



EXECUTIVE SUMMARY

PortSide was so concerned about this plan that we organized a Zoom meeting with alternatives presented by the Belgian firm Aggeres and the Brooklyn firm LOCAL. The Zoom recording, chat, transcript and presentation by Aggeres are in the dropbox folder <https://bit.ly/ALTresiliency>. All the contents in that folder are part of PortSide's comment to HATS.

Based on our own assessments, feedback from Red Hook waterfront property owners and from community members, we find that the HATS proposals for Red Hook need to be revisited for the reasons below.

1. **Non-permanent barriers need more consideration.** We encourage you to assess the Aggeres SCFB surge-powered temporary flood barrier.
2. **Your concepts could damage Red Hook historic resources** in several, very impactful ways
3. **Your proposed barriers could impede or prevent extant or future maritime activity** in some places.
4. **Your proposed barriers could lead to the bathtub effect**, trapping seawater and water from other sources (rain, groundwater, sewer system) which are regular contributors to Red Hook flooding.
5. **HATS does not sufficiently address flooding from non-surge (non-seawater) sources.** Nature-based solutions of various types could play a strong role here: green roofs, tree wells, living streets, installing permeable school playgrounds where they are now asphalt, daylighting and improving historic cobblestone streets.
6. **Your Red Hook plans don't reflect the pandemic boom in building last mile facilities.**
 - a. Your large flood wall proposed for Beard Street could cause traffic gridlock deep into Red Hook.
 - b. We propose your flood measures align with proposed truck route on Halleck Street for last mile trucks.
7. **We encourage you to use a more iterative planning process with more outreach and report-back presentations.** Red Hook is an EJ community, so your work should endeavor to correct historic wrongs, one of which is a pattern of government not listening to or working with the community. The role of Justice40 calls for better. We propose you consider a planning process like the post-9/11 "Listening to the City."
8. **We propose you work with some comms professionals to make the next HATS report and homepage easier to use.** It needs a more-user friendly design. It could use a HATS Help Desk function and a public relations person available to answer questions, as the density of data on your website is hard to penetrate.

PORTSIDE NEWYORK FEEDBACK IN DETAIL BELOW

Non-permanent barriers need more consideration.

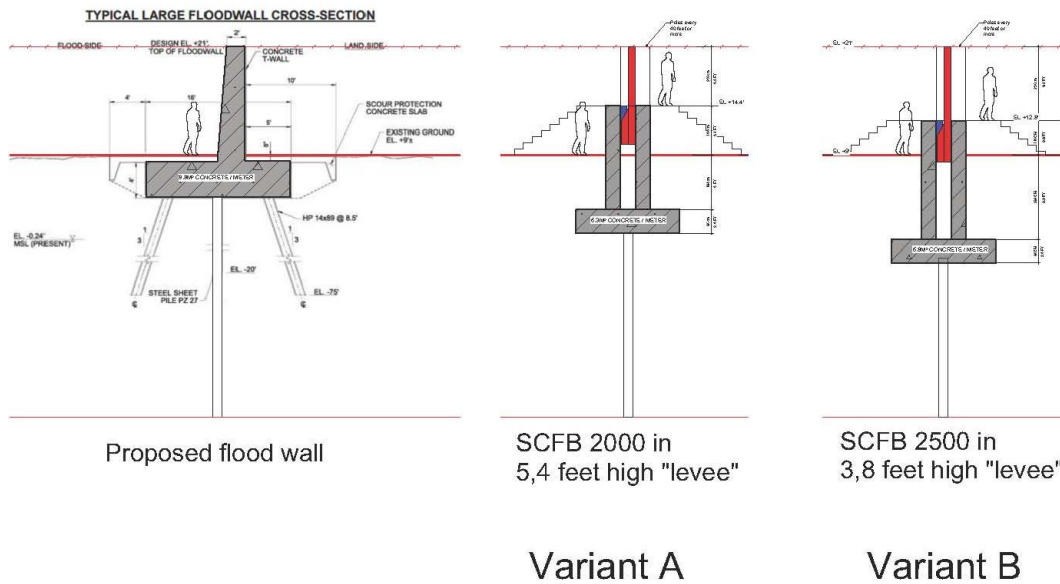
As mentioned above, PortSide hosted a Zoom on 3/20/23, the full documentation is at <https://bit.ly/ALTresiliency>. All the contents in that folder are part of PortSide’s comment to HATS. We focus here one element as it is not widely known in NYC and not mentioned in HATS:

Aggeres has designed and implemented barriers called SCFB (self-controlled flood barriers) that rise in place powered by incoming surge flood waters. This means they are not permanently in place. If the flood protection needed has to be higher than their wall goes, the SCFB can be placed on a levee.

The Aggeres SCFB can be installed from the water, working from crane barges. The Aggeres SCFB has been installed in Europe in historic, tourist areas with the installation being so low impact that it did not shut down the tourism. We want you to consider these for multiple Red Hook locations where you have proposed either what you call “large flood wall” or “seawall” (magenta and turquoise in your map for Red Hook plans as per image below.



We asked Aggeres for pricing info (in blue below) and a rendering that compared the SCFB to the height of the USACE “large flood wall”.



Aggeres prices below (considering 1euro is 1US\$)

Variant A

- SCFB2000 system (red and blue part) approx. 14K \$ / per meter
- Concrete approx. 6K \$ / per meter

Variant B

- SCFB2500 system (red and blue part) approx. 16K \$ / per meter
- Concrete approx. 8K \$ / per meter

There are no groundworks in these prices.

Your concepts could damage Red Hook historic resources - culture and heritage assets need special treatment in EJ areas

The HATS measures proposed for Red Hook look damaging to historic resources for several reasons. You cite Justice 40 and cultural heritage in separate areas of your plan, and we insist that your thinking integrate those to reflect the following facts:

1. Red Hook is an EJ area.
2. Red Hook has many heritage properties, but they are not recognized according to your assessment method with its focus on the National Register of Historic Places as a metric. EJ communities have a hard time getting properties listed on the National Register or the local NYC landmarking process because such communities struggle with existential matters and – frankly – they also face a local government that is not responsive to their concerns.

PortSide has a deep understanding of #2. PortSide and/or the writer of this document, PortSide's founder Carolina Salguero before founding PortSide, were involved in every major preservation fight in Red Hook since 2000, and Red Hook did not win a single battle with NYC's Landmarks Preservation Commission. A current, ongoing example is Red Hook efforts to preserve our historic cobblestone streets (a resiliency asset for being more permeable), but we continually lose more cobblestones to asphalt.

Many aspects of your plan for Red Hook would damage the historic features of Red Hook that have supported its economic revitalization.

The USACE should not build its plans on documentation of "what is heritage" based on extant government practice in Red Hook. You should do better. We call on you to do better because proper resiliency planning is not just an engineering practice; it takes into account community resiliency, intangible cultural heritage, indirect economic benefits of the heritage and other noteworthy (if not landmarked) aspects of an area, and potential uses. The sense of "Red Hook as a special place" prompts people to buy homes here, move here, set up businesses here (small scale manufacturers and makers as well as retailers).

PortSide worked with the Columbia University graduate Historic Preservation studio on their 2020 study "RED HOOK, BROOKLYN: EQUITABLE RESILIENCE THROUGH PRESERVATION." It found that "Currently, there are also over eighty properties deemed "eligible" for the National Register in Red Hook." See <https://redhookwaterstories.org/items/show/1780>.

We see a cautionary tale in the last federal program that affected Red Hook, the impact of the Opportunity Zone (OZ) program whose major impact appears to be triggering a boom in building last mile facilities. These are projects with extractive benefits (revenue goes to developers and operators outside the community) and that leave the host community with new EJ issues and low-quality jobs — and ever less of those due to the rise in automation. The federally funded USACE HATS plan should not add another layer of damaging disruptions to this EJ community.

PortSide NewYork, aboard the tanker MARY A. WHALEN

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Many are concerned that the HATS resiliency measures may negatively impact the neighborhood, by damaging the character of historic Red Hook: slashing through a historic area, by not protecting key historic properties (leaving them on the water side of it.) Your wall fails in this way along the long stretch, the SW corner of Red Hook, around the Beard Street Pier to Valentino Park.

Specifically, your current proposal puts several historic properties on the flood side of the barrier: Pier 41 and the adjacent 185 Van Dyke — and destroys the historic character and waterfront experience of the SW corner of Red Hook by running a high wall (part of your seawall plan) all around the Beard Street Pier, along the esplanade from Pier 44 which then transitions to high flood wall inland of Pier 41 and 185 Van Dyke, running between them and an intact block-long 19th century warehouse and the west end of Coffey Street, a street with many historic structures. Your plans here rip through and destroy the fabric of a historic district. Also, you have no gateway to access those properties which are home to a lot of businesses and regular vehicular deliveries. Your nearest gateway on a road is Ferris and Coffey Street, which would force vehicles to drive through Valentino Park (bad for the park) and on a long detour to access Pier 41 offices and the Museum Barge at Pier 44 (bad for all of them).

As a result, we call on you to revisit planning from the Beard Street Pier to past Coffey Street. In this area, we hope you can assess flip-up barriers, the Aggeres SCFB or any other non-permanent high wall along this definitive, cherished, heritage section of Red Hook. Pier 41 and the Beard Street Pier are the last warehouse piers in NYC, architectural features that defined the Brooklyn waterfront and merit more sensitive treatment. The experience of Victorian warehouses and their waterfront would be utterly eliminated by the high structures you propose.

Your proposed barriers could impede or prevent extant or future maritime activity - maritime activity, current and future, needs to be ensured

PortSide NewYork was founded to foster maritime activity in NYC and foster community and economic development in Red Hook using maritime as a driver. As such, we are concerned about HATS impact on maritime.

Being a mixed-use community, industrial maritime even functions as an attraction that supports local retail (as in come see the passing ships) and supports local education initiatives. Red Hook is home to two historic ships on the National Register, the LEHIGH VALLEY 79 of the Waterfront Museum and our ship MARY A. WHALEN (though you fail to list us in the cultural resources assessment), NYC's first maritime middle school, and another waterways-focused nonprofit in the RETI Center. PortSide's virtual maritime museum at www.redhookwaterstories.org knits this all together.

Red Hook has maritime of all types: industrial, commercial, heritage, cultural, educational, and recreational. Red Hook has been trying to grow maritime activity. The surge in last mile facilities has intensified this with strong community interest in having them use the marine highway to move freight.

A major constraint on maritime activity larger than hand-powered vessels has been the NYS Department of Environmental Conservation (DEC) permit process. See PortSide's 2005 testimony about that issue at

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<https://static1.squarespace.com/static/50dcbaa5e4b00220dc74e81f/t/51cb5743e4b06b9ce7a520ef/1372280643638/PortSide+050615+NYC+Council+Regulatory+Obstacles+to+Waterfront+Dev.pdf>. There are continual efforts to push back on that.

We state this DEC issue so that you do not assess interest in maritime but just what you see in existence.

We also mention the DEC because we believe some flood barriers could and should be installed at the water's edge or in the water (the Aggeres SCFB, for example), and the DEC has for a long time blocked Red Hook efforts to improve our waterfront infrastructure. We should all focus on getting the DEC to flex on this to facilitate protecting Red Hook from storm surge flooding. As part of responding to the HATS process, PortSide has reached out to NYS elected officials to encourage them to press the NYS DEC to change their approach for resiliency planning such as use of the surge-powered flood barrier SCFB by Aggeres or equivalent also discussed below (as well as other reasons).

For your reference, at the end, we include a document listing the owners of Red Hook waterfront property compiled from NYC Tax Map and ACRIS, with comments added by PortSide about current and potential maritime activity. In short, the boom in constructing last mile warehouses in Red Hook has prompted strong interest in using the marine highway to move the freight to the point that Resolution 501 incentivizing maritime uses to move last mile freight has been proposed in the City Council. PortSide has been very active in the related planning discussion with Red Hook residents, businesses and elected officials. More on this at <https://portsidenewyork.org/portsidetanke/2023/2/19/marine-highway-101-for-last-mile-planning>

Your proposed flood measures impede and/or prevent maritime activity in multiple locations, block views of the waterfront and access to it in others in ways that will stunt maritime activity, current and potential.

1. North half of east side of Henry Street Basin

Putting a seawall (wall with long grade of rip rap in front of it) in places where there is maritime activity (east side of Beard Street Pier) may impede or prevent that maritime activity.

1. Access at the homeport of Vane Line Bunkering (fuel barges and tugs) located at 671 Court Street at the east end of Bryant Street. Your plan has no waterside gate for crew to access vessels. You can't dock tugs and barges on a riprap shoreline.
2. Former Bowne Storehouse site along the Gowanus Canal. The community heard that might be another last mile facility down the road. If so, we want them to use the marine highway option. That bulkhead was stoutly rebuilt. Your plan for a seawall puts riprap there. Vessels can't dock where there is riprap, and the busy entrance to the Gowanus Canal and alignment of the channel for the Hamilton Avenue Bridge means that putting floating docks outboard of your proposed riprap would impinge on the channel too much.
3. The Beard Street Pier and along the esplanade to Pier 44 entrance. There are currently several maritime uses on the SE side of the Beard Street pier (Circle Line's water taxis, berth for a tanker

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of American Petroleum, a private marina). Your plan has no waterside gate for crew to access vessels. The esplanade has a water taxi spud barge (though currently not in use).

4. There needs to be access to the historic ship LEHIGH VALLEY 79 of the Waterfront Museum at the entrance to Pier 44 where you currently have a transition from seawall to flood wall without an aperture/gate. An aperture there would also provide access to the public park there.

Maritime operators need access to their vessels during storm surge conditions, just before and after and maybe even during, so plans for deployable gates needs to take that into consideration. This is another reason why PortSide is interested in the Aggeres SCFB product which is only in place while the flood is present. Gates deployed by people might be in place longer before and after a storm than is advisable for rescuing vessels at risk. Gates powered by electricity could fail since power often goes out during major storms. We have heard this concern about long-term gate closures expressed by Hughes Marine, the operators of the Erie Basin Bargeport, about your proposed flood wall at Columbia Street. The operators of the GBX terminal and their tenants on Columbia Street may have the same concern.

Bathtub effect and lack of focus on non-surge flooding

Your proposed measures may cause the bathtub effect (trapping flooding from storm drains, groundwater and rain) without providing remedial measures. Nature-based solutions could provide some relief with these issues.

HATS seems to lack focus on flooding other than storm surge/sea water issues - in so far as we can find in a plan that lacks any narrative that we can find that describes your plans for the neighborhood as a whole.

Red Hook already has flooding from groundwater and for being at the bottom of the sewage shed. Those issues should be reflected in any resiliency plan.

PortSide held a public Zoom meeting on 3/20/23, and one of the presenters Walter Meyer of the firm LOCAL described multiple measures that could be used to mitigate non-surge flooding. We want to draw attention to one topic they presented, cobblestone streets.

The Red Hook community wants to preserve cobblestone streets. They are more permeable than asphalt, and as Walter Meyer explained, re-laying them would improve their utility as resiliency assets. According to his description, the existing cobblestone streets would be dug up to replace their sub grade (usually mixed gravel) to replace that with a uniform gravel sub-base and a porous resin bond. More info at <https://www.fastcompany.com/90694244/when-new-york-floods-this-living-street-stays-dry>.

We recommend you and others assess restoring cobblestone streets by removing the asphalt and relaying them according to this modern method to both improve resiliency AND add to the historic character of Red Hook which is an asset to NYC as a whole and has been essential to the economic revitalization of the neighborhood. We call this “daylighting historic cobblestone streets” much like daylighting buried streams.

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We also encourage you to look at making asphalt school playgrounds more permeable. Red Hook has two large ones: PS 15 and PS 676. More at <https://www.fastcompany.com/90840658/how-playgrounds-are-becoming-a-secret-weapon-in-the-fight-against-climate-change>

Last mile facilities – resiliency plans need to reflect their buildings and trucks

The last mile facilities that were built in Red Hook during the pandemic significantly change the profile of Red Hook.

We are concerned that the installation of a flood wall with the large dimensions you propose (25' wide trench and piles 75' deep as in Figure 3-3: SBM Large Floodwall Cross-Section) wall along Beard Street will shut down the street for a long time. This could cause traffic gridlock due to the vehicle traffic coming in and out. Beard Street between Van Brunt and Columbia Streets now has IKEA sandwiched between two huge Amazon facilities.

You suggest you explore alternate solutions for Beard Street. We definitely recommend you consult with the NYC DOT which is currently conducting its first Red Hook traffic study in decades and that you confer with local advocates and elected officials.

Solutions could involve putting the flood protection around the water's edge of 280 Richards, either the SCFB temporary, surge-powered barriers such as produced by Aggeres, flip up barriers as in 3.4.7 SBM – Flip-up Barrier or something else. Installation of the Aggeres SCFB looks way less invasive than your proposed flood wall and should be seriously considered. The measures above are described in your document https://www.nan.usace.army.mil/Portals/37/Appendix%20B1_Vol1_SBM_HATS.pdf

Last mile trucks and proposed Halleck Street Truck route

Your proposed flood wall should align with a new truck route proposed by the community for Halleck Street that would move last mile trucks away from Bay Street which bisects the busiest park areas and passes the BASIS school.

We propose you move your flood wall inland along Halleck's existing and former footprint to have that that proposed truck route run between your proposed wall and the water – which would make your proposed levee along a short section of park unnecessary.

We suggest you replace the levee along that park stretch with flood wall. We imagine you proposed the levee as a way to allow for park users to climb it to see the waterfront; but we think your flood wall would better serve double-duty as a means to protect park users from truck traffic: from the risks of being hit by trucks, from their noise, and from direct exposure to their exhaust (the exhaust would be more dissipated after it rises above the height of your proposed flood wall.) You would need to add a gate at Henry Street so the trucks could access Halleck.

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We propose a change of presentation, outreach and input collection

You need a more iterative planning process with more outreach and report-back presentations while making plans.

You need a HATS Help Desk function, a public relations person available to answer questions as the density of data on your website are hard to penetrate. The home page presents a forest where it is hard to find the trees one seeks. The glossary document did not include all terms, and it would have been improved by making the acronyms be hotlinks to the documents linked on the HATS webpage.

It would improve your presentation to add narratives by area so that assessing your plans does not require picking through many documents to find definitions of structures and their engineering plans and then trying to assemble a general picture of your plan for an area, and then guess as to your justifications of your decisions.

We find your outreach method problematic in Red Hook and beyond for being largely absent. So, for the next round, PortSide proposes something very different, an event such as “Listening to the City” which was convened after 9/11 to collect input for what to do with Ground Zero and how to re-envision lower Manhattan. That process allowed for brainstorming between community peers AND with the planners. It fostered horizontal and vertical communication. It was highly fruitful, well regarded, and led to plans that were implemented. It also fostered healing, harmony, and acceptance of the final plans. HATS needs that kind of collaboration, brainstorming, healing, and buy-in. Here is a URL for Listening to the City and more on this concept below. <https://participedia.net/case/63>

How does USACE plan to coordinate HATS with NYC resiliency process?

Many of us wonder how the USACE planning process will interact with the City’s process. We note again, as described in the discussion of the proposed Halleck Street truck route above, the USACE research method cannot only rely on taking to government agencies about their plans since the Red Hook community is initiating plans and then works to get City agencies on board.



PortSide NewYork research into owners of Red Hook waterfront property

Using NYC Tax Records map and ACRIS, Red Hook WaterStories, and our knowledge

as of 3/27/23

This document covers Red Hook property owners moving from the Brooklyn Cruise Terminal (BCT) on the Buttermilk Channel counterclockwise around the shoreline to the Hamilton Avenue Bridge, noting current maritime uses and proposed and potential maritime uses, and including links to historic structures at the site where appropriate (mainly in the sense of recent demolition).

The boom in constructing last mile facilities is a huge factor since the pandemic, defining the Red Hook waterfront. The federal Opportunity Zone is regarded as having a high effect on this. This change means that large corporations suddenly have a big presence in Red Hook. IKEA and Buckeye were the only such entities until the last mile facilities showed up.

Is there any way that OZ program could be used to support resiliency efforts? Could private property owners use OZ funds in any way for resiliency? The “Red Hook Island” proposal of Alex Washburn proposes creating a barrier island that includes real estate development on it; would that make it eligible for OZ status?

Note that Amazon is an even more impactful presence in Red Hook than in this list of waterfront properties as they have another large last mile facility, Amazon Fresh, one block inland from IKEA at the corner of Bay and Columbia Streets, making Amazon a dominant force in Red Hook since the pandemic. Amazon now has a total of three last mile places in Red Hook.

It is not known which last mile company the RXR site plans to support. They have declared last mile plans. This is the former maritime industrial site of Bushey shipyard and fuel terminal, since the 1980s just a fuel terminal for Hess then Buckeye.

Note that the last mile footprint may be even bigger than what is described above and below because summer 2022, according to community reports, the EDC (IDA) bought a property about one block in size with a historic granite warehouse on Van Dyke Street to support trucking for last mile or something like that. This could also impact heritage resources: PortSide is concerned that this historic warehouse will be destroyed for a truck staging area for Amazon across Beard Street at the former sugar refinery, 280 Richards.

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Brooklyn Cruise Terminal (BCT)

Maritime use – cruise terminal with significantly expanding number and size of ships in 2023.

Block: 514 Lot: 21 **Owner:**PORT AUTHORITY

Block: 515 Lot: 61 **Owner:**PORT AUTHORITY

Block: 514 Lot: 21 **Owner:**PORT AUTHORITY

Block: 515 Lot: 1 **Owner:** GOVERNORS ISLAND CORPORATION.

Reading the records, we think GOVERNORS ISLAND CORPORATION owns underground, has [an easement](#) for potable water tunnel, and the surface is owned by the PANYNJ. Between Sullivan and King, Ferris and Buttermilk Channel, managed by Port Authority. Most of this is BCT parking lot, minus the carve out of the building with South Brooklyn Auto Body and its surrounding parking lot.

UPS – plans for last mile – former Lidgerwood site

Potential maritime use – UPS says that one reason they bought the site for the potential to use the waterways to move last mile freight.

History of Lidgerwood, demolished 2019. <https://redhookwaterstories.org/items/show/1400>

Block: 514 Lot: 40 **Owner:** RED HOOK INDUSTRIAL CENTER, LLC

Block: 573 Lot: 100 **Owner:** RED HOOK INDUSTRIAL CENTER, LLC

Block: 573 Lot: 80 **Owner:** RED HOOK INDUSTRIAL CENTER, LLC

Block: 595 Lot: 70 **Owner:** RED HOOK INDUSTRIAL CENTER, LLC

Parks Dept - Valentino Park

Maritime use is currently Red Hook Boaters kayak group and NYC designated launch site for hand-powered boats.

Block: 595 Lot: 52 **Owner:**PARKS AND RECREATION (GENERAL)

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Brian Robbins family, former Cornell Paper & Box location

Maritime potential uses. Brian Robbins has expressed interest in maritime activity on his property. He offered PortSide a home for the Mary Whalen (but did not have enough water under land next to Valentino Park), subsequent to that offered PortSide space for moorings for community sailing program. He was looking into rebuilding the pier that existed on that site or a variation but found permitting from NYC DEC to be hard/high cost in that they wanted him to pay 40% of the project cost into a remediation fund. PortSide considers this to be an economic justice issue, eg Red Hook can't get piers back that existed because our neighborhood hit the skids whereas wealthy neighborhoods that could afford to keep piers intact get to have them as per our 2005 testimony below. Also, it is unfair to an EJ neighborhood to have funds invested in remediation elsewhere. If there is going to be a remediation investment fee, that remediation should benefit Red Hook.

<https://static1.squarespace.com/static/50dcbaa5e4b00220dc74e81f/t/51cb5743e4b06b9ce7a520ef/1372280643638/PortSide+050615+NYC+Council+Regulatory+Obstacles+to+Waterfront+Dev.pdf>.

Block: 595 **Lot:** 300

Owner:CORNELL PAPER & BOX CORP

O'Connell

Maritime uses on east side of Beard Street Pier:

1. Homeport for NY Water Taxi boats owned/run by Circle Line plus some other boats of theirs.
2. Tie-up for tanker CHANDRA B owned by American Petroleum
3. Small marina of privately-owned recreational boats

Maritime use on pier 44: homeport of Waterfront Museum Barge

Maritime use on Pier 41: landing used by Liberty Warehouse event/wedding venue

Maritime potential:

1. Boat ramp to east of Pier 41
2. Reactivation of ferry landing in back of Fairway (now Food Bazaar) building
3. PortSide was originally promised a home here, and we'd happily move there.
4. Lots of potential maritime uses of all sorts here

Block: 595 **Lot:** 250

Owner:175 VAN DYKE LLC, **Address:**175 VAN DYKE STREET11231

Block: 595 **Lot:** 9

Owner:KINGS HARBOR VIEW ASSOC * **Address:**258 CONOVER

Block: 595 **Lot:** 170

Owner:GREG O'CONNELL

Block: 611 **Lot:** 25

Owner:O'CONNELL GREGORY (that is son of Greg, Sr.)

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Block: 612 **Lot:** 1 **Owner:** O'CONNELL GREGORY

* KINGS HARBOR VIEW ASSOCIATES LIMITED PARTNERSHIP

1992-08-31 Incorporated

1992-08-31 - 2019-12-05 Addition of officer GREGORY O'CONNELL, registered agent

Source: https://opencorporates.com/companies/us_ny/1662807

Thor Equities – used by Amazon

This is former sugar refinery site.

Maritime potential use: marine highway to use last mile freight.

History of Sucrest/Revere sugar refinery <https://redhookwaterstories.org/items/show/197>

Block: 612 **Lot:** 150 **Owner:** THOR 280 RICHARDS STREET, LLC Amazon last mile facility

IKEA

Maritime use: ferry landing

Maritime potential high for all sorts of uses including community, commercial, industrial. Potential use for last mile marine highway freight.

Former Todd Shipyard <https://redhookwaterstories.org/tours/show/13>

Block: 612 **Lot:** 130 **Owner:** IKEA

Amazon – last mile facility

This is owned by an LLC. Not certain who that is. Did Goldman Sachs just invest or does GS own it?

Between IKEA and Columbia Street

Block: 612 **Lot:** 99 **Owner:** 640 COLUMBIA STREET JV LLC. Goldman Sachs built Amazon last mile facility

Erie Basin Bargeport (Reinauer & Hughes Marine own it; Hughes manages it)

Maritime use is high with an active tug and barge port plus a growing shipyard on the eastern wall with floating dry docks and a new warehouse with ship repair support services inside.

The NYPD also has an evidence facility there with outdoor vehicle storage and a warehouse owned by Erie Basin Bargeport.

Block: 612 **Lot:** 205 **Owner:**ERIE BASIN MARINE ASSOCIATES

Block: 612 **Lot:** 210 **Owner:**ERIE BASIN MARINE ASSOCIATES

GBX - owned and operated by John Quadrozzi

Former site of NYS Barge Canal Grain Terminal, next called the Port Authority grain terminal. The massive pier associated with that has been removed, the grain terminal building still stands as a largely-intact ruin.

<https://redhookwaterstories.org/items/show/1756>

Maritime uses:

1. Landing for tugs and barges of Vane Brothers
2. Homeport for retired cement ship LOUJAINE
3. Homeport for nonprofit RETI Center

Maritime potential is very high. Most of the property is land under water and not used at present

Block: 614 **Lot:** 1 **Owner:**GOWANUS INDUSTRIAL PARK INC, **Address:**685 COLUMBIA

Parks Dept - Ballfield

Block:614**Lot:**300 PARKS AND RECREATION (GENERAL)

Block:617**Lot:**1 PARKS AND RECREATION (GENERAL)

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Samson Stages

A few weeks ago, media stories revealed that Samson is a new owner and that they plan to build a new sound stage here designed by Bjarke Ingels of BIG with a waterfront park.

<https://www.brooklynpaper.com/samson-stages-new-soundstage-red-hook/>

Maritime potential is high for community programming. They plan to build a waterfront park. USACE proposes a large floodwall at the water's edge which would block such a waterfront park.

Block: 623 **Lot:** 118 **Owner:** SUNLIGHT CLINTON REA. **Address:**784 HENRY STREET11231

Block: 623 **Lot:** 100 **Owner:**SUNLIGHT CLINTON REALTY LLC . **Address** 744 CLINTON

RXR

This was an active maritime industrial facility (a fuel terminal) until recently sold to develop a last mile warehouse.

Maritime use on the eastern corner of the property is NYC homeport for Vane Brothers tugs and barges including their homeport building with offices, warehouse and shop space. Vane's other vessels berth at Quadrozzi's and on Port Authority "Brooklyn Marine Terminal" piers 7 and 8 between Brooklyn Bridge Park and the Red Hook Container Terminal. The Vane uses of the property do not seem to be taken into account by the USACE HATS plans for a seawall along their homeport.

Maritime potential to move last mile freight by water in the larger part of the property that RXR says will be a last mile facility.

Former site of Ira S. Bushey & Sons who had our ship MARY A. WHALEN built and operated her for years.

<https://redhookwaterstories.org/exhibits/show/bushey/bushey>

Block: 623 **Lot:** 93 **Owner:** RXR **Address:**764 HENRY STREET11231

Block: 623 **Lot:** 20 **Owner:**BUCKEYE TERMINALS, LLC, **Address:**730 CLINTON STREET11231

Block: 623 **Lot:** 1 **Owner:**BUCKEYE TERMINALS, LLC. **Address:**750 COURT STREET11231

Block: 624 **Lot:** 1 **Owner:**BUCKEYE TERMINALS, LLC, **Address:**730 COURT STREET11231

Tax records says: RXR-LBA RED HOOK COURT STREET OWNER LLC

PortSide NewYork, aboard the tanker MARY A. WHALEN

190 Pioneer Street, Brooklyn, NY 11231

917-414-0565, chiclet@portsidenewyork.org www.portsidenewyork.org www.redhookwaterstories.org

NYS Office of General Services

This curious property has no above-water land associated with it. This is land underwater where Vane docks some of their vessels and to the NE of there.

Block: 496 **Lot:** 50 **Owner:**NYS OGS, **Address:**691 COURT STREET11231

(NYS OGS = [NYS Office of General Services](#))

Former Bowne Storehouse

Observers have noted that after the Bowne Storehouse was demolished, the bulkhead was rebuilt very stoutly and reinforced leading people to think that maybe the new owners (after Chetrit demolished the Bowne Storehouse) might be considering industrial marine uses. The community had heard that the space was going to support Amazon somehow (truck staging area?) and then it was rented to the current user which is a support area for the Superfund cleanup of the Gowanus Canal, a use that will have an end date.

Maritime potential of all sorts.

History of Bowne Storehouse <https://redhookwaterstories.org/items/show/1612>

Block: 495 **Lot:** 1 **Owner:**CF SMITH, LLC, **Address:**659 SMITH STREET11231

tax record says: now GOWANUS CANAL ENVIRONMENTAL REMEDIATION TRUST #2

Block: 493 **Lot:** 1 **Owner:**CF SMITH, LLC, **Address:**627 SMITH STREET11231

Block: 491 **Lot:** 1 **Owner:**CF SMITH, LLC, **Address:**611 SMITH STREET11231

Block: 489 **Lot:** 1 **Owner:**CF SMITH, LLC, **Address:**595 SMITH STREET11232

Block: 487 **Lot:** 1** **Owner:**MULERMAN, ALEKSEY, **Address:**398 SMITH STREET11231

** MULERMAN, ALEKSEY: Online search suggests that the Estate Of Alla Sherman, Aleksey Mulerman, Bronislava Silver, Sam Sherman sold the property to SABA REALTY PARTNERS LLC who in turn sold to Llc Hamilton Rudolph B April 27, 2021

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