamilton Avenue, 9th Street and Clinton Street because this is the main gateway to Red Hook for pedestrians, including people going to and from the subway station at Smith and 9th Street. Crossing six lanes of traffic and a wide median under the Brooklyn-Queens Expressway can be an unpleasant and dangerous undertaking. The City and State Departments of Transportation should cooperate to improve the safety and appearance of this crossing, creating a more attractive environment for pedestrians. This should include clear pavement markings, improved overall design, street-level lighting, and improvements to the median including ramps to street level.

- The Department of City Planning proposes to include Red Hook as part of a Brooklyn Waterfront Trail. This would entail improvements for bicycles and pedestrians and access to the waterfront for both. We support the development of bicycle lanes and enhanced pedestrian walkways to allow Red Hook to offer its residents and visitors alternative means of travel, and connections to the growing network of non-vehicular

routes planned throughout the city. We also encourage the discovery and exploration of Red Hook by diverse means by those who live beyond Red Hook's boundaries.

- One of the most attractive features along Red Hook's waterfront are the cobblestone streets. **Cobblestones** should be preserved in all Red Hook streets where they still exist and restored on other streets according to a long-range plan. The Department of Transportation should not place asphalt on cobblestone streets and all street resurfacing and reconstruction projects should guarantee preservation of the cobblestones. On the main Red Hook corridors identified in this plan – Van Brunt, Columbia, and Wolcott, Lorraine, and Coffey Streets – street reconstruction and traffic calming projects should maximize the use of cobblestones.

Open Space and Waterfront Access

Red Hook's waterfront is its most valuable physical asset. The history of Red Hook is tied to the productive use of the waterfront. Expansive views of New York Bay and Manhattan make the Red Hook waterfront an extraordinary place for leisure activities. We support the general thrust of the waterfront proposals by the Department of City Planning, Parks Council and New York University that seek to preserve and enhance the waterfront for maritime use and for the enjoyment of the public. One of the long-term challenges is to physically link Red Hook by trolley, ferry and public transit with other portions of the city's waterfront – Brooklyn Bridge Park (Piers 1 through 5, Fulton Ferry, Empire Stores), Sunset Park and lower New York Bay in Brooklyn, Governor's Island, Ellis Island, Liberty Island and Manhattan.

- The City Planning Department's Waterfront Plan proposes designating as a **Significant Industrial and Maritime Area** the Red Hook Marine Terminal and the section of the waterfront between Erie Basin and Gowanus Creek. This reflects the strategic economic importance of preserving these areas for maritime and industrial use. The Red Hook Marine Terminal is the only active containerport in New York City. Erie Basin Bargeport, New York Shipyard and Hess Oil are among the active maritime users in Red Hook. Two main waterfront sites in this area – Revere Sugar and the Port Authority Grain Terminal – are vacant, and New York Shipyard is underutilized. As proposed in the Economic Development section of this plan, the Economic Development Corporation should work with property owners and Community Board 6 to promote the timely redevelopment of these sites for maritime or other waterfront uses consistent with the principles of local job generation, compatibility with the residential community and public access to the waterfront.

- Even while most of Red Hook's waterfront continues to be used for industrial and maritime purposes, there must be linkages between the upland residential community, open space resources and the waterfront. The proposed **Education Boulevard and Ecology Way**, and the existing street network, can provide these links. **Education Boulevard (Columbia Street)** would link Red Hook Houses, the Red Hook Recreation Area and the proposed **Education Plaza** with the waterfront at Erie Basin. The promenade to be built at Erie Basin will provide spectacular views of New York Bay. **Ecology Way (Lorraine, Wolcott, Van Brunt and Coffey Streets)** would link the Red Hook Recreation Area, Red Hook Houses, **Education Plaza**, the Red Hook Branch Library, and the Patrick Daly School with the waterfront. The fences at the end of Wolcott Street, which is a mapped city street to the waterfront, should be removed and the street end improved with a sitting area to facilitate viewing of New York Bay and the Manhattan Skyline.

Other streets providing key linkages to the waterfront are Van Brunt, Conover and Coffey. Van Brunt and Conover Streets end near the Beard Street Warehouse and 480-500 Van Brunt Street. Coffey Street terminates at Pier 39 (the Coffey Street Pier).

The streets identified as waterfront links should have street and sidewalk amenities, as elaborated in the section on Community Facilities and Services.

- Continuous waterfront public access should be provided in perpetuity in the area between Van Brunt and Wolcott Streets. This proposal was advanced by the Department of City Planning and the Parks Council. However, since most of the waterfront in this area is now privately owned, including the ends of Van Brunt and Conover Streets, implementation of this proposal will require the cooperation of private owners. The main property owner has endorsed this idea in principle. To implement this idea, the Department of City Planning should prepare a Waterfront Access Plan in conjunction with the proposed rezoning of the area. The proposal should include a public space to the east of Conover Street and adjacent to 480-500 Van Brunt Street on the waterfront. This area is now vacant. Because of the large investment needed to undertake these projects, and potential liability of the private owner, establishment of a public-private partnership may be appropriate to achieve the desired public goal and implement the Waterfront Access Plan.

- Red Hook is home to Brooklyn's first Trolley Museum. The proposal to build a trolley line from the Museum, located at the Beard Street Warehouses, to Pier 41, can contribute to the revitalization of the waterfront. It can be part of broader efforts to encourage cultural activities and public access on and near the waterfront. In future efforts to link Red Hook, the Brooklyn Heights/Fulton Ferry waterfront (Brooklyn Bridge

Park), and downtown Brooklyn, the Department of Transportation should give priority to the reestablishment of trolley service. In Red Hook, there were once trolley lines on Van Brunt and Richard Streets, and some of the tracks are still in the streetbeds. The Department of Transportation should preserve any tracks removed from Red Hook and other streets for future use in Red Hook.

- Community Board 6 has been advised that both capital and operating funds are available for reconstruction of the Coffey Street Pier (Pier 39) as a recreational pier. We urge the Economic Development Corporation to proceed with construction in a timely fashion so that public access is realized by the spring of 1996.

- The most important open space priority upland of the waterfront is the rehabilitation of Coffey Park. Coffey Park is the main recreation resource used by the Red Hook Community. In many ways it now functions as a central square or plaza for the Red Hook community, a focus for both informal socializing and a myriad of cultural events. This function can be enhanced by the proposed renovation of the park. As part of this renovation, the Department of Parks and Recreation should make available funds for the construction of a community center in Coffey Park, roughly at the same location as the deteriorated building currently in the Park, but larger in size. The community center should include recreation rooms with safety mats and equipment, drinking fountains, space for community activities, restrooms, and possibly a day care center or senior center.

- The 40-acre Red Hook Recreation Area is a major regional park providing active recreational opportunities for teams and individuals from throughout Brooklyn. However, because outside teams that have used the fields continuously over the years get preference in reserving space, fields are often not available to Red Hook youth. We urge the Department of Parks and Recreation to work with Community Board 6 to find ways that would promote the formation of Red Hook teams and permit them to use the fields. Establishment of a summer day camp at the Recreation Area could provide new opportunities for Red Hook youth.

Landmarks

Red Hook has many historically significant buildings and places that have not been studied or proposed as landmarks. The New York City Landmarks Commission staff has

completed a study of the Clay Retort and Fire Brick Works. We propose that the Commission designate this site as a landmark in a timely fashion.

The Landmarks Commission should also study and consider the following buildings and sites for listing as historic landmarks:

Christ Child Church
Visitation Church and Parish House
Beard Street Warehouses
Erie Basin
Port Authority Grain Terminal
Red Hook Pool and Recreation Center
Coffey Park
Red Hook Houses
New York Shipyard
New York Dock Warehouses
202-240 Coffey Street (residence)
353 Van Brunt Street (residence)
205-217 Conover Street (residence)
174 Beard Street (residence)
203-207 Van Brunt Street (residence)

Preservation of cobblestone streets and the use of cobblestones in street projects, as proposed in the Transportation section of this plan, can help preserve the historic character of the neighborhood. The Department of Transportation should also install historic street lighting on the main streets in Red Hook.

Zoning

The zoning plan presented here follows from the general land use plan outlined herein. Proposed zoning changes are intended to support the proposals for residential and economic development. In many respects they coincide with proposals advanced by the Department of City Planning.

In 1992, as part of the City's Comprehensive Waterfront Plan, the Department of City Planning proposed rezoning the wedge-shaped area between Wolcott and Van Brunt Streets from manufacturing to residential to encourage development. While the proposal received general support, Community Board 6 was concerned about the impact that a residential rezoning would have on existing industries and maritime uses, even while

there was support for establishing residential zoning on primarily residential blocks. In public hearings on the waterfront plan, the Community Board proposed that the City Planning Department consider establishing a mixed use zone that would permit both housing and compatible industry. Such a district would be mapped over an area currently zoned for manufacturing and would permit new residential, industrial, commercial and mixed use buildings. This would help preserve and further develop the historic mixed land use pattern that has characterized Red Hook for over a century. A mixed use zoning district that provides greater flexibility to property owners could encourage incremental development. We would like to see a mixed use zone that permits:

- 1) preservation of both industry and housing on blocks that now have a mix,
- 2) use of the upper floors of industrial buildings for housing, since there is less of a demand for industrial use on upper floors,
- 3) development of new industrial / commercial / residential buildings on vacant land, and
- 4) preference for residential development on predominantly residential blocks.

The mixed use zone should permit only industrial uses that are generally compatible with residential uses – industry that does not entail heavy trucks, putrescible or other wastes or noxious chemicals. The Department of City Planning is currently exploring a proposal for mixed use zoning and we look forward to the timely completion of this study. We propose that the Department consider rezoning for mixed use, in addition to the wedge-shaped area between Sullivan and Van Brunt Streets, the seven blocks between Van Brunt and Columbia Streets (see Schematic Plan). These additional seven blocks include several large vacant lots and scattered residential buildings.

The mixed use zone abutting the waterfront should also require public access to the waterfront in accordance with the recently established waterfront zoning. Should the mixed-use zone not be implemented for whatever reason, the Department of City Planning should proceed, in close collaboration with Community Board 6, with another strategy that would address the concerns of Red Hook residents and businesses, promote new housing development, and protect Red Hook industry.

- We propose that the City Planning Commission adopt the Brooklyn Borough President's proposal for regulating waste transfer stations. This proposal, unlike the proposal advanced by the Department of City Planning, would require a special permit for waste transfer stations, which would provide the Red Hook community a chance to evaluate proposals and participate in the approvals process.

- In its Waterfront Plan, the City Planning Department has proposed rezoning along the Van Brunt Street Corridor between Seabring Street and the waterfront to promote residential/commercial development. This stretch of Van Brunt Street is currently zoned R5 with a C1-3 overlay, M2-1, M1-1 and M1-2. The proposed zoning is R6A with a C1-3 commercial overlay. We support this proposal because it would encourage contextual development. Van Brunt Street is characterized by 3 to 4 story residential buildings with ground floor retail, which could be built under the proposed zoning but not under existing zoning. The rezoning would extend from Seabring Street to the waterfront on the east side of Van Brunt Street and from Commerce Street to the waterfront on the west side of Van Brunt Street.

- The areas adjacent to Van Brunt Street currently zoned R5 should be rezoned to a contextual R5B zone to promote development in keeping with the character of the existing residential blocks. The R5 zone requires front yards and permits front yard parking, thereby allowing for many curb cuts. The R5B zone would limit curb cuts and in the areas proposed for infill housing encourage the lineup of front walls.

- There should be a light manufacturing (M1) buffer between areas currently zoned residential, or to be rezoned to residential or mixed use, and heavy manufacturing (M3) districts. This would help diminish conflicts between heavy industry and the residential community. The Revere Sugar site south of Beard Street should be rezoned to M1, serving as a buffer between the proposed mixed use zone and the M3-1 district.

- The portions of the proposed **Education Plaza** that are now zoned M1-1 should be rezoned to permit as-of-right community facility and commercial development. This rezoning should be part of HPD's Community Development Plan.

- The City Planning Department should undertake a zoning study of the area along Columbia Street north of West 9th Street, and the area east of Columbia Street. Rezoning should be considered that promotes commercial development and brings existing residential and commercial uses in the M1 zone into conformance with the zoning. There is a mixture of residential and industrial uses in the M1-1 district between West 9th Street, Hamilton Avenue, Coles Street and Columbia Street. DCP should study these blocks for possible rezoning to mixed use or residential in all or part of the area. Rezoning could help promote new development in this area.

- As conditions change, these zoning proposals may be reviewed and revised after close collaboration between the Department of City Planning and Community Board 6, and after taking into consideration the concerns of Red Hook residents and stakeholders.

Quality of Life Issues

Red Hook's regeneration depends not only on new housing and economic development but on preservation of the existing community with its complex array of human relations. Improving the quality of life in Red Hook depends upon expanding the entire range of human services that make Red Hook a viable community and improving the quality of public services. In general, there is room for great improvement in the enforcement of existing regulations by city agencies. This is reflected in complaints received by the Community Board and at many public hearings.

- The City Department of Environmental Protection and State Department of Environmental Conservation should step up enforcement of regulations governing **waste discharges** by heavy industry in Red Hook.
- The Department of Transportation should insure that **sidewalks** are built and maintained throughout Red Hook. Regulations against parking on sidewalks should be enforced.
- The Metropolitan Transit Authority and the Department of Transportation should upgrade **bus stops** in Red Hook to include shelters, route directions, and schedules.
- The Buildings Department should strictly enforce regulations that prohibit **dumping on vacant lots** and the use of vacant lots in residential districts for open industrial storage.
- The Department of General Services should erect, replace, and repair fencing of vacant city-owned properties to deter illegal dumping.
- The Department of Environmental Protection's Natural Resources Division should promote the "greening" of Red Hook by identifying appropriate plantings for improving air quality, creating shade, and reducing impact of wind.

- The Department of Parks and Recreation should prohibit the parking of cars in **Coffey Park and the Red Hook Recreation Area.**

- Truck route and parking regulations should be strictly enforced by the Department of Transportation. Roadway surfaces should be regularly monitored and maintained to ensure smooth riding surfaces that minimize vibrations generated by traffic.

III. Implementation

Throughout the process of developing this plan, the question of implementation has been constantly present. First of all, the plan incorporates ongoing community development initiatives. Secondly, we believe that even our most ambitious short-term and long-term proposals are attainable. Third, Community Board 6 is committed to working towards implementation of these proposals, and will incorporate many of them in its capital and expense budget requests.

This plan includes proposals for new public commitments in funds and programming, including "Conover Square", Education Plaza, 480-500 Van Brunt Street, job development programs, transportation improvements, and so forth. It also calls for specific planning processes to achieve the stated objectives and principles. These include, for example, the establishment of a Community Development Plan with HPD and EDC and the exploration of redevelopment options for the Revere Sugar, Grain Terminal and New York Shipyard sites with EDC, UDC and the site owners.

The list below outlines the major plan proposals and the agencies or institutions whose cooperation is necessary for implementation. The agencies are normally responsible for the development of budget estimates.

<u>Proposal</u>	<u>Implementing Agency</u>
Physical Improvements at Red Hook Houses	NYCHA
Improved Security at Red Hook Houses	NYCHA
Comprehensive Community Development Plan	HPD
Rehabilitation of City-owned Buildings	HPD
New Development on Land to be Rezoned	Private Sector
Preserve and Upgrade Red Hook Marine Terminal	PANYNJ
One Percent for Economic Development	Mayor/CC
Job Training, Referral, Incubator Programs	DBS/DOE/NYCHA
Commercial Revitalization	EDC/DBS/UDC
Organization of Industrial and Commercial Sectors	EDC
Cultural and Historical Attractions	EDC
Film and Media Support Industries	EDC
Redevelopment of Revere Sugar, Grain Terminal, NY Shipyard	EDC/UDC
Education Plaza	HPD/EDC/BOE
After-school Programs	BOE
Comprehensive Youth Programs	DYS
Library Satellite Reading Programs	BPL

Environmental Monitoring	DEP
Family Health Care Services	DOH/HHC
Street Improvements – Education Way, Ecology Way	DOT/DPR
One-Fare Zone	MTA
Extend B-61 Bus Route	MTA
Smith and 9th Street Station Escalator Repair/Replacement	MTA
Conover Street Truck Route	DOT
Regulate Truck Traffic on Residential Blocks	DOT
Ferry Service	DOT
Bus Service to Lower Manhattan	MTA
Enhancement of Red Hook Gateways	DOT/EDC
Hamilton/9th Street/Clinton Street Intersection	DOT
Traffic Calming Measures	DOT
Bicycle Ways	DOT
Waterfront Access - Wolcott to Van Brunt Streets	Private owners/DCP
Coffey Park Rehabilitation	DPR
Waterfront Trolley Line	DOT/MTA
Coffey Street Pier Reconstruction	BP/EDC/DPR
Red Hook Sports Teams	DPR/DYS
Designate Clay Retort and Fire Brick Works as Landmark	LC
Study Landmark Designation of 15 Sites	LC
Preserve Cobblestone Streets and Install Historic Lighting	DOT
Establish Mixed-Use Zone	DCP
Rezone Van Brunt Street to Residential/Commercial	DCP
Rezone R5 Around Van Brunt Street to R5B	DCP
Maintain and Establish M1 Buffers	DCP
Rezone for Education Plaza	HPD/EDC/DCP
Study Rezoning at Columbia Street North	DCP
Quality of Life Issues	DEP/DEC/DOT/DB/DOS/DOH/DPR

ABBREVIATIONS:

BOE	Board of Education
BP	Brooklyn Borough President
BPL	Brooklyn Public Library
CC	City Council
DB	Department of Buildings
DBS	Department of Business Services
DCP	Department of City Planning
DEC	Department of Environmental Conservation (State)
DEP	Department of Environmental Protection
DOE	Department of Employment
DOH	Department of Health
DOS	Department of Sanitation
DOT	Department of Transportation
DPR	Department of Parks and Recreation
DYS	Department of Youth Services
EDC	Economic Development Corporation
HHC	Health and Hospitals Corporation
HPD	Department of Housing Preservation and Development
LC	Landmarks Commission
MTA	Metropolitan Transit Authority
NYCHA	New York City Housing Authority
PANYNJ	Port Authority of New York and New Jersey
UDC	Urban Development Corporation (State)

APPENDIX A. AFFORDABLE HOUSING OPPORTUNITIES

The following programs are among those currently available that could assist proposed affordable owner-occupied housing development in Red Hook. These programs may change over time, and are presented to illustrate the array of programs that could help meet the Plan's objectives. The list is neither complete nor definitive. Different programs could be utilized for different Red Hook projects, and for some projects various programs could be combined. The overall housing policy goals of the Plan should guide the eventual program decisions.

Multiple-Family Home Ownership Program (MHOP). This NYCHA program is designed to offer home ownership opportunities for public housing tenants. Under the program, city-owned buildings are rehabilitated and apartments rented to tenants whose incomes are no more than 81 to 95 percent of the median. The program assists tenants to buy their units and convert the building to a cooperative.

CityHome. The CityHome program allows for the rehabilitation of city-owned buildings for limited equity cooperatives. The buildings are sold to a not-for-profit subsidiary of the Enterprise Foundation. Households earning up to \$53,000 per year are eligible.

Mutual Housing Association of New York Program (MHANY). Under this program, city owned properties are transferred to MHANY, a community based not-for-profit, for substantial rehabilitation. Buildings are sold to first time owner-occupants or corporations for \$250 per unit. MHANY retains ownership of the land and leases it to building owners subject to program restrictions.

New Homes Program. HPD, in conjunction with the New York City Housing Partnership, utilizes City, State and Federal aid to assist privately financed construction on city-owned land of affordable one- to three-family homes and cooperatives and condominiums for purchasers with annual incomes between \$25,000 and \$53,000.

Home Improvement Program. This program is designed to provide low- and moderate-income homeowners with an affordable means of maintaining their homes through moderate rehabilitation.

Source: Department of City Planning, Comprehensive Housing Affordability Strategy (CHAS), Federal Fiscal Year 1994, Volume 2 (Appendices).

480-500 Van Brunt Street

The Plan proposes a flexible approach to this project that would allow developers that respond to HPD's Request for Expression of Interest to combine various subsidy programs and market-rate units, including commercial space, to achieve the desired income mix. Home ownership is the desired goal, but it may be necessary to include rental units as well to meet these objectives. Ultimately, HPD, in close consultation with Community Board 6, may determine that the project can be administered through an existing program or as a unique project combining aspects of several programs.

The proposed income mix for 480-500 Van Brunt Street would guarantee that 80 percent of all units would be affordable to households earning less than \$53,000. The proposed formula establishes that 60 percent of the units be available for the income group between \$20,000 and \$53,000. Data from the 1990 Census show that 594 households from Red Hook Houses and 334 households from the rest of Red Hook fall in this income group.

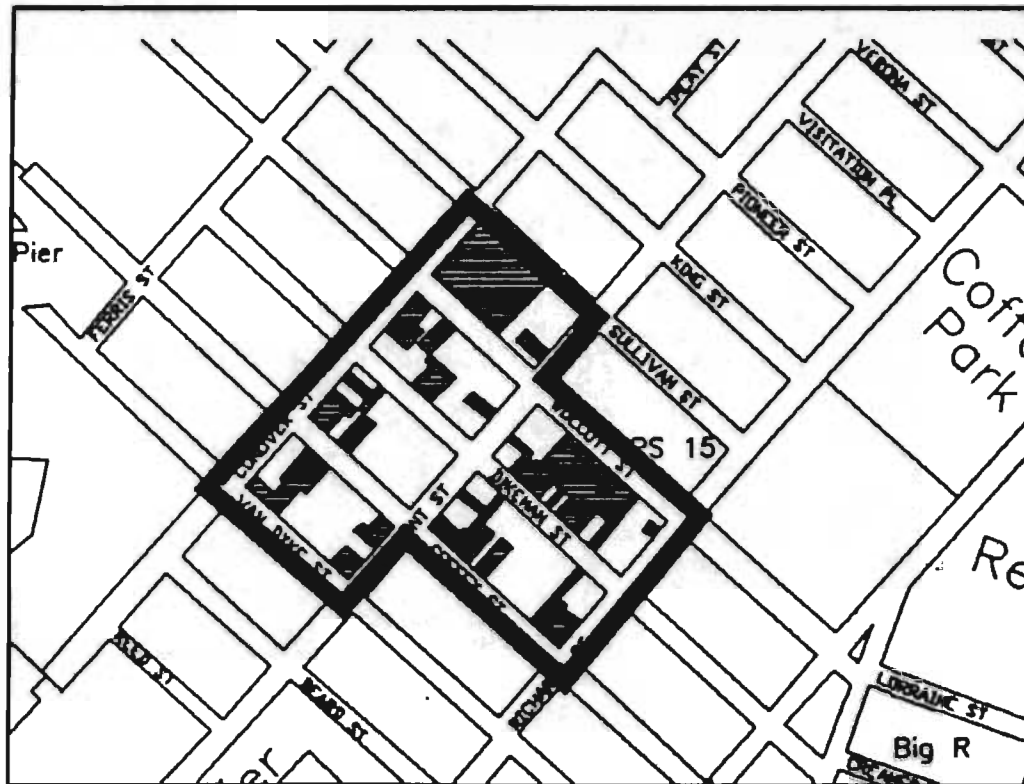


Figure 1 - Conover Square Development Zone
(Shaded areas are vacant lots)

APPENDIX B. A STATEMENT ON COMPATIBLE USES FOR A MIXED USE COMMUNITY

In numerous public forums over the last decade, Red Hook residents and stakeholders have expressed clearly and forcefully their views about waste transfer stations and other waste facilities. There is an overwhelming consensus that these facilities are a threat to the community and that no more should be allowed.

Red Hook has endured the presence of numerous putrescible, noxious, toxic, carcinogenic, and rodent infested facilities for many years. It has seen the destructive effect that these facilities can have on the quality of life, and the inability of government to control violators of environmental regulations. As these facilities have taken over, housing abandonment has risen. Residents worry about their health and that of their children, and recognize that a life in close proximity to a waste facility offers prospects of ill-health, stunted community development and economic hardship. Renters, homeowners, potential home buyers, industries, investors, and developers have been discouraged when confronted by the realities associated with waste transfer and processing facilities.

It is imperative that any new uses proposed for Red Hook be compatible with the Plan's proposed residential, commercial and light industrial development. This applies especially to areas near the waterfront and critical sites like Revere Sugar, the Grain Terminal and New York Shipyard. The zoning changes proposed in this Plan, including adoption of the Brooklyn Borough President's proposal which would require a special permit for new waste facilities, may need to be augmented by exceptional measures such as a halt to the siting of waste transfer and processing facilities.

**APPENDIX C. COMMUNITY BOARD 6 FY 1995 DISTRICT NEEDS STATEMENT
(Excerpt)**

Issues which need to be addressed include the following:

- **Expand regulation of truck traffic via enforcement and calming measures, including pursuing the suggested truck route alternative proposed by the community**
- **Identify potential resources for expanded senior programming needs**
- **Provide targeted maintenance to Coffey Park**
- **Pursue adoption of 197-a plan to provide a blueprint for future development of the neighborhood**
- **Target sanitation surveillance to enforce against illegal dumping in area**
- **Identify potential resources for job creation and job readiness programs, especially targeting youth**
- **Perform a comprehensive community-wide health assessment for the residents of the neighborhood and follow up with targeted health service programs**
- **Promote adoption of proposed zoning text amendments and siting criteria regarding solid waste handling facilities as put forth by the Borough Presidents of Brooklyn, Staten Island and the Bronx**
- **Promote expansion of small business assistance programs that target minority, women, and locally-owned businesses**
- **Pursue comprehensive waterfront development strategies that will provide relief and economic incentives for the neighborhood**
- **Explore the feasibility of commuter ferry service from Red Hook to Lower Manhattan**
- **Target Home Improvement Program and similar assistance to property owners in the neighborhood**
- **Pursue construction of low- to moderate-income housing, especially in-fill housing**

- **Pursue public transportation initiatives that would eliminate the "two-fare zone" obstacle for employment**
- **Aggressively pursue reconstruction of the Coffey Street Pier (Pier 39)**
- **Maintain continuous narcotics enforcement efforts, especially at Red Hook Houses**
- **Pursue traffic planning efforts for pedestrian safety enhancement strategies geared toward major roadways (Van Brunt Street and Hamilton Avenue)**
- **Explore the feasibility of a comprehensive landmarking survey to be performed for the neighborhood**
- **Pursue the repair, upgrading and reactivation of the Van Brunt Street Pump Station.**

APPENDIX D

SUMMARY OF RED HOOK 197-A SUB-COMMITTEE MEETINGS

1. 4/23/92
2. 5/18/92
3. 6/15/92
4. 8/03/92
5. 8/18/92 Red Hook Tour
- . 9/21/92
7. 10/21/92
8. 11/16/92 With Department of Housing Preservation and Development
Director of Brooklyn Planning Office
9. 12/16/92
10. 1/20/93
11. 2/17/93
12. 3/17/93 With Department of Housing Preservation and Development
Director of Brooklyn Planning Office
13. 4/21/93 With South Brooklyn Local Development Corporation (SBLDC)
07/21/93 SBLDC - Follow-up meeting
08/18/93 SBLDC - Follow-up meeting
14. 6/01/93 With Red Hook Tenants Association representatives
15. 6/22/93
16. 7/28/93
17. 9/21/93
18. 10/27/93
19. 10/28/93 Pratt Center Community Workshop
20. 12/01/93
21. 1/26/94
22. 2/21/94
23. 2/23/94 Presentation - CB6 Executive Committee
24. 3/07/94 Presentation - CB6 Land Use & Economic/Waterfront
Development Committees
25. 3/23/94 Presentation - Business Improvement District (BID) - Steering Committee
26. 3/23/94
27. 4/12/94 With BID Steering Committee
28. 4/28/94 Public Hearing on Draft of 197-a Plan
29. 5/02/94 Public Hearing on Draft of 197-a Plan
30. 5/09/94 Review of Public Input from Hearings
31. 5/19/94 With Land Use & Economic/Waterfront Development Committees
32. 6/08/94 CB6 Board Vote Approving the 197-a Plan

APPENDIX E

PERSPECTIVES AND VIEWS OF RED HOOK

STOP THE SLUDGE

**COME TO THE OCTOBER 3rd MEETING AT PS 15
AND HELP FIGHT THE MONSTER OF BAD CITY PLANNING**

Now is the time for all Red Hook residents to stand up and let the City and State Governments know how much we oppose the planned Sludge Plants.

Come to the meeting on October 3rd at 6:30 P.M. The place is PS #15.

Liz Holtzman has said she will be there. The Borough President or his representative will attend. Eileen Dugan and Stephen Dibrienza will be there and many other government representatives have been invited.

This meeting is being co-sponsored by Community Board 6 and the Red Hook Civic Association.

Here is our chance to show community-wide opposition to these proposed Sludge Plants.

We have enough negative land uses down here as it is. But we can only succeed in truly making our point by having a massive turnout at this meeting.

Call your friends, tell your neighbors get the word out to be there.

At the previous meeting in May it was clear that Red Hook was not going to sit by and take this crap. But that meeting didn't win the battle.

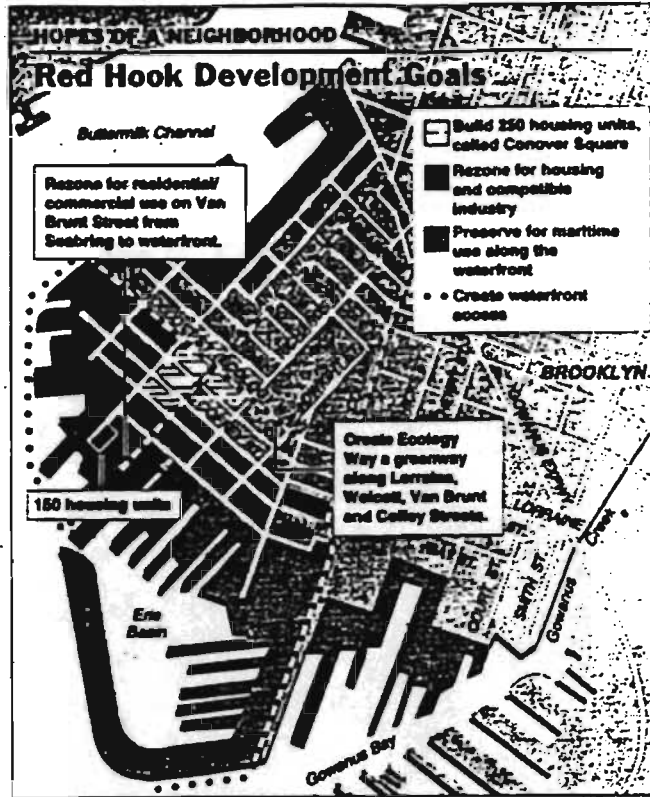
Now we must come together as a community and speak with one voice.

Don't let bad city planning flush Red Hook down the drain. We have a community that is worth saving. Red Hook has a right to survive and grow and become a decent place to live.

Enough said. Be there.



N.Y.T. 5-1-94



A Plan Dedicated to Revival

Four decades ago, Red Hook was a bustling port community where jobs were plentiful and most people worked in nearby factories. Then most of the maritime-based jobs sailed away, and more than half the residents left.

Now residents and community leaders have drafted a broad new development plan they hope will bring jobs and people back to the area.

The plan, which took two years to complete, outlines the community's needs for housing, transportation, schools and parks. It calls for rezoning the waterfront area to provide for more residential and commercial development and also proposes the creation of a greenway.

"This is about communities planning for themselves and articulating their own vision for their future that gives some directions to city policy makers," said Maria Favuzzi, chairwoman of the Community Board 6 subcommittee that drew up the plan.

City officials expect to receive many such plans in the next few years. The 1989 charter revision gave community boards authority to draft development blueprints.

So far, three other boards have submitted their plans and one plan,

from the Bronx's Community Board 1, has been approved by the city's Planning Commission, after a public review. Once it is adopted, the plan becomes a guideline for any proposed development project in the area.

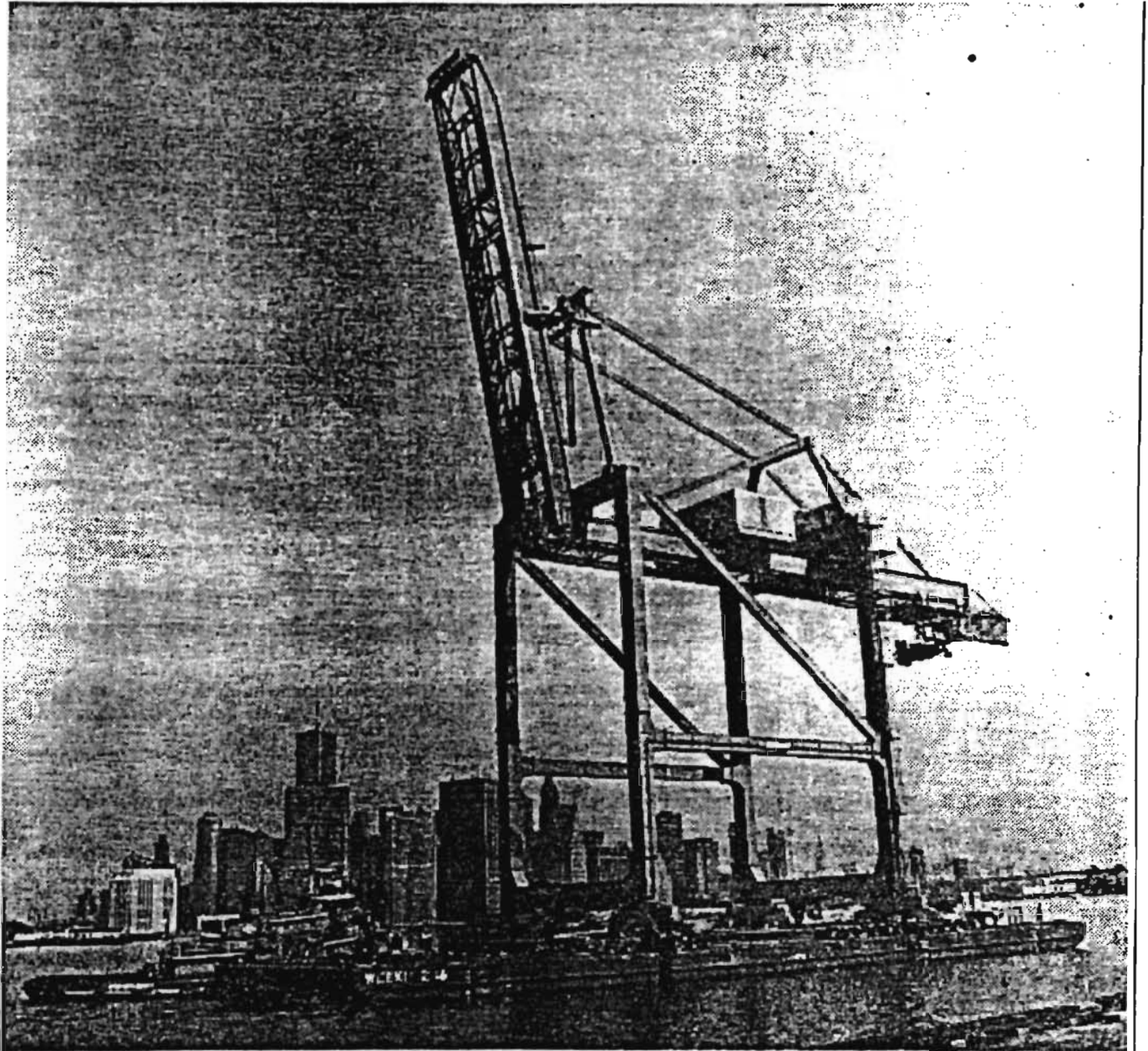
Tomorrow, residents will get a chance to discuss the Red Hook plan during a Community Board 6 public hearing at 6:30 P.M. at Public School 27 at 27 Huntington Street.

"It's really important because it's for people in the neighborhood to have some say in their communities," said Susan Peebles, a member of the Beard Street Association and one of more than a dozen people who helped to draft the Red Hook plan.

City officials say they are awaiting the chance to review the plan. "We're committed to taking it seriously," said Joseph Rose, chairman of the City Planning Commission. "From what I know it holds a lot of promise."

There have already been signs of revival. The faded waterfront terminal of Red Hook has been given a boost with the installation of a 70-ton, 120-foot-tall crane to shuttle containers into ships. And the Port Authority of New York and New Jersey has spent \$3.2 million to finance a barge service from New Jersey to Red Hook. GARRY PIERRE-PIERRE

CITY



Andrea Mohin/The New York Times

Refurbishing of Port Gets a **BIG** Helping Hand

A 70-ton, 120-foot crane was placed on special tracks, put on a barge and floated two miles from the South Brooklyn Marine Terminal in Sunset Park to the Red Hook Marine Terminal. The crane will help

in the unloading of containers bringing in lumber, steel and a variety of other products. The transfer yesterday was part of the city's \$9 million effort to revitalize the terminal and its waterfront.

\$25 and Under | Eric Asimov

World Cup soccer stars grow up in places like this patch of dirt on a square block near Gowanus Bay. Every Saturday afternoon, local teams in the yellow and red of their native Colombia or in the white, black and red of Honduras compete on this dusty field, where a rock can change the direction of the ball as surely as a well-placed kick. On one side, the Brooklyn-Queens Expressway soars overhead on high trestles, cutting Red Hook off from the rest of Brooklyn. A junkyard stands on a second side, and smokestacks rise from a third, standing witness to the indomitable flowers that grow in this most hardscrabble of fields.

The games are big spectator sport in the neighborhood. Like baseball or basketball, soccer is best watched with food. Around the field is some of the best and freshest street food in New York, sold by families who have simply set up a table and a grill. From all directions, the sizzle of cooking meat cuts through the merengue and salsa music booming from portable stereos, vans and larger amplification devices.

Vendors walk around with cardboard boxes, hawking beer, soda and Chiclets. As the players race back and forth, an old man in a guayabera shirt kicks a ball with a group of small boys and girls behind one of the goals.

The most interesting food is sold along Bay Street, a stretch dominated by Salvadorans. Amid big bundles of six-foot-long sugar cane, families grill huge steaks on sidewalk barbecues and fry pork and empanadas in big pots set atop ashcans.

Central American Street Food

- Soccer field bounded by Clinton Court, Halleck and Bay Streets, Red Hook, Brooklyn.
- Best dishes: Pupusas, marinated cabbage, coconut ice cream, taquitos, tamales, potato turnovers, chicharrones, mango.
- Price range: \$1 to \$8.
- Credit cards: Cash only.
- Hours: Saturday afternoons.
- Wheelchair access: Everything is easily accessible.

Pupusas, corn pancakes stuffed with fried pork and cheese, are just wonderful and as fresh as can be; young girls sit at tables mixing dough, passing on the finished products to older sisters and mothers for stuffing and grilling. A plate of two, with spicy marinated cabbage that tastes like peppery sauerkraut, is no more than \$2, and so good you may find yourself going back for more. A small cup of coconut ice cream (50 cents), flavorful and just slightly sweet, is a refreshing dessert.

Closer to the playing field, the food turns Mexican. You'll find taquitos, deep-fried tortillas rolled into cylinders and wrapped around spicy shreds of chicken or beef. Sweet tamales, in which coconut rather than meat is mingled with cornmeal and steamed, are unusual treats, luscious counterparts to savory potato turnovers, crisp tacos filled with mashed potato marinated in vinegar, and chicharrones, which are simply deep-fried pork rinds, but

more delicious than any out of a bag. Paying \$1 or so a piece for these dishes, you can put together your own platter, which may also include salad and the more familiar enchiladas, fajitas and the like.

For dessert, try a mango-on-a-stick (\$1), with seeds removed and the top cut into a decorative crown. The usual beverages abound, but if you look carefully you may see a drink being served from a special pot. If you ask what's in the pot, chances are you will be given a free sample, over ice, of a sweet beverage made of rice and coconut that tastes like hazelnut milk.

Don't forget to watch the soccer. You may see a future World Cup star, playing for the United States team, of course.

Call It RedHo?

An artists' colony grows in (Red Hook) Brooklyn.

By JOHN MARCHESE

IT'S the same old story, but it isn't the same old place.

"I came here from Southern California," Jim Dahl said, "because I'd been an artist there for a number of years and I just wanted things to go... quicker."

The 37-year-old painter made the trek east eight years ago and, for a brief moment, thought about being an artist in SoHo. But the price was definitely not right.

"I looked around the East Village," Mr. Dahl said. Prices were better, but space was tight.

"And then I thought about Brooklyn," he said. "I looked at 70 places. I finally found my place through an ad in The Village Voice. It said, 'Artist's studio, Red Hook.'" (For apartments of trendy ZIP codes, that's 11231.) He found 1,300 square feet in which he could live and work for \$1,500 a month.

Could it possibly happen? Could the square mile of urban blight on the southwestern elbow of Brooklyn turn into the next neighborhood for the black-clad bohemians set? Could talk of Koutabli or Klaus fill the streets that now resound with the sounds of wailing motorists coaxing their cars from one of the city's most isolated impoundment lots? After all, even the

Continued on Page 2



Keen Morrison, a long-ager with an interest in art, at Red Hook's only art gallery, which is open when the owner can find the time.

Continued From Page 1

most liberal estimate on the million of artists to Red Hook is only around 100. But it has already started to happen.

Flourance Neal, a sculptor and painter, moved to Red Hook from Manhattan in 1987, when she and her husband bought a two-story former haberdashery for \$2,500 in a city-sponsored artists' housing program. They have since spent about \$150,000 on the building, including the real estate money as well as "sweat equity."

"There were artists when we moved here," she said. "And we worked for six years on the place, and during that time more artists moved here. But the people in Red Hook are so-in-for-the-long-haul people. It's not a scene. Williamsburg is much more of a scene."

Right now, Red Hook is finding itself a corner of the busy Brooklyn art scene, with the annual art show sponsored by the Brooklyn Waterfront Artists Coalition, a 15-year-old organization of artists from throughout the borough. On weekends through May 28,

more than 100 painters, sculptors and performance artists will display their work in a Civil War-era warehouse that stretches the length of one of the last remaining piers in the Red Hook neighborhood, which has a long, but largely lost, maritime tradition.

Also on weekends through the month, "Waiting for Godot" will be performed by the Brooklyn Stage Company on a barge tied to the pier. And on May 14, about 20 Red Hook artists will open their studios to visitors.

GREG O'CONNELL, the developer who owns the warehouse, at 141 Board Street, watched SoHo go from bohemian to hipster when he was a police detective in the First Precinct. "This is not going to be SoHo," he insisted. But it could become something (no one has come up with a catchy acronym yet).

Mr. O'Connell has made the space available free to the Brooklyn artists. He acknowledged that such civility-mindedness has a commercial logic.

"I want people to come down to the waterfront," he said. "The thing I got from last year's show is that I could fill up a whole building with no problems with people just wanting to work and live here." For sure, expensive renovation costs and zoning restrictions that forbid mixed-use occupancy there prevent that from happening.

"When the artists' community, these things work by word of mouth," Mr. O'Connell said. "Artists are always looking for large spaces with low rent. We've got that here. They're always the new migrants. They're the pioneers."

If artists are pioneers, it may be because many of them are members of a kind of permanent Duesenberry Party, always on the verge of starvation as they wander the oppressive urban landscape looking for new places to live and work and possibly prosper. The lefts of SoHo were abandoned in the 1960's and 70's. The remnants of the Lower East Side were taken in the 80's. In the decade, the explorers have crossed the East River.

First to fall to the artistic settlers of Brooklyn was the Williamsburg neighborhood, right across the Williamsburg Bridge from the Lower East Side. It had developed such a concentration of artists that New York magazine declared it an official trend, calling the neighborhood previously most famous for its large Hasidic community "The New Bohemia." Red Hook will never be Williams-



Those in Red Hook are "in-it-for-the-long-haul people," said Flourance Neal, an artist.

burg — it's less concentrated and harder to get to — but that's what makes it attractive to some artists who live there.

"My sense of Williamsburg is that everybody really wants to be in the Village, but they just can't afford it," Mr. Dahl said. If Williamsburg is the Village once removed, Red Hook has those who are happy to be living in Brooklyn, or at least accept it.

"This is the real thing," he added. "It's gritty. But there's a big benefit. You can't be a pioneer. You work. Maybe for the 80's that's what it is — cool reality."

Reality can be harsh in Red Hook. It has about 13,000 residents — only about 1,000 of whom do not live in the public housing complex Red Hook Houses. The housing project was in the headlines last year after the December 1982 shooting death of Patrick Daly, a local elementary school principal caught in the crossfire of a drug-related shooting while searching for a missing student at the complex.

Red Hook, with its "bank" protruding into Sunset Park Channel near Governors Island, was once a thriving port community. With changes in the shipping industry after World War II and with highway construction slicing it up, the neighborhood began to decline, and

some parts have been renamed Cobble Hill, Beerman Hill and Carroll Gardens. In the 80's and 90's, large-scale city development plans led to many property condemnations, leaving the neighborhood desolate when the projects never materialized.

But a new development plan recently drafted by community leaders and residents calls for bringing jobs and people back to the area. Among other things, it proposes raising the waterfront area to provide for more residential and commercial development.

For the artists of Red Hook, development and other aspects of cold reality are muffled over, debated and sometimes avoided at John's, a bar that has become the social center in a neighborhood where social amenities are scarce. There is no chic restaurant in Red Hook, not an espresso bar to be found, and the one art gallery, a 200-square-foot space in the former storefront of Ms. Neal's building devoted to drawings on paper, is open only when she can spare the time.

Can place the artists meet their neighbors at Red Hook Arts, a storefront community center where neighborhood children, particularly those from Red Hook Houses, are encouraged to learn about painting, theater, dance and music.

On a recent Friday night, more than a half-dozen artists and other Red Hook residents gathered at a back table at John's, which everyone calls "Smoozy" because that is the nickname of the owner, John Salzano. On Fridays, stepping off the deserted city streets hard by the car impoundment lot into the distinctly funky tavern is the stepping stone to a Texas roadhouse.

THE Friday night mammy, a country-music trio, was performing in the foyer near the restrooms, and the patrons' clothing tended more toward down than dark leather. The prices are artist-friendly, \$1 for a draft beer. "I've had some of the best conversations I've ever had about art in Smoozy's," said Douglas Campbell, a painter who moved from Philadelphia.

Another painter, Anne Rosenthal, who has been in Red Hook for four years, said she could not disagree about the quality of life in Red Hook, which is devoid of tall buildings. But she quickly pointed to one of the three topics that Red Hook residents, the artists included, tend to discuss.

The first is crime, which they said is not nearly as bad as many New Yorkers think. But John McGonrick, the bookstore and flamboyantly mustachioed co-chairman of the Red Hook Civic Association, said: "Red Hook is a rough-and-tumble place. It always was and it always will be."

The second subject is Red Hook's relative inaccessibility. A trip from Manhattan to Red Hook can mean the subway to Borough Hall, followed by a 20-minute bus ride.

The third is development.

"We don't want to improve the neighborhood to the point of hurting it," said Susan Peebles, a retired teacher and member of the civic association. "But we have to improve it just to save it." Seven years ago, she and her husband bought a small house dating from 1810, and they have been fixing it since.

Ms. Peebles is happy to have artists moving in, she said, and fears none of the gentrification that occurred in SoHo and the East Village. "Let's face it," she said, talking over the country music. "Yuppies are not going to come here. But it seems that everyone down here is artistic."

"I like to say that you could walk down the street here and easily find someone to design something or paint something or write something or compose music. Just don't ask us for a lawyer."



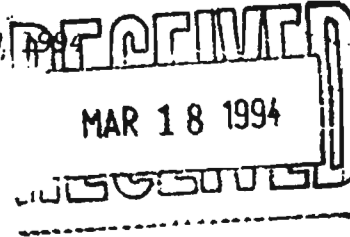
APPENDIX F

COMMUNITY RESPONSE LETTERS

RED HOOK HISTORICAL SOCIETY
174 BEARD STREET
BROOKLYN, NEW YORK 11231



March 10, 1994



Maria Favuzzi, Chairperson 197A
Community Board 6
250 Baltic Street
Brooklyn, N.Y. 11201

Dear Ms. Favuzzi:

Having heard the presentation on March 7th, I am pleased to support the 197A Plan for Red Hook.

As you know, Red Hook is a community with a rich and unique history. Thus, I am especially pleased to note that the 197A plan seeks to preserve some of that unique history as landmarks and to encourage development in keeping with the mixed use character of the waterfront.

I also noted that the plan seeks to increase the population of this community so that it once again is the bustling Red Hook many remember. The revitalization of the commercial strip along Van Brunt Street will allow the residents and workers in The Hook to meet many needs within the community.

My thanks to the committee for a job well done.

Yours truly,

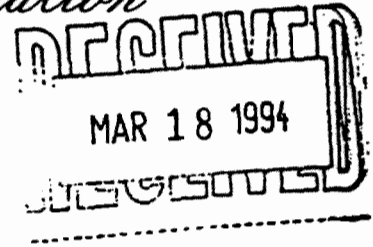
A handwritten signature in cursive script, appearing to read "Michael Ihne". The signature is written in dark ink and is positioned above the typed name.

Michael Ihne, Director

Beard Street Association

173 BEARD STREET
BKLYN, N.Y. 11231

March 4, 1994



Maria Favuzzi, Chairperson 197A
Community Board 6
250 Baltic Street
Brooklyn, N.Y. 11201

Dear Ms. Favuzzi:

We are pleased to support the 197A plan for Red Hook.

In particular we support the recommended rezoning of some M zones to Mixed Use. Although many of us prefer that these areas be rezoned residential, the consensus is that mixed use reflects the character of the area and is a compromise that will benefit all.

We strongly support the language that no future waste processing facilities be sited in Red Hook. It is instructive that the last proposal for siting a recycling station on Smith Street was unanimously opposed by residents and businesses.

We support M1 buffer zones around the Red Hook Playing Fields.

We support the plan for mixed income housing. A revitalized residential community will revitalize the commercial community.

Please convey to the 197A Committee our gratitude and admiration for their dedication and vision. We especially thank you, Madam Chair, for your patience and guidance and give special thanks to Mr. Angotti who so generously lent his expertise to this process.

We look forward to the final passage of this plan that is truly a rising tide on which all Red Hook boats will be lifted.

Yours truly,


Jeb Hart, President

RED HOOK CIVIC ASSOCIATION

March 9, 1994

Maria Favuzzi, Chairperson 197A
Community Board 6
250 Baltic Street
Brooklyn, N.Y. 11201

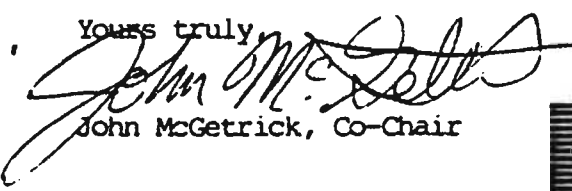
Dear Ms. Favuzzi:

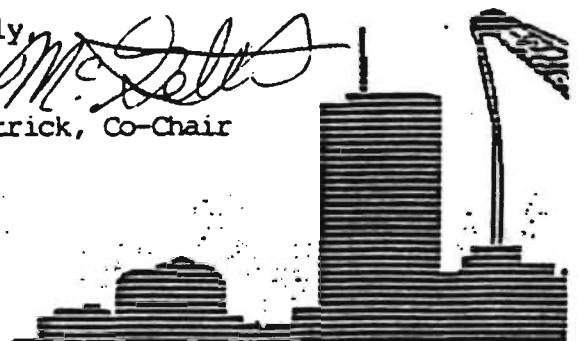
The Red Hook Civic Association strongly supports the 197A plan draft that has been so painstakingly developed over the past 2 years. The faster that we are able to have, in place, an overall plan that promotes new housing and compatible job development the better. This plan can serve as the foundation for starting the rebuilding of this long struggling community. We would only request that the final language of the plan contain the strongest language concerning the prohibition of noxious uses such as transfer stations.

The process by which this plan has been developed has given substantial opportunity for input from all interested parties, and the draft plan now before us reflects compromise in several areas. Perhaps the biggest compromise is the proposal for a mixed use district rather than one that is primarily residential as originally supported by the City Planning Commission. We believe the mixed use district will be helpful in preserving existing business, the developments of new business and the recovery of the lost residential community.

As a neighborhood we are indebted to those who participated in developing the plan, but, most especially, to the members and leadership of the 197A Committee and the Brooklyn Office of City planning as ably represented by Tom Angotti

Yours truly,


John McGetrick, Co-Chair



Positively Red Hook
87 Pioneer Street
Brooklyn, New York 11231



March 15, 1994

Ms. Maria Favuzzi
197-a Sub-Committee Chair
Community Board #6
250 Baltic Street
Brooklyn, NY 11201

Dear Ms. Favuzzi:

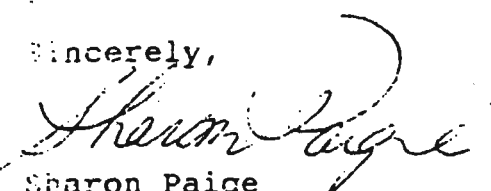
The members of Positively Red Hook wish to thank you and the members of the 197-a committee for the comprehensive plan that will serve the community as a model for an economically, socially and physically integrated Red Hook. Since we the residents of Red Hook have always believed in our community's potential, we are pleased with the vision you have set forth in this plan.

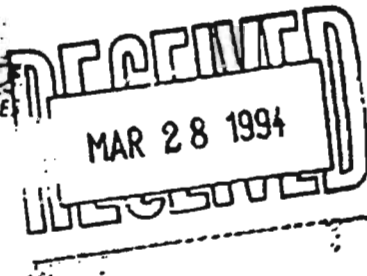
In the past, we have been so busy fighting the noxious businesses that have located in Red Hook, we barely had the time to address positive solutions for our neighborhood's problems. During an eight year period, we devoted most of our time opposing the Conover Street Transfer Station, Twentieth Century Transfer Station on Van Brunt Street, Valente Cement on Coffey Street, excessive illegal dumping, truck traffic that has endangered residents in the streets as well as in their homes, two proposed sludge plants, and numerous other facilities that impact on the health and quality of life of the residents. These are the concerns we hope the 197-a plan will address and ultimately eliminate.

Miraculously, the people of this community kept the faith. Each group in their own way, tried to make Red Hook a better place to live. The people of Red Hook would like to spend the next eight years assuring that your efforts on our behalf will be realized. It is our hope that the Red Hook that you envision, will be the Red Hook that we will live in - a beautiful, clean, safe and thriving community - a place to be proud of - a place to call home.

We are pleased to support the 197-a plan, and greatly appreciate all the time and effort that went into it. We thank you.

Sincerely,


Sharon Paige
Committee Chair



March 25, 1994

Maria Favuzzi, Chairperson 197A
Community Board 6
250 Baltic Street
Brooklyn, N.Y. 11201

Dear Ms. Favuzzi:

As a business person who has long believed in the future of Red Hook I want to lend my support to the 197A plan that your committee has developed.

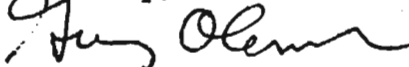
I am particularly pleased with the mixed use designation you have proposed. Many properties lend themselves easily to such a designation and in fact such zoning would make many properties more productive and profitable.

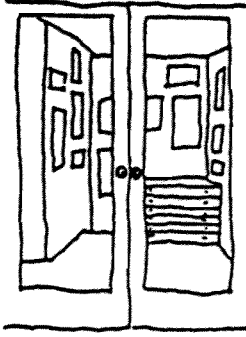
I also want to strongly endorse the proposal that no new waste handling facilities be located in Red Hook. These facilities have made it very difficult for businesses to thrive as they chase away tenants, customers and workers.

My thanks to the committee for a well thought out plan. Please feel free to contact me if I can be of assistance.

Thanking you, I remain

Yours Truly,


Greg O'Connell



**KENTLER
INTERNATIONAL
DRAWING
SPACE**

353 Van Brunt Street
Red Hook, Brooklyn NY 11231
Tel. 718 802-0277
Fax 718 875-2098

April 8, 1994

Maria Favuzzi, Chairperson 197A
Community Board 6
250 Baltic Street
Brooklyn, NY 11201

Dear Ms. Favuzzi:

I have followed the 197A plan initiated by CB6 as it has evolved over the last two years. I believe the plan in its present form is one that can be supported by both residents and businesses.

With its support for mixed use zoning it will also create additional opportunities for artists and artisans to live and work in Red Hook.

I also strongly support the provision that there be no new sitings of waste transfer stations and other noxious industries in Red Hook. These facilities have been one of the important causes of the decline of Red Hook.

In closing, I'd like to note that the Kentler Gallery is one of a handful of successfully completed artists' housing projects in New York City.

Yours truly,

Florence Neal



VISITATION
of the BLESSED
VIRGIN
MARY

†
88 Richards Street
Brooklyn, New York 11231-1624
(718) 624-1572

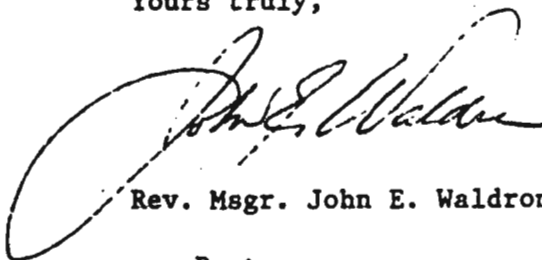
April 8, 1994

Maria Fauzzi
Chair, 1-~~99~~A Plan
Community Board 6
Brooklyn, N.Y.

Dear Ms. Fauzzi,

As pastor of Visitation for more than eight years, and as a concerned resident of Red Hook, I am writing to offer my support to your group's objective. This community sorely needs re-zoning. Any plan that can bring about more jobs to the area and also provide more housing is most welcome.

Yours truly,



Rev. Msgr. John E. Waldron
Pastor

RED HOOK CHAMBER OF COMMERCE & INDUSTRY, INC.

277 VAN BRUNT STREET BROOKLYN, NEW YORK 11231 (718) 643-1111

FAX: (718) 797-5091

April 8, 1994

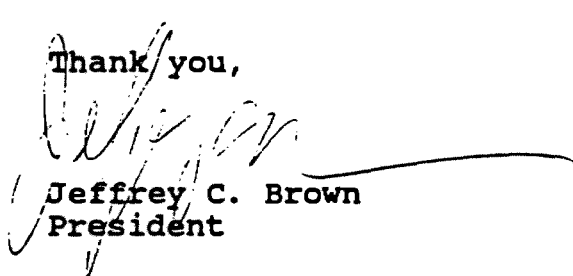
Ms. Maria Favuzzi, Chairperson 197A
Community Board Six
250 Baltic Street
Brooklyn, New York 11201

Dear Ms. Favuzzi:

Any plan that promotes more housing and compatible job development in Red Hook can only be welcomed. It is important to note that transfer stations and other noxious industries has a negative impact on both jobs and housing. For far too long Red Hook has lost both jobs and housing and has declined as a result. In years past when many more people lived and worked in Red Hook it was a robust neighborhood. This fact shows that housing and employment need not be in conflict and in fact can be complimentary.

Rebuilding Red Hook needs an overall plan and the proposal that has been developed in the form of a 197A plan is a major step in the right direction. The faster this plan is actually approved and translated into real action, the better for all who now work and/or live in Red Hook.

Thank you,


Jeffrey C. Brown
President



267 SMITH STREET • BROOKLYN, NEW YORK 11231 • (718) 852-0328

April 20, 1994

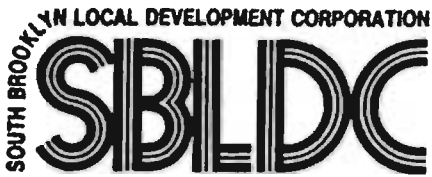
To: The Members Of The Community Board Six 197A Committee And Other Interested Parties

The 210 plus commercial, service and industrial businesses currently operating in Red Hook are, in general, very happy to be a major part of Red Hook, and very supportive of plans for productive use of space which is currently unused or under-utilized in Red Hook. Whether the ultimate result of development efforts bring more housing, more "blue collar" business, more retailing, or more cultural, educational, and community support services is not the important issue in development of a community-based plan. All these aspects of community should be encouraged, and businesses should be encouraged to become better neighbors and far more involved. What is important to the business community of Red Hook is that the plan be implementable and that energies and efforts of the community be directed towards productive use of what is not currently being used productively.

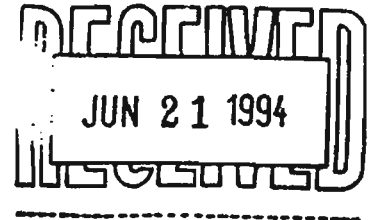
For example, the business community encourages and supports the development of major new educational facilities in Red Hook. We would suggest, for example, looking into the availability of large amounts of space in the loft building located at 183 Lorraine Street occupying the full square block from Clinton to Court, Lorraine to Bush Streets. We would envision, rather than exploring merely a high school, to explore a combined Community College and High School Program, which might be launched in this currently available space at a very modest cost to the public. The building is currently in receivership and the appointed receiver, Mr. William Turner, has expressed his supportive interest in this idea. The building is very similar to one located at Vanderbilt and Atlantic Avenues which has housed educational programs on two of its floors co-existing with factories on the other six floors for 15 years. It currently houses Brooklyn's SUNY Educational Opportunity Center which is a joint SUNY/CUNY administered program occupying two full floors. We would further suggest that the combined Community College and High School Program be one which prepares people for careers in the Environmental, Recycling, and related fields so that it fulfills the communities stated interests in Ecology and Education. It could also interact with and receive support of various sorts from the local businesses in related fields and from businesses in general.

As the programs develop and grow in this loft building site, it would make sense to explore development of the Grain Elevator site as a potential future campus to serve even more students. The parallel between the Kingsborough Community College Campus site and the Grain elevator site; both located at the waterfront tips of peninsulas and coming from histories of languishing re-use is remarkable to us. This would be a vision for educational and ecological enhancements to Red Hook the business community would support. It is even possible, if the NYC and NYS Education system is unable to move forward immediately, that private higher education providers, such as Touro College, could be interested in these ideas. Sometimes businesses can move faster than government.

On another topic, traffic and truck routes, business will have many suggested solutions which come from intimate knowledge of the conditions in their immediate locations. Mercedes Distribution, in a recent meeting with CB6 District Manager, Craig Hammerman and SBLDC Executive Director, Bette Stoltz made a suggestion which could, at minimal expense to government, add another N/S street to Red Hook to accommodate truck traffic on this new street without impacting negatively on Imlay Street and on the major employers located on Imlay Street. A subsequent meeting of business people, community Board Six members Maria Favuzzi, Bruce Mesh, Al Newbhard, District Manager Craig Hammerman, City Planner Tom Angotti and SBLDC staff and consultant resulted in a unanimous decision to recommend the development of a new street (a sort of extension of Conover Street) as the proposed Truck Route in and out of this northern end of Red Hook. This solution has been advocated by CB6 and by Red Hook residents for some time. All parties to this meeting will be pursuing this alternative with appropriate city agencies. It is this spirit of participation and communication that we hope business will have a continuing role in the 197A



267 SMITH STREET • BROOKLYN, NEW YORK 11231 • (718) 852-0328



June 16, 1994

Ms. Stephanie Twin
Chairperson
Community Board Six
250 Baltic Street
Brooklyn, New York 11201

Dear Ms. Twin:

After several seasons of dialogue and meetings between members of the Community Board Six 197A committee, staff of the South Brooklyn Local Development Corporation, and members of the Red Hook Business Community (through the Red Hook Business Improvement District Steering Committee) we are grateful for the opportunity to sum up the feelings of the business community and the SBLDC towards the 197A process and the contents of the Draft Plan.

In general, we appreciate the enormity of the task which was accomplished by this committee of volunteers and we commend the committee leadership on their efforts to touch all bases and come up with a comprehensive vision for Red Hook in the 21st century. While we still regret that the committee did not agree with two of the business community's suggestions, (regarding the siting of Education Plaza and the Rezoning of Van Brunt Street as described in the memo to the 197A Committee from the Red Business Improvement District Steering Committee) we certainly feel that the plan has paid significant attention to the need to attract and retain businesses and jobs in Red Hook. The text of the 197A plan enumerates a whole host of valuable initiatives to undertake to achieve those goals.

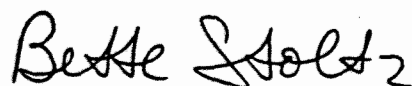
The SBLDC, and the business community as a whole, supports the 197 A Plan's overall intent of encouraging the productive use of space in Red Hook, whether it be for business, residential, recreational or community service use. For example, we were very glad to run Bus Tours to and around Red Hook during the month of May in conjunction with the Brooklyn Waterfront Artists Committee and the Red Hook Civic Association. We feel quite sure that many people -- potential residents and potential business people got a good first impression of Red Hook from this collaborative effort and its resultant publicity. It is in precisely this spirit that we perceive the 197A plan's new mixed use zoning to work for the benefit of all.

A handwritten signature, possibly "m", located at the bottom center of the page.

Although we ultimately found ways to communicate some of the questions and concerns of the business and residential communities to each other we who represent business all recommend inclusion - from the earliest moment in the 197A process and at the committee membership level if feasible -- as the best approach for consensus building as future 197A plans are shaped in other areas of the city.

We look forward to working with all the other stakeholders in Red Hook through the coming years to help implement many of the visions of the 197A plan.

Sincerely yours,

A handwritten signature in cursive script that reads "Bette Stoltz".

Bette Stoltz
Executive Director

(212) 889-3194
(718) 834-9200
1-800-524-1748

Fax: (201) 653-2257

ALLEGRO CARTING & RECYCLING, INC.

ASBESTOS AND INFECTIOUS WASTE HAULING
INDUSTRIAL - COMMERCIAL - RESIDENTIAL
REFUSE REMOVAL - CONTAINERS 2 TO 40 YARDS
ROLL OFF AND COMPACTION UNITS
PAPER RECYCLING

1024 Jefferson Street • Hoboken, NJ 07030

Class 1: 480132-1

Class 2: 482216-2

Class 3: 483055-7

April 26, 1994

RE: DRAFT 197A PLAN

We at Allegro Carting and Recycling salute the fine effort put forth to place Red Hook at the focal point for revitalization in the 90s and offer a better quality of life to its residents.

We also believe that relocation of our present waste transfer station to another location would be difficult, if not impossible, without our obtaining quick and speedy approval by the many Federal, State, and City agencies we deal with almost daily. The recent review of our Department of Sanitation application for final permitting needed review from twenty five (25) various City agencies. This process of review which, to date, has taken almost two years, would certainly have to begin all over again at another location. The New York State Department of Environmental Conservation Review took almost 18 months alone prior to the present Department of Sanitation Process.

We would have to find a nearby location at a reasonable cost which would be suitable for our business. An existing building on a lot the same size as present or larger would be necessary. Any funding for renovations must be offered to us at a low interest rate. In addition, all Safety Agency approvals must be obtained prior to opening this new facility before final closure of our existing facility.

We believe that a new location for the Educational Plaza, such as the Grain Terminal, would be more economically viable and would not place undue hardships on a borderline profitable business such as ours. We pay our taxes on time and maintain the area around our facility in broom-swept condition. Trees are planted along our fence, and we employ nine persons at this location.

We strongly support the maintenance of mixed-use zoning in the Red Hook area. We also appreciate the opportunity to comment and propose new wording to the excerpted paragraphs from the draft 197a Plan given to us recently.

May we propose that on Page 36 the sentence which reads "these industries should be relocated to other industrial areas of Red Hook" should be reworded:

"These vibrant industries could be possibly relocated to another area of Red Hook as long as low interest funding is available to them and all Federal, State, and City Agencies offer them speedy approvals without loss of revenue by them. There should be no closure of their current facilities until the new location is fully permitted and operational. Alternative locations for the Educational Plaza, such as the Grain Terminal, should also be investigated."

In addition, on Page 39, the paragraph heading "Waste Facilities" should be specifically identified as "Putrescible Waste Facilities." Finally, we wish to add a new paragraph titled "Non-Putrescible Waste Facilities" which would say:

"Non-putrescible waste transfer stations whose work is done almost completely indoors do not present noise, odor, or health problems to local residents and are not an issue for review at this time."

We thank you for affording us the opportunity to present our opinion tonight, and we would be happy to arrange a tour of our facility and answer any questions.

Sincerely,



Joseph A. Della Rocca,
General Manager

CONTINENTAL TERMINALS, INC.

738 THIRD AVENUE • PIER FOOT OF 23RD STREET • BROOKLYN, NEW YORK 11232

April 28, 1994

TO: *Maria Favuzzi*
Chairperson of 1917A
Committee Communityboard #6

Dear Ms. *Favuzzi*:

I would like to go on record on strongly supporting a plan which promotes among other things, greater opportunities for new housing and job development in Red Hook.

In addition its strong opposition to garbage transfer station is also welcome.

My family has had business interests in Red Hook for almost 35 years and it is most encouraging to finally see steps being taken to revitalize what could be one of the most stunning areas in New York City.

Very truly yours,
Donald Rossetini
Continental Terminals, Inc.

RED HOOK BUSINESS IMPROVEMENT
DISTRICT STEERING COMMITTEE

April 28, 1994

To: The members of the Community Board Six 197A Committee and other interested parties

Red Hook Business Improvement District Steering Committee
Comments on 197A Plan:

Overview

The business community supports all efforts to revitalize Red Hook and agrees with the need to make productive use of all non-productive space in the neighborhood. The business community supports the effort to be flexible in land use by promoting opportunities for additional housing, community facilities and commercial activity. In a climate of difficult economic times the importance of keeping jobs in Red Hook has never been greater and the BID hopes that all members of the community would agree that the need for more and better job opportunities in Red Hook should be one of the chief goals of the 197A plan. The BID Steering Committee believes they can contribute an important perspective in planning for the future and wishes to express particular input about the following issues:

I. Education Plaza

The business community also encourages and supports the development of major new educational facilities in Red Hook. The current 197A plan only identifies one possible site. We would suggest identifying a number of possible sites for an educational plaza in the plan so that as time goes on the most appropriate choices can be made. The current plan fails to do this and thus does not ensure that all feasible options for an education plaza will be considered.

The proposed plan to build an education plaza on the site of land currently owned and operated by two existing businesses is contrary to many of the economic development goals of the 197A plan which seeks to assist existing businesses in order to ensure that they remain in Red Hook. Instead, we suggest the redevelopment of one or more of the many vacant buildings in Red Hook such as 183 Lorraine Street, P.S. 30, Etc, to be used for an education plaza.

II. Rezoning of Van Brunt Street

The business community supports the efforts to revitalize the Van Brunt Street Retail district by allowing for more residential and commercial development but is concerned about the potential impacts on the existing and future blue collar job base. The area between Seabring and Verona on the west side of the street and Seabring to Visitation on the east side and their surrounding blocks does not currently have and is unlikely to gain sufficient residential population to support retail activity. Therefore the proposed zoning change there is inappropriate and may serve to harm the existing non-retail businesses in that area. Thus we suggest that the

efforts at increasing housing and retail activity be concentrated between Visitation/Verona and the waterfront in a mixed use district.

The large number of existing distribution, production and other non-retail commercial businesses are an important part of the local economy and character of the neighborhood and must not be pushed out of areas that are unlikely to gain significant numbers of retail or residential uses. We would like to see zoning that supports these kinds of businesses. Perhaps the same kind of mixed use zoning proposed in other parts of Red Hook, would be appropriate as an alternative.

III. Truck Routes

The business community supports the 197A Plan's goal of making the necessary changes to allow Conover Street to become the main two way truck route for this section of Red Hook. We also agree with the Department of Transportation study which indicates that Inlay Street is not a feasible option for a truck route and believe that the Red Hook community should work together to ensure that Conover Street truck route becomes a reality in as short a time frame as possible. We also support the use of Smith and Court Streets for truck routes on the other side of Red Hook.

Closing Statement

We the Red Hook BID Steering Committee commend the 197A committee for their hard work in creating a vision for the future of Red Hook and look forward to working together with all of Red Hook to help revitalize our community. In creating a BID, we saw that by linking businesses' own different interests and working together, benefits could be reaped by the entire business community. In a similar fashion, the planning for a prosperous mixed use neighborhood must recognize the fact that residents and businesses have common interests and must work together to create a better community.

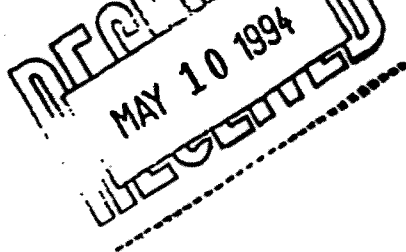
Sincerely,

A handwritten signature in black ink that reads "Tom Russo". The signature is written in a cursive style with a long horizontal line extending to the left.

Tom Russo
BID Steering Committee Member and
owner of Collisionville

Residents of Van Brunt Street & Neighbors

100 Van Brunt Street
Brooklyn, New York 11231



May 5, 1994

Dr. Stephanie Twin, Chairperson CB#6
Community Board 6
250 Baltic Street
Brooklyn, New York 11201

Dear Ms. Twin;

We are pleased to support the 197A Plan for Red Hook.

The residents and neighbors, with the inclusion of business owners and their employees, have found strength and victory in over-coming and over-turning some of the negative impacts on the community environment of Red Hook.

By joining together we have cleaned streets, park spaces, worked towards toning down traffic noise, air pollution and congestion as some of the day-to-day quality of life issues. On the larger scale, we have successfully removed putrecible transfer stations and some of the overbearing heavy and noxious trucking that accompanies such business.

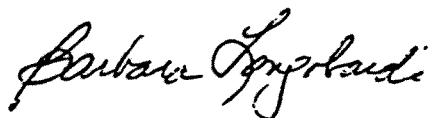
Waste Transfer stations and related business, along with other noxious business and industries must be prevented from operating and removed from present locations. This will enhance the opportunity for business, housing, job and recreation development. The additional focus on rehabilitation and restoration of Coffey Park & Recreation House as a major point is noted in the 197A Plan and long overdue, along with the changing of this 2 fare zone to a 1 fare zone.

In reviewing the content of the 197A Draft Plan for Red Hook, we believe this to be a great step in the right direction. This comprehensive plan can address housing, economic development, social and environmental matters of concern, and make maximum the advantage of the Red Hook waterfront as a unique piece of the brilliant New York Harbor.

The development of Red Hook as a pendant jewel of the Brooklyn waterfront will do justice to the immediate community and the Boro & City at large. Red Hook was a major player 100 years ago because of its location and well utilized waterfront, it is time Red Hook resurge. The 197A Plan will surely help in providing the necessary guidance.

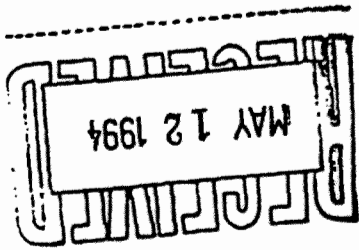
Thanking all who diligently contributed to the 197A Plan, with special thanks to CB#6 & Mr. Tom Angotti - D.C.P.

Sincerely,

A handwritten signature in cursive script that reads "Barbara Longobardi".

Barbara Longobardi
President

BL:al



1814

LOCAL 1814 INTERNATIONAL LONGSHOREMEN'S ASSOCIATION • AFL-CIO

343 COURT STREET • BROOKLYN, N.Y. 11231
(718) 834-7800

FRANK LONARDO
PRESIDENT

LOUIS PERNICE
SECRETARY-TREASURER

May 11, 1994

LONGSHORE/MAINTENANCE
DIVISION

PHILIP LIPARI
VICE-PRESIDENT

PHILIP SCALA
DELEGATE

FRANK SCOLLO
DELEGATE

SUGAR DIVISION

JOSEPH CRIMI
VICE-PRESIDENT

FRANK DZIUBA
DELEGATE

PETER FORCELLI
DELEGATE

INDUSTRIAL DIVISION

CARLOS MORA
VICE-PRESIDENT

AL RICH
DELEGATE

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DISTRICT COUNCIL
DELEGATE

JOHN BALSAMO
WILLIE BALDWIN
ANTHONY MARINELLI
VITO TARTAGLIONE

Mr. Craig Hammerman, Manager
District Office
Community Board Six
Brooklyn, New York 11201

Dear Mr. Hammerman:

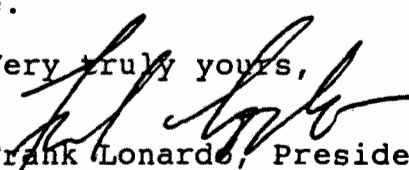
Thank you for the opportunity to meet with you, Jerry Armer, and Al Nembhard to discuss (Community Board #6) 197A Plan for Red Hook.

Our first meeting in my office was pleasant and informative and our second meeting with representatives of city, state, American Stevedores, etc., was very well attended. Jerry, Al & yourself each gave information relative to 197A and I am sure you also heard some of the Stevedores' concerns.

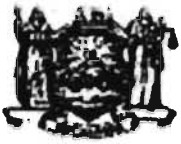
We thank you for your concern and interest not only in the Red Hook Terminal but for the community at large. On behalf of the members of Local 1814 I.L.A. we will be in enthusiastic support of this plan.

We look forward to continuing to work with you in the future.

Very truly yours,


Frank Lonardo, President
Local 1814 I.L.A.

FL/ssm



JAVIER A. NIEVES
Assemblyman 51st District
Kings County

STATE OF NEW YORK
ALBANY

COMMITTEES
Agriculture
Banking
Commerce, Industry, Economic Development
Housing
Higher Education
Labor

June 02, 1994

Maria Favuzzi, Chairperson
197A Sub-Committee
Community Board Six
250 Baltic Street
Brooklyn, NY 11201

Dear Mrs. Favuzzi:

Let me take this opportunity to express my support, and to commend the effort of your 197A Sub-Committee in regards to the 197A plan submitted to my office.

Although this plan, as drafted, along with the implementation of some of the accepted suggestions, will truly have the best interest of the Red Hook residential, educational, industrial, and commercial community at heart, I know that it will be almost impossible to satisfy everyone's special interests.

The last two years that it took to come up with this plan have brought together many different organizations and individuals, who otherwise would not have met each other in such a positive atmosphere. That, in itself, is a great achievement which merits recognition.

If adhered to, the envisioned revitalized community that this proposal will bring into the twenty first century will be a Red Hook community that will once again thrive as it did in its heyday.

The addition of new housing, coupled with the upgrading of existing housing complexes will give the people of Red Hook pride in their neighborhood. The linkage of education and employment development will give the people of Red Hook pride in themselves. The maintenance and introduction of Red Hook's varied cultural and artistic attributes will bring enjoyment and ethnic pride. The elimination of any future new waste handling facilities in Red Hook will bring a cleaner environment for their children. And, most importantly, the mixed use zoning district will be instrumental in preserving existing businesses, attracting new businesses, and development of a true residential community.

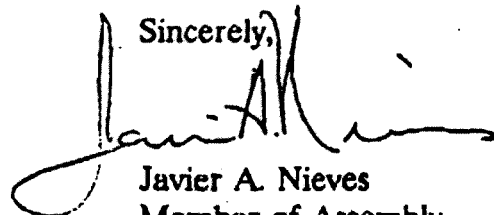
Page 2
197A plan
C.B. #6

As noted by the Red Hook Historical Society, Red Hook is and has always been a community with a rich and unique history. I am happy to see that the 197A plan seeks to preserve some of that unique history as landmarks. It is in this portion of the 197A plan that I would like to make a request. This request is that significant mention be made by the Red Hook Historical Society and the 197A Sub-Committee of Community Board #6 in regards to the important role that Puerto Ricans played at the turn of the century in their migration to New York via the Red Hook waterfronts and settling along Columbia Street, thus becoming the first Puerto Rican community to settle in the borough of Brooklyn.

Recognition of this fact, through visual aids, should be prominently displayed somewhere along Columbia Street and/or along the Red Hook waterfront.

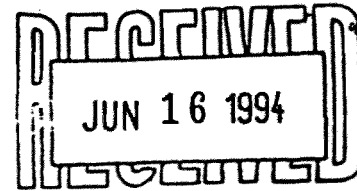
All in all, as the representative of the 51st Assembly District, which encompasses the community of Red Hook, I fully support the 197A plan proposal as submitted to me for review and look forward to full participation in all its developmental stages.

If I can be of further assistance in this process, please do not hesitate to contact my office.

Sincerely,

Javier A. Nieves
Member of Assembly

CITY COUNCIL MEMBER

JOAN GRIFFIN McCABE



406 43RD STREET BROOKLYN NY 11232

718-436-2656 FAX

718-436-2215

BAY RIDGE TOWERS
PARK SLOPE

BORO PARK
RED HOOK

BOERUM HILL
SUNSET PARK

BROOKLYN WATERFRONT
WINDSOR TERRACE

GOWANUS HOUSES
WYCKOFF GARDENS

June 10, 1994

Ms. Maria Favuzzi
Chairperson, 197A Committee
Community Board Six
250 Baltic Street
Brooklyn, NY 11201

Dear Ms. Favuzzi:

I enthusiastically support the 197A Plan for Red Hook prepared by Community Board Six. This is a historic step for our community, which has long suffered from neglect by our City government. The adoption of the 197A Plan will create a new set of ground rules for all agencies that will have a role in the future development of Red Hook. All players will now be judged against a common standard. From this point on, we have the realistic hope that Red Hook will be treated with a new level of respect and consideration.

I cannot emphasize enough that the 197A plan can be a valuable new tool for advocacy on behalf of the Red Hook community. We will be better able to defend the interests of our community because we will be better able to describe its current reality and its ideal future. In a city where competition for scarce resources is the governing reality, only a community which has carefully researched and formulated its strategy will have a realistic chance of winning its fair share. Due to the impressive efforts of the members of Community Board Six and Red Hook neighborhood leaders, we are now better prepared than ever to influence our community's future.

The 197A Plan is a sophisticated document. It does not consider only those factors regarded as purely economic, but goes farther to analyze the whole of life in our community. Having researched educational and social service needs as well as prospects for business and other economic development, the plan takes full account of the interactive nature of these elements.

Page 2
Maria Favuzzi
June 10, 1994

We should also realize that it is very meaningful that this 197A Plan is one of the first to be completed in the city. It reflects the level of commitment that Red Hook and its leaders have devoted to this process. This was not a simple plan to produce because of its breadth and because of the extensive community input that was sought. But the result was well worth the work and the wait. Red Hook, unlike those neighborhoods which don't have such a plan, will now be poised to take full advantage of new opportunities for development as they emerge.

I commend and thank all the members of Community Board Six and the people of Red Hook. I look forward to working with you in the coming years to make this vision of our future a reality.

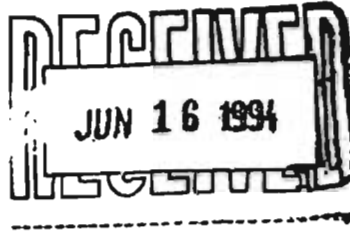
Sincerely,

A handwritten signature in cursive script, appearing to read "Joan Griffin McCabe".

Joan Griffin McCabe



THE SENATE
STATE OF NEW YORK
ALBANY 12247



- LEGISLATIVE OFFICE:
ROOM 415, LEGISLATIVE OFFICE BUILDING
ALBANY, N.Y. 12247
518-455-2451
- DISTRICT OFFICE:
ROOM 1000, 270 BROADWAY
NEW YORK, N.Y. 10007
212-417-5512
- DISTRICT OFFICE:
125 1/2 MONTAGUE STREET
BROOKLYN, N.Y. 11201
718-596-8250

MARTIN CONNOR
25TH DISTRICT
RANKING MINORITY MEMBER
CIVIL SERVICE & PENSIONS
ELECTIONS
RULES
FINANCE
JUDICIARY
INSURANCE
LABOR

June 10, 1994

Maria Favuzzi
Chairperson 197A
Community Board #6
250 Baltic Street
Brooklyn, New York 11201

Dear Ms. Favuzzi:

I am writing in support of the 197A plan developed by Community Board #6 of Brooklyn. This plan addresses the needs of Red Hook in a thorough and comprehensive manner. I commend C.B. #6, Maria Favuzzi, and the 197A Subcommittee, Tom Agnotti and residents from Red Hook for their collaborative efforts and unremitting hours of hard work in formulating this plan.

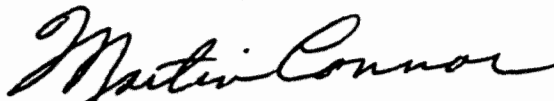
I am in favor of the plans provisions to preclude further waste transfer stations. Other positive aspects of the 197A plan include creation of Education Plaza, Ecology Way, construction of 600 units of housing over a ten year period, rezoning of Van Brunt Street and the improvement of public spaces.

Furthermore, this plan will promote employment and business opportunities for local residents, improve access to and egress from Red Hook by public transportation and it will strengthen the existing retail and commercial areas. Another main objective of this plan is to promote opportunities within Red Hook for what the plan terms as it's main assets; its people. This development would include improved housing, Social Services and expansion of the residential community.

It is evident that this plan will serve as a model to others because it is a well thought out positive approach to addressing the needs of a community. This plan creates a vision for the future of Red Hook. I look forward to the passage of this 197A Plan.

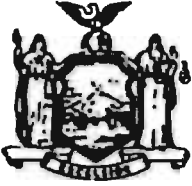
Please feel free to contact my office to keep me abreast of the plans progress.

Sincerely,

A handwritten signature in cursive script that reads "Martin Connor".

MARTIN CONNOR
State Senator

MC:KL:lg

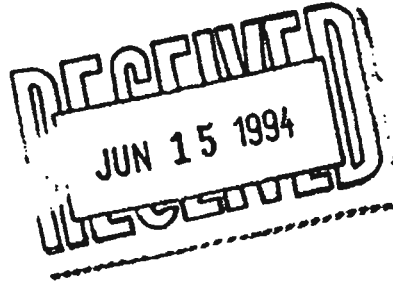


THE SENATE
STATE OF NEW YORK
ALBANY 12247

VELMANETTE MONTGOMERY
18TH SENATE DISTRICT

COMMITTEES

HEALTH - RANKING MINORITY MEMBER
SOCIAL SERVICES - ACTING RANKING MINORITY MEMBER
CHILD CARE
CONSUMER PROTECTION
MENTAL HYGIENE
HOUSING AND COMMUNITY DEVELOPMENT



DISTRICT OFFICE
70 LAFAYETTE AVE
BROOKLYN, NEW YORK 11217
718-643-6140

ALBANY OFFICE
ROOM 608
LEGISLATIVE OFFICE BUILDING
ALBANY, NEW YORK 12247
518-455-3451

June 13, 1994

Craig Hammerman, District Manager
Community Board #6
250 Baltic Street
Brooklyn, N.Y. 11201

Dear Mr. Hammerman:

This is to inform Community Board Six of my strong support of the 197-a plan developed by the Community Board.

I have followed the planning process since 1992. It has been a thorough one with extensive consultations with community groups, Pratt Institute, elected officials and residents in the area.

The result is a balanced and doable plan to provide for housing, jobs, enhanced facilities for recreation, public access to the waterfront, and improved transportation. While Red Hook is a desirable community in terms of its location and waterfront, it has often been seen as a site for undesirable uses. This plan presents a vision to the City of what Red Hook can and should be for its residents and businesses.

I fully support the result of the 197-a planning process and please let me know how I can be helpful in carrying out its vision.

Sincerely,

Velmanette Montgomery

cc: Maria Favuzzi



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

EILEEN C. DUGAN
Assemblywoman 52nd District

- 343 Smith Street
Brooklyn, New York 11231
(718) 875 2311
- 310 79th Street
Brooklyn, New York 11209
(718) 745 3999
- 642 Legislative Office Building
Albany, New York 12248
(518) 455 5426

CHAIRWOMAN
Committee on
Commerce, Industry and
Economic Development

COMMITTEES
Governmental Employees
Labor
Ways and Means

June 07, 1994

Ms. Maria Favuzzi
Chair, 197-A Subcommittee
Community Board Six
250 Baltic Street
Brooklyn, NY 11201

Dear Ms. Favuzzi:

I am writing in support of your Committee's 197-A Plan for the growth, improvement, and redevelopment of Red Hook.

Red Hook is one of Brooklyn's oldest waterfront communities in which industry and housing have coexisted for over a century. It is home to 235 businesses and 11,000 residents who live in the Red Hook Houses and in single-family homes.

Sadly, Red Hook has recently seen a visible decline of the working waterfront and the tragic shooting of Patrick Daly, Principal of PS 15. Yet for the people who live and work in Red Hook, it is a vital and tangible community. While Red Hook has many of the same problems experienced by other Brooklyn communities, including poverty, crime, drugs and violence, it also has a number of positive assets. There are countless families that have made Red Hook their home for generations, some industries have been in Red Hook for over a century.

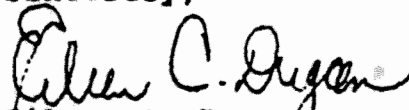
Community Board Six's 197-A plan sets out a very realistic vision for a better future in Red Hook that integrates all elements of the Red Hook community. It seeks to promote the development of an economically, socially and physically integrated community. Red Hook residents require more employment opportunities, housing, improved transportation and an overall enriched quality of life. Both residential and industrial sectors of the community must be developed as part of the overall plan.

Ms. Maria Favuzzi, Chair, CB 6, 197-A
June 07, 1994
Page Two

I therefore applaud the full Board's consideration and approval of the 197-A Plan and am more than willing to work with the Board to insure that Plan is placed into motion.

Please feel free to contact me at any time should you have any further comments, questions or require my assistance.

Sincerely,



Eileen C. Dugan
Member of Assembly

ECD/kis