

Cobble Hill Association Comments on the Brooklyn Marine Terminal Draft Scope of Work

The Cobble Hill Association respectfully submits the following comments on the Draft Scope of Work (“DSOW”) for the Brooklyn Marine Terminal redevelopment. The CHA is a volunteer civic organization committed to preserving and enhancing quality of life in Cobble Hill, which includes impacts from the surrounding waterfront neighborhoods.

As a member of the BMT Task Force the CHA supported the Vision Plan. We recognized that redevelopment of the site was likely to proceed, and that sustained engagement could secure meaningful community benefits, including waterfront access, transit improvements, and new open space. At the same time, we have consistently raised concerns about the potential for increased truck traffic, noise, air pollution, and infrastructure strain associated with expanded port activity and the introduction of approximately 6,000 new residential units.

The environmental review process is the appropriate and necessary forum to rigorously evaluate these impacts and ensure that they are fully disclosed, accurately modeled, and effectively mitigated. The comments that follow, together with our December 1, 2025 oral testimony, propose targeted revisions to the Draft Scope of Work to ensure that the Environmental Impact Statement (“EIS”) reflects realistic conditions, incorporates cumulative development, and meaningfully analyzes the neighborhoods that will experience the project’s effects.

1. Cumulative Impacts: Long Island College Hospital Development

City Environmental Quality Review (“CEQR”) requires environmental analyses to account for cumulative development that is reasonably likely to occur by the project’s build year (CEQR Chapter 5 § 320). Accordingly, the BMT EIS should include a cumulative analysis assuming up to 500 residential units (approximately 1,000 residents) at the former Long Island College Hospital (“LICH”) campus, located within a half-mile of BMT North.

In 2015, the LICH campus was sold for residential redevelopment. The property is zoned R6,¹ allowing for as-of-right residential development unrestricted by the landmarks regulations that otherwise apply in the Cobble Hill Historic District. While limited redevelopment has occurred, three key development sites remain: 350 Hicks Street, 91 Pacific Street, and the H-Building at 340 Henry Street (which includes a

¹ See Appendix Exhibit A (zoning maps)

large parcel at 363-365 Hicks Street). All three sites have come under new ownership within the past year,² making additional development reasonably foreseeable prior to the 2038 build year.

There is a clear basis for estimating up to 500 residential units across the remaining sites. Original development plans contemplated approximately 528,000 zoning square feet of residential use,³ which the original developer stated could yield up to 500 residential units.⁴ To date, however, only 25 units have been completed.⁵ In addition, Department of Buildings permits issued to prior owners for 350 Hicks Street and 91 Pacific Street alone would have resulted in approximately 150 residential units,⁶ underscoring the scale of development that could occur as-of-right. These projections predate the adoption of the City of Yes for Housing Opportunity, which could further increase unit yield if affordable housing is pursued.

Given the proximity of the LICH campus to BMT North, the future residents of the LICH and BMT sites will rely on the same infrastructure (e.g., roads, transit, parks, schools, hospitals). The failure to account for these additional residents would risk understating future demand and associated impacts. The EIS should therefore evaluate impacts associated with up to 500 additional units across all relevant technical areas, including, but not limited to, transportation, transit, community facilities, open space, and infrastructure.

2. Socioeconomic Conditions

1. Socioeconomic Study Area Boundary

The DSOW identifies a ½-mile study area for analysis of socioeconomic conditions (DSOW at 27). We agree this is an appropriate baseline boundary.

However, the land use characteristics and real estate trends in the neighborhoods adjacent to BMT North differ from those adjacent to Atlantic Basin. Accordingly, consistent with CEQR Technical Manual Chapter 5 §310, we request that the analyses be segmented by neighborhood subareas in order to:

- Accurately reflect demographic diversity and risk levels,
- Avoid skewed or averaged results that understate impacts, and
- Ensure that potential indirect displacement or service impacts are equitably identified.

2. Indirect Business Displacement

The DSOW does not define a study area for indirect business displacement (DSOW at 28). If the default 400-foot radius were applied, it would exclude Atlantic Avenue, which is one of the primary

² See Appendix Exhibit B (first page from property deeds dated August 16, 2024, February 13, 2026, February 18, 2026)

³ Foris Property Group, [The Two Plans Compared](https://web.archive.org/web/20160317210733/http://www.lichproject.com/the-two-plans/comparison), <https://web.archive.org/web/20160317210733/http://www.lichproject.com/the-two-plans/comparison> (March 17, 2016)

⁴ See C.J. Hughes, [Condo Project at Former Hospital Site Moves Forward in Brooklyn](https://www.nytimes.com/2017/04/14/realestate/condo-project-at-former-hospital-site-moves-forward-in-brooklyn.html?unlocked_article_code=1_VVA.Hq1i.i3w_Eb7fo9FI&smid=nytcore-ios-share), https://www.nytimes.com/2017/04/14/realestate/condo-project-at-former-hospital-site-moves-forward-in-brooklyn.html?unlocked_article_code=1_VVA.Hq1i.i3w_Eb7fo9FI&smid=nytcore-ios-share (N.Y. Times, April 17, 2017) (“Designs have not yet been finalized, Mr. Landau said, adding that the total number of units for the entire development could reach 500”)

⁵ See Appendix Exhibit C (Certificate of Occupancy for 347 Henry Street)

⁶ See Appendix Exhibit D (first page of DOB Permits for 91 Pacific Street and 350 Hicks Street)

commercial corridors serving the Columbia Street Waterfront District, Brooklyn Heights, and Cobble Hill. The Reasonable Worst Case Development Scenario (“RWCDs”) anticipates adding 75,000 square feet of commercial space to BMT North and ~8,500 new residents.

This corridor supports small businesses, restaurants, and services integral to the surrounding neighborhoods’ character and economic diversity. Excluding it would omit a significant component of potential secondary displacement effects.

Under CEQR guidelines, indirect business displacement analysis should include commercial areas whose economic viability may be affected by changes in land use, accessibility, or customer base resulting from the project (CEQR Chapter 5 §§ 310, 332). Accordingly, we request that the EIS indirect business displacement analysis cover Atlantic Avenue from the BQE corridor east to Court Street.

3. Urban Design and Visual Resources

Redevelopment offers a rare opportunity to redesign sidewalks, streets, and the public realm to better support pedestrian safety, accessibility, and quality of life. While the DSOW defines a ¼-mile study area, this boundary does not adequately capture key corridors, including the Cobble Hill Historic District and Atlantic Avenue, which will serve as primary access routes for future residents, employees, and freight traffic (DSOW at 35). Expanding this study area is consistent with CEQR, which states that it is “often the case” to look beyond the land use study area “with waterfront sites or sites within or near historic districts.” (CEQR Chapter 10 § 310). BMT satisfies both.

Accordingly, the Urban Design and Visual Resources analysis should extend to at least a ½-mile radius to meaningfully evaluate existing deficiencies in the pedestrian environment, such as narrow sidewalks, poor crossings, gaps in wayfinding, and barriers created by the BQE, and evaluate opportunities for meaningful improvements. Limiting the study area to ¼-mile risks understating the project’s real effects on pedestrian safety, accessibility, and the broader public realm network.

4. Water and Sewer Infrastructure

Per the Vision Plan, an Amended Drainage Plan will be completed by the end of 2026 with boundaries that generally extend to the southern shore of Red Hook, along the Gowanus Canal to the east, along Butler Street, Douglass Street, and Degraw Street along the north, then back up Court Street to Cadman Plaza, incorporating much of Brooklyn Heights north of the BMT Site. The boundary includes all of Red Hook, the Columbia Street Waterfront, and Carroll Gardens, as well as much of Cobble Hill and Brooklyn Heights (VP at 38).

The EIS should identify the Amended Drainage Plan described in the Vision Plan as a related and coordinated action under CEQR. The EIS must analyze the BMT project within the boundaries of the planned drainage area and commit to incorporating all findings and required mitigations from the Amended Drainage Plan into the Final EIS. If the Amended Drainage Plan is completed after the Draft EIS is released, the EIS must be supplemented or amended to include its findings and provide the public with an opportunity to review and comment on the integrated drainage and stormwater mitigation strategy.

This commitment is critical to ensure that the EIS accounts for downstream risks, local flooding, and potential infrastructure strain in surrounding communities.

5. Transportation

1. Clarify and Expand the Transportation Study Area

A. Clarification

The Vision Plan and DSOW appear to identify Clinton Street as the eastern boundary for the transportation analysis. At the outset, CEQR does not limit transportation analysis to a fixed radius; rather, study areas are defined based on where project-generated trips would affect the network. The environmental review should not be limited to a fixed boundary, but should extend to intersections ½ mile or more from site. The Final Scope of Work (“FSOW”) should make clear that the environmental review will adhere to CEQR and analyze traffic impacts beyond Clinton Street if warranted.

Additionally, the FSOW should specify which “key intersections” along Columbia Street, Atlantic Avenue, Van Brunt Street, Hamilton Avenue, and the existing BQE ramps will be studied, and confirm inclusion of the following:

- The BQE Queens-bound on-ramp and off-ramp at Atlantic Avenue, and
- The Atlantic Avenue intersections at Hicks Street, Henry Street, and Clinton Street.

The “major east/west and north/south corridors” should also be explicitly identified to include Hicks Street, Henry Street, and Clinton Street, as well as Congress Street, Kane Street, Sackett Street and Union Street.

The reference to “neighborhood streets accommodating traffic bypassing the BQE, including Hicks and Clinton,” (DSOW at 38) is not sufficiently specific. The analysis should include the full segment of those streets from Atlantic Avenue to Hamilton Avenue, and recognize that their purpose in the study is not limited to BQE bypass traffic, they are also expected to serve as spillover routes for traffic generated by the new BMT development.

B. Expansion to Court Street

Without ceding that the transportation study area should extend at least ½ a mile from the site, at the very least it should extend as far east as Court Street. When the Vision Plan was approved, the redesign of Court Street had not yet been implemented. Since that redesign went into effect, the community has observed a marked increase in southbound vehicles, including trucks, diverting to Henry and Columbia Streets to avoid Court Street delays and turning restrictions.

This is a clear example of how changes to one corridor can produce unintended spillover effects in adjacent neighborhoods. Scoping must incorporate this kind of lived-experience data, and the EIS must extend to Court Street when studying the potential transit implications of the BMT redevelopment, and specifically the Court Street/Atlantic Avenue intersection.

2. Intersections to Study

The DSOW references that key intersections will be studied, but does not identify those intersections. Under the CEQR Technical Manual, Chapter 16 § 341, a study area must be defined by identifying “the most logical traffic routes for access to and from the site” and tracing those routes to determine “potential analysis locations.” The Manual also directs agencies to identify “existing and/or potential problem locations...that could be affected by traffic generated by the proposed project.” Consistent with this requirement, at a minimum, the EIS should study the following as key intersections:

A. Hicks Street from Hamilton Avenue to Atlantic Avenue, Hicks Street/Atlantic Avenue Intersection

The DSOW states that the RWCDs “will direct truck traffic toward Hamilton Avenue providing direct access to the BQE and aim to reduce neighborhood traffic at the intersection of Columbia Street and Atlantic Avenue.” (DSOW at 10). However, trucks traveling to and from Hamilton Avenue routinely bypass the BQE trench by using Hicks Street between Hamilton Avenue and Atlantic Avenue, creating neighborhood traffic impacts at multiple locations beyond the Columbia Street/Atlantic Avenue intersection.

The Hicks Street & Atlantic Avenue intersection plainly meets the CEQR criteria for an “existing and/or potential problem location,” because:

- Large trucks turning from narrow Hicks Street onto Atlantic Avenue frequently block the intersection,⁷
- Traffic on both approaches routinely backs up, and
- Any increase in truck volume would exacerbate safety risks and air-quality impacts in a residential area.

Given the longstanding inability of NYPD enforcement to keep trucks off Hicks Street, the analysis must reasonably assume that project-generated trucks exiting the BMT site would follow the same diversion pattern, bypassing the trench and using Hicks Street to reach the Atlantic Avenue BQE on-ramp. Further, even if truck enforcement is presented as a mitigation measure, the analysis must account for the likely shift in behavior: directing additional BMT truck traffic onto the Hamilton Avenue ramp would induce other trucks, those that would have entered the BQE at Hamilton Avenue, to instead divert onto Hicks Street.

For these reasons, any meaningful environmental review must include Hicks Street from Hamilton Avenue to Atlantic Avenue and the Hicks Street/Atlantic Avenue intersection within the study area. Excluding these locations would overlook a known congestion and safety hotspot and risk materially understating neighborhood and traffic impacts.

B. Henry Street/Atlantic Avenue & Henry Street & Kane Street

Although no detailed site-circulation plan has been released, Figure 7 of the DSOW identifies Kane Street as an access point to the Brooklyn Marine Terminal site. If Kane Street is used as an access point under any “With Action” scenario—whether the RWCDs, a port-oriented alternative, or another configuration—then Kane Street and its approaches, including Henry Street, constitute a “logical traffic route” for vehicles traveling to and from the site. This route also allows drivers to bypass recurring congestion at the Atlantic Avenue/BQE interchange, further increasing its likelihood of use.

The Henry Street/Kane Street intersection is also a clear example of a “potential problem location.” Trucks that illegally travel on Henry Street frequently attempt to turn right onto Kane Street to reach Columbia Street and the Staten Island-bound BQE on-ramp.⁸ These movements regularly result in property damage, blocked intersections, and NYPD responses when trucks become stuck or are unable to complete the turn. Previous enforcement-based mitigations have not resolved these conditions.

Additionally, P.S. 29 is located immediately north of this intersection, placing a large population of young children within the impact zone of any increased congestion, idling, and conflict between trucks and

⁷ See Appendix Exhibit E (photos of large trucks blocking traffic at Hicks Street and Atlantic Avenue)

⁸ See Appendix Exhibit F (photos of large trucks blocking traffic Henry Street and Atlantic Avenue, attempting to turn on Henry Street and Kane Street, and an example of a car damaged by a large truck on Henry Street and Kane Street outside of P.S. 29)

pedestrians. The CEQR Manual requires close attention to locations where vulnerable populations may be disproportionately affected (Chapter 20 § 310).

For these reasons, any meaningful environmental review must include Henry Street/Atlantic Avenue & Henry/Kane as a study intersection. Excluding it would overlook a real-world access corridor to the BMT, fail to account for an existing safety and congestion hotspot, and risk underestimating impacts on both neighborhood quality of life and student safety.

3. BQE Issues That Must Be Addressed in the BMT EIS

A. BQE Build Year Assumption Must Reflect City Projections for Deteriorated Capacity by 2029

It is not credible for the transportation analysis to assume status-quo BQE conditions in 2038, as the DSOW currently does. This assumption contradicts the City's own projections.

As reported in *The New York Times* as recently as November 2025, City officials have acknowledged that, even with ongoing maintenance, by 2029 the "city may have to further restrict traffic to reduce weight on the cantilever."⁹ This is within five years of the project's start of construction and nine years before the project's build year.

Accordingly, to ensure a realistic analysis, the EIS should:

- Assume reduced BQE capacity as the default build-year scenario,
- Model additional scenarios reflecting further deterioration between 2029 and 2038, and
- Analyze post-2038 conditions, consistent with the EIS's treatment of long-term flood risk projections.

Failing to model these conditions would distort estimated traffic flows, understate environmental impacts, and hinder informed decision-making.

B. Analyze the Feasibility and Impacts of Closing the Atlantic Avenue BQE On-Ramp

As discussed extensively during Task Force meetings, closing the Atlantic Avenue (Queens-bound) BQE on-ramp is a necessary and long-overdue action to accommodate projected traffic increases from the BMT project and to improve neighborhood safety.

The City acknowledged that the increase in maritime and industrial use will result in more trucks using the site. While the current circulation plan would "force" trucks to exit directly onto the BMT at Hamilton (using an unclear enforcement method), the increase in BQE trench traffic would likely result in more cars and trucks not originating from the BMT site choosing to use Clinton Street, Hicks Street, and Columbia Street to bypass the trench and get back on the BQE at Atlantic Avenue. The closure of this ramp, which undermines traffic flow and pedestrian safety throughout the surrounding neighborhoods, should be implemented independently of the BMT project or the BQE Central reconstruction. However, given that the planned residential and industrial uses at the BMT will amplify these adverse effects, it is essential that the closure be analyzed as part of the BMT environmental review. The EIS should include a detailed evaluation of this closure as both (i) a Build Alternative or street circulation option, and (ii) a potential mitigation measure triggered by defined impact thresholds.

⁹ Winnie Hu, Helmuth Rosales, & Marco Hernandez, [A Highway Is Crumbling. New York Can't Agree on How to Fix It.](https://www.nytimes.com/interactive/2025/11/26/nyregion/brooklyn-queens-expressway-new-york-highway.html) <https://www.nytimes.com/interactive/2025/11/26/nyregion/brooklyn-queens-expressway-new-york-highway.html> (NYTimes, Nov. 26, 2025)

(i) As a Build Alternative or Street Circulation Option

The EIS should include a “Build-with-Ramp-Closure” scenario as one of the required street circulation options. This alternative should evaluate whether rerouting vehicles to other BQE access points could reduce conflicts between freight traffic and local circulation, while improving pedestrian safety and open-space access along the Columbia Street corridor. This directly aligns with the stated goal of improving circulation and reducing traffic and freight impacts “in the surrounding area ... related to the Brooklyn Queens Expressway.”(VP at 33).

(ii) As a Mitigation Measure Triggered by Defined Impact Thresholds

The Transportation chapter should include a sensitivity analysis evaluating outcomes if the Atlantic Avenue on-ramp were closed or restricted to freight vehicles only. Because this ramp is a major source of neighborhood cut-through traffic, assessing a “no-ramp” or “managed access” condition is essential to determining the full range of reasonable mitigation measures. This approach treats the closure as a potential mitigation, consistent with CEQR provisions that allow evaluation of reasonable actions even if not proposed elsewhere.

Each case should evaluate traffic diversion patterns, safety, emergency response, bus operations, pedestrian and cyclist conditions, truck routing and logistics, air quality (including localized near-road exposure), noise, environmental justice, and construction effects, following CEQR Technical Manual methodologies and the 2038 build year. Coordination with NYC DOT, NYSDOT, and FHWA should be required, with monitoring and enforceable commitments if the closure is ultimately adopted as mitigation.

4. Include a “No-Ferry” Transportation Analysis

The BMT Vision Plan provides for increased NYC Ferry service as part of the overall transportation strategy (VP at 32, 34). While we support enhanced ferry service, it is inherently sensitive to extreme weather conditions and service disruptions. During a severe winter storm in January 2026, NYC Ferry operations were suspended and it took approximately 19 days for service to be fully restored.¹⁰

In light of the anticipated increase in extreme weather events, the EIS should include an analysis of a “no-ferry service” scenario, including associated impacts on roadway congestion, transit demand, and system resilience.

6. Air Quality

The DSOW does not specify a study area for air-quality analyses. Consistent with CEQR Chapter 17 § 310, which requires the study area to encompass locations where significant air-quality impacts may occur, directly or indirectly, based on the nature of the project and pollutants of concern, the air quality study area should extend at least ¼ of a mile from site.

The BMT redevelopment combines residential, industrial, port, and freight uses adjacent to the BQE and sensitive receptors. Given this context, the air-quality study area should be defined broadly enough to capture both direct and cumulative effects. Moreover, because the site is waterfront-adjacent, wind can transport pollutants beyond 400 feet. This is not speculative. In 2025, concrete dust from the on-site recycling facility traveled as far as P.S. 29 on Henry Street. Consistent with CEQR’s guidance on realistic receptor placement, the study area should extend at least ¼-mile from the site.

¹⁰ See Mike Matteo, [NYC Ferry resumes service at all stops after suspension due to icy conditions](https://www.silive.com/transportation/2026/02/nyc-ferry-resumes-service-at-all-stops-after-suspension-due-to-icy-conditions.html), <https://www.silive.com/transportation/2026/02/nyc-ferry-resumes-service-at-all-stops-after-suspension-due-to-icy-conditions.html> (SILive, February 15, 2026)

The DSOW similarly does not specify a study area for air quality assessment from mobile sources. To the extent it is anticipated to cover an area smaller than the transportation study area, this would be inconsistent with CEQR Technical Manual Chapter 17 § 311.1 (stating that “the study area for mobile sources is directly related to the project’s traffic study area . . . and must include all intersections where congestion and incremental traffic increases are expected”). The neighborhoods surrounding the BMT site are already subject to significant air pollution from the BQE trench and from the trucks on surrounding streets seeking to avoid the BQE trench. Accordingly, the mobile-source air-quality analysis should:

- Apply the same geographic boundaries as the expanded transportation study area, and
- Include receptors along Columbia Street, Atlantic Avenue, Van Brunt Street, Hamilton Avenue, Hicks Street, Clinton Street, Henry Street, and BQE ramps, as well as nearby sensitive land uses such as residences, schools, and parks.

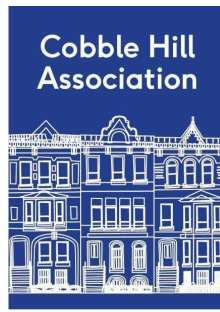
This approach ensures that the EIS complies with CEQR’s technical requirements and realistically reflects how residents, workers, and open-space users will experience air-quality impacts from the Brooklyn Marine Terminal redevelopment.

7. Construction

Given the scale and duration of this project, the construction impacts will be substantial and are unlikely to be confined to the project site. Construction truck routes, worker vehicle trips, staging areas, lane closures, sidewalk disruptions, and detours will affect surrounding streets and corridors across the broader neighborhood. Under CEQR Chapter 22, construction-related traffic, pedestrian, and roadway capacity impacts must be evaluated where they have the potential to alter traffic patterns or cause diversions. The EIS must therefore analyze construction impacts across the entire transportation study area, including diversion effects, cumulative lane reductions, parking losses, pedestrian safety impacts, and overlapping construction phases.

The construction analysis should also consider the likely possibility of concurrent construction occurring at the nearby LICH site, as well as ongoing BQE repair work (and potential future construction).

Finally, Columbia Street includes a heavily utilized segment of the Brooklyn Waterfront Greenway spanning the majority of the BMT site, which is heavily utilized by pedestrians and cyclists. The CEQR construction analysis should explicitly evaluate impacts to these users under the transportation analysis, including potential disruptions to pedestrian and bicycle circulation, temporary path closures or detours, construction truck conflicts, and access to nearby Citi Bike stations. The analysis should also identify appropriate mitigation measures to maintain safe and continuous pedestrian and bicycle access throughout the construction period.



**Cobble Hill Association Brooklyn Marine Terminal Draft
Scope of Work Comments**

Appendix

Exhibit A

91 PACIFIC STREET, Brooklyn, NY

BBL Lookup
Toggle All Map Layers Off

Zoning and Land Use

- Tax Lots
- Show Land Use Colors
- Zoning Districts
 - Commercial Districts
 - Manufacturing Districts
 - Residence Districts
 - Parks
 - Battery Park City
- Commercial Overlays
 - C1-1 through C1-5
 - C2-1 through C2-5
- Zoning Map Index
- Zoning Map Amendments
- Pending Zoning Map Amendments
- Special Purpose Districts
- Special Purpose Subdistricts

Supporting Zoning Layers

- Mandatory Inclusionary Housing Areas
- Inclusionary Housing Designated Areas
- Zoning For Accessibility
- Greater Transit Zone
- Transit Zones Parking Geographies
- FRESH Zones
- Limited Height Districts
- Lower Density Growth Management Areas
- Coastal Zone Boundary
- Waterfront Access Plan
- Historic Districts
- Landmarks
- Effective Flood Insurance Rate Maps 2007
- Preliminary Flood Insurance Rate Maps 2015
- Environmental Designations
- Appendix I
- Appendix J Designated M Districts

Other Supporting Layers

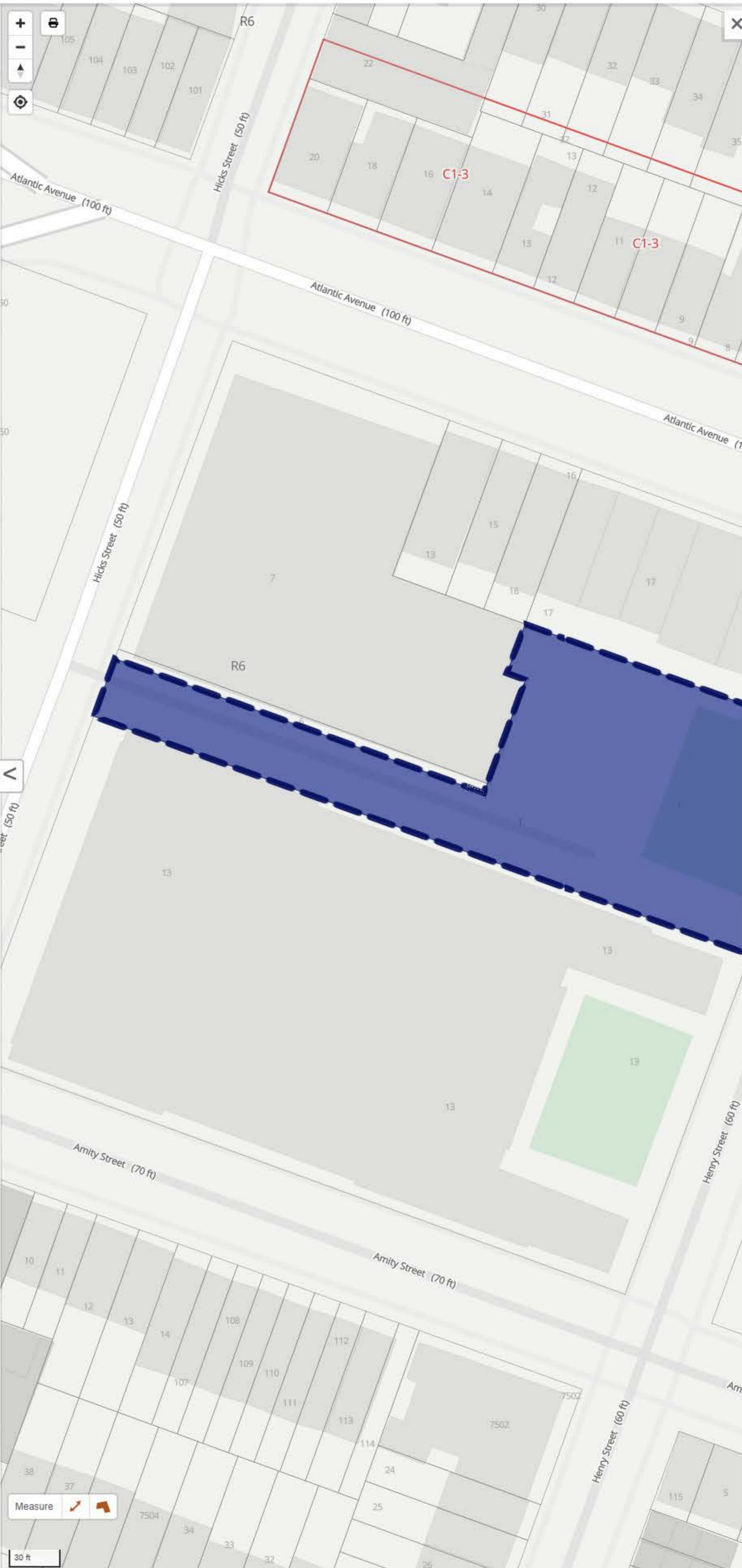
- Business Improvement Districts
- Industrial Business Zones

Administrative Boundaries

- Boroughs
- Community Districts
- NYC Council Districts
- NY State Senate Districts
- NY State Assembly Districts
- Neighborhood Tabulation Areas

Basemaps

- Subways
- Building Footprints
- 3D Buildings
- Aerial Imagery



+ Add Another Tax Lot for Comparison

TAX LOT | BBL 3002840001
355 HICKS STREET, 11201

Brooklyn (Borough 3) | Block 284 | Lot 1



Zoning District: R6

INTERSECTING MAP LAYERS

- Coastal Zone
- Appendix I

ZONING DETAILS:

- Digital Tax Map
- Zoning Map: 16c (PDF)
- Historical Zoning Maps (PDF)

Owner	Show Owner
Land Use	Multi-Family Elevator Buildings
Lot Area	33,108 sq ft
Lot Frontage	230 ft
Lot Depth	264 ft
Year Built	2021
Year Altered	2019
Building Class	Elevator Apartments - Semi-fireproof (Without Stores) (D1)
Number of Buildings	1
Number of Floors	31
Gross Floor Area	150,315 sq ft
Total # of Units	102
Residential Units	102
Building Info	BISWEB
Property Records	View ACRIS
Housing Info	View HPD's Building, Registration & Violation Records

Neighborhood Information

Community District	Brooklyn Community District 6
City Council District	Council District 39
School District	15
Police Precinct	76
Fire Company	E224
Sanitation Borough	3
Sanitation District	06
Sanitation Subsection	2C

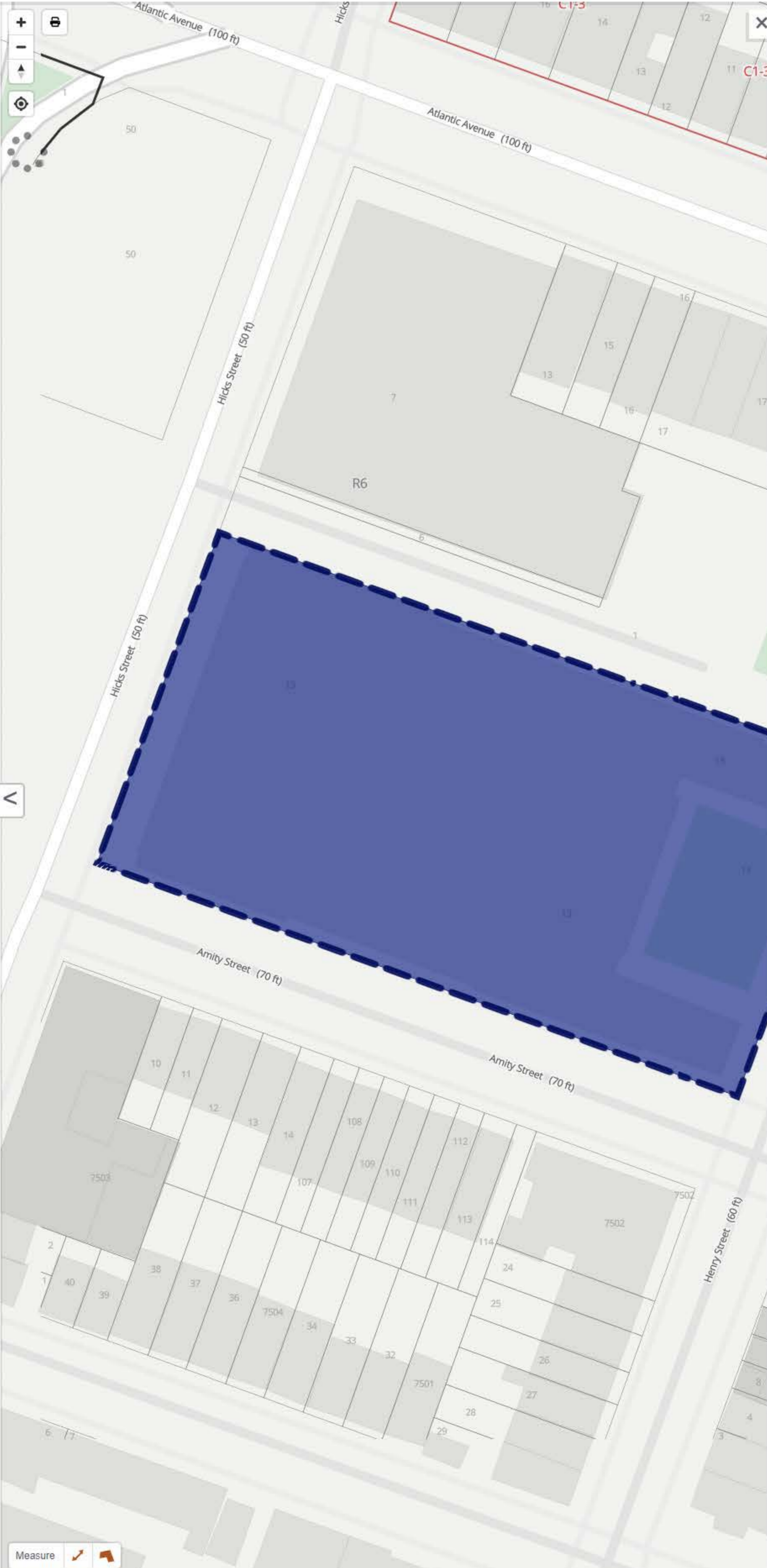
Measure

30 ft



340 HENRY STREET, Brooklyn,

- Zoning and Land Use** 3
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- Basemaps** 2
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 - Aerial Imagery



TAX LOT | BBL 3002900013
340 HENRY STREET, 11201

Brooklyn (Borough 3) | Block 290 | Lot 13



Zoning District: R6

INTERSECTING MAP LAYERS 1:

- Coastal Zone
- Appendix I

ZONING DETAILS:

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Owner Type	Mixed
Owner	Show Owner
Land Use	Public Facilities & Institutions
Lot Area	80,800 sq ft
Lot Frontage	200 ft
Lot Depth	404 ft
Year Built	1900
Year Altered	2000
Building Class	Hospitals and Health - Hospitals, Sanitariums, Mental Institutions (11)
Number of Buildings	1
Number of Floors	5
Gross Floor Area	258,000 sq ft
Total # of Units	1
Building Info	BISWEB
Property Records	View ACRIS
Housing Info	View HPD's Building, Registration & Violation Records

Neighborhood Information

Community District	Brooklyn Community District 6
City Council District	Council District 39
School District	15
Police Precinct	76
Fire Company	E224
Sanitation Borough	3
Sanitation District	06
Sanitation Subsection	2C

Measure

50 ft

350 HICKS STREET, Brooklyn, N

BBL Lookup

Toggle All Map Layers Off

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+ Add Another Tax Lot for Comparison

TAX LOT | BBL 3002820050

350 HICKS STREET, 11201

Brooklyn (Borough 3) | Block 282 | Lot 50



Zoning District: R6

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Owner	Show Owner
Land Use	Mixed Residential & Commercial Buildings
Lot Area	24,666 sq ft
Lot Frontage	190 ft
Lot Depth	89.25 ft
Year Built	2020
Building Class	Office Buildings - Office with Apartments Only (No Comm) (08)
Number of Buildings	1
Number of Floors	20
Gross Floor Area	145,845 sq ft
Total # of Units	50
Residential Units	48
Building Info	BISWEB
Property Records	View ACRIIS
Housing Info	View HPD's Building, Registration & Violation Records

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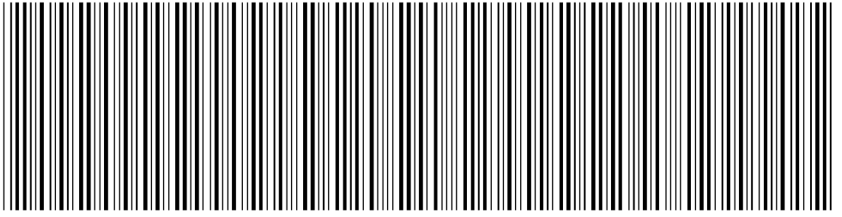
Measure

20 ft

Exhibit B

**NYC DEPARTMENT OF FINANCE
OFFICE OF THE CITY REGISTER**

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2024082800505014003E48AD

RECORDING AND ENDORSEMENT COVER PAGE

PAGE 1 OF 8

Document ID: 2024082800505014

Document Date: 08-16-2024

Preparation Date: 08-30-2024

Document Type: DEED

Document Page Count: 7

PRESENTER:

ROYAL ABSTRACT OF NEW YORK LLC
(TITLE#917071)
125 PARK AVENUE, SUITE 1610
NEW YORK, NY 10017
212-376-0900
LRIVERA@ROYALABSTRACT.COM

RETURN TO:

ROYAL ABSTRACT OF NEW YORK LLC
(TITLE#917071)
125 PARK AVENUE, SUITE 1610
NEW YORK, NY 10017
212-376-0900
LRIVERA@ROYALABSTRACT.COM

PROPERTY DATA

Borough	Block	Lot	Unit	Address
BROOKLYN	284	1	Entire Lot	67-105 PACIFIC STREET
Property Type: NON-RESIDENTIAL VACANT LAND				

CROSS REFERENCE DATA

CRFN _____ or DocumentID _____ or _____ Year _____ Reel _____ Page _____ or File Number _____

PARTIES

GRANTOR/SELLER:

PACIFIC HICKS OWNER 2 LLC
520 MADISON AVENUE, SUITE 3501
NEW YORK, NY 10022

GRANTEE/BUYER:

91 PACIFIC L.L.C.
15 EAST 26TH STREET
NEW YORK, NY 10010

FEES AND TAXES

Mortgage :

Mortgage Amount:	\$	0.00
Taxable Mortgage Amount:	\$	0.00
Exemption:		
TAXES: County (Basic):	\$	0.00
City (Additional):	\$	0.00
Spec (Additional):	\$	0.00
TASF:	\$	0.00
MTA:	\$	0.00
NYCTA:	\$	0.00
Additional MRT:	\$	0.00
TOTAL:	\$	0.00
Recording Fee:	\$	72.00
Affidavit Fee:	\$	0.00

Filing Fee:

Filing Fee:	\$	250.00
NYC Real Property Transfer Tax:	\$	1,706,250.00
NYS Real Estate Transfer Tax:	\$	422,500.00

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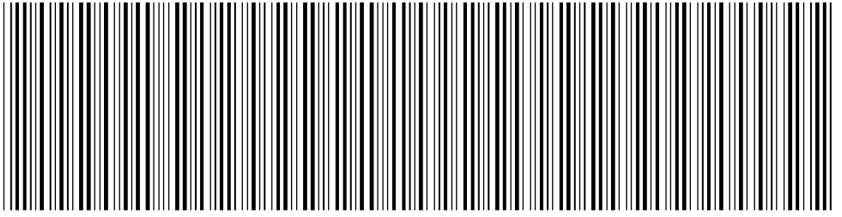
Recorded/Filed 08-30-2024 13:32
City Register File No.(CRFN):
2024000227228

Colette McQuinn-Jacques

City Register Official Signature

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2026021700661001001ECE87

RECORDING AND ENDORSEMENT COVER PAGE

PAGE 1 OF 5

Document ID: 2026021700661001

Document Date: 02-13-2026

Preparation Date: 02-17-2026

Document Type: DEED

Document Page Count: 4

PRESENTER:

FIDELITY NATIONAL TITLE INS. COMPANY
485 LEXINGTON AVENUE, 18TH FLOOR
NEW YORK, NY 10017
212-481-5858
62873 K

RETURN TO:

ROCKROSE DEVELOPMENT LLC
15 EAST 26TH STREET
7TH FLOOR
NEW YORK, NY 10010
Alyssa J Zabell, Esq.

PROPERTY DATA

Borough	Block	Lot	Unit	Address
BROOKLYN	290	13	Entire Lot	340 HENRY STREET
Property Type: COMMERCIAL REAL ESTATE				

CROSS REFERENCE DATA

CRFN _____ or DocumentID _____ or _____ Year _____ Reel _____ Page _____ or File Number _____

PARTIES

GRANTOR/SELLER:

DOWNSTATE AT LICH HOLDING COMPANY, INC.
C/O: THE STATE UNIVERSITY OF NEW YORK, H.
CARL MCCALL SUNY BUILDING 353 BROADWAY
ALBANY, NY 12246

GRANTEE/BUYER:

97 AMITY L.L.C.
C/O: ROCKROSE DEVELOPMENT L.L.C., 15 EAST
26TH STREET, 7TH FLOOR
NEW YORK, NY 10010

FEES AND TAXES

Mortgage :

Mortgage Amount:	\$	0.00
Taxable Mortgage Amount:	\$	0.00
Exemption:		
TAXES: County (Basic):	\$	0.00
City (Additional):	\$	0.00
Spec (Additional):	\$	0.00
TASF:	\$	0.00
MTA:	\$	0.00
NYCTA:	\$	0.00
Additional MRT:	\$	0.00
TOTAL:	\$	0.00
Recording Fee:	\$	57.00
Affidavit Fee:	\$	0.00

Filing Fee:

Filing Fee:	\$	250.00
NYC Real Property Transfer Tax:	\$	0.00
NYS Real Estate Transfer Tax:	\$	650,000.00

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CITY OF NEW YORK**



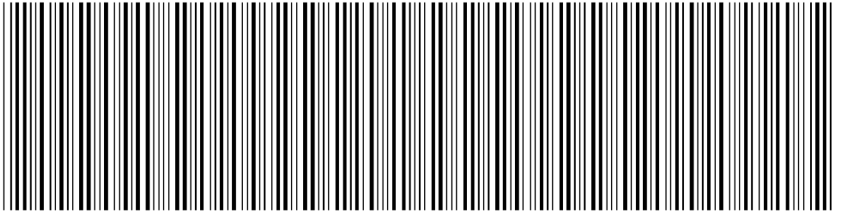
Recorded/Filed 02-18-2026 10:53
City Register File No.(CRFN):
2026000048466

Colette McQuinn-Jacques

City Register Official Signature

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2026022700560001004E5EB6

RECORDING AND ENDORSEMENT COVER PAGE

PAGE 1 OF 5

Document ID: 2026022700560001 Document Date: 02-18-2026 Preparation Date: 03-05-2026
Document Type: DEED
Document Page Count: 4

PRESENTER:
ROYAL ABSTRACT OF NEW YORK LLC
(TITLE#917473)
125 PARK AVENUE, SUITE 1610
NEW YORK, NY 10017
212-376-0900
lriviera@ROYALABSTRACT.COM

RETURN TO:
ROYAL ABSTRACT OF NEW YORK LLC
(TITLE#917473)
125 PARK AVENUE, SUITE 1610
NEW YORK, NY 10017
212-376-0900
lriviera@ROYALABSTRACT.COM

PROPERTY DATA				
Borough	Block	Lot	Unit	Address
BROOKLYN	282	50	Entire Lot	350 HICKS STREET
Property Type: COMMERCIAL REAL ESTATE				

CROSS REFERENCE DATA

CRFN _____ or DocumentID _____ or _____ Year _____ Reel _____ Page _____ or File Number _____

PARTIES

GRANTOR/SELLER:
PACIFIC HICKS OWNER 1 LLC
520 MADISON AVENUE, SUITE 3501
NEW YORK, NY 10022

GRANTEE/BUYER:
HICKS ST COBBLE HILL LLC
135-25 NORTHERN BOULEVARD
FLUSHING, NY 11374

FEES AND TAXES

Mortgage :		
Mortgage Amount:	\$	0.00
Taxable Mortgage Amount:	\$	0.00
Exemption:		
TAXES: County (Basic):	\$	0.00
City (Additional):	\$	0.00
Spec (Additional):	\$	0.00
TASF:	\$	0.00
MTA:	\$	0.00
NYCTA:	\$	0.00
Additional MRT:	\$	0.00
TOTAL:	\$	0.00
Recording Fee:	\$	57.00
Affidavit Fee:	\$	0.00

Filing Fee:	\$	250.00
NYC Real Property Transfer Tax:	\$	871,500.00
NYS Real Estate Transfer Tax:	\$	215,800.00



**RECORDED OR FILED IN THE OFFICE
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CITY OF NEW YORK**

Recorded/Filed 03-05-2026 15:44
City Register File No.(CRFN):
2026000064448

Colette McChie-Jacques

City Register Official Signature

Exhibit C

Certificate of Occupancy

CO Number: 321189593T001

This certifies that the premises described herein conforms substantially to the approved plans and specifications and to the requirements of all applicable laws, rules and regulations for the uses and occupancies specified. No change of use or occupancy shall be made unless a new Certificate of Occupancy is issued. *This document or a copy shall be available for inspection at the building at all reasonable times.*

A.	Borough: Brooklyn	Block Number: 00291	Certificate Type: Temporary
	Address: 347 HENRY STREET	Lot Number(s): 1	Effective Date: 01/25/2021
	Building Identification Number (BIN): 3426616	Building Type: New	Expiration Date: 02/24/2021
This building is subject to this Building Code:			
<i>For zoning lot metes & bounds, please see BISWeb.</i>			
B.	Construction classification:	1-B	(2014/2008 Code)
	Building Occupancy Group classification:	R-2	(2014/2008 Code)
	Multiple Dwelling Law Classification:	HAEA	
	No. of stories: 15	Height in feet: 182	No. of dwelling units: 25
C.	Fire Protection Equipment: Standpipe system, Fire alarm system, Sprinkler system		
D.	Type and number of open spaces: None associated with this filing.		
E.	This Certificate is issued with the following legal limitations: City Planning Commission - Recording Info: 910374 MMK, 910375 ZAK, 910376 ZSK		
Outstanding requirements for obtaining Final Certificate of Occupancy:			
There are 39 outstanding requirements. Please refer to BISWeb for further detail.			
Borough Comments:			
OK TO ISSUE TCO #1 FOR 30 DAYS FOR LOBBY, 003A, B, C; 004A, B, C; 005B, C; 006A, B, C; 007A, B,C; 008A, B; 009A, B; 010B & ROOF ENTIRE WITH FIREGUARDS.			



Borough Commissioner



Commissioner

Certificate of Occupancy

CO Number: **321189593T001**

Permissible Use and Occupancy						
All Building Code occupancy group designations below are 2008 designations.						
Floor From To	Maximum persons permitted	Live load lbs per sq. ft.	Building Code occupancy group	Dwelling or Rooming Units	Zoning use group	Description of use
001 001		40	R-2		2	RESIDENTIAL LOBBY
003 003		40	R-2	3	2	3 CLASS A DWELLING UNITS
004 004		40	R-2	3	2	3 CLASS A DWELLING UNITS
005 005		40	R-2	3	2	3 CLASS A DWELLING UNITS
006 006		40	R-2	3	2	3 CLASS A DWELLING UNITS
007 007		40	R-2	3	2	3 CLASS A DWELLING UNITS
008 008		40	R-2	2	2	2 CLASS A DWELLING UNITS
009 009		40	R-2	2	2	2 CLASS A DWELLING UNITS
010 010		40	R-2	2	2	2 CLASS A DWELLING UNITS
RO F		40	R-2		2	STAIR + ELEVATOR BULKHEADS
<p>THESE PREMISES HAVE BEEN DECLARED TO BE THE SUBJECT OF THE PROVISIONS OF ZONING RESOLUTION SECTION 12-10 AS TO ZONING LOT OWNERSHIP AS FILED WITH THE CITY REGISTER'S OFFICE, CRFN# 2017000036237,2017000036238,2017000058907 PUBLIC PARK APPROVED UNDER CPC # 910374 4 MMK, 910375 ZAK 910376 ZSK. ACCESSORY USE RESTRICTED TO RESIDENTIAL OCCUPANTS OF THE BUILDING AND THEIR GUESTS FOR WHOM NO ADMISSION OR MEMBERSHIP FEES MAY BE CHARGED.</p> <p style="text-align: center;">END OF SECTION</p>						



Borough Commissioner



Commissioner

END OF DOCUMENT

Exhibit D



[CLICK HERE TO SIGN UP FOR BUILDINGS NEWS](#)

NYC Department of Buildings
Application Details

The below information does not include work types submitted in DOB NOW; use the [DOB NOW Public Portal](#) to access DOB NOW records.

JUMP TO:

Premises: 91 PACIFIC STREET BROOKLYN
BIN: [3425664](#) Block: 284 Lot: 1

Job No: 321189717
Document: 01 OF 9

Job Type: NB - NEW BUILDING

Document Overview	Items Required	Virtual Job Folder	All Permits	Schedule A	Schedule B
Fees Paid	Forms Received		All Comments	C/O Summary	Plumbing Inspections
Crane Information	Plan Examination			C/O Preview	
After Hours Variance Permits					

[DOB NOW: Inspections](#)

[Zoning Documents](#)

[Challenge Period Status](#)

[Challenge Results](#)

Last Action: PERMIT ISSUED - PARTIAL JOB 11/20/2019 (Q)
Application approved on: 01/31/2019

Pre-Filed: 12/22/2016 Building Type: Other Estimated Total Cost: \$0.00
Date Filed: 12/22/2016 Electronically Filed: Yes
Fee Structure: STANDARD
Review is requested under Building Code: 2014 Hub Job ‡: Yes

[Job Description](#) [Comments](#)

1 Location Information (Filed At)

House No(s): 91 Street Name: PACIFIC STREET
Borough: Brooklyn Block: 284 Lot: 1 BIN: [3425664](#) CB No: 306
Work on Floor(s): SUB,CEL,ROF 001 thru 030 Apt/Condo No(s): Zip Code: 11201

2 Applicant of Record Information

Name: LEO STEPHEN HILL
Business Name: GOLDSTEIN, HILL & WEST ARCHITECT Business Phone: 212-213-8007
Business Address: 11 BROADWAY NEW YORK NY 10004 Business Fax:
E-Mail: WAGENTILE@GHWARCHITECTS.COM Mobile Telephone:
License Number: 058672

Applicant Type: P.E. R.A Sign Hanger R.L.A. Other

Directive 14 Applicant

Not Applicable

Previous Applicant of Record

Name: LEO STEPHEN HILL
Business Name: GOLDSTEIN, HILL & WEST ARCHITECT Business Phone:
Business Address: Business Fax:
E-Mail: Mobile Telephone:



[CLICK HERE TO SIGN UP FOR BUILDINGS NEWS](#)

NYC Department of Buildings
Application Details

The below information does not include work types submitted in DOB NOW; use the [DOB NOW Public Portal](#) to access DOB NOW records.

JUMP TO:

Premises: 336 HICKS STREET BROOKLYN
BIN: [3425968](#) Block: 282 Lot: 50

Job No: 320911091
Document: 01 OF 12

Job Type: NB - NEW BUILDING

Document Overview	Items Required	Virtual Job Folder	All Permits	Schedule A	Schedule B
Fees Paid	Forms Received		All Comments	C/O Summary	Plumbing Inspections
Crane Information	Plan Examination			C/O Preview	
After Hours Variance Permits					

[DOB NOW: Inspections](#)

[Zoning Documents](#)

[Challenge Period Status](#)

[Challenge Results](#)

JOB ON HOLD

Last Action: PERMIT ISSUED - ENTIRE JOB/WORK 03/20/2025 (R)

Application approved on: 02/25/2019

Pre-Filed: 02/13/2018 Building Type: Other Estimated Total Cost: \$0.00
 Date Filed: 02/14/2018 Electronically Filed: Yes
 Fee Structure: STANDARD
 Review is requested under Building Code: 2014 Hub Job ‡: Yes

[Job Description](#) [Comments](#)

1 Location Information (Filed At)

House No(s): 336 Street Name: HICKS STREET
 Borough: Brooklyn Block: 282 Lot: 50 BIN: [3425968](#) CB No: 306
 Work on Floor(s): SUB,CEL,ROF 001 thru 007 Apt/Condo No(s): Zip Code: 11201

2 Applicant of Record Information

Name: LEO.STEPHEN HILL Business Name: HILL WEST ARCHITECTS Business Phone: 212-213-8007
 Business Address: 11 BROADWAY, SUITE 1700 NEW YORK NY 10004 Business Fax:
 E-Mail: SHILL@HILLWEST.COM Mobile Telephone:
 License Number: 028264

Applicant Type: P.E. R.A. Sign Hanger R.L.A. Other

Directive 14 Applicant

Not Applicable

Previous Applicant of Record

Name: DANIEL KAPLAN Business Name: FXFOWLE ARCHITECTS, LLP Business Phone:

Exhibit E

Large truck blocking traffic turning from Hicks Street onto Atlantic Avenue to the BQE-Queensbound On-Ramp

June 20, 2025



Large truck blocking traffic turning from Hicks Street onto Atlantic Avenue Eastbound

April 28, 2025



Exhibit F

Large truck turning from Atlantic Avenue onto Henry Street

January 14, 2026



Large truck turning from Atlantic Avenue onto Henry Street

November 18, 2025



Amazon tractor-trailer attempting to turn onto Kane Street from Henry Street

November 17, 2025



Car damaged by over-sized truck turning onto Kane Street from Henry Street

November 22, 2025

