



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

ISSUE DATE: 07/26/2010	EXPIRATION DATE: 04/20/2016	DOCKET #: 11-0897	COFA #: COFA 11-0918
<u>ADDRESS</u> 205 WATER STREET		BOROUGH: BROOKLYN	BLOCK/LOT: 31/14
<u>HISTORIC DISTRICT</u> DUMBO			

Display This Permit While Work Is In Progress

ISSUED TO:

David Von Spreckelsen
Toll IV NY LP.
c/o Toll Brothers, Inc.
16 Court Street Suite 2400
Brooklyn, NY 11201

Pursuant to Section 25-307 of the Administrative Code of the City of New York, the Landmarks Preservation Commission, at the Public Meeting of April 20, 2010, following the Public Hearing of the same date, voted to approve a proposal to construct a new building at the subject premises; as put forward in your application completed on March 25, 2010 and stated in Status Update Letter 10-8096 (LPC 106632), issued April 21, 2010.

The proposal, as approved, consists of the construction of a cast in place concrete building featuring multi-paned casement windows, large areas of glazing and Corten steel at the ground floor and featuring seven stories at the Plymouth Street elevation with a 15' setback at the roof of the fifth and sixth floor and a nine story tower portion, clad in Corten Steel and seven stories at the Water Street elevation featuring a 15' setback at the roof over the fifth floor; as shown and described on presentation boards labeled 1 through 32, consisting of photographs, photo montages and plan, section and elevation drawing prepared by Greenberg Farrow.

In reviewing the proposal, the Commission noted that the property is currently a vacant lot. The Commission also noted that the DUMBO Historic District is one of the City's most extant industrial neighborhoods, containing a representative collection of American Industrial architecture in buildings dating from 1880-1930; that the district contains buildings ranging from pre-Civil War counting houses, to American round-arch style buildings, to reinforced concrete and steel structures resulting in eclectic streetscapes of buildings of varying types and heights; that predominant façade materials include brick which is found on the 19th century post and beam structures, and some early 20th century buildings, and concrete found on the larger 20th century reinforced concrete or steel structures; that the earliest concrete buildings have textured surfaces and the later buildings with reinforced concrete structures feature a smooth finish reflecting the structural character of the material; the majority of the buildings are square in massing, or feature multiple building campaigns reflected in varying heights of 1-4 stories within the same building. The staff further notes that the district is also characterized by the industrial streetscapes that retain the original granite Belgian block paving, networks of train tracks, and

roll-down security gates and loading docks at the ground floor.

With regard to the application, the Commission found that constructing the building at the property lines will fill a void in the street walls of Plymouth and Water Streets, and will restore the relationships of the buildings within these streetscapes; that the height and massing of this building will recall the variations in height and massing of the historic buildings found in the DUMBO Historic District, and the factory buildings enlarge over times with accretions; that the height of the street wall on both streets is in keeping with the height of the majority of the large multi-story factory and warehouse buildings in this district which range from five to twelve stories; that the use of dark grey tinted cast concrete and metal at the facades is in keeping with the industrial materials and color palette of the district; that the proposed cast in place concrete cladding will relate to the smoother textures found on the facades of the later concrete buildings in the district; that the expansion joints and bolts create a modular facade appearance that relates to the history of building construction in the district; that the open construction and metal cladding at the visible penthouse on the Plymouth Street façade will help to integrate this portion of the building with other rooftop accretions in this district, including water tanks, fencing and mechanical towers, and with the views of the Manhattan Bridge; that the proposed fenestration pattern and resulting strong grid pattern of the facades will be consistent with fenestration patterns found on the large historic factory and warehouse buildings in the district which feature large evenly spaced metal windows reflecting their post and beam or reinforced concrete and steel construction; that the proposed metal multi-light windows with both fixed and operable pivot panels will relate to the types of windows found on the large factory buildings throughout the district; that the proposed large expanses of windows and glass at the ground floor demonstrate the modern construction of the building while also relating to the large ground floor bays on the historic buildings throughout this district; that the use of corten steel at the ground floor openings and garage doors is in keeping with the loading docks and roll-down gates found at the ground floor of buildings throughout the district; that the proposed canopy over the primary entrance on Water Street is in keeping with similar modern canopies that have been installed in the district and represents the adaptive reuse of the buildings over the last twenty years; that the proposed work will not disrupt the Belgian block paving and tracks found in the street beds; and that in terms of the overall volume, massing, design, materials and details, the proposed building will enhance the special architectural and historic character of the block and the DUMBO Historic District.

However, in voting to approve this proposal, the Commission required that two complete sets of Department of Buildings drawing sets be submitted for review and approval by the staff of the Commission. Subsequently, on July 6th, 2010 the staff received drawings labeled V-001.04, prepared by John P. Lynch, Licenced Land Surveyor, BPP-001.00 through BPP-006.00, Z-100.00, Z-101.00 through Z-103.00, A-001.00, A-002.00, A-100.00 through A-117.00, A-119.00, A-120.00, A-200.00, through A-203.00, A-220.00, A-221.00, A-230.00, A-231.00, A-235.00, A-236.00, A-300.00 through A-302.00, A-310.00 through A-312.00, A-315.00, A-316.00, A-400.00 through A-402.00, A-500.00 through A-502.00, A-600.00, A-601.00, all dated June 30, 2010, prepared by Navid Qaim-Maqami, R.A., S-001, FO-101 through FO-105, S-201, S-202, S-203, S-206 through S-210, S-401, S-402, S-411 through S-415, S-421, S-501 through S-504, S-511, S-70, all dated June 18, 2010, prepared by Borys I. Hayda, P.E., P-001, P-100 through P-116, P-200 through P-204, P-300, P-301, SP-001.00, SP-100.00 through SP-116.00, SP-200.00, SP-300.00, SP-400.00, FA-100.00, FA-101.00 through FA-114.00, FA-200.00, M-001.00, M-100.00, M-101.00 through M-117.00, M-201.00, M-202.00, M-301.00, M-302.00, M-401.00, M-402.00, M-501.00, all dated revised June 30, 2010, prepared by Eric Steven Ettinger, P.E.

Staff reviewed the drawings and found that, at the Plymouth Street elevation, the concrete window sills have been eliminated and that the Corten steel bars run down to sidewalk level, that the facade has been revised from 10 bays to 9 bays with equally sized windows and that the fourth and fifth floors of the facade have been further articulated with the addition of Corten cladding at two bays, and at the Water Street facade, that the concrete window sills have also been eliminated and that the Corten steel bars run down to sidewalk level, that the entry has been reconfigured to allow Corten steel surround on both sides of the doors and that the cooling tower at the roof has been moved further north away from the street and that the screen around the cooling tower has been eliminated. Staff also found that the Concrete facade on the Water Street elevation has been increased from 10" to 3'-8" and that the western lot line windows have been reconfigured. Staff reviewed these changes and found that they were in keeping with the proposal approved by the Commisison and that the design has otherwise been maintained. Based on these and the above findings these drawings have been marked approved by the LPC with a

perforated seal, and this Certificate of Appropriateness is being issued.

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 Jared Knowles.

Robert B. Tierney
Chair

**PLEASE NOTE: PERFORATED DRAWINGS AND A COPY OF THIS PERMIT HAVE BEEN SENT TO:
Valerie Campbell, Kramer Levin Naftalis & Frankel, LLP**

cc: Sarah Carroll, Director of Preservation/LPC; Ward Dennis, Higgins & Quasebarth and Partners