



## Brooklyn Borough President Recommendation

CITY PLANNING COMMISSION

22 Reade Street, New York, NY 10007

FAX # (212) 720-3356

### INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.

2. Send one copy with any attachments to the applicant's representatives as indicated on the Notice of Certification.

APPLICATION # 140019 HAK; 140020 – 140023 HAK; 140024 – 140027 ZCK; 140028 ZRK:

### Greenpoint Landing

In the matter of applications submitted by the Department of Housing Preservation and Development and Greenpoint Landing Associates LLC pursuant to Article 16 of the General Municipal Law of New York State and Section 197-c of the New York City Charter for: a) the designation of property located at 16 DuPont Street and 219 West Street as an Urban Development Action Area and an Urban Development Action Area for such area; b) zoning text amendments to modify height and setback, lot coverage and yard controls for a 640 seat public school and exempt such floor school space from definition of floor area; and, c) for the disposition of such property to a developer to facilitate development of 431 units of affordable housing, 276 units of market rate housing, and 1.4 acres of new parkland.

COMMUNITY DISTRICT NO.

1

BOROUGH OF BROOKLYN

### RECOMMENDATION

**140019 HAK; 140020 – 140023 HAK; 140024 – 140027 ZCK; 140028 ZRK**

APPROVE

APPROVE WITH

MODIFICATIONS/CONDITIONS

DISAPPROVE

DISAPPROVE WITH

MODIFICATIONS/CONDITIONS

Report to follow

\_\_\_\_\_  
BOROUGH PRESIDENT

October 4, 2013

\_\_\_\_\_  
DATE

## **RECOMMENDATION FOR GREENPOINT LANDING**

**140019 HAK; 140020 – 140023 HAK; 140024 – 140027 ZCK;  
140028 ZRK**

These applications by the Department of Housing Preservation and Development (HPD) and Greenpoint Landing Associates LLC (GLA) requests land use approvals for the disposition of city-owned land and conveyance of development rights attributable to the remainder of Lot 32; Zoning Text Amendments to establish the permitted building envelope for the proposed public school use, and to allow floor space used by the schools within a upland Greenpoint Landing Associates property to be exempt from the definition of floor area; to allow park use on new Parcel 5e to generate floor area notwithstanding its intended future use as publicly accessible open space; UDAAP designation; a Restrictive Declaration Amendment; Zoning Certifications for Waterfront Access; Zoning Authorizations and HPD or HDC financing in order to facilitate the redevelopment of an underutilized, partially-vacant waterfront property in the Greenpoint community. In a related action, the School Construction Authority (SCA) is pursuing site selection and acquisition of real property for a proposed PS/IS school.

GLA seeks to develop a mixed-use project on the Greenpoint waterfront that would facilitate 431 units of affordable housing, 276 units of market-rate housing and would generate funding for a 1.4 acre expansion of Newtown Barge Playground and a new school.

### **PUBLIC HEARING**

The Borough President held his public hearing on these applications on September 17, 2013. Staff of the Borough President expressed concern on his behalf dealing with the lack of available affordable senior housing throughout the borough. Borough President staff also shared his concerns with regards to reaching varying levels of affordability, and that such units be permanently affordable. Given infrastructure constraints, the Borough President's staff was seeking more information regarding what other possible mitigations might be implemented for the benefit of the community.

Twelve speakers provided testimony with the majority testifying against the proposed project. Representatives from Neighbors Allied for Good Growth, the Greenpoint Waterfront Association for Parks and Planning, Dog Alliance within Greenpoint as well as concerned residents raised issues that included the lack of open space, land toxicity and inappropriateness of existing infrastructure within the area to support a project of this scale. Testimony regarding site toxicity included detailed health issues that perhaps are linked to the toxins within the neighborhood. There is concern that it would be dangerous to dig up the land due to the potential to release toxins in the air, thus furthering health risks. Those citing the lack of infrastructure to support such an influx of residents voiced concerns pertaining to the strain of public transportation, streets in disrepair, traffic and areas already experiencing flooding.

### **CONSIDERATION**

CB1 voted to disapprove these applications unless a number of changes are made to the proposal. These include: 1) conditioning approvals on the developer's commitment to build pursuant to affordable housing zoning provisions for all buildings; 2) discounting costs of amenities for residents of affordable units; 3) integrating affordable units within market rate buildings; 4) earmarking 100 of the affordable housing units for senior citizens or the disabled, with the remainder of the affordable apartments achieved at: 60% at 40% Area Median Income (AMI), 20% at 50% AMI and 20% at 60% AMI, with five percent being 3-bedroom apartments; 5) ensuring the affordable housing lottery's fifty

percent community preference will include displaced former CD 1 residents; 6) dedicating the proceeds of the sale of lot 32 for public open space; 7) the developer's financial contribution to park development costs in excess of the current earmarking of funds; 8) the proposed school be a public school (not a charter).

The proposed land use actions will allow for the redevelopment of an underutilized, partially vacant waterfront property. The property currently contains open vehicle and equipment storage and a sludge tank, which will be replaced with a mixed-use, primarily residential development, including four apartment buildings, affordable housing, a new school building and new publicly accessible open space, a 59,676 square foot (sf) city parcel into an expansion of the adjoining Newtown Barge Playground. With this addition, the existing park would be expanded from approximately 0.98 acres to approximately 2.27 acres. In addition, there would be a waterfront access network of over an approximately half-mile stretch of Greenpoint's waterfront, as well as ground floor retail. The project also includes the extension of a block of West Street between DuPont and Eagle streets, which is currently mapped but not built. It would operate northbound, one-way, similar to the existing block to the south.

Incremental development would include the following: 707 dwelling units (DUs) comprised of approximately 431 affordable housing DUs and approximately 276 market rate DUs; approximately 4,900 sf of local retail space; approximately 120,000 sf of community facility space housing a 640-seat public elementary/intermediate school; approximately 28,353 sf of public open space and approximately 253 accessory parking spaces.

It is expected that GLA will proceed in a similar time frame with as-of-right development on other sites it owns in the Greenpoint Landing development area, resulting in two new buildings with an anticipated 1,087 DUs, including 898 market rate DUs and 189 affordable housing DUs, 3,300 sf of retail space, 461 accessory parking spaces, and 35,336 sf of publicly accessible open space.

GLA seeks to receive city-owned property and development rights, attributable to city-owned land, so as to incorporate the land and development rights into the overall project. The disposition includes the sale in fee of 73,389 sf and the transfer of development rights attributable to an additional 59,676 sf city-owned parcel. The development rights would afford GLA nearly 590,000 sf of floor area. As a condition of conveyance, GLA would be obligated to build 431 units of affordable housing with a portion of these development rights, per a commitment made by the City under "Points of Agreement" (the "POA") entered into at the time of the adoption of the Greenpoint-Williamsburg Rezoning in 2005.

Subject to the City providing sufficient subsidies, GLA would build 431 affordable units: 10% at <40% AMI (43 units); 40% at <60% AMI (169 units); 25% at <80% AMI (108 units); 25% at <120% AMI (108 units). GLA would develop the POA units on two sites, fronting Commerce and Eagle streets on the land currently owned by GLA. The City and GLA have identified the site at the corner of Eagle and West Streets as the location of the first phase of these units, with closing for those units anticipated to occur in December 2013. Remaining development rights, estimated at approximately 235,000 sf, would be used by GLA for any use allowed by the Zoning Resolution. GLA intends to use the approximate 235,000 sf of the 589,481 sf of area generated for the development of approximately 276 market rate housing units, which would be built in compliance with the maximum permitted building envelopes. The City parcel would be disposed of in three closings starting with 98 units at Eagle Street, and in connection with each closing GLA would agree to build affordable housing containing POA units in each parcel.

The proposed Newtown Barge Playground Expansion area would not be pursuant to establishing parkland on the City Map. This approximately 60,000 sf city-owned property would be under the jurisdiction of the Department of Parks and Recreation and it would function as an expansion of the existing Newtown Barge Playground, which is mapped parkland. The city is retaining Parcel 5b as a public park. The zoning text amendment would ensure that the development rights generated by this currently vacant property would remain available to create new housing, including a substantial number of affordable housing units. The vacant property would be converted into an approximately 1.3 acre park expansion in an area where there is limited public open space.

The proposed school would serve, in a facility of approximately 120,000 sf, pre-K through eighth grade with 640 seats. GLA would lease the land to the SCA for a nominal amount to enable the SCA to build a new school on the site. GLA would retain the development rights generated by this land.

A zoning text amendment to ZR §62-351 would allow property with park use to generate floor area notwithstanding its intended future use as a publicly accessible open space. The amendment would apply to the portion of the parcel that would be retained by the City but would have its development rights transferred to GLA.

The zoning text amendment to ZR §62-931, along with the creation of a new Waterfront Access Plan (WAP) Parcel 5d fronting DuPont Street, would allow Block 2494, Lot 1 to be developed as an affordable housing project and public school prior to certification of the WAP for Parcel 5c, a property not expected to be developed for several years, and thus not having plans prepared for the required certification to demonstrate compliance with the WAP. Block 2494, Lot 1 is located east of West Street and does not front on the waterfront. The text amendment would specify that waterfront public access area requirements generated by the new Parcel 5d would continue to be required at such time as parcel 5c is developed. Enabling the remaining smaller WAP Parcel 5b fronting Eagle Street to be developed by the GLA without designing the waterfront access areas on new Parcel 5e would allow GLA to develop "POA" affordable housing units before GLA is required to undergo review of its waterfront access area plans for sites that will not be developed for several years.

A zoning text amendment would modify height and setback, lot coverage and yard controls for a public school in new WAP Parcel 5d. It would also allow for floor space used by the school, up to a maximum of 120,000 sf, to be exempt from the definition of floor area. The existing bulk regulations on the site limit maximum building height to 65 feet or 6 stories, whichever is less. This amendment would permit school uses to have a maximum height of 100 feet without a setback. Applicable yard and lot coverage requirements would also be modified to permit a building that entirely covers Parcel 5d. These changes would establish a permitted building envelope that matches the SCA required volume for a school. The text amendment would also create needed school space without "penalizing" GLA with a loss of floor area (for residential development). The amendment would enable SCA honor commitments made in the 2005 Final Environmental Impact Statement (FEIS) to increase schools' seats. These seats intend to mitigate adverse impacts associated with the City's 2005 rezoning.

The proposed school, although taller than allowed under current zoning, would provide a transition between the taller buildings being constructed along the waterfront and the lower and mid-rise buildings on inland blocks in Greenpoint. Without this amendment, SCA indicates that it would not be able to accommodate the school's programmatic needs and provide the intended 640-seat capacity. It would be developed by SCA as an elementary/intermediate school.

The Restrictive Declaration would be amended to allow for the use of City development rights by GLA between existing Parcels 5a, 5b and 5c.

The City is also making additional subsidies available to GLA for two additional affordable housing projects under the city LAMP program. The LAMP projects would not be comprised of POA units; this would occur independent of the Proposed Project.

Guidelines would apply to the building bases and at the street level of the buildings subject to these controls, including transparency and articulation requirements to achieve a more varied streetscape with multiple residential entries, retail or windows on the ground floor and a variety of façade segments along the upper bases. The proposed urban design guidelines are intended to ensure a high quality pedestrian experience and an active streetscape along the proposed building frontages along streets, public parks and waterfront public access areas.

The Borough President believes the proposed actions are consistent with the public policies in the area.

The Borough President supports the proposed land use actions as they are consistent with the public policies recently established for the area and the 2005 rezoning initiative. It includes the redevelopment of vacant city-owned land, the provision of affordable housing, public open space and a new public school in an area experiencing substantial new residential growth. The new development would be at a density and building scale compatible with other new development occurring along the waterfront pursuant to the City's 2005 rezoning.

The Borough President believes that the proposed action is beneficial in that it would facilitate the development of a substantial number of affordable housing units through the development rights associated with the adjacent City parcel, while also allowing for the improvement of the remainder of the City parcel as an expansion of Newtown Barge Playground. Other benefits would include the construction of a new school building in a section of Greenpoint with a growing residential population, and the production of a more cohesive development plan that better links the northern and southern portions of Greenpoint Landing.

The proposed action would also enhance and upgrade a currently inaccessible waterfront area to provide waterfront access. The proposal includes more than an acre of publicly accessible open space which would include a waterfront esplanade and upland connections to public streets and sidewalks, providing recreation space integrated with nearby parks.

The West Street extension would improve neighborhood connectivity and better link the study area with the surrounding blocks to the south.

The open space provided would enhance the residential uses developed in the area. The public open space would provide high quality facilities on the waterfront with views to the water and Manhattan and Queens skylines, with upland connections and visual corridors linking to the upland street network.

While the Borough President is generally supportive of the proposal, he shares CB1's concerns regarding affordable housing and he harbors additional concerns including: the earmarking of funds specific to open space, site remediation, capacity for child care for lower income households,

affordability of property amenities, adequacy of school capacity, access to public transit, and concern for pedestrian safety.

### **Affordable Housing**

The Borough President is committed to providing opportunities for Brooklyn's working families to have access to affordable housing. This commitment is followed through in each discretionary land use action that seeks his approval, as he advocates for "Affordable Forever" measures wherever possible. When applicable, it is the Borough President's policy for new residential developments, subject to ULURP, to provide a minimum of 20 percent affordable units. He believes development in this section of Greenpoint should be affordable to area families.

The Borough President believes that the increasing demand for senior citizen housing should be addressed where appropriate. Many seniors continue to live in substandard accommodations and/or are forced to spend an excessive amount of their income on their housing. The increasing demand for decent affordable senior citizen housing is not being met by the rate of production and needs to be addressed through the construction of quality accommodations.

Greenpoint is a neighborhood in transition, with prevailing housing trends including: rising rents, an increase in housing units, increasing median household incomes and decreasing population. Median household income increased by 37.76 percent (between 1999 and 2006-2010), as did median gross rent (from \$832 to \$1,202). Residents living below the poverty level experienced a decrease by 41.7 percent (between 1999 and 2006-2010). Between 2000 and 2010, the study area's population decreased by approximately 8.6%. 784 affordable housing units were also added to the Greenpoint area housing market between 2000 and 2010 (13 percent increase). Taking into account increasing vacancy rates, between 2000 and 2010, 335 housing units were added to the market. Prevailing trends suggest further displacement of lower-income Greenpoint residents as well as displacement increasing among moderate and middle income projects.

In order for the community to benefit from the maximum number of affordable housing units, the development of Greenpoint Landing would need to be pursuant for the filing of an Inclusionary Housing Plan (IHP) as part of the filing with the Department of Buildings to authorize construction. The majority of GPL is not affiliated with the applications before the Borough President. However he believes that all the potential affordable units from GPL should be achieved. The Zoning bonus provides for twenty percent of the floor area bonus to be for market-rate development. In addition, the towers can increase in height by several more floors, which result in more lucrative rental or sales prices for the as-of-right floor area that would be shifted to higher floors. Finally, the zoning allows the affordable units to be facilitated by government financing. The provision of the affordable housing results in qualifying for the real estate tax benefit. Collectively, these are strong incentive to entice developers to provide affordable housing but it is not a guarantee. The Borough President believes it is appropriate for GLA to commit to participation in the IHP for all of its as-of-right development as part of GPL as a condition of the approvals under consideration. In a letter dated October 4, 2013 (attached), GLA expressed its intent to develop all the buildings according to an IHP.

The Borough President believes that all POA units should be permanently affordable. When new affordable units are created, it is always a concern of the Borough President regarding the number of years they can be kept affordable. In areas where new developments can be realized on city-owned sites, it should be a policy of the City to minimize the loss of affordable housing. Measures need to be put in place in order to ensure that these residences can remain as affordable options for the city's

residents. In the letter dated October 4, 2013, GLA agrees that 216 units would be permanently affordable.

The POA units should include a binding commitment for senior housing. Despite the approximately 800 units of affordable housing built in Community District 1, these units have not been earmarked for seniors. In addition, the hundreds of anticipated affordable units that would be developed according to the Inclusionary Zoning floor area bonus are also not expected to be earmarked for seniors. Outside of City-owned sites, there are virtually no opportunities to provide for seniors.

The Borough President believes that such affordable housing for seniors can be accomplished according to the Federal Section 202 program, Section 8 and/or any other government sources. Senior units can be accommodated with creative approaches beyond merely the 202 program. In the letter dated October 4, 2013, GLA agrees to work with the Department of Housing Preservation and Development (HPD) and the City's Housing Development Corporation for the remaining phases of the POA development.

Due to affordable housing units for seniors tending to be studios, with some extra space devoted to common facilities, it is likely that 100 such units would require less floor area than 100 units of family housing. Therefore, the Borough President believes that the Points of Agreement calling for 431 units should be updated to be reflective of the floor area that this was to represent, but given the call for elderly units, that it would be expected that more units would be achieved as part of the POA. In the letter dated October 4, 2013, GLA expressed its intent to develop all the allotted floor area from the city-owned site as affordable housing.

The Borough President is concerned that, as rents continue to rise the displacement trend is affecting more than low-income residents in Greenpoint. The predominant rental-stock in the neighborhood is not rent stabilized, therefore, as homes sell, it is likely that any rental units in these homes would be a great risk for rental increases that lead to displacement. In addition, when leases expire in such homes, it is also possible that landlords might increase rent beyond the means of tenants. Given the trend for rent in Greenpoint, it is likely that many of these households that could be at-risk for displacement would be over-income for the maximum 60 percent AMI requested by CB 1.

As for the nearly 800 units of affordable housing recently added to the community, the vast majority have been the result of developers utilizing the City's Inclusionary Housing Program which limits AMI to not exceed 80 percent. Given available financing and the implications of qualifying for the 421-a Real Estate Tax relief, the units typically going forward would be available to households ranging from a handful of units at less than 40 percent AMI to not exceeding 80 percent. The Borough President believes that it is important to also accommodate households earning more than 80 percent AMI. He believes having rental tiers at 60 percent, 80 percent, 100 percent and 120 percent, with eligibility up to 130 percent AMI provides an opportunity for certain Greenpoint residents to remain in the community. These POA sites are perhaps one of the few opportunities to accommodate households exceeding 80 percent AMI. There would be hundreds of additional Inclusionary Zoning linked affordable units that would be expected to rent for those earning up to 80 percent AMI. Depending on program availability, such as LAMP and federal tax-income credits, the Borough President expects a reasonable percentage would be for households not exceeding 60 percent AMI. Therefore, the Borough President believes these POA units must at least provide some opportunity for those earning more than 80 percent AMI to address moderate and middle income households. In the letter dated October 4, 2013, GLA agreed with the Borough President's recommendation.

The Borough President supports CB1's recommendation to have at least five percent of the non-senior units contain three-bedrooms. He believes by having such units, more families would be able to potentially benefit from the affordable housing being made available and thus have an opportunity to remain in the neighborhood. It would be appropriate to have a provision for three-bedroom units incorporated in the Land Disposition Agreement. In a letter dated October 4, 2013, GLA expressed a willingness to provide such units within the floor area being designated for affordable housing.

As part of the Borough President's consideration for his recommendation issued for the 2005 rezoning of the Williamsburg and Greenpoint waterfront, he expressed his belief that it was time for a radical shift in City policy that would result in adequate considerations for those who would become displaced to be able to return to their community through newly produced affordable housing. He recommended that local preference be also affordable to those that were displaced from the neighborhood. Fortunately, the Department of Housing Preservation and Development has made this official policy for Community District 1. In order to assure that this policy remains in place for the entire GPL development, the Borough President believes it would be appropriate to cement this policy in the Land Disposition Agreement (LDA) or some equivalent mechanism. In the letter dated October 4, 2013, GLA expressed its support for this policy for both its POA units and all the other GPL units subject to HPD.

The Borough President believes that the City Council should seek a commitment from the Administration prior to approval of the requested land use actions for: all POA units to be permanently affordable, with 100 set aside for seniors and with a corresponding increase in the number of POA units, with rent for units to not exceed 120% AMI with eligibility not exceeding 130% AMI, and that five percent of such housing be three-bedroom units; and the fifty percent community preference should continue to include those displaced from the community. Such commitments should be incorporated in the LDA with the developer or some comparable mechanism.

### **Funding Open Space**

The Borough President is concerned that the \$2.5 million from the sale of Lot 32, which is slated to pay for the expansion of Newtown Barge Playground, may instead be funneled into the City's General Fund. The Borough President believes that the \$2.5 million from the sale of Lot 32 should be placed in a Trust and Agency Fund to cover the capital cost. In the letter dated October 4, 2013, GLA expressed intent to enter into a funding agreement to secure its payment and agrees that proceeds be assured.

The Borough President is also concerned that there are no assurances of additional funding for the expansion of Newtown Barge Playground should unforeseen construction costs arise. Since parkland development along the waterfront is difficult to budget to unforeseen site conditions, the Borough President is concerned that the \$7 million budgeted for the Newtown Creek Barge Playground Expansion might prove insufficient to construct a park worthy of the Greenpoint community, which has long awaited this additional open space. Moreover, the Borough President also believes that if an ideal design should need additional funding, the developer should commit to covering 35% of the budget increases.

In addition, the Greenpoint-Williamsburg Waterfront Access Plan, which calls for a continuous shore public walkway running from the end of Manhattan Avenue in Greenpoint to the end of N. 3rd Street in Williamsburg, would remain unfulfilled along the project's southern section – from Eagle Street to Green Street – for the near term, as construction of privately held sections is dependent on as-of-right zoning obligations. Even with the complete build out of Parcel 5A, Parcel 5B and Parcel 5E (Newtown Barge Playground expansion), the waterfront shore public walkway would be discontinuous for nearly

a quarter mile along the East River as the EAS discloses that it would be neither practical nor desirable to provide waterfront open space on the Parcel 5c waterfront properties before the buildings on those sites were constructed.

While logistic issues may deter GLA from developing its entire waterfront walkway obligation at this time, the Borough President urges GLA to proceed with WAP submissions for certification review by the Department of City Planning (DCP) in advance of building designs and develop a plan to achieve continuous waterfront access as promptly as feasible.

The Borough President believes that it would be appropriate for the City Council to obtain the following commitments from the Administration: establishment of a Trust and Agency Fund to hold funds for the expansion of Newtown Barge Playground; allocation of additional funds if the parks design warrants it; and the expediting of designs for GLA's remaining waterfront sites.

### **Site Remediation**

In response to concerns regarding cleaning up the contamination of these sites, it should be noted that the 2005 *Greenpoint-Williamsburg Rezoning* includes designations for hazardous materials, according to E-138, for Lots 32 and 100 on Block 2472 and Lots 1 and 6 on Block 2494. These would remain in effect as a condition of obtaining a building permit. They require that a remediation plan be developed and implemented to the satisfaction of the Office of Environmental Remediation (OER). A new E-317 would be established. The school site would be addressed in a Memorandum of Understanding that would be recorded.

The Department of Buildings will not issue a building permit until the environmental requirements for the (E) designation are satisfied. For hazardous materials (E) designations, the environmental requirements are that a testing and sampling protocol be conducted and a remediation plan be developed and implemented where appropriate, to the satisfaction of the Mayor's Office of Environmental Remediation (OER). The measures required include Health and Safety Plans (HASPs) during site investigation work and remediation/construction and plans for the safe disposal of soil and construction debris.

Any petroleum storage tanks encountered would be registered, properly assessed, and removed along with any contaminated soil, in accordance with all applicable regulatory requirements, including New York State Department of Environmental Conservation (NYSDEC) requirements, for spill reporting and cleanup. However, recent community experience with Brownfield cleanups have apparently resulted in incidents of fugitive dust emissions, trafficking of dust, including unwashed trucks idling, and the resulting burning of diesel fuels. Excessive noise and vibration were reported where pile driving took place.

It is expected that all appropriate fugitive dust control measures—including watering of exposed areas and dust covers for trucks—would be employed during construction. Further, to minimize fugitive dust emissions, vehicles on-site would be limited to a speed of 5 mph, and water would be used to wet working surfaces. Storage piles would be covered. Exposed areas would be stabilized after disturbances to minimize dust. Tracking pads would be established at construction exits to prevent dirt from being tracked onto roadways. Dust associated with demolition activities would be controlled with misting systems. Developers have at times implemented a diesel particulate matter (DPM) emissions reduction program as another technique to minimize particulate concerns.

According to State Department of Environmental Conservation, the developer's environmental consultant is responsible for monitoring contamination related tasks and certifying that proper steps are taken according to an approved work plan. The Department of Buildings regulates pile driving.

The Borough President believes that the developer should promote a good neighbor policy by establishing a community liaison to be accessible to area residents and share frequent construction updates commencing from site clearance to TCO. He calls on the City Council to seek such a commitment.

### **Child Care**

The Borough President is concerned that there might not be affordable child care accommodations in proximity to the anticipated more than 1,000 affordable housing units. Mitigation measures identified in the 2005 *Greenpoint-Williamsburg Rezoning FEIS* and subsequent Technical Memorandum included adding capacity to existing facilities or providing a new child care facility within or near the rezoning area. It was concluded that the Administration for Children's Services (ACS) would monitor development in the rezoning area and respond accordingly to provide the capacity when needed.

The "Points of Agreement" (POA) that the City entered into at the time of the rezoning also states "the Administration agrees to monitor the amount of development in the rezoning area on an annual basis. The Administration agreed to submit to the Council Members for the area by letter an annual report updating needs analysis and planning mitigations, where applicable, from relevant agencies for schools, day care, hospitals, fire protection, police service, and bus and subway service.

It is expected that 20 slots for publically-funded child care would be created, though there would still be a shortfall of 338 seats.

GLA has suggested two ways to mitigate significant adverse impacts of their proposal. The first concerns the provision of child care for children from eligible households in the developed area. In accordance with the terms of a Restrictive Declaration to be recorded against GLA's property, GLA would provide funding for publicly-funded child care to the extent determined to be required by the ACS. ACS would determine required funding following an assessment conducted as part of the building permit for construction application (which specifies the number of affordable housing units available to residents at or below 80 percent of the area media income (AMI)).

The Borough President believes that the City, and ACS in particular, should identify needs for publicly-funded child care and planned mitigation to address the impacts disclosed for the City-initiated rezoning.

The Borough President believes that it would be appropriate to obligate the developers to first offer retail space to ACS prior to marketing for retail users. ACS should respond to developers within 90 days whether it is interested in leasing such space. In the letter dated October 4, 2013, GLA agreed to maintain a contact for the community and local leaders during construction. He calls on the City Council to seek such a commitment be adequately memorialized.

### **Affordable On-Site Amenities**

According to a September 9, 2013 letter submitted by GLA to CB 1, it was noted that all residents of GPL would be eligible to take a private shuttle service to Long Island City for connection to the 7 train when that amenity is instituted. No other reference was made regarding this shuttle service in terms of frequency of this route. The Borough President believes that the GLA should develop an intent of

what triggers the establishment of this service and what triggers implementation of additional services to increase frequency of such shuttle service. He believes initiation of such service and increasing service frequency should be tied to the issuance of Certificate of Occupancy (or TCO) exceeding a collective threshold of number of units. In the letter dated October 4, 2013, GLA expressed that it would start shuttle service when approximately 500 units are occupied. This should be memorialized in the LDA or an equivalent mechanism.

The September letter to B1 and the October 4 letter noted that if there would be a fee for such service, those residing in the affordable units would pay a discounted fare. The Borough President believes that such a fee for any resident is an added burden, as a fare would still be required to ride public transit service. He believes GLA should offer this service, without charging a fare, for all residents.

The Borough President is concerned that households owning cars and occupying the affordable units would not be able to park easily in the neighborhood without on-site affordable garage accommodations.

Though the EAS anticipates a surplus of approximately 104 spaces during the overnight peak period for residential demand, the Borough President believes that as additional development occurs, this supply would dwindle. Given the limited number of overnight spaces projected to be available in the northern section of Greenpoint, it would improve the quality-of-life for the households in the affordable units to be able to obtain on-site parking at less than market-rate cost. Therefore, the overall GPL should make accommodations for those in the affordable units to have an affordable opportunity to secure parking. The September 9, 2013 and October 4, 2013 letters also noted that parking rates for the affordable units would be discounted, though no rate was indicated. The Borough President believes such a charge should not exceed fifty percent of market rate rental charges. This should be cemented in the LDA or some equivalent mechanism.

The Borough President applauds GLA for its September 9, 2013 letter to CB 1 which notes that for the first POA development that there will be a community room and bike room provided at no cost to the residents. He would expect equivalent amenities provided without cost for the remaining POA units. In addition, whatever in-building amenities provided to market rate units that are developed, pursuant to the filing of an Inclusionary Housing Plan, should be provided to the affordable units at a fee not exceeding fifty percent of the market rate fee. In the October 4, 2013 letter, GLA expressed intent to make possible amenities available in the same manner for all its tenants. Such commitment should be cemented in the LDA or some equivalent mechanism.

The City Council should seek commitments that memorialize: the initiation of shuttle services and expanded frequency of such service; that such service be free; the parking rental cost be reduced for residents of the affordable housing; the POA units residents have free common amenities such as community room and bike room; and, that residents of affordable units developed according to the Inclusionary Housing Plan, be receiving discounted charges for in-building amenities.

### **Schools**

The Borough President supports the construction of a 640 seat district school at the DuPont Street site. In order to assure that the school best serves the needs of the Greenpoint community through expanding access to quality schools, the Department of Education should designate such school as a district school. While the school is now being contemplated as a K-8 school with a specific number of seats for elementary and for intermediate school students, planning should continue to evolve until the school is ready to be designed. Therefore, just prior to commencing design, there should be

consultation with the District 14 Community Education Council to determine the appropriate school structure.

The Borough President believes that the proposed 640 seat ES/IS should not be considered the solution, in itself, to address anticipated need for school seats.

Using numbers derived from the SCA's Projected New Housing Starts for Sub-district 3 of CSD 14, approximately 1,380 new elementary school students and 220 new intermediate school students are expected to be added to the area by 2020. Also, with the new charter schools to be co-located in JHS 50 John D. Wells and JHS 126 John Ericsson, according to their "Building Utilization Plans" the capacity of the district schools would be significantly reduced. This development is predicted to introduce more than 200 public elementary school students and 85 intermediate school students to the area, resulting in an anticipated shortfall of approximately 330 public ES students and 330 public IS students in the neighborhood. In addition, several other large waterfront development sites, including those owned by GLA, would be developed after 2020, so opportunities to house the resulting additional public school students must be pursued.

Measures to address elementary and intermediate school enrollment and capacity shortfalls could include: relocating administrative functions to other sites, thereby freeing up space for classrooms; making space within the area available to DOE; restructuring or reprogramming existing school space within the district; or providing for new capacity by constructing a new school or an addition to an existing school.

The Borough President believes that greater measures should be taken to address school capacity shortfalls. If an added new school were to be the remedy, the following are possible sites: the anticipated, to-be-surplus scrap transport yard at the foot of Manhattan Avenue; the former Leviton Electric factory complex along Greenpoint Avenue, vacant land along Kent Street east of McGuinness Boulevard, and the recently rezoned site at McGuinness Blvd and Greenpoint Avenue that does not appear to be proceeding as a development site due to possible bankruptcy issues.

In order to determine whether the proportion of seats now slated for elementary school and intermediate school is appropriate, relative need for elementary/intermediate seats should be assessed prior to drafting construction plans.

The City Council should seek a commitment from the Administration to expand access to quality schools by opening a new 640 seat district school at the proposed DuPont Street site. In addition, such commitment should include re-evaluating just prior to commencing design, the possibility of having elementary versus intermediate school students, to determine possible school structure. Finally, the City Council should seek periodic assessments to determine when to designate additional space to accommodate more public school students.

### **Transportation**

The Borough President believes that additional measures must be taken to assure the adequacy of transit accommodations.

Without GPL and other projects yet to be developed according to the 2005 rezoning, population growth is expected to be around 12,500 residents. Thus, thousands of new residents are expected to be moving to the neighborhood as developers build on sites opened up by the 2005 rezoning by 2020.

With what would be expected to be developed by GLA and other possible developments proceeding there would be approximately 26,000 residents by 2020.

Greenpoint is served by the G subway line, connecting to Kensington in Brooklyn and points in Queens; the B24, B43, B62, and B32 bus routes connecting Greenpoint with other Brooklyn neighborhoods and Long Island City, Queens; and the East River Ferry, which provides service to Midtown and downtown Manhattan, Long Island City, and other neighborhoods along the Harlem River.

The Environmental Action Statement (EAS) projected that new residential, local retail and school uses, as a product of this project, would generate an estimated 425 and 429 additional subway trips in the AM and PM peak hours. The majority of these new peak hour subway trips are expected to use the Greenpoint Avenue (G) subway station, while approximately ten percent are assumed to walk to and from the Vernon Boulevard-Jackson Avenue (7) subway station. It is assumed that approximately one-third of project-generated subway demand en route to and from the north would utilize buses for access to the subway services in Long Island City. It is unclear how the developer's intended shuttle service might affect these assumptions.

The project is anticipated to add approximately 325 new trips at Greenpoint Avenue (G) subway station in the AM peak hour and 345 in PM peak hour. The Brooklyn-Queens crosstown G subway line is expected to experience fewer than five incremental trips per car in each direction in each peak hour.

The proposed action includes an additional high-entry/high-exit turnstile added to the fare array at the India Street entrance to the northbound platform of the Greenpoint Avenue subway station to increase fare array capacity. This would be installed by MTA NYC Transit and paid for by GLA as a condition of project implementation. This obligation would be made part of the transactional documents between GLA and the City and would be enacted when MTA NYC Transit advises that the level of construction of the project is such that implementation is required.

This route is projected by the EAS to exceed guideline capacity within a few. There are already incidents where riders have to let one or two trains go by before passengers can successfully board train cars due to unscheduled gaps in service. The MTA should identify strategies to achieve operation frequency consistent with the actual schedule of service.

Based on the projected population increase, the MTA should undertake semi-annual full-line impact reviews to determine the projected need for increased frequency and/or adding cars to the trains. According to transportation advocates, the MTA has available rolling stock to add additional trains to the G service. Earmarking such cars to the G line would result in added costs associated with powering the added cars and servicing the cars for maintenance. By not having longer trains or more frequent train service, passengers are utilizing less than half the platform when waiting for the next train. Platform use is concentrated on one end of the platform; thus, riders might find themselves sprinting to be able to board the train before it pulls out of the station as from certain turnstiles, while riders need to travel several hundred feet to get to a place on the platform where the train actually stops. This is the case with the north end of the Greenpoint Avenue station. In essence, having four-car trains adds nearly two extra minutes to walk to the section of the platform where the train cars can be boarded. When combining this circumstance with erratic service, which leads to crowding at sections of the platform, service is too often less than acceptable. In order to remedy this condition, the MTA should begin to obtain funding, adding either an additional train per hour or lengthening the existing trains by at least two cars in the near future, with the goal of lengthening to eight to ten cars as a means of

addressing platform crowding due to passengers merely using less than half the existing platform in order to be adjacent to the train cars when in the station to receive more passengers.

Three bus routes will operate in proximity to development (the B32, B43 and B62) during weekday AM and PM peak hours. The project is not expected to result in significant adverse impacts to local bus routes in either of these periods. The B25 provides service between Greenpoint and Williamsburg via Sunnyside, Queens. The B43 provides services between Greenpoint and Prospect-Lefferts Gardens operating primarily on Manhattan Avenue with six buses per hour in the AM peak hour and five buses per hour in the PM peak hour; it provides a transfer to the Greenpoint Avenue (G) subway station. The B62 provides service between Queens Plaza and Downtown Brooklyn, operating on Manhattan Avenue, Freeman Street and Green Street with six to nine buses per hour in the AM peak hour and six to seven buses per hour in the PM peak hour. It provides transfers with the Queens Plaza (E,M, R) and Queensboro Plaza (N, Q, 7) subway stations.

NYC Transit recently initiated B32 service between Williamsburg and Long Island City via Greenpoint. In Greenpoint it operates on Franklin, Freeman, and Green Streets with two buses per hour from 7AM to 9PM and provides transfers to the Court Square (E,M,G,7) and Marcy Avenue (J,M,Z) subway stations.

All bus trips involving transfers to the Greenpoint Avenue (G) station would utilize the B43. Though given the few stops and short walk to the G train, which often requires transferring to another train route, it is quite possible that this route would not be heavily utilized by residents of Greenpoint Landing. Bus trips involving transfers to subway stations in Long Island City would utilize the B32 or the B62.

In addition, the developer intends to operate a private shuttle to the 7 train. This shuttle service would serve as an additional option to those who may not want to take a bus or walk the three stop distance to the G train. Another alternative to alleviate passenger load on the Greenpoint and Freeman lines would be to reroute the B32 to DuPont (south) and Eagle (north) to get passenger closer to the 7 line.

The Borough President believes that in order to bring bus service that connects to the 7 line closer to the higher density area anticipated to be along Newtown Creek, the B32 might better be re-routed to DuPont Street (south) and Eagle Street (north). The MTA should monitor B32 service to determine when enough population has been added to the Greenpoint Landing development and with 77 Commercial Street to justify such a route modification. In addition, the MTA should increase the frequency of bus service as warranted by demand for ridership. He believes that in order to improve bus service to the Greenpoint Avenue G train station, the MTA should also monitor in intervals, not to exceed six month, service of the B24 to determine when extending the route north along Franklin Street to Commercial Street and extending B43 service along Commercial Street to West Street would be warranted and also with regards to adding more B24 and B43 service, based on ridership demand associated with the occupancy of the GPL development.

### **Pedestrian Safety**

The new 640-seat PS/IS with an entrance expected to be located on DuPont Street will likely generate pedestrian trips traversing intersections along both West and Franklin streets at DuPont Street and Eagles Street. The Borough President believes it is important to promote pedestrian safety. High visibility crosswalks and school crossing signs should be installed at these and other nearby intersections. In addition, he believes that there should be pedestrian bulb-outs at the intersection of Franklin and West Streets, with DuPont and Eagle and Freeman, and Green streets to accommodate B32 riders (unless route is relocated pursuant to the Borough President's request of the MTA).

The Borough President calls on the Department of Transportation to undertake the required analysis in consultation with CB1 and local elected officials. Based on such an analysis, the City should undertake justified improvements to ensure pedestrian safety.

### **Recommendations**

Be it resolved that the Borough President of Brooklyn, pursuant to section 197-c of the New York City Charter, recommends that the City Planning Commission and City Council **approve** the disposition of city-owned property and text amendment proposal subject to the following **conditions**:

1. That the Land Disposition Agreement between the City and Greenpoint Landing Associates (GLA) require GLA and its successors to commit to:
  - a. the filing of the Inclusionary Housing Plan, and approval by the Commissioner of the Department of Housing Preservation and Development for every as-of-right building associated with Greenpoint Landing, as a condition of utilizing the air rights and floor area bonuses connected to the school site and park site;
  - b. Developing the Point of Agreement units per the following:
    - i. That such units be permanently affordable;
    - ii. Approximately 100 units of the affordable housing being specifically earmarked for senior citizens/the disabled, not exceeding 30 percent AMI by utilizing senior housing funding from HUD Section 202/Section 8 programs or other comparable sources of financing;
    - iii. Using the same floor area envision for the 431 Points of Agreement (POA) units, increasing the number of units based on the smaller size of the elderly units; and,
    - iv. And but for the first 98 POA units, that subsequent phases of the remaining POA and Inclusionary Housing affordable units, including tiers of incomes including those less than 60 percent AMI with rent not exceeding 120 percent of AMI and that eligibility not exceed 130 percent of AMI and to accommodate larger households by providing at least five percent as three-bedroom apartments.
  - c. Memorializing the fifty percent preference for community residence in the lottery, including displaced former residents;
  - d. That \$2.5 million from the proceeds of the sale of lot 32 be placed in a Trust and Agency Fund to cover the capital costs of the Newtown Barge Playground expansion and not remain in the City's General Fund;
  - e. That should Newtown Barge Playground expansion development cost escalate in order to maintain a level of park improvement worthy of the residents of Greenpoint, the developer's share of increase would be at a rate of 35 percent of the overall increase;
  - f. That WAP plans be advanced for review by the Department of City Planning for the remaining GPL properties;
  - g. Designating a community liaison officer just prior to commencing site work and maintaining such officer until the final Certificate of Occupancy is issued and such officer share not less than weekly updates during this period;
  - h. That in order to assure space is available for the Administration for Children's Service to secure for daycare slots, according to the terms of a Restrictive Declaration to be recorded against the property of GLA, where GLA would provide funding for publicly-funded day care, GLA be required to first offer retail space to ACS prior to marketing

the space for retail use and that ACS would have 90 days to respond with intent to lease such space;

- i. Establishing and maintaining free shuttle bus service to the Vernon Avenue IRT 7-train station as a condition of obtaining a Temporary or Permanent Certificate of Occupancy that meets or exceeds 500 cumulative units and that additional shuttles be added to the service based on TCOs or COs that meet or exceed each additional 1,000 units and that occupants of affordable households be charged not more than fifty percent of any fee to use this service;
- j. The discounting for residents of affordable units, the costs of amenities such as the IRT 7 train shuttle service (free), on-site parking and other in building amenities;

Be it Further Resolved that the Department of Education commits to the following:

1. Expanding access to quality schools by opening a new 640 seat district school at the proposed DuPont Street site;
2. Re-evaluating just prior to commencing design, as a means to best address needs, the proportion of elementary versus intermediate school students, in consultation with District 14 Community Education Council, to determine possible school structure (i.e. Pre-K to 5 or Pre-K to 8); and;
3. Periodically re-assessing the needs of the community for additional high quality district school capacity to meet the public school needs for housing elementary and intermediate school students, in consultation with District 14 Community Education Council, to determine when to designate an additional site and then to secure funding for site acquisition and construction.

That the Metropolitan Transit Authority should:

1. Identify strategies for improving G train service, to achieve operational frequency consistent with the actual schedule of service and implement such strategies promptly;
2. Undertake semi-annual full-line impact reviews to determine the projected need for increased frequency and/or lengthening each train;
3. Add additional cars to the G train to expand each train's capacity to eight to ten cars from its current four cars per train;
4. Monitor B32 service in six month increments and increase service accordingly;
5. Upon the issuance of TCOs or COs of at least 1,000 units at GPL, study the B32 route adjustments to relocate service along Freeman and Green streets to DuPont and Eagle streets between Franklin Street and Manhattan Avenue, and increase frequency as warranted;
6. Upon the issuance of TCOs or COs of at least 1,000 units at GPL, study the B24 and B43 for route adjustments to extend B24 service along Franklin Street to Commercial Street or B43 service along Commercial Street to West Street as a new terminus and increase frequency as warranted.

That the Department of Transportation, by not later than the completion of the anticipated public school opening at DuPont and Franklin Streets, should:

1. Install high-visibility crosswalks and school crossing signs at intersections at both West and Franklin Streets with DuPont and Eagle Streets;
2. Construct pedestrian traffic-calming bulb-outs at the intersections at both West and Franklin streets with DuPont, Eagle, Freeman and Green Streets.

**Greenpoint Landing Associates LLC**

October 4, 2013

Honorable Marty Markowitz  
President, Borough of Brooklyn  
209 Joralemon Street  
Brooklyn NY 11201

Re: Greenpoint Landing – Disposition of City Property and Related Actions –  
ULURP Items # N140028ZRK, N140024ZCK, N140025ZCK,  
N140026ZCK, N140027ZCK, N140020ZAK, N140021ZAK,  
N140022ZAK, N140023ZAK, 140019HAK

Dear Borough President Markowitz:

Thanks to you and your staff for your thoughtful consideration of the application of Greenpoint Landing Associates (“GLA”) and its co-applicants the New York City Department of Housing Preservation and Development (“HPD”) and the New York City Department of City Planning (“DCP”) for the disposition of City Property in connection with the creation of new affordable housing, new open space and a new public school for the Greenpoint community. As you know, the proposed actions will allow for (i) the creation of 431 units of affordable housing above the 20% that will be built as of right within the Greenpoint Landing project; (ii) the development of a new 640-seat pre-K through 8<sup>th</sup> grade District 14 public school, which includes Greenpoint; (iii) the certification of almost 2-acres of publicly accessible waterfront open space, including more than 28,000 square feet on the property that would be disposed of as part of this action; and (iv) an additional \$2.5 million contribution to the build out and expansion of Newtown Barge Park, a City property adjacent to the Greenpoint Landing project. The 431 units of affordable housing that would be authorized by the actions before you (the “POA Units”) will help the City fulfill a commitment made in 2005 to utilize development rights associated with the City Property to create 431 units of affordable housing for a range of low and moderate income households.

We appreciate this opportunity to respond to certain comments made and questions raised by you and your staff in the course of your review.

- **Inclusionary Housing Plan.** You have asked about our intentions regarding the inclusion of buildings within the Greenpoint Landing project in an Inclusionary Housing Plan. It is our intention to develop the Greenpoint Landing Project to the maximum FAR allowed by the Zoning Resolution and to obtain the 421-a tax benefits. To do this, all of the buildings within the Greenpoint Landing project would be part of an inclusionary housing plan, including any buildings that would be built as part of the applications before the Community Board.
- **Three-Bedroom Units.** You have recommended that 5% of the total units should be set aside for 3-bedroom Units. While the first building containing POA Units will include a mixture of studios, one-bedroom, and two-bedroom units as previously discussed, we are prepared to discuss with HPD the feasibility of including up to 5% 3-bedroom units in the second and third POA unit buildings, subject to program availability and financing. All units would conform to HPD and HDC program requirements. As you know, a three bedroom unit would take up more space than smaller units, and as a result, the overall number of POA Units could decrease somewhat.
- **Affordable Housing.** A number of recommendations relate to the POA Units that are envisioned to be created as a result of the proposal.
  1. **Permanent Affordability.** As we indicated in our response to the Community Board, as part of an inclusionary housing plan, 20% of all housing in the Greenpoint Landing project will be permanently affordable, including all of the affordable housing being built as part of the as-of right Greenpoint Landing housing (approximately 950 units), and 138 of the 431 POA Units that could be built as part of the current actions. In response to your request, GLA will agree that all of the POA Units targeted to 40% and 60% AMI would be permanently affordable. This would mean that 216 of the 431 POA Units would be permanently affordable.
  2. **Provision for Senior Housing.** With respect to the recommendation that 100 of the POA Units be set aside for senior housing, we have agreed to work with HPD and HDC to consider State and Federal housing programs for the remaining POA phases that may have funding available through an open competitive process. It should be noted that HPD has advised us that the HUD Section 202 Program has seen its yearly allocation of units to the New York Metropolitan area significantly reduced in recent years and that HUD is no longer issuing an annual Notice of Funding Availability (NOFA). That being said, we will discuss this program and other City and State housing programs for family and/or elderly housing with the City, pending funding availability.

3. **No Reduction in Affordable Floor Area.** We estimate that the POA Unit buildings would contain approximately 365,000 square feet of floor area based on the existing mix of the 431 POA affordable units, all of which would be attributable to the City Property. We would agree that this amount of floor area could not be used for market rate development and would only be used for affordable housing.
  4. **Rents should not exceed 120% of AMI and eligibility should never exceed 130% of AMI.** We agree with this recommendation.
  5. **Preserve 50% preference for Brooklyn Community District 1 Residents, including Recently Displaced Residents.** Providing a 50% Community District preference is currently HPD's policy, and it is one we support. HPD has also confirmed that it remains HPD policy to extend the Community District preference to former residents who lived in the Community District on or after October 4, 2004. We expect this policy to apply to all of the POA Units and any other affordable housing in the Greenpoint Landing project subject to HPD regulations and support the application of the policy to these units.
- **Park.** The Borough President's recommendation includes a request that the \$2.5 Million contribution being made by GLA be paid in accordance with a schedule and be placed in a targeted trust and agency fund. We agree that the proceeds and payments be assured, and accordingly, GLA and the City will enter into a funding agreement to secure the payments. GLA will be making its contribution in accordance with a schedule so that the GLA contribution is being paid as the City funds are expended. This will help ensure that the Park is fully funded. As you know, the Newtown Barge Park is a City project and will be undertaken by the City without construction oversight by GLA and accordingly we cannot be responsible for cost overruns.
  - **Child-Care.** The project does not include a day care facility. As you know, one of the elements of the project is a 640-seat pre-Kindergarten to 8<sup>th</sup> grade District 14 public school. The site for this community facility is being donated to the School Construction Authority by Greenpoint Landing pursuant to a long term lease.
  - **Shuttle Bus Service.** As you have recommended, we expect to start shuttle bus service at Greenpoint Landing when approximately 500 units have been built and are occupied. Additional shuttle bus service will be added as the project is developed based on need and demand. We have not analyzed the economics of the shuttle bus service, but we agree that the service will be provided at a discount to the affordable tenants.
  - **Parking.** The tenants of the POA Units built pursuant to the ULURP actions will also receive a discount on parking rates for the parking allocated to and utilized by the affordable units. This parking will be built in accordance with the requirements of the Zoning Resolution.

- **Building Amenities.** For the first POA building being built, there will be a community room and bike room provided at no cost to the tenants.

The primary amenity associated with the overall project is the network of open space that will be built and open to the public. The maintenance of the waterfront open space being provided as part of the project, including the shore public walkway and amenities such as the Lawn, Picnic Area, Dog Run and future pier, will be funded by the market rate development within Greenpoint Landing. The market rate units will be required to pay into a fund to maintain the waterfront esplanade, and the affordable units would not be required to pay these maintenance fees.

Each building within the Greenpoint Landing project is expected to be self-contained, with the amenities within each building available to all of the tenants of that building, including the tenants of any affordable units. We expect that these amenities will be available in the same manner for all tenants, which is customary.

- **Construction Contact.** GLA agrees that it will maintain a contact for the community and local leaders during construction and who will be available to answer questions and address concerns that might arise.

We hope that this letter responds to your recommendations. Thanks to you and your staff for all your attention and consideration and we look forward to our continued work together as this project moves forward.

Sincerely,



Alfred Bradshaw  
Greenpoint Landing Associates LLC

cc:

Honorable Amanda M. Burden  
Honorable Stephen Levin, Councilman District 33  
Brooklyn Community Board #1  
Purnima Kapur, NYC Department of City Planning  
Steven Lenard, NYC Department of City Planning  
Jack Hammer, NYC Department of Housing Preservation and Development  
Melanie Meyers, Esq., Fried Frank Harris Shriver and Jacobson LLP