



THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION

1 CENTRE STREET 9TH FLOOR NORTH NEW YORK NY 10007

TEL: 212 669-7700 FAX: 212 669-7780



# PERMIT CERTIFICATE OF APPROPRIATENESS

<b>ISSUE DATE:</b> 12/07/2009	<b>EXPIRATION DATE:</b> 03/21/2012	<b>DOCKET #:</b> 10-4639	<b>COFA #:</b> COFA 10-4992
<b>ADDRESS</b> 8,10 and 12 BOND STREET <b>HISTORIC DISTRICT</b> NOHO		<b>BOROUGH:</b>  MANHATTAN	<b>BLOCK/LOT:</b>  530/63

**Display This Permit While Work Is In Progress**

**ISSUED TO:**

**Frank Shahery**  
**Bond Street Partners LLC**  
**45 North Station Plaza**  
**Great Neck, NY 11021**

Pursuant to Section 25-307 of the Administrative Code of the City of New York, the Landmarks Preservation Commission, at the Public Meeting of March 21, 2006, following the Public Hearing of the same date, voted to approve a proposal to demolish a three story factory building at 8 Bond Street and two one story garages at 358 to 364 Lafayette Street (Block 530 Lots 62, 63, 64) and to construct a new seven story building, as put forward in your application completed on February 23, 2006, and as you were notified in a Status Update Letter issued on March 21, 2006 (SUL 06-6713, LPC 06-5159). Subsequently, the Landmarks Preservation Commission, at the Public Meeting of March 18, 2008, following the Public Hearing and Meeting of January 22, 2008, and the Public Meeting of March 11, 2008, voted to approve modifications to the original approval, as put forward in your application completed on December 27, 2007, and as you were notified in a Status Update Letter issued on March 19, 2008 (SUL 08-8184, LPC 08-4663). The approval for the entire project will expire on March 21, 2012.

The proposed work, as approved, consists of the demolition of the factory building at 8 Bond Street and two garages at 358 to 364 Lafayette Street; and the construction of a new six-story concrete, metal, and glass building with a set-back seventh floor penthouse, and a sub-cellar and cellar below grade. The building will be composed of aluminum-and-glass window and door assemblies, including areas of fritted glass panes and architectural louvers, separated by concrete piers and recessed aluminum panels at the Bond Street and northern façades, and separated by custom double mullions at the curved and angled Lafayette Street façade; aluminum clad exposed floor slabs along the Bond Street and northern façades, and a smooth finished concrete slab at the top of the fifth floor of the Bond Street facade, aligned with the neighboring roofline, with a glass railing above at the western bay and a smooth concrete parapet at the eastern bay; sloping corrugated and perforated aluminum panels at the exterior of the concrete floor slabs running along the Lafayette Street façade; concrete balconies with glass railings at the southeast and northeast corners of the building; a concrete floor slab above the set back sixth floor along Bond Street and a glass railing above at both facades, partially obscured by aluminum panels along Lafayette Street; a set-back penthouse at the seventh floor, consisting of aluminum-and-glass door assemblies set

beneath a concrete slab, a projecting concrete bulkhead at the Bond Street façade, and four wall mounted exhaust fans set within louver cladding at the northern facade; concrete elevator and stair bulkheads at the roof of the penthouse and corrugated aluminum panels at the edge of the penthouse roof; two large areas of decking and two shallow reflecting pools surrounding the penthouse at the non-visible sixth floor roof; an emergency generator and three HVAC units set on steel dunnage at the penthouse roof; a nearly entirely non-visible western façade consisting of smooth concrete and thorsealed CMU finishes, eight large louvers at the non-visible western façade facing the courtyard, and a large louvered panel at the non-visible western façade of the penthouse; with a back lit stainless steel sign panel at the central Bond Street concrete pier, a steel-and-glass marquee canopy at the Bond Street entrance with back lit cut out lettering at the sides, applied lettering at two display windows on the Lafayette Street façade, and a steel-and-glass skylight above an entrance at the northern façade of the building with back lit cut out lettering at the front edge of the skylight facing Lafayette Street; and with all aluminum elements painted a metallic silver color; as shown in presentation boards L-01, L-01.1, L-02, L-03, L-04, L-05, L-06, L-07, L-08, L-10.1, L-10.2, L-10.3, L-10.4, and L-11, dated 2/7/06, and L-09.1, L-09.2, L-09.3, and L-09.4, dated 3/13/06, prepared by TRA Studio, submitted as components of the application, and presented at the March 21, 2006 Public Hearing, presentation boards L-00, L-01, L-01.1, L-02, L-02.1, L-03, L-04, L-05, L-06, and L-07, dated 11/26/07, L-10, dated 12/27/07, and L-09.1, L-09.2, L-09.3, and L-09.4, dated 1/16/08, prepared by TRA Studio, submitted as components of the application, and presented at the January 22, 2008 Public Hearing, presentation boards L-02.1, L-03.0, L-03.1, L-03.2, L-03.3, L-04.1, L-04.2, L-04.3, L-04.4, L-05, and L-06, dated 2/22/09, L-07 and L-07.1, dated 2/6/09, and L-09.1, L-09.2, L-09.3, L-09.4, L-10.1, and L-10.2, dated 3/10/08, prepared by TRA Studio, submitted as components of the application, and presented at the March 11, 2008 and March 18, 2008 Public Meetings. The proposal, as originally presented, included different window and door configurations and placement, a notch in the parapet on Bond Street, a concrete chimney on the Bond Street façade, a smaller and less developed penthouse and roof plan, and did not include an entrance canopy and sign panel on Bond Street and illuminated signage on Lafayette Street.

In reviewing this proposal, the Commission noted that the NoHo Historic District designation report describes 8,10,12 Bond Street, aka 358-364 Lafayette Street as an altered factory building built circa 1920, and two one-story garages, designed by Sapolsky & Slobodien, and built in 1959; and that the buildings are not among the buildings for which the NoHo Historic District was designated.

With regard to the proposal as originally approved, the Commission found that the demolition of the altered factory building and the two existing garages will not diminish the special architectural and historic character of the NoHo Historic District; that the height and massing of the proposed building, both on Bond and on Lafayette Streets will be harmonious with those of the adjacent buildings on these streets; that the two bay regular composition of the façade on Bond Street, will relate well to the scale and rhythm of the other buildings on this street; that the shifting rhythm of the glazed planes separated by light vertical framing elements will help to provide a modern interpretation of the articulation found on the facades of manufacturing loft buildings in this historic district which feature recessed windows divided by columns; that the curved and angled plan of the upper floors, parallel to the original northern part of Lafayette Street, and the plan of the ground floor, parallel to southern end of Lafayette Street suggests the junction where Lafayette Street, was lengthened and the new part cut at a slight angle through historic blocks; that the two dimensional design of the Lafayette Street facade featuring layers of metal and glass is an abstract evocation of the party walls of the earlier 19th century buildings that were exposed when Lafayette Street was introduced; that the strong horizontal elements on the Lafayette Street façade will recall both the floor slabs of the exposed party walls of buildings on Lafayette Street and the projecting water tables and cornices found on cast-iron manufacturing and loft buildings in this districts; that the articulation of the ground floor, which features large glazed windows and doors and metal framing, will recall the transparency of commercial ground floors of buildings within this historic district; that the palette of materials, finishes and colors, including stone, exposed concrete, corrugated and perforated metal panels and glass are evocative of the rich variety of materials that can be found on the manufacturing buildings in this historic district; that the proposed building will be viewed in conjunction with early 19th century brick buildings which were later converted for commercial use, 19th century cast iron buildings, the 1888-90 Schermerhorn building, and the recently approved shipping container building which are all of a variety of materials, sizes, and styles and the proposed building will be a 21st century addition to the streetscape that will continue the evolution of this varied streetscape; and that the proposed work will be supportive of the special architectural and historic

character of the NoHo Historic District.

With regard to the proposal, as amended, the Commission found that the height and massing of the visible mechanical bulkheads will not overwhelm the building or the streetscape; that the alterations to the roof plan in response to DOB setback requirements will have no adverse affect on the roofline nor will it alter the character of the previously approved building design; that the alterations to the window mullion and door configuration are in keeping with the previous approval and will still provide a modern interpretation of the articulation found on the facades of manufacturing loft buildings in this historic district which feature recessed windows divided by columns; that the presence of canopies at the building entrances will serve to announce these entrances in a manner evocative of the historic metal canopies found on loading docks in this historic district or on buildings in this historic district that had been converted to industrial uses, primarily for the automobile industry; and that the small illuminated letters integrated with the canopy frame will provide a discreet form of signage which will not call undue attention to itself. Based on these findings, the Commission determined the proposed work to be appropriate to the building and the historic district, and voted to approve it.

The Commission authorized the issuance of a Certificate of Appropriateness upon receipt, review, and approval of two sets of final signed and sealed Department of Buildings filing drawings for the approved work, and a compact disc of all presentation materials.

Subsequently, on November 16, 2009, the Landmarks Preservation Commission received final drawings T0.00, T0.01, T0.01A, T0.02, T0.03, T0.04, T0.05, T0.06, T0.07, S0.00, S0.01, BPP-1.0, BPP-1.1, BPP-1.2, A1.00, A1.01, A1.02, A1.03, A1.04, A1.05, A1.06, A1.07, A1.08, A1.09, A2.00, A2.01, A2.02, A2.03, A2.04, A2.05, A2.06, A2.07, A2.08, A2.10, A2.11, A2.12, A2.13, A3.00, A3.01, A3.02, A3.03, A4.50, A4.51, A6.00, A6.01, A6.02, A6.03, A6.04, A6.05, A6.06, A6.07, A6.08, A6.10, A7.00, A7.10, A7.11, A7.12, A7.13, A7.14, A7.15, A7.20, A7.21, A7.30, and A7.31, dated 8/14/09, prepared by Caterina Roiatti, R.A., drawings S-001, S-102, S-103, S-104, S-105, S-201, S-202, S-203, S-204, and S-401, dated 7/21/08, and S-101, dated 10/03/08, prepared by Tan-Fang Jing, P.E., and drawings SOE-1, SOE-2, SOE-3, and SOE-4, dated 12/4/08, prepared by Jieming Wang, P.E. Staff reviewed these drawings and found that the approved work has been maintained. In addition, staff noted the inclusion of the following additional work: the removal of the existing concrete sidewalk and its replacement with new granite sidewalk slabs along both street facades and a concrete slab with glass inserts and a granite veneer at the Lafayette Street façade in the area beneath the projecting curved and angled façade above.

With regard to the additional work, the Commission finds that that the concrete sidewalk to be removed is not a significant feature of the district; that the new granite sidewalk will be harmonious with the building and the historic district; and that the glass inserts, set within a granite veneer, will be a modern interpretation of the historic vault lights found elsewhere within the historic district. Furthermore, staff found that the proposal approved by the Commission has been maintained. Based on this and the above findings, the drawings are marked approved with a perforated seal, and Certificate of Appropriateness 10-4992 is being issued.

Also, as the approved work consists of subsurface work, the applicant is required to strictly adhere to the Department of Buildings TPPN 10/88 governing in-ground construction adjacent to historic buildings. It is the applicant's obligation at the time of applying for their permit to inform the Department of Buildings that the TPPN applied.

This permit is issued on the basis of the building and site conditions described in the application and disclosed during the review process. By accepting this permit, the applicant agrees to notify the Commission if the actual building or site conditions vary or if original or historic building fabric is discovered. The Commission reserves the right to amend or revoke this permit, upon written notice to the applicant, in the event that the actual building or site conditions are materially different from those described in the application or disclosed during the review process.

All approved drawings are marked approved by the Commission with a perforated seal indicating the date of approval. The work is limited to what is contained in the perforated documents. Other work or amendments to this filing must be reviewed and approved separately. The applicant is hereby put on notice that performing or

maintaining any work not explicitly authorized by this permit may make the applicant liable for criminal and/or civil penalties, including imprisonment and fines. This letter constitutes the permit; a copy must be prominently displayed at the site while work is in progress. Please direct inquiries to Timothy Shaw.

Robert B. Tierney  
Chair

**PLEASE NOTE: PERFORATED DRAWINGS AND A COPY OF THIS PERMIT HAVE BEEN SENT TO:  
Caterina Roiatti, TRA Studio**

cc: C. Roiatti; C. Kane Levy, Deputy Director of Preservation, LPC