

**New York City Transit**

Department of Capital Program Management
OUTSIDE PROJECTS
2 Broadway, 7th Floor
New York, NY 10004

Date: 3/2/2016

Building Department Application Number: Amendment – 320624231; 320624320; 320624295; 320624286; 320624240

- ☐ **MANHATTAN:** Martin Rebholz, R.A., 280 Broadway, 3rd Floor, New York, NY 10007
☐ **BROOKLYN:** Ira Gluckman, R.A., 210 Joralemon Street, 8th Floor, Brooklyn, NY 11201
☐ **QUEENS:** Derek Lee, R.A., 120-55 Queens Blvd., Kew Gardens, NY 11424
☐ **BRONX:** Mr. Werner deFoe, R.A., 1932 Arthur Avenue, 5th Floor, Bronx, NY 10457
☐ **STATEN ISLAND:** Ira Gluckman, R.A., 10 Richmond Terrace, Borough Hall 2nd Floor, SI, NY 10301
☒ **CRANES & DERRICKS:** Mr. Faisal Muhammad, P.E., Director, 280 Broadway, 5th Floor, New York, NY 10007

LOCATION: 75, 77, 79, 81, 83 Suydam St.
Brooklyn, NY

APPLICANT: Bahram M. Tehrani, P.E.
BTE Design, Inc.
172-13 Hillside Avenue, #201
Jamaica, NY 11432

DWG NO & DATE A-003.01 (2/5/15), S-001.01 (2/5/15), S-002.01 (2/5/15), S-003.01 (2/5/15), S-005.01 (2/5/15)

Dear Sir:

The above applicant recently submitted drawings of proposed building construction at the above location for our review and approval. The drawings listed above have been reviewed only for possible adverse effects on existing New York City Transit facilities resulting from the proposed building construction.

The drawings listed above are ☒ **Approved**

☐ **Approved Except As Noted**

Subject To:

- All work being performed in accordance with the approved drawings.
- The building plans meeting the Department of Buildings approval in all other respects.
- The construction materials being used for this project, the testing of materials and the inspection of the work meeting the requirements of the Department of Buildings.
- NYCT review will be required for any revisions to this proposed construction or for the use of cranes for construction in this vicinity.

Two copies of each of the above listed drawings, imprinted with the New York City Transit approval stamp dated 3/2/2016, were transmitted to the applicant for submission to your Department for a building permit.

This letter does not constitute certification by the NYCT pursuant to the Zoning Resolution of the City of New York as to any matter, including, but not limited to, matters arising under Section 95-041 thereof.

Yours truly,

Rajen Udeshi, P.E.
Principal Engineer

☒ Examiner: Tara Davis

☒ Applicant: Bahram M. Tehrani, P.E.

☒ J. Malvasio, P.E. (with 2 copies of drawings for inspection)

☒ R. Udeshi, P.E.

☐ * T. Jensen, Chief of Bureau Fire Prevention, NYC Fire Department, 9 Metrotech Center, 3rd Floor, Brooklyn, NY 11201

☒ Master File

*(For Tank Installation Only)

PRUNE TO AAN STANDARDS

PRUNE TO AAN STANDARDS

WIRE THROUGH REINFORCED GARDEN HOSE AROUND TRUNK

2 STRANDS #10 GA. GALV. STEEL WIRE, TWISTED.

4" WIDE WATERPROOF ASPHALTIC "CRINKLE" TREE WRAP PAPER FROM TOP OF BALL TO THE LOWEST BRANCHES WITH 50%% OVERLAP AND TIED WITH SINGLE PLY SISLE CORD EVERY 10"

2-3" DIA. CEDAR STAKES DRIVEN INTO THE SUBGRADE AND SET ALONG THE TREVAILING WIND AXIS.

3" MIN. DEPTH OF APPROVED MULCH TO COVER ENTIRE BERM AREA AND/OR CONTINUOUS BED.

4" - SOIL BERM AROUND INDIVIDUAL TREES AND SHRUBS (MIN. 4' DIA FOR TREES, 2' FOR SHRUBS) SUBGRADE

4" topsoil min.

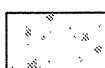
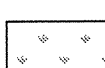
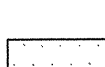
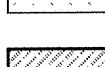
12" min.

planting mix 6"

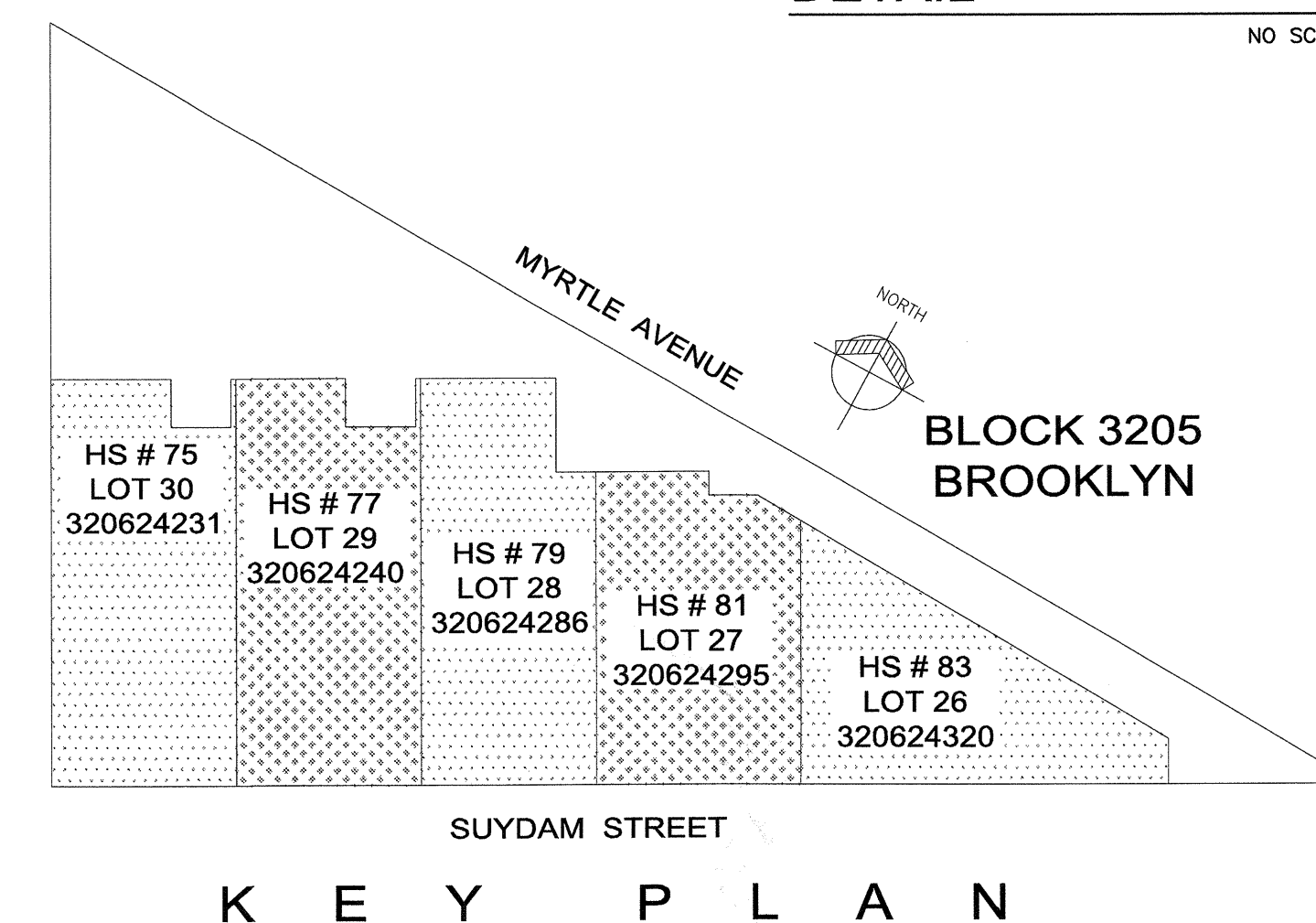
sticks into subgrade

NOTE: REMOVE ALL ROPES AND SYNTHETIC ROOT BALL COVERINGS.

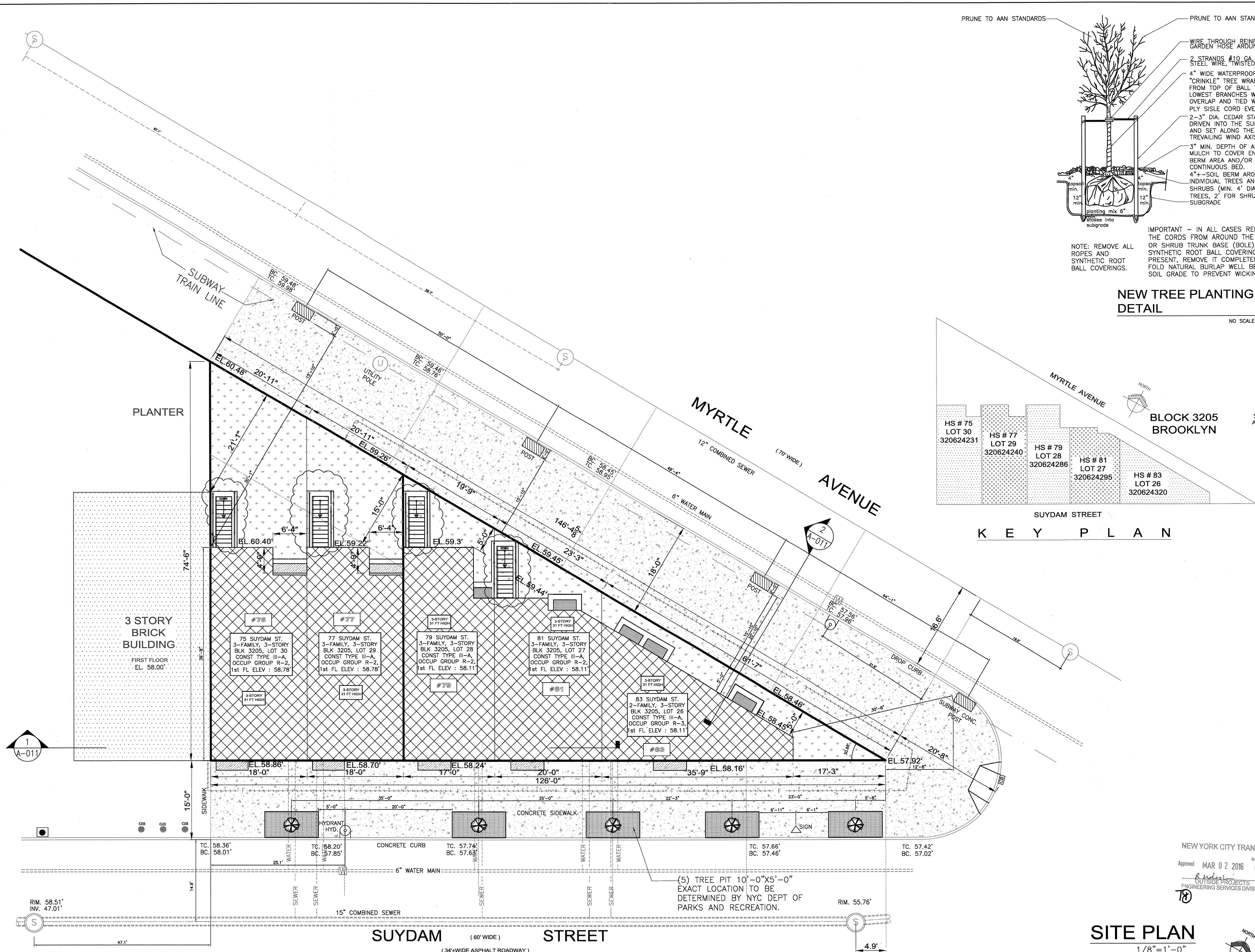
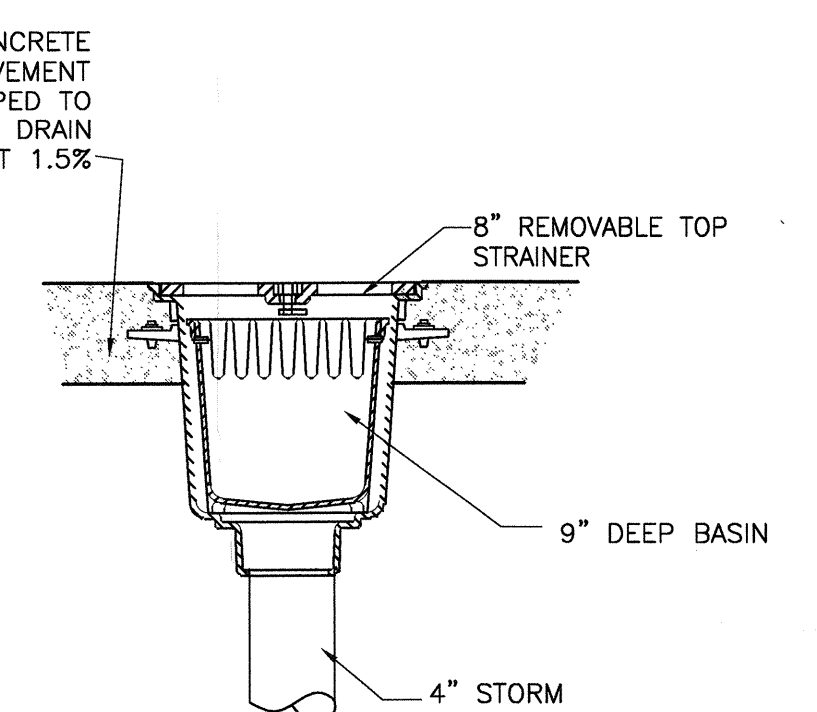
IMPORTANT - IN ALL CASES REMOVE THE CORDS FROM AROUND THE TREE OR SHRUB TRUNK BASE (SOLE). IF SYNTHETIC ROOT BALL COVERING IS PRESENT, REMOVE IT COMPLETELY. FOLD NATURAL BURLAP WELL BELOW SOIL GRADE TO PREVENT WICKING.

SYMBOL	DESCRIPTION
	NEW BUILDING
	CONCRETE PAVEMENT
	SIDEWALK PAVEMENT
	PLANTS/SHRUBS/GRASS
WB 	WATER VALVE BOX
GB 	GAS VALVE BOX
DN 	AREA DRAIN
	EXISTING BUILDING
	BALCONY-- 72"x21"
	AREAWAY GRATING
	EXISTING NYC SANITARY MANHOLE
HYDT 	FIRE HYDRANT
	LIGHT POST
 F 	EXISTING FENCE TO BE COMPLETELY REMOVED BEFORE STARTING NEW CONSTRUCTION

NO SCALE



NO SCALE



SITE PLAN

$$1/8'' = 1' - 0''$$

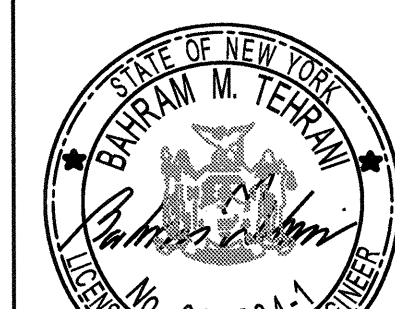
OUTSIDE PROJECTS
ENGINEERING SERVICES DIVISION

NYC DOB Plan Examiner Seal & Signature

BTE DESIGN, INC.
ENGINEERING / ARCHITECTURAL
E-MAIL: bte116@aol.com
NEW YORK OFFICE: 172-13 HILLSIDE AVE. # 201 JAMAICA, N.Y. 11432-4654

(5) RESIDENTIAL STRUCTURES AT
75, 77, 79, 81, 83 SUYDAM STREET
BROOKLYN, NEW YORK

SITE PLAN



A-003.01

CAD FILE No:	2-25-22
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JOB No. & BAR CODE

NYC TRANSIT AUTHORITY GENERAL NOTES:

NOTE: THE APPROPRIATE NOTES ARE TO BE MADE PART OF THE PROJECT'S CONTRACT DRAWINGS.

- THE NYC TRANSIT (NYCT) RESERVES THE RIGHT TO PLACE INSPECTORS, FLAGMEN OR OTHER PERSONNEL IN THE SUBWAY STRUCTURES DURING CONSTRUCTION OF THE PROJECT LINKED BY A TELEPHONE SYSTEM. IF DEEMED NECESSARY, TO OBSERVE THE EFFECTS OF THE CONSTRUCTION ON THE TRANSIT FACILITIES. NYCT FURTHER RESERVES THE RIGHT TO PLACE SUCH PERSONNEL WHENEVER, IN ITS OPINION, THE PROJECT CONDITIONS WARRANT SUCH PLACEMENT, REGARDLESS OF DISTANCE. THE COST OF SUCH PERSONNEL, TELEPHONE INSTALLATION AND ANY RE-ROUTES, DIVERSIONS OF SERVICE, WORK TRAINS, ETC., MADE NECESSARY BY THE PROJECT, MUST BE BORNE BY THE PROJECT OR THE RESPONSIBLE NEW YORK CITY/STATE AGENCY.
- ALL ROCK EXCAVATION ADJACENT TO THE TRANSIT STRUCTURE IS TO BE CHANNEL DRILLED TWO FEET BELOW SUBGRADE.
- IF TOP OF ROCK IS FOUND BELOW SUBWAY STRUCTURE, THE SUBWAY STRUCTURE MUST BE UNDERPINNED IN ACCORDANCE WITH DRAWINGS TO BE SUBMITTED TO NYCT FOR APPROVAL.
- IF ROCK IS SOFT OR SEAMY, LATERAL SUPPORTS MUST BE PROVIDED BELOW THE SUBWAY STRUCTURE IN ACCORDANCE WITH DRAWINGS TO BE SUBMITTED TO NYCT FOR APPROVAL.
- BLASTING WILL BE PERMITTED ONLY WITH LIGHT CHARGES SUBJECT TO THE APPROVAL OF NYCT'S ENGINEER AND IN ACCORDANCE WITH THE REGULATIONS OF THE FIRE DEPARTMENT. THE CONTRACTOR SHALL PROVIDE A DETAILED MONITORING PLAN, PROVIDING FOR MEASUREMENTS OF BOTH PARTICLE VELOCITY AND DISPLACEMENTS AT CRITICAL LOCATIONS OF THE NYCT STRUCTURE. THE MONITORING PLAN SHALL INCLUDE THRESHOLD AND UPSET LEVELS OF BOTH PARTICLE VELOCITY AND SETTLEMENT TOGETHER WITH AN ACTION PLAN FOR THEIR IMPLEMENTATION. THE CONTRACTOR SHALL SECURE AN APPROVED SEISMOLOGIST TO INSTALL AND OPERATE SUITABLE VELOCITY GAUGES TO CONTINUOUSLY MONITOR PARTICLE VELOCITY AND AN INDEPENDENT LICENSED SURVEYOR TO MONITOR DISPLACEMENTS. THE PRESENCE OF A QUALIFIED TECHNICIAN FROM MONITORING COMPANY IS NECESSARY TO PROVIDE THE VIBRATION READING UPON REQUEST OF NYCT ENGINEER. THE THRESHOLD MAXIMUM PARTICLE VELOCITY ABOVE AMBIENT CAUSED BY THE BLASTING WILL BE 0.5 INCH PER SECOND. VALUES EXCEEDING THIS LEVEL WILL BE REVIEWED AND EVALUATED BY NYCT'S ENGINEER. IN NO CASE WILL PARTICLE VELOCITIES EXCEED THE UPSET LEVEL OF 2.0 INCHES PER SECOND.
- BEFORE PLACING CONCRETE, THE SUBGRADE OF THE FOUNDATIONS IN THE VICINITY OF THE SUBWAY STRUCTURE IS TO BE INSPECTED AND APPROVED BY NYCT'S ENGINEER.
- IF ANY PORTION OF THE SUBWAY STRUCTURE OR FINISH IS DAMAGED, IT SHALL BE REPAIRED OR REPLACED WITH THE SAME MATERIALS IN PLACE, SUBJECT TO THE APPROVAL OF NYCT'S ENGINEER AND AT THE EXPENSE OF THE PROJECT.
- EXCAVATION EMBANKMENTS ARE TO BE SHORED AND BRACED. DRAWINGS INDICATING A SUGGESTED METHOD OF CONSTRUCTION ARE TO BE SUBMITTED TO NYCT FOR APPROVAL IN CONJUNCTION WITH THE PROJECT'S CONTRACT DRAWINGS. IN CASE OF EXCAVATION UNDERPINNING THE SUBWAY STRUCTURE, UNDERPINNING MAY BE REQUIRED. DRAWINGS FOR UNDERPINNING ARE TO BE SUBMITTED TO NYCT FOR APPROVAL.
- TEMPORARY SHORING MAY BE PLACED IN DIRECT CONTACT WITH NYCT STRUCTURES ONLY IF THE NYCT STRUCTURE IS SHOWN TO BE ABLE TO SUPPORT ALL ANTICIPATED LOADS THAT CAN BE TRANSFERRED THROUGH THE TEMPORARY STRUCTURES WITHOUT DAMAGING THE EXISTING STRUCTURE. AT THE COMPLETION OF THE PROJECT, THESE TEMPORARY SHORING AND BRACING SYSTEMS ARE TO BE REMOVED OR CUT-OFF AS APPROVED BY NYCT.
- WHEN PILES ARE TO BE DRIVEN OR DRILLED ADJACENT TO THE SUBWAY STRUCTURE, BORING DATA, PILE LAYOUTS, SPECIFICATIONS AND INSTALLATION PROCEDURES ARE TO BE SUBMITTED TO NYCT FOR APPROVAL. VELOCITY METERS ARE TO BE INSTALLED IN THE SUBWAY TUNNEL, AT CRITICAL LOCATIONS TO MONITOR INDUCED VIBRATIONS. INDUCED DISPLACEMENTS ALONG THE TUNNEL STRUCTURE AND TRACK INVERT ARE TO BE MONITORED DURING DRIVING OR DRILLING. THE THRESHOLD MAXIMUM PARTICLE VELOCITY ABOVE AMBIENT CAUSED BY THE DRIVING OR DRILLING WILL BE 0.5 INCH PER SECOND. VALUES EXCEEDING THIS LEVEL WILL BE REVIEWED AND EVALUATED BY NYCT'S ENGINEER. IN NO CASE WILL PARTICLE VELOCITIES EXCEED THE UPSET LEVEL OF 2.0 INCHES PER SECOND.
- NO PILES ARE PERMITTED TO BE INSTALLED BY ANY METHOD WITHIN THREE FEET OF SUBWAY STRUCTURE, MEASURED FROM THE EDGE OF THE PILE OR CASING TO THE WALL. CLOSED-END PILES WILL NOT BE PERMITTED TO BE DRIVEN WITHIN TEN FEET OF THE SUBWAY STRUCTURE.
- ALL PILES ARE TO BE PLACED WITHIN A PREAUERED CASING HOLE TO THE INFLUENCE LINE. THE CASING SHALL BE CLEANED WITHOUT DISTURBING THE SOIL OUTSIDE THE CASING AND THE PILE TO BE PLACED WITHIN THE CASING FOR INSTALLATION. THE PILES MAY THEN BE DRIVEN BEYOND THE INFLUENCE LINE WITHIN THE CASING.
- THE INFLUENCE LINE SHALL START AT THE BOTTOM OF THE SUBWAY STRUCTURE AND EXTEND FROM 1H:1V TO 2H:1V SLOPE DEPENDENT ON THE SOIL PROPERTIES AND GROUND WATER TABLE. FOR PILES INSTALLED WITHIN TEN FEET OF THE SUBWAY STRUCTURE, THE CASING SHALL BE EXTENDED UP TO THE BOTTOM OF THE SUBWAY STRUCTURE.
- ALL PILES ARE TO BE DRIVEN OR DRILLED A MINIMUM OF TEN FEET BELOW THE INTERSECTION OF THE PILE CENTERLINE AND THE INFLUENCE LINE OF THE SUBWAY STRUCTURE.
- THE USE OF DOWN-TO-HOLE -HAMMERS FOR INSTALLATION OF PILES THROUGH OVERBURDEN AND FILL WILL BE PERMITTED ONLY TO REMOVE BOULDERS. IT WILL NOT BE PERMITTED AS A MATTER OF COURSE TO ADVANCE THE HOLE. THEIR USE TO CONSTRUCT ROCK SOCKETS WILL NOT BE ALLOWED WITHIN 5 FEET OF THE NYCT STRUCTURE. THE USE OF MACHINE UTILIZING AIR FOR SOIL REMOVAL WILL NOT BE ALLOWED.
- VIBRATORY HAMMERS WILL NOT BE PERMITTED WITHIN 75 FEET OF SUBWAY STRUCTURES. HOERMAIS WILL NOT BE PERMITTED WITHIN 25 FEET OF SUBWAY STRUCTURES.
- DYNAMIC COMPACTION METHODS USING DROPPED HEAVY WEIGHTS CANNOT BE CONDUCTED WITHIN 1000 FEET OF ANY NYCT STRUCTURE UNLESS IT IS SHOWN THAT INDUCED SETTLEMENTS AND VIBRATIONS WILL NOT DAMAGE THESE STRUCTURES. A SUITABLE MONITORING PLAN INCLUDING SETTLEMENT AND VIBRATION MEASUREMENTS MUST BE APPROVED BY NYCT'S ENGINEER FOR ALL SUCH OPERATIONS WITHIN THESE DISTANCES.
- THERE SHALL BE NO MACHINE EXCAVATION WITHIN 3 FEET OF NYCT STRUCTURES, POWER DUCT LINES, OR ANY OTHER FACILITIES UNTIL THEY HAVE BEEN CAREFULLY EXPOSED BY HAND EXCAVATION.
- ALL DEWATERING OPERATIONS CONDUCTED WITHIN 500 FEET OF THE NYCT STRUCTURE MUST BE PERFORMED IN ACCORDANCE WITH DRAWINGS AND PROCEDURES SUBMITTED TO NYCT FOR APPROVAL. THE DISTANCE FROM THE STRUCTURE TO THE DEWATERING OPERATION CAN BE REDUCED PROVIDED THAT SOIL CONDITIONS AT THE SITE INDICATE THAT THE RADIUS OF INFLUENCE OF THE DEWATERING IS LESS THAN 500 FEET. FOR DEWATERING WITHIN THE RADIUS OF INFLUENCE, THE DEWATERING PROGRAM MUST BE SHOWN TO HAVE NEGOTIABLE INFLUENCE ON SETTLEMENTS OF THE NYCT STRUCTURE.
- SUBWAY ENTRANCES (VENTILATORS, ETC.) ARE TO BE UNDERPINNED OR SHORED AND BRACED IF DIRECTED BY NYCT'S ENGINEER.
- NYCT, AT ITS DISCRETION, RESERVES THE RIGHT TO REQUIRE THE PROJECT TO CLOSE OR MAINTAIN AND PROTECT EXISTING SUBWAY ENTRANCES, VENTILATORS, ETC. ADJACENT TO THE PROJECT DURING CONSTRUCTION. SUCH CONSTRUCTION INCLUDE UNDERPINNING, SHORING AND ERECTION OF SUITABLE BARRICADES AND/OR CANOPIES AND SHIELDS. SUCH PROTECTION SHALL BE IN ACCORDANCE WITH DRAWINGS SUBMITTED TO NYCT FOR APPROVAL.
- IF SHIELDS ARE TO BE INSTALLED TO PROTECT NYCT FACILITIES AND/OR THE PUBLIC, PLANS SHOWING THE LOCATION, TYPE AND METHOD OF ATTACHMENT TO THE TRANSIT STRUCTURE MUST BE SUBMITTED TO NYCT FOR APPROVAL.
- ALL LUMBER AND PLYWOOD USED FOR PROTECTION OF SUBWAY FACILITIES MUST BE FIRE RETARDANT.
- SUBWAY EMERGENCY EXITS MUST BE KEPT CLEAR AT ALL TIMES.
- IN EXCAVATING OVER OR NEAR THE SUBWAY ROOF, SPECIAL CARE SHALL BE EXERCISED SO THAT THE THIN CONCRETE PROTECTION OF THE SUBWAY WATERPROOFING IS NOT DAMAGED.
- BURNING OF, WELDING TO OR DRILLING THROUGH EXISTING STEEL STRUCTURES WILL NOT BE PERMITTED EXCEPT AS SHOWN ON DRAWINGS APPROVED BY NYCT.
- HORIZONTAL AND VERTICAL CONTROL SURVEY DATA OF THE EXISTING NYCT STRUCTURE IS TO BE TAKEN BY A LICENSED LAND SURVEYOR TO MONITOR ANY MOVEMENTS THAT OCCUR DURING CONSTRUCTION AND TO SHOW THAT THE INDUCED MOVEMENTS ARE WITHIN ALLOWABLES NOTED BELOW. IF ANY MOVEMENTS EXCEED ALLOWABLES, REMEDIATION AS APPROVED BY NYCT SHALL BE PERFORMED.

28-104.8.4 ADJACENT PROPERTY PROTECTION PLAN:

CONSTRUCTION DOCUMENT SHALL INCLUDE TENANT PROTECTION PLAN.

1. EGRESS: AT ALL TIMES IN COURSE OF CONSTRUCTION PROVISIONS SHALL BE MADE FOR ADEQUATE EGRESS AS REQUIRED BY THIS CODE. REQUIRED EGRESS SHALL NOT BE OBSTRUCTED AT ANY TIME DURING CONSTRUCTION. EXISTING STAIR AND EMERGENCY FIRE ESCAPE CONSTITUTE THE EGRESS FOR THIS PROJECT.

2. FIRE SAFETY: ALL NECESSARY LAWS AND CONTROLS, INCLUDING THOSE WITH RESPECT TO OCCUPIED DWELLING, AS WELL AS ALL SAFETY MEASURES NECESSITATED BY THE CONSTRUCTION SHALL BE STRICTLY OBSERVED.

3. HEALTH REQUIREMENT: SPECIFICATION OF METHODS TO CONTROL DUST, DISPOSAL OF DEBRIS, TEST CONTROL, AND MAINTENANCE OF SANITARY FACILITY AND LIMITATION OF NOISE TO ACCEPTABLE LEVELS SHALL BE PER GENERAL NOTES ON THIS SHEET. ASBESTOS AND LEAD HAS BEEN TESTED NOT TO EXIST ON THIS FACILITY. TEST CONTROL IS PART OF ONGOING MAINTENANCE OF THE BUILDING.

4. COMPLIANCE WITH HOUSING STANDARDS: REQUIREMENTS OF NYC HOUSING MAINTENANCE CODE AND NY'S MULTIPLE DWELLING LAW SHALL BE STRICTLY ENFORCED.

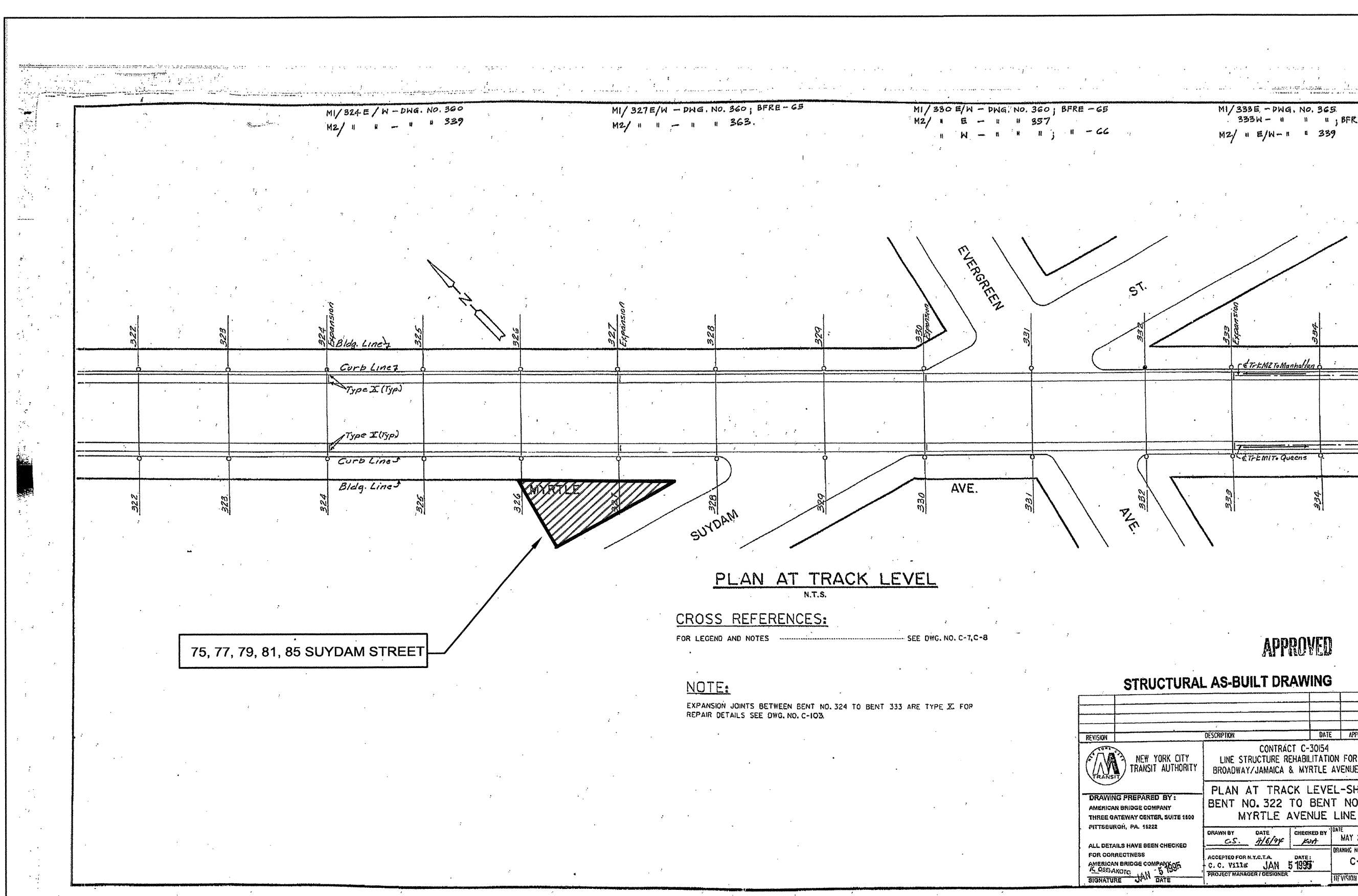
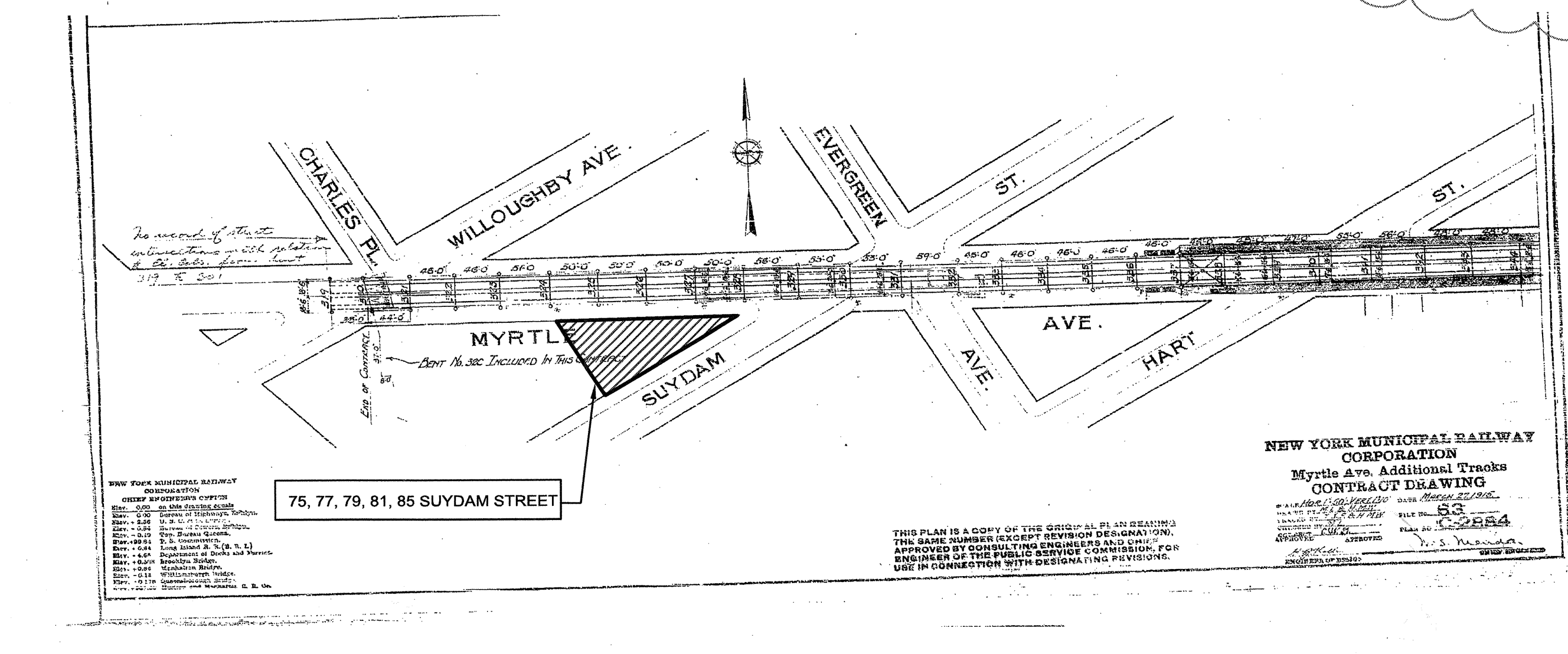
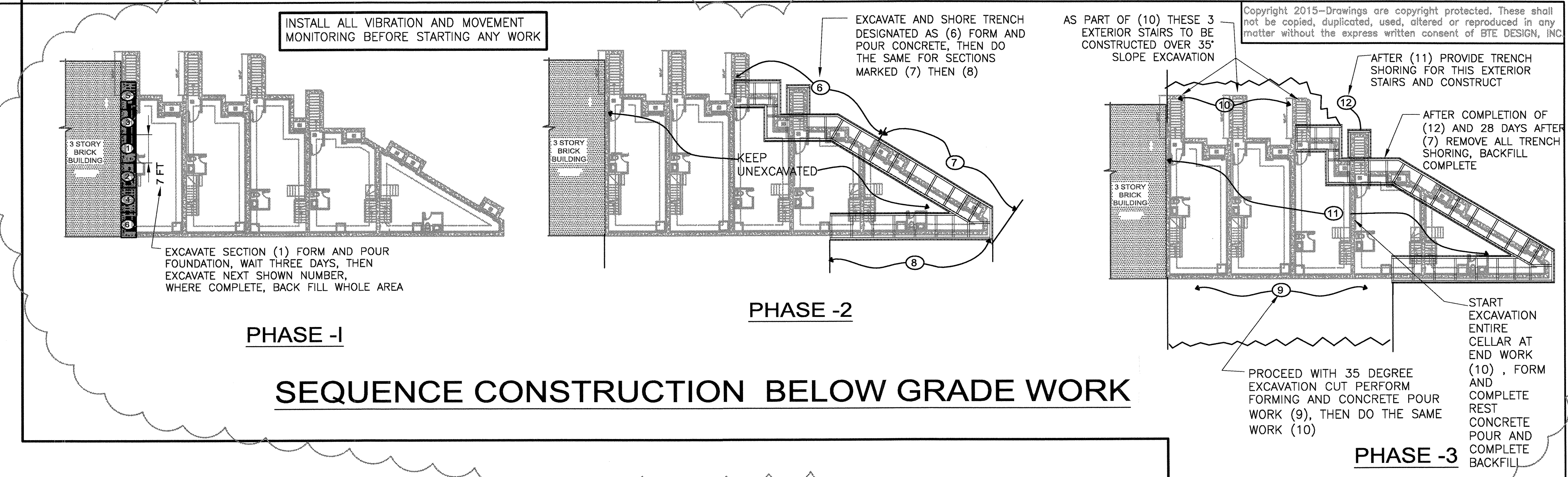
5. STRUCTURAL SAFETY: NO STRUCTURAL WORK SHALL BE DONE THAT MAY ENDANGER THE OCCUPANTS ADJACENT PROPERTIES.

6. NOISE RESTRICTION: WHERE HOURS OF DAY OR DAY OF THE WEEK IN WHICH CONSTRUCTION MAY BE UNDERTAKEN ARE LIMITED TO THE NYC NOISE CONTROL CODE, SUCH LIMITATION SHALL BE STATED. SEE GENERAL NOTES.

WHEN IMPACTING ANY BUS STOP, SPECIAL OPERATIONS MUST BE NOTIFIED TWO WEEKS IN ADVANCE.

EXCAVATION / SHORING NOTES

- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SAFETY CONDITIONS OF PUBLIC AND WORKERS DURING EXCAVATION OF WORK, AND INCLUDE IN HIS BID ALL WORK REQUIRED TO COMPLY WITH CHAPTER 33 OF 2008 BUILDING CODE.
- CONTRACTOR SHALL PROVIDE SIDEWALK AND SIDEWALK PROTECTION AND PROTECTION OF ADJOINING BUILDING AND PROPERTIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A SAFE ENVIRONMENT FOR ALL WORKERS. THIS SHALL INCLUDE COMPLIANCE WITH ALL OSHA, STATE AND LOCAL LABOR LAWS.
- ALL ITEMS RELATING TO EXCAVATION, ARE SUBJECT TO THE REVIEW OF CONTRACTOR'S OWN GEOTECHNICAL ENGINEER.
- CONTRACTOR SHALL PROVIDE PERIODIC INSPECTION TO ENSURE ONGOING MAINTENANCE OF ALL SAFETY OPERATIONS AND EQUIPMENT INSPECTION SHALL BE MADE BY QUAL. SUCH LIFTED AGENT HIRED BY CONTRACTOR WHO SHALL PREPARE AND KEEP REPORTS.
- CONTRACTOR SHALL COORDINATE ALL ELEMENTS OF SOIL RETENTION WITH ALL ELEMENTS OF NEW BLDG.
- CONTRACTOR SHALL RETAIN SERVICES OF STRUCTURAL ENGINEER AND A GEOTECHNICAL ENGINEER TO OBSERVE, MONITOR EXECUTION OF WORK.
- EXECUTION OF FOUNDATION WALLS, SPREAD FOOTINGS, TEST PITS, SHALL BE MONITORED BY CONTRACTOR'S OWN STRUCTURAL ENGINEER.
- CONTRACTOR SHALL PROVIDE SURFACE DRAINAGE CHANNELS, SUMP PUMPS TO PROTECT ALL EXCAVATIONS FROM FLOODING. FLOODING OF ANY EXCAVATION AFTER APPROVAL OF SUBGRADE WILL CAUSE FOR COMPLETE RE-DOING OF THE SUBGRADE AND WILL REQUIRE RE-APPROVAL OF SUBGRADE.
- CONTRACTOR SHALL INSTALL POSITIVE PROTECTION (WAT/SHEET COVERING) FOR ALL EXCAVATION SLOPES FROM INSTABILITY AND DETERIORATIONS DUE TO RAIN.
- DEWATER THE SITE PRIOR TO EXCAVATION. EXCAVATION MAY ONLY PROCEED AFTER REVIEW BY THE GEOTECHNICAL ENGINEER HIRED BY OWNER/CONTRACTOR.
- IF WATER IS ENCOUNTERED IN THE PIT, PROVIDE A WELL POINT NEAR THE PIT. CONTRACTOR'S LICENSED PROFESSIONAL ENGINEER SHALL DETERMINE LOCATIONS OF WELL POINTS AND METHODS OF REMOVING WATER FROM PIT.
- ALL SIDES OR SLOPES EXCAVATIONS OR EMBANKMENTS SHALL BE INSPECTED BY GEOTECHNICAL ENGINEER HIRED BY OWNER/CONTRACTOR DAILY DURING EXPOSED SLOPES AND HOURLY DURING AND AFTER RAIN.
- EXCAVATION MATERIAL AND SUPERIMPOSED LOADS SUCH AS EQUIPMENT AND TRUCKS SHALL NOT BE PLACED CLOSER TO THE EDGE EXCAVATION THAN A DISTANCE EQUAL TO ONE AND ONE-HALF TIMES THE DEPTH OF SUCH EXCAVATION.



NEW YORK CITY TRANSIT
Approved: MAR 02 2016
Rules
OUTSIDE PROJECTS
ENGINEERING SERVICES DIVISION

NYC DOB Plan Examiner Seal & Signature

BTE DESIGN, INC.
ENGINEERING / ARCHITECTURAL
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NEW YORK OFFICE: 170-13 WILLIS ST. AVE. #201 JAMAICA, N.Y. 11432-4654

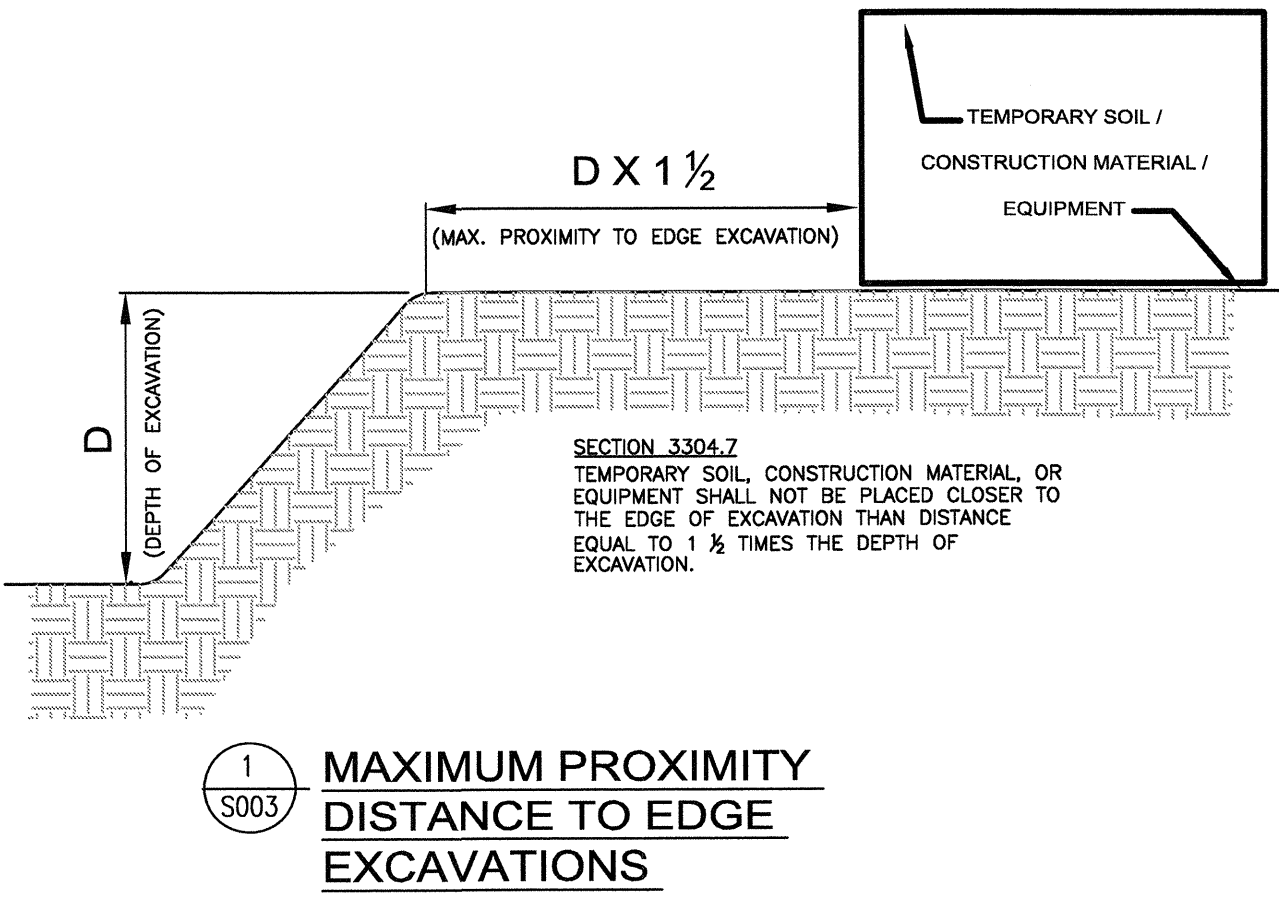
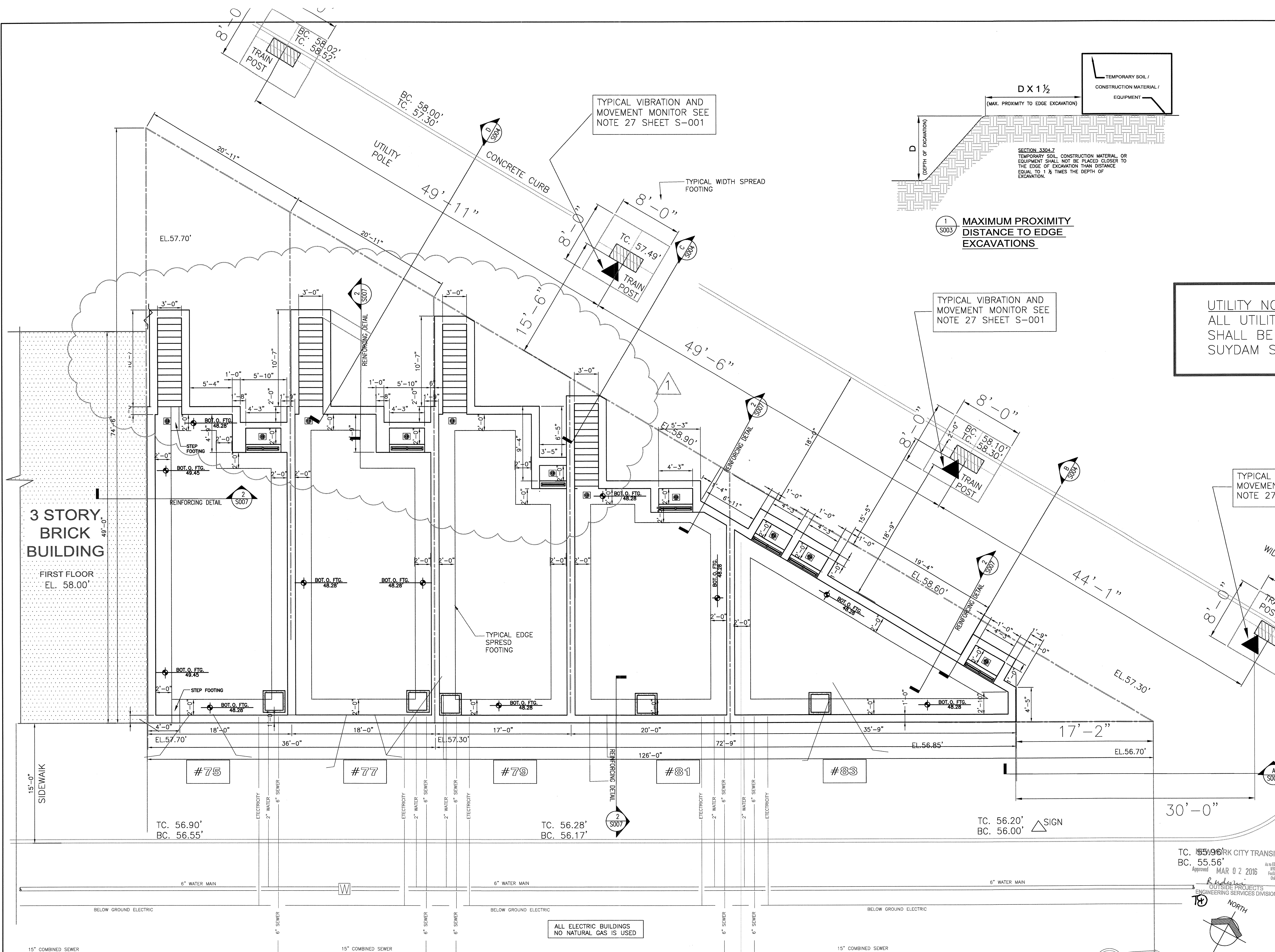
(5) RESIDENTIAL STRUCTURES AT
**75, 77, 79, 81, 83 SUYDAM STREET
BROOKLYN, NEW YORK**

**TRANSIT AUTHORITY
AS BUILTS AND NOTES**

DATE: FEBRUARY 5, 2015
PROJECT NO: 1502
DRAWN BY:
CHECKED BY:
DWG No.
S-001.01
CAD FILE No: BTE- 17 OF 29

JOB No. & BAR CODE

SYMBOLS AND LEGEND	
SYMBOL	DESCRIPTION
	TEMPORARY CONSTRUCTION FENCE
	OUTSIDE EDGE ANGLE OF REPOSE
	PROPERTY LINE



UTILITY NOTE:
ALL UTILITY CONNECTIONS
SHALL BE ONLY FROM
SUYDAM STREET AS SHOWN

1-27-2016; EXTERIOR STAIRS
IN BACK ADDED.

TYPICAL VIBRATION AND
MOVEMENT MONITOR SEE
NOTE 27 SHEET S-001

NYC DOB Plan Examiner Seal & Signature

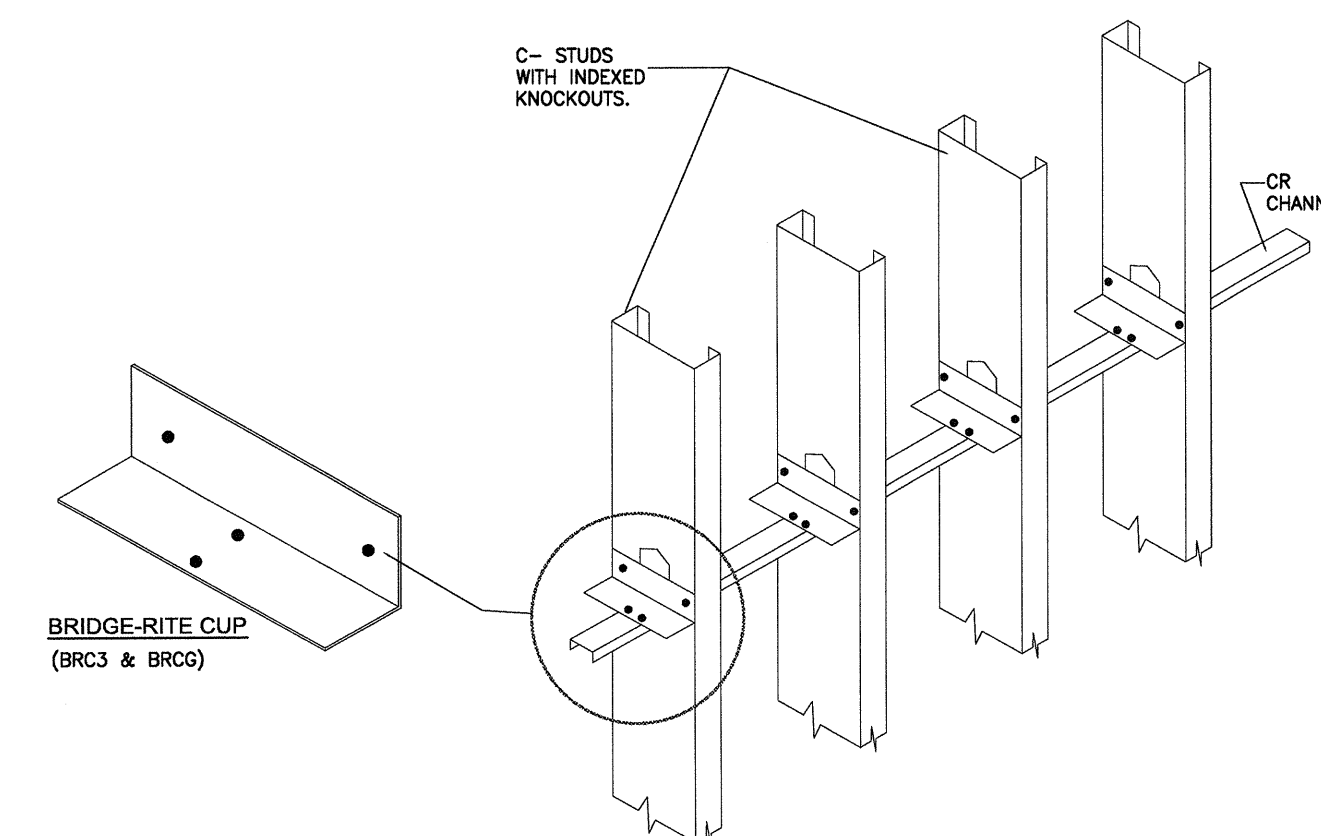
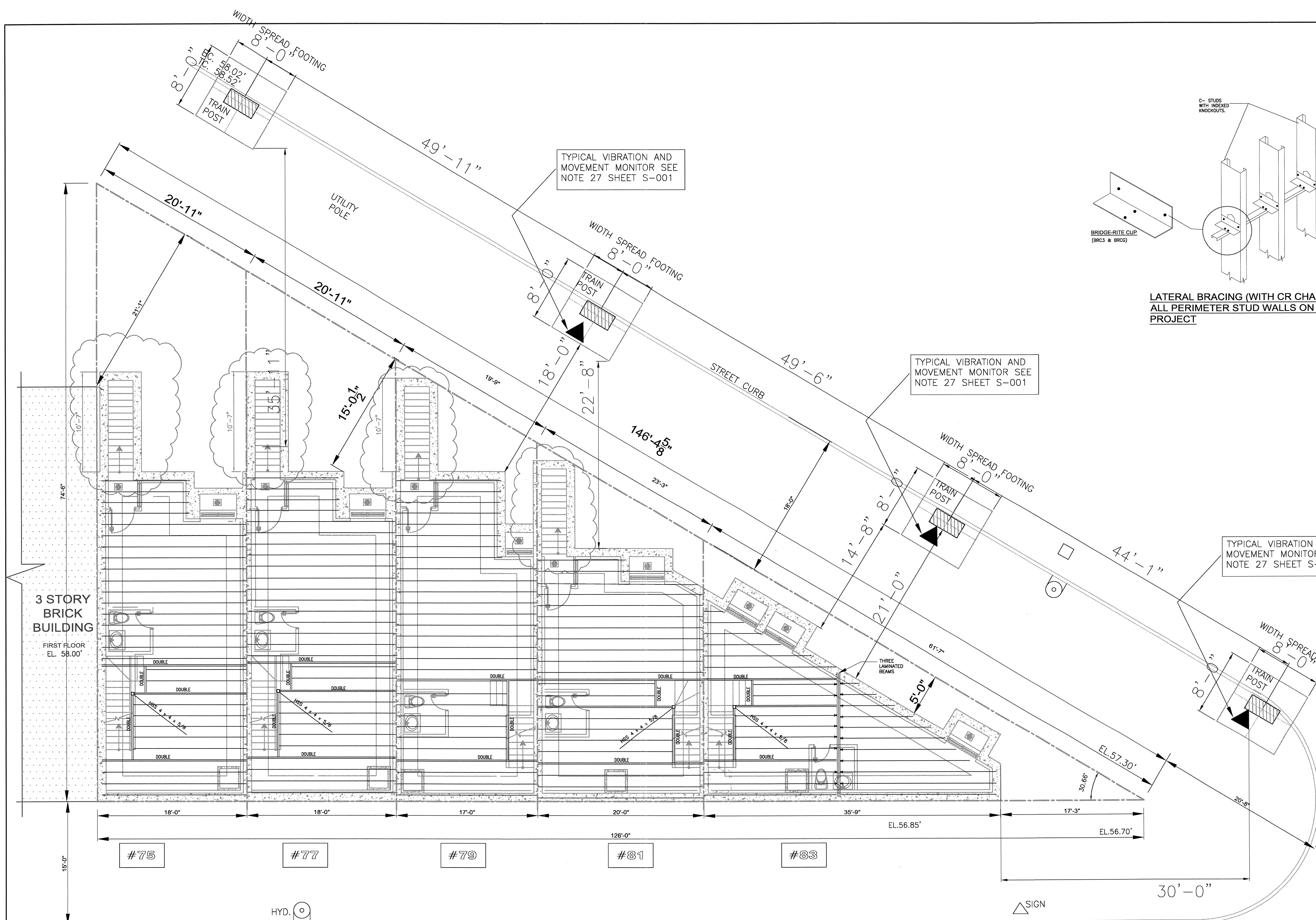


(5) RESIDENTIAL STRUCTURES AT
**75, 77, 79, 81, 83 SUYDAM STREET
BROOKLYN, NEW YORK**

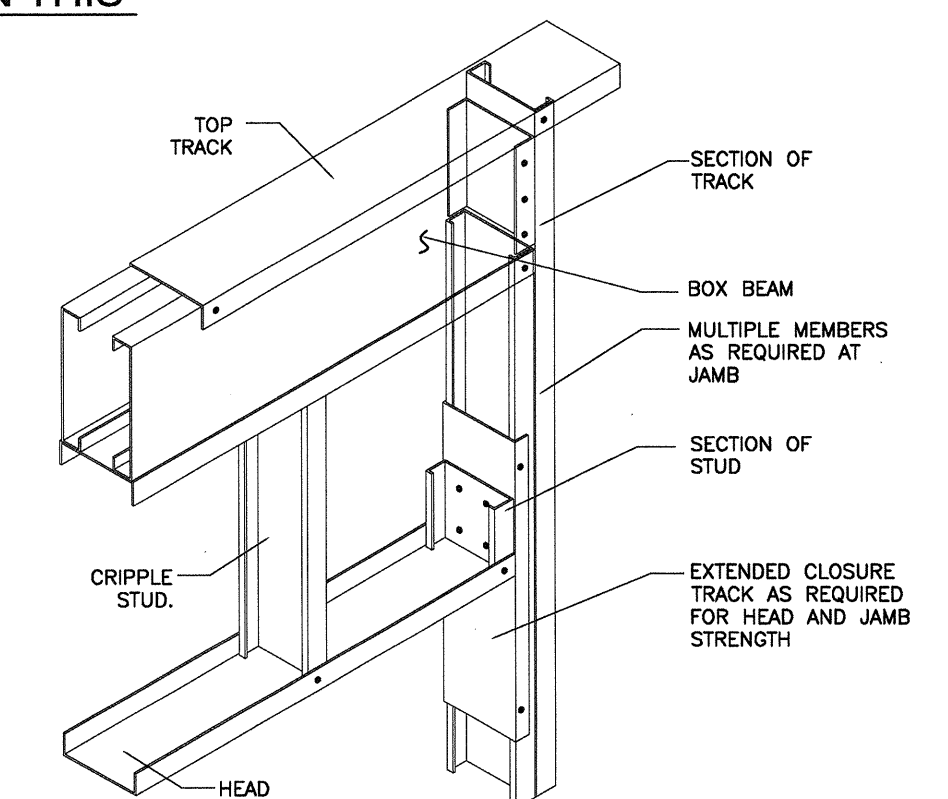
**SITE PLAN
FOUNDATION PLAN**

DATE: FEBRUARY 5, 2015
PROJECT NO: 1502
DRAWN BY:
CHECKED BY:
DWG No.
S-003.01
CAD FILE No: BTE- 19 OF 29

JOB No. & BAR CODE



LATERAL BRACING (WITH CR CHANNEL)
ALL PERIMETER STUD WALLS ON THIS
PROJECT



METAL STUD/ HEADER DETAIL

TYPICAL VIBRATION AND
MOVEMENT MONITOR SEE
NOTE 27 SHEET S-001

3 STORY
BRICK
BUILDING

FIRST FLOOR
FL. 58.00'

#75

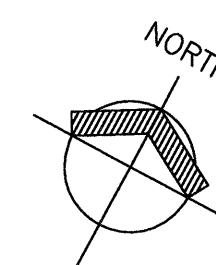
#77

#79

#81

#83

1ST FLOOR FRAMING
SHOWN OVER CELLAR BACKGROUND
3/16"=1'-0"



NEW YORK CITY TRANSIT

Approved MAR 02 2016 As to Effect
NYCT
Facilities
Only

Ridgman
OUTSIDE PROJECTS
ENGINEERING SERVICES DIVISION

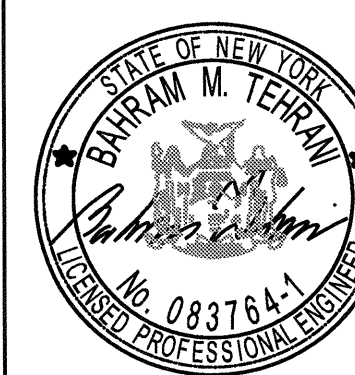
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NYC DOB Plan Examiner Seal & Signature

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(5) RESIDENTIAL STRUCTURES AT
75, 77, 79, 81, 83 SUYDAM STREET
BROOKLYN, NEW YORK

FIRST FLOOR STRUCTURAL FRAMING PLAN



DATE: FEBRUARY 5, 2015
PROJECT NO: 1502
DRAWN BY:
CHECKED BY:
DWG No.

S-005.01

CAD FILE No: BTE-	21 OF 29
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JOB No. & BAR CODE