



**L.U. No. 47  
METROTECH OFFICE SPACE**

**NEW YORK CITY COUNCIL  
SUBCOMMITTEE ON LANDMARKS, PUBLIC SITING &  
MARITIME USES**

**TESTIMONY BY JEFF KONDRAT  
ASSISTANT COMMISSIONER, ACQUISITION & CONSTRUCTION SERVICES  
DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES  
MARCH 9, 2010**

Good morning Chair Lander and members of the Landmarks, Public Siting & Maritime Uses Subcommittee. I am Jeff Kondrat, Assistant Commissioner of Acquisition & Construction Services for the NYC Department of Citywide Administrative Services (DCAS). On behalf of Commissioner Martha K. Hirst, I would like to thank you for the opportunity to discuss the Notice of Intent to Acquire Office Space, submitted by DCAS, pursuant to Section 195 of the NYC Charter for use of property located at 2 MetroTech (Block 148, Lot 7) for the NYC Department of Information Technology and Telecommunications (DoITT). On behalf of DoITT, DCAS is currently negotiating a lease for approximately 85,000 square feet of space for offices and a data center at 2 MetroTech, located in Brooklyn. This new facility will relieve staff overcrowding at existing DoITT locations and establish a new data center to support various City agency operations. Approximately 460 staff members will be relocated to 2 MetroTech. The consolidation of DoITT staff at this site will streamline operations and enhance efficiency.

DCAS submitted the Notice of Intent to Acquire Office Space application to the NYC Department of City Planning on December 3, 2009. The application was approved by the NYC Department of City Planning on February 24, 2010.

Thank you again for this opportunity to testify about the Notice of Intent of Acquire Office Space at 2 MetroTech for DoITT and we urge the Council to support this transaction. We are pleased to answer any questions you may have.

**TESTIMONY OF THE LANDMARKS PRESERVATION COMMISSION BEFORE  
THE CITY COUNCIL SUBCOMMITTEE ON LANDMARKS, PUBLIC SITING  
AND MARITIME USES ON THE DESIGNATION OF THE PERRY AVENUE  
HISTORIC DISTRICT IN THE BRONX.**

**March 9, 2010**

Good morning Council Members. My name is Jenny Fernández, Director of Intergovernmental and Community Relations for the Landmarks Preservation Commission. I am here today to testify on the Commission's designation of the Perry Avenue Historic District in the Bronx.

On June 23, 2009, the Landmarks Preservation Commission held a public hearing on the proposed designation of the Perry Avenue Historic District (Item No. 1). The hearing was duly advertised in accordance with the provisions of the law. Three people spoke in favor of the proposed designation, including representatives of Councilmember Oliver Koppell, the New York Landmarks Conservancy, and the Historic Districts Council. The Commission also received a letter of support from Luisa Gonzales, owner of a home within the historic district. On December 15, 2009, the Commission voted to designate Perry Avenue a New York City historic district.

The Perry Avenue Historic District, located in the Bedford Park neighborhood of the Bronx, is an exceptionally well preserved row of nine Queen Anne-style houses dating to the early 20<sup>th</sup> century. The homes, located on the northwest side of Perry Avenue between Bedford Park Boulevard and East 201<sup>st</sup> Street, were constructed between 1910 and 1912 and were designed by architect Charles S. Clark. In 1910, the Third Avenue elevated line ("El") and the Interborough Rapid Transit (IRT) Company's Broadway-Seventh Avenue line of the New York City subway were extended to areas of the Bronx north of Fordham Road. That same year, Bronx developer George D. Kingston purchased the lots that would become the Perry Avenue Historic District. Kingston hired architect Charles S. Clark to design some modest homes.

The three-story Queen Anne-style homes of the Perry Avenue Historic District are characterized by alternating facades of orange and red brick and feature unifying details such as masonry quoining, splayed lintels, modillioned iron cornices, hipped-roof dormers and sloping, imbricated-slate roofs. The prominent three-sided porches of nos. 2971 through 2977 and the projecting porticos of nos. 2979 through 2987 are supported on slender Ionic columns that further unify the row. All nine of the homes are picturesquely sited, raised above fieldstone walls that enclose small front yards and which lend the structures a markedly suburban feel.

From the 1920s to the 1950s, Bedford Park underwent a major transformation with the construction of the large apartment houses that now principally define the neighborhood. The houses of the Perry Avenue Historic District, however, remain remarkably intact, serving as a potent visual reminder of the origins of this Bronx neighborhood.

The Commission urges you to affirm the designation.



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**Testimony to the New York City Council**  
**Subcommittee on Landmarks, Public Siting and Maritime Uses**  
**L.U. No. 47, MetroTech Office Space, N100230 PXX**  
**March 9, 2010**

Chairman Lander, members of the committee, agency personnel and guests:

My name is Robert Perris and I am the district manager for Brooklyn Community Board 2. I am here today to testify on an application by the Department of Citywide Administrative Services (DCAS), on behalf of the Department of Information Technology and Telecommunication (DoITT), to acquire 85,000 square feet of office and data center space in the building located at 2 MetroTech Center, within Community District 2.

The Security Industry Automation Corporation (SIAC), a subsidiary of the New York Stock Exchange, is currently a tenant of 2 MetroTech Center. Although no official statement has been made, it is the community board's understanding that SIAC intends to relocate when its lease expires in October 2010. Furthermore, Community Board 2 believes it is this space that DCAS intends to acquire.

Due to the sensitive nature of SIAC, security was tightened in and around this building in the aftermath of the September 11 terrorist attacks. The heightened security includes checkpoints at various locations around 2 MetroTech Center that have had negative impacts. Community Board 2 has hoped that the expiration of SIAC lease would provide an opportunity to redress these impacts. The community board is requesting the City Council's assistance to ensure these issues will not be prolonged by the lease under review.

One impact is the re-routing of the B54 bus. Prior to the development of the MetroTech office and academic campus, the B54 bus traveled on Myrtle Avenue with its western terminus on Jay Street. Pursuant to the Uniform Land Use Review Procedure and other review associated with the MetroTech development, the bus route was relocated to a service road that passes beneath 1, 2 and 3 MetroTech Center. When security was increased around 2 MetroTech Center, the B54 was prohibited from using the service road. The bus route was relocated to a circuitous route around MetroTech. SIAC makes a sizeable annual payment to New York City Transit (NYCT) for the additional fuel cost resulting from the detour.

The security perimeter established around 2 MetroTech Center also disrupted the road network in the area. For example, residents of Belltel Lofts, at 365 Bridge Street, are not currently able to drive the few hundred feet from Willoughby Street to the building's garage because Bridge Street is closed to through-traffic. Residents must instead enter MetroTech at Myrtle Avenue, present identification to security personnel, and then wend their way through the campus to the garage. The security checkpoints also constrict commercial leasing and deliveries. The impact of these closures on traffic in Downtown Brooklyn is compounded by other restrictions around 9 and 11 MetroTech Center and on the Fulton Mall.

The security precautions associated with SIAC have also prevented leasing of the first floor of 2 MetroTech for retail use. The designers of the campus wisely included retail space on the first floors of the new buildings facing the MetroTech Commons, providing for a livelier streetscape. However, there are a small number of storefronts and the loss of even one has had a deadening effect, both at that location and through-out the public open space.

As I already stated, Community Board 2 has looked at the departure of SIAC as an opportunity to undo these negative impacts. Returning the B54 bus to the MetroTech service road would provide travelers in the northern part of the community district, which in some places is a long walk from subway service, with a more direct connection with the Jay Street-Borough Hall subway station, the destination of many riders. New York City Transit has expressed to the community board its desire to resume B54 bus service on the MetroTech service road, which would reduce congestion on Fulton Street between Flatbush Avenue and Jay Street and help maintain scheduled service on other routes that use the transit-way.

Eliminating the security perimeter around 2 MetroTech Center would also permit the re-opening of several streets in the area, improving circulation. In addition, easing the level of security would permit Forest City Ratner Companies, the building owner, to lease the ground floor commercial space if it wishes. One question asked pursuant to the "fair share analysis" associated with this application is "Whether the Facility can be Located so as to Support Development and Revitalization of the City's Regional Business Districts." Freer movement and activity in and around 2 MetroTech will contribute significantly to the revitalization of Downtown Brooklyn, the city's third largest central business district.

Community Board 2 does not oppose the proposed lease of office and data center space for DoITT in 2 MetroTech Center. DoITT has been a gracious and helpful partner in technological improvements currently underway at the community board. The board has not received complaints related to DoITT's tenancy elsewhere in the MetroTech campus.

Since the community board submitted similar testimony to the City Planning Commission, it has read that SIAC will continue to occupy at least some space in 2 MetroTech in the future. This may limit the opportunity that Community Board 2 has been looking forward to for years. Nevertheless, Community Board 2 requests that DoITT prepare its facilities plan so its use of 2 MetroTech Center does not prevent the re-opening of near-by streets, returning the B54 bus to its prior route and enabling the commercial use of the ground floor of the building. The application states DoITT will continue to occupy space in 11 and 15 MetroTech Center. The community board asks DoITT to formally agree to consolidate any sensitive equipment and personnel in 11 MetroTech Center, which is already within another high-security area. I note that neither the proposal in the *Citywide Statement of Needs for Fiscal Years 2009-2010* nor the proposal description in application N100230PXK state a need for a high security environment.

Thank you for the opportunity to comment. I have provided copies of my testimony.