

Appendix B:

Historic and Archaeological Resources

**PROGRAMMATIC AGREEMENT
AMONG THE
FEDERAL TRANSIT ADMINISTRATION,
METROPOLITAN TRANSPORTATION AUTHORITY,
AND
THE NEW YORK STATE HISTORIC PRESERVATION OFFICER
REGARDING IMPLEMENTATION OF THE
MTA/LIRR EAST SIDE ACCESS PROJECT**

WHEREAS, the Federal Transit Administration (“FTA”) has identified through an Environmental Impact Statement (“EIS”) prepared under the National Environmental Policy Act that the MTA/LIRR East Side Access Project may have an effect on properties included in or eligible for inclusion in the National Register of Historic Places; and

WHEREAS, the FTA has consulted with the Advisory Council on Historic Preservation (“the Council”) and the New York State Historic Preservation Officer (“SHPO”) pursuant to Section 800.13 of the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act; (16 USC 470f), and Section 110(f) of the same Act (16 USC 470h-2(f)); and

WHEREAS, the Metropolitan Transportation Authority (“MTA”) has participated in the consultation and has been invited to execute this Programmatic Agreement; and

WHEREAS, the New York City Landmarks Preservation Commission (“LPC”) has been included in the consultation as a consulting party; and

WHEREAS, pursuant to 36 CFR Section 800.8(c), FTA is utilizing the process under the National Environmental Policy Act (“NEPA”) to comply with its requirements under Section 106 of the National Historic Preservation Act; and

WHEREAS, the parties have determined that it is appropriate to enter into a Programmatic Agreement;

NOW, THEREFORE, FTA, MTA, and SHPO agree that the MTA/LIRR East Side Access Project (the “East Side Access Project”) shall be administered in accordance with the following stipulations to ensure that potential effects on historic and archaeological resources are taken into account and to satisfy FTA’s Section 106 responsibility for all aspects of the project.

STIPULATIONS

FTA, MTA, AND SHPO AGREE THAT THE FOLLOWING STEPS WILL BE UNDERTAKEN IN CONNECTION WITH THE EAST SIDE ACCESS PROJECT AND THAT FTA WILL INCLUDE THE OBLIGATIONS SET FORTH IN THIS AGREEMENT AS PART OF ITS RECORD OF DECISION AND AS A CONDITION OF FTA’S APPROVAL OF A GRANT(S) ISSUED FOR THE PROJECT, TO ENSURE THAT THESE MEASURES ARE IMPLEMENTED AS PART OF THE COMPLIANCE WITH THE SECTION 106 PROCESS AND THE SUBSEQUENT PLANNING, DESIGN, AND CONSTRUCTION OF ANY APPROVED PROJECT ALTERNATIVE.

I. ARCHAEOLOGICAL RESOURCES

The EIS prepared under NEPA identify several areas that may be archaeologically sensitive within areas of potential effect ("APEs") for the project. The following measures will be carried out in connection with implementation of the East Side Access Project for all areas within those APEs that MTA in consultation with SHPO identified as potentially archaeologically sensitive and in which construction activities will occur.

A. Soil Borings

At all sites where the potential for archaeological sensitivity was identified through Stage 1A evaluation and where soil borings were determined to be appropriate, MTA in consultation with SHPO will develop and implement a soil boring program to better delineate the filling and grading that have occurred and determine archaeological sensitivity. At all sites where borings confirm the potential for archaeological resources to exist, MTA will conduct further subsurface testing, in consultation with SHPO, in accordance with Paragraph I.B, below.

B. Field Testing

At all sites where the potential for archaeological resources to exist is confirmed by soil borings conducted under Paragraph I.A above, MTA, in consultation with SHPO, will perform further subsurface testing to identify the presence or absence of archaeological resources. The field evaluation and testing program will be developed by MTA in consultation with SHPO and at a level sufficient to determine if sites meet the criteria for listing in the National Register. In consultation with FTA and SHPO, MTA will apply the National Register criteria and reach one of the following conclusions:

1. The site does not meet the National Register criteria; no further action is required.
2. The site does meet the National Register criteria, in which case the site will be treated in accordance with Paragraph I.C below.
3. A dispute exists regarding whether the criteria are met, in which case the opinion of the Keeper of the National Register of Historic Places at the National Park Service ("the Keeper") will be sought to resolve disagreements, and the site treated in accordance with the Keeper's findings.

MTA will notify SHPO of conclusions regarding evaluation of all sites for National Register eligibility.

C. Mitigation and Data Recovery

MTA, in consultation with SHPO, will consider measures for avoidance of archaeological sites, such as design modification, rather than data recovery. For those sites determined to be eligible for inclusion in the National Register where MTA determines, in consultation with FTA and SHPO, that avoidance is not practicable, MTA, in consultation with SHPO, shall develop and implement a data recovery plan that is consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* and *Standards and Guidelines for Archeological Documentation* and the Council's *Treatment of Archeological Properties* and subsequent amendments.

The plan will be designed to recover data sufficient to address significant research issues and test assumptions and thus substantially preserve the archaeological value of National Register eligible or listed sites; allow for addressing unanticipated resources or site conditions; include a process for consultation with SHPO; and include a schedule of proposed data recovery efforts.

D. Professional Standards

MTA shall ensure that all archaeological research, testing, and analysis conducted pursuant to this Agreement are carried out by or under the direct supervision of a person or persons meeting the Secretary of Interior's Professional Qualifications Standards and certified by the Register of Professional Archeologists. FTA shall ensure that all final archaeological reports are responsive to the New York Archaeological Council's Standards for Cultural Resource Investigations and the Curation of Archaeological Collections in New York State and to the Department of the Interior's *Format Standards for Final Reports of Data Recovery Program*.

E. Curation

MTA shall develop, in consultation with SHPO, and in accordance with 36 CFR Part 79, a plan for the analysis and curation of material and records from any archaeological excavations. MTA shall be responsible for the implementation of such a plan.

F. Phasing of Construction Activities and Archaeological Field Work

MTA will ensure that all steps practical to ensure that archaeological field analysis and data recovery, if required, will be completed prior to construction activities in the vicinity of affected resources. The MTA, in consultation with FTA and SHPO, will develop a plan to appropriately phase the archaeological field analysis and data recovery with construction activities.

II. HISTORIC PROPERTIES/STRUCTURES

In the EIS for the East Side Access Project, within the APEs for the East Side Access Project, MTA, in consultation with SHPO, determined that one historic property, Grand Central Terminal, is a National Historic Landmark, and that 20 historic properties/structures are listed or eligible for listing on the State and National Registers and/or New York City Landmarks. These properties are as follows: in Manhattan (New York County), Grand Central Terminal, Park Avenue Viaduct, Grand Central Terminal Post Office, New York Central (Helmsley) Building, Waldorf-Astoria Hotel, St. Bartholomew's Church and Community House, Seagram Building, Four Seasons Restaurant (interior), Lever House, Racquet & Tennis Club, Vanderbilt Avenue Building, Yale Club, Vanderbilt Concourse Building, Roosevelt Hotel, Postum Building, Graybar Building, and Hotel Intercontinental; and in Queens County, Sunnyside Gardens Historic District, Switch Tower Q in Sunnyside Yard, and Office (formerly Signal Cabin F) in Sunnyside Yard.

In consultation with SHPO, the physical and contextual impacts on the historic properties/structures were assessed and potential adverse effects identified. It was determined that the project (under Option 2, the selected engineering option for the project in Manhattan) would have the potential for impacts on Grand Central Terminal and the Yale Club in Manhattan (New York County); and Switch Tower Q and the Office in Sunnyside Yard, Queens County. A comprehensive program for treatment of historic properties/structures will be developed and implemented by MTA in the manner set forth below.

A. Construction Protection Plan

The MTA, in consultation with SHPO, will develop and implement a construction protection plan to ensure the protection of Grand Central Terminal, the Yale Club, Switch Tower Q and the Sunnyside Yard Office, and any other historic resources listed on or determined eligible for the National Register or designated as New York City Landmarks from damage due to the construction of the East Side Access Project. The MTA shall ensure that any construction conducted within the APE of an identified historic resource (e.g., within 75 feet of that resource) will be included in the construction protection plan.

B. Design Specifications

The MTA, in consultation with SHPO, will develop design specifications to ensure that new elements constructed as part of the East Side Access Project inside Grand Central Terminal are compatible with the terminal's historic and architectural qualities. The MTA, in consultation with SHPO, will also develop design specifications to ensure that new elements constructed as part of the East Side Access Project within the contextual APE (i.e., within visual range of a resource) for the Yale Club and any other historic resources listed on or eligible for the National Register or New York City Landmarks are compatible with the historic and architectural qualities of those resources. The design and specifications for those elements of the East Side Access Project will be developed in consultation with the SHPO and submitted to the SHPO for approval.

III. REPORTING

MTA shall ensure that all final archaeological reports and all final historic resources reports resulting from the actions pursuant to this Agreement shall be provided to SHPO.

Annual reports about archaeological resources and historic structures will be completed and provided by MTA to FTA and the SHPO one year from the date this Agreement is fully executed and every year thereafter until project completion. The signatories to this Agreement will review implementation of the Agreement and determine whether revisions are needed at the time the reports are submitted. If revisions are needed, the parties to this Agreement will consult to make such revisions.

IV. DISPUTE RESOLUTION

Should the SHPO object within 30 days to any action proposed pursuant to this agreement, FTA shall consult with the objecting party to resolve the objection. If FTA determines that the objection cannot be resolved, FTA shall forward all documentation relevant to the dispute to the Council. Within 30 days after receipt of all pertinent documentation, the Council will provide FTA with recommendations or comments, which FTA will take into account in reaching a final decision regarding the dispute.

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; FTA's responsibility to carry out all actions under this agreement that are not the subject of the dispute will remain unchanged.

V. OTHER


The SHPO and FTA may monitor activities carried out pursuant to this Programmatic Agreement, and will review such activities if so requested. MTA will cooperate with the FTA and SHPO in carrying out their monitoring and review responsibilities.

Any party to this Programmatic Agreement may request that it be amended, whereupon the parties will consult to consider such amendment.

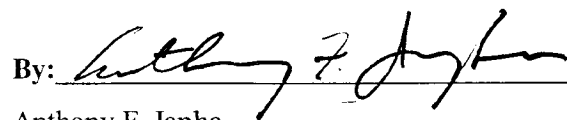
If the East Side Access Project does not proceed, this Agreement shall be terminated.

EXECUTION AND IMPLEMENTATION OF THIS PROGRAMMATIC AGREEMENT
EVIDENCES THAT FTA HAS SATISFIED ITS SECTION 106 RESPONSIBILITIES FOR ALL
INDIVIDUAL UNDERTAKINGS OF THE PROGRAM.

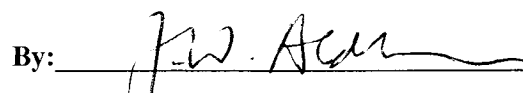
FEDERAL TRANSIT ADMINISTRATION

By:  Date: 02/02/01
Letitia Thompson
Regional Administrator, Region II

METROPOLITAN TRANSPORTATION AUTHORITY

By:  Date: 1/22/01
Anthony F. Japha
Chief Program Executive, MTA/LIRR East Side Access

NEW YORK STATE HISTORIC PRESERVATION OFFICER

By:  Date: 19 January '01
J. Winthrop Aldrich
Deputy Commissioner for Historic Preservation



Long Island Rail Road

May 18, 1999

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **MTA/Long Island Rail Road East Side Access Project**
95PR1757
New York, Bronx, Queens Counties

Dear Ms. Howe:

Enclosed for your review is a copy of the draft identification of the areas of potential effect (APEs) for cultural resources—architectural and archaeological resources—for the Build Alternative for the MTA/Long Island Rail Road East Side Access Project. The APEs for architectural resources are defined to include any potential impacts that might be expected to occur either during the project's construction or during its operation. The APEs for archaeological resources are defined to include the areas where ground disturbance in the form of new excavation or other subsurface disturbance may impact potential archaeological resources.

As you know, we submitted a draft work plan for the environmental impact statement (EIS) to the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) for review in January 1998, and OPRHP prepared comments on the project, dated February 8, 1999. The project has subsequently been developed to include new project elements and revisions to the project. Therefore, APEs have been refined for architectural resources and archaeological resources, and a Stage 1A Archaeological Study will be prepared to assess archaeological sensitivity in the new areas of proposed subsurface work.

We would like to arrange a meeting with you and appropriate OPRHP staff to discuss the project and APEs, at your earliest convenience. We will be calling you to set up a meeting within the next week.

Thank you for your assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Pamela Burford".

Pamela Burford

Director, Planning and External Relations

cc: Gina Santucci, NYC Landmarks Preservation Commission
Betsy Kearns, Historical Perspectives, Inc.
Audrey Heffernan, Bechtel/URS Greiner

AKRF, Inc.

ENVIRONMENTAL CONSULTANTS
117 East 29th Street • New York, NY 10016-8022

TEL. 212/696-0670
FAX 212/447-5546

Letter No.: 99.2070.0521
Reply Requested: No

May 21, 1999

Gina Santucci
New York City Landmarks Preservation Commission
100 Old Slip
New York, NY 10005

SUBJECT: MTA/LIRR EAST SIDE ACCESS PROJECT

Dear Gina:

As we discussed, enclosed please find the draft work plan for the Environmental Impact Statement (EIS) for the MTA/LIRR East Side Access Project that was prepared in January 1999. A revised work plan is currently being prepared and will be forwarded to you once it is completed.

If you have any questions, please call me at (212) 340-9745.

Sincerely,

AKRF, INC.



Claudia Cooney
Historian

cc: Audrey Heffernan
Julia Cowing
File ✓

cc/wp

ENVIRONMENTAL REVIEW

MTA/SEQRA-Y


05/25/99

PROJECT NUMBER

DATE RECEIVED

PROJECT

MTA/LIRR EAST SIDE ACCESS

- w/in project study area* 
- ☐ No architectural significance
 - ☐ No archaeological significance
 - ☒ Designated New York City Landmark or Within Designated Historic District
 - ☒ Listed on National Register of Historic Places
 - ☐ Appears to be eligible for National Register Listing and/or New York City Landmark Designation
 - ☒ May be archaeologically significant; requesting additional materials

COMMENTS

Work plan for EIS preparation appears adequate for architecture and archaeology. Site plans showing locations of proposed in-ground construction, showing existing and proposed conditions, are needed before LPC can complete the assessment of archaeological impacts.

The study area boundaries map for historic resources in Manhattan does not contain any properties which are calendared for public hearing or are potentially eligible for New York City landmark designation. The following properties within the study area are New York City individual landmarks: The Seagram Building, 375 Park Ave., the Waldorf Astoria, 301 Park Ave and the New York Central Building, 230 Park Ave. The following properties within the study area are New York City individual landmarks and listed on the State/National Registers: Lever House, 390 Park Ave; The Racquet and Tennis Club, 370 Park Ave; St. Bartholomew's Church, Park Ave and E. 50 St; and Grand Central Terminal.

cc: SHPO

SIGNATURE



06/04/99

DATE



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

June 21, 1999

Ms. Pamela Burford
Director, Planning and External Relations
Long Island Rail Road
Jamaica Station
Jamaica, New York 11435-4380

RE: MTA/Long Island Rail Road East Side Access Project
New York, Bronx, Queens Counties
95PR1757

Dear Ms. Burford:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP) concerning the identification of the areas of potential effect (APEs) for cultural resources for the Build Alternative for the MTA/Long Island Rail Road East Side Access Project. We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. Based upon this review, the OPRHP concurs with the architectural and archaeological assessments of APEs for your project.

Please be sure to refer to the OPRHP Project Review (PR) number noted above for any further correspondence.

Sincerely,

Kathleen A. Howe

Kathleen A. Howe
Historic Preservation Specialist



Long Island Rail Road

July 19, 1999

Ms. Gina Santucci
Director of Environmental Review
New York City Landmarks Preservation Commission
100 Old Slip
New York, NY 10005

Re: **MTA/LIRR EAST SIDE ACCESS PROJECT**

Dear Ms. Santucci:

For your information, enclosed please find the comments of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) on the draft memorandum, dated May 18, 1999, prepared by AKRF, Inc. to identify the areas of potential effect (APEs) for cultural resources for the MTA/LIRR East Side Access Project.

OPRHP has concurred with the findings of the memo, and does not wish to meet to discuss the project APEs. However, if you require further clarification or you would like to meet to discuss the project, please contact me at (718) 558-7520.

Sincerely,

A handwritten signature in black ink, appearing to read "Pamela Burford".

Pamela Burford
Director, Planning and External Relations

cc: Audrey Heffernan, Bechtel/URS Greiner
Julie Cowing, AKRF
Betsy Kearns, Historical Perspectives, Inc.

October 22, 1999

Memo No.: 99.6021.10.22
Reply Requested: Yes

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **MTA/Long Island Rail Road East Side Access Project**
New York, New York County
95PR1757

Dear Kathy:

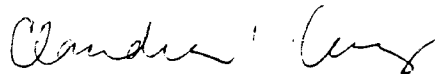
Enclosed are **Building Structure Inventory Forms** ("Blue Forms") for the properties listed below for your review and comment, in connection with the above referenced project. These properties have either been identified as potential historic resources or may be affected by the proposed project. We would like to include your determination on the buildings described in the Blue Forms in the Environmental Impact Statement. We will be sending you Blue Forms for additional such properties in Manhattan and Queens within the next two weeks.

- 47 East 44th Street
- Vanderbilt Avenue Building, 51 East 42nd Street
- Yale Club, 50 Vanderbilt Avenue
- Vanderbilt Concourse Building, 52 Vanderbilt Avenue
- Graybar Building, 420 Lexington Avenue
- 270 Park Avenue

Please let me know if you have any questions at (212) 340-9745.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.


Claudia Cooney
Historian

cc: Audrey Heffernan, Bechtel/URS Greiner
Julia Cowing, Allee King Rosen & Fleming, Inc. ✓
File

cc/wp

October 27, 1999

Memo No.: 99.6021.10.27
Reply Requested: Yes

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **MTA/Long Island Rail Road East Side Access Project**
Sunnyside Yard, Queens County
95PR1757

Dear Kathy:

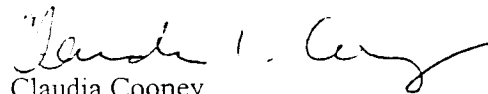
Enclosed are **Building Structure Inventory Forms** ("Blue Forms") for the properties listed below for your review and comment, in connection with the above referenced project. These properties have been identified as potential historic resources in Sunnyside Yard in Queens and may be affected by the proposed project. We would like to include your determination on the buildings described in the Blue Forms in the Environmental Impact Statement. We will be sending you Blue Forms for additional such properties in Manhattan and Queens in the next few weeks.

- Stores & Lavatory Building (Building #3)
- Electric Battery/Machine Repair Building (Building #4)
- Switch Tower Q
- Former Signal Cabin F

Please let me know if you have any questions at (212) 340-9745.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.



Claudia Cooney
Historian

cc: Audrey Heffernan, Bechtel/URS Greiner
Julia Cowing, Allee King Rosen & Fleming, Inc. ✓
File

cc/wp



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

November 10, 1999

Ms. Claudia Cooney
Historian
Allen King Rosen & Fleming, Inc.
Environmental and Planning Consultants
117 East 29th Street
New York, New York 10016-8022

RE: MTA/Long Island Rail Road East Side Access Project
New York and Queens Counties
95PR1757

Dear Claudia:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP) concerning your project's potential effect upon historic and cultural resources in the proposed project area. I have reviewed the information you submitted in accordance with the provisions of Section 106 of the National Historic Preservation Act of 1966.

Based upon the documentation provided, we have determined that the following properties appear to meet the criteria for inclusion in the National Register of Historic Places, as indicated on the attached Resource Evaluations:

Vanderbilt Avenue Building, 51 East 42nd Street, Manhattan
Yale Club, 50 Vanderbilt Avenue, Manhattan
Vanderbilt Concourse Building, 52 Vanderbilt Avenue, Manhattan
Graybar Building, 420 Lexington Avenue, Manhattan
Switch Tower Q, Sunnyside Yard, Queens
Former Signal Cabin F, Sunnyside Yard, Queens.

The following four do not appear to meet the National Register criteria:

47 East 44th Street, Manhattan
270 Park Avenue, Manhattan
Stores & Lavatory Building (Bldg. #3), Sunnyside Yard, Queens
Electric Battery/Machine Repair Building (Bldg. #4), Sunnyside Yard, Queens.

If you have any questions please don't hesitate to call me at (518) 237-8643, ext. 3266. When responding, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

A handwritten signature in black ink that reads "Kathleen A. Howe". The signature is written in a cursive, flowing style with a long horizontal line extending from the end of the name.

Kathleen A. Howe
Historic Preservation Specialist

Cc: Gina Santucci, NYCLPC

Enc.: Resource Evaluations



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 11/10/99

PROPERTY: Yale Club

ADDRESS: 50 Vanderbilt Avenue

PROJECT REF: 95 PR 1757

STAFF: Kathy Howe

MCD: Manhattan

COUNTY: New York Co.

USN: 06101.010659

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The Yale Club of New York is architecturally significant under Criterion C as an intact representative example of an early twentieth century Renaissance Revival style building in New York City. It was built in 1915 by the Yale Leasing Company and designed by James Gamble Rogers. The building is also historically significant under Criterion A for its association with Terminal City, a planned commercial district built over the Grand Central Terminal track network.

The Yale Club of New York was founded in 1897 by an active local alumni association. The club chose to locate on Vanderbilt Avenue in large part due to the proximity to Grand Central Terminal (GCT) and its commuter trains to New Haven, Connecticut. The structure, built over

the railroad tracks, had an underground pedestrian connection to GCT, allowing members direct access to the club from the station.

The building exhibits features associated with the Renaissance Revival style including a rusticated limestone base, a symmetrical entrance façade, monumental pilasters, brick quoins, round arched window openings at the second and 21st floor, and a prominent bracketed copper cornice. The 21-story building consists of a variety of public rooms, including dining rooms, library, lounge, card room, social room, and gymnasium, as well as 158 bedrooms. The club's public spaces, including the lobby, are elegantly designed spaces with classical detailing, including moldings, columns, pilasters, and coffered ceilings.

The Yale Club was one of 23 buildings erected over the GCT track network owned by the New York Central and Hudson River Railroad. The railroad company raised revenues for the construction of the GCT through the selling and leasing of air rights above the tracks to allow for the construction of revenue-producing office and apartment buildings, and hotels. The area, known as Terminal City, was a progressive attempt at creating a planned business district within the city on such an ambitious scale and with an integrated design – it remained unmatched until the design and construction of Rockefeller Center (1931-1940).

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.

Source: Building-Structure Inventory Form on the Graybar Building by Claudia Cooney, Allee King Rosen & Fleming, Inc., Oct. 1999.



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 11/10/99

PROPERTY: Vanderbilt Avenue Building

ADDRESS: 51 East 42nd Street

PROJECT REF: 95 PR 1757

STAFF: Kathy Howe

MCD: Manhattan

COUNTY: New York Co.

USN: 06101.010658

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The Vanderbilt Avenue Building at 51 East 42nd Street is architecturally significant under Criterion C as an intact representative example of an early twentieth century Renaissance Revival style commercial office building in New York City. It was erected as a six-story building by the American Real Estate Company in 1913 with the upper eleven stories added in 1924. The building is also historically significant under Criterion A for its association with Terminal City, a planned commercial district built over the Grand Central Terminal track network. The building has a direct below-grade connection to Grand Central Terminal. It gains additional significance as a fine example of the work of the prominent architecture firm of Warren & Wetmore.

The original six-story building is clad in stone and features window bays notable for their decorative metal panels, classical terra cotta columns and arched pediments. The structure is capped by an attic story with decorative plaques and a dentil cornice. The eleven-story addition is composed of buff brick and topped by a two-story attic with decorative terra cotta ornament and a cornice.

The firm of Warren & Wetmore is noted for their design of railroad stations, including their joint design of Grand Central Terminal with Reed & Stem. The firm is also well known for hotel designs, including several hotels built in the Grand Central Terminal area. Other buildings designed by Warren & Wetmore within Terminal City included the Grand Central Terminal Post Office, the New York Central Building, Grand Central Palace (demolished), and the Vanderbilt Concourse Building. Many of the firm's designs reflected the Beaux Arts Classical tradition.

The Vanderbilt Avenue Building was one of 23 buildings erected over the Grand Central Terminal (GCT) track network owned by the New York Central and Hudson River Railroad. The railroad company raised revenues for the construction of the GCT through the selling and leasing of air rights above the tracks to allow for the construction of revenue-producing office and apartment buildings, and hotels. The area, known as Terminal City, was a progressive attempt at creating a planned business district within the city on such an ambitious scale and with an integrated design – it remained unmatched until the design and construction of Rockefeller Center (1931-1940).

Changes to the building – including window replacement, alterations to the main entrance, and ground-floor storefront alterations – have not resulted in the removal of notable exterior features. The building retains a sufficient level of historic architectural integrity and is a good example of the work of Warren & Wetmore.

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.

Source: Building-Structure Inventory Form on the Graybar Building by Claudia Cooney, Allee King Rosen & Fleming, Inc., Oct. 1999.



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 11/10/99

STAFF: Kathy Howe

PROPERTY: Graybar Building

MCD: Manhattan

ADDRESS: 420 Lexington Avenue

COUNTY: New York Co.

PROJECT REF: 95 PR 1757

USN: 06101.010661

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The Graybar Building at 420 Lexington Avenue is architecturally significant under Criterion C as an intact representative example of a 1920s office building in New York City. The 31-story brick and limestone clad building was the largest office building in the world at the time of its construction. It was built primarily as an office building for the Graybar Electric Company. The building is also historically significant under Criterion A for its association with Terminal City, a planned commercial district built over the Grand Central Terminal track network. The building was erected in 1925-27 by developer John R. Todd, who later became known for his involvement with the construction of Rockefeller Center. It gains additional significance as a fine example of the work of the architecture firm of Sloan & Robertson. The firm specialized in institutional and commercial designs, most frequently in the Art Deco style.

The building is composed of two pavilions, with an exterior light court in between, that rise above a two-story base. The limestone base was designed in an eclectic mix of Moorish and Classical detailing, including decorative limestone and cast iron window grilles, a flagstaff above the central entrance with a Moorish band decorated with bronze and colored terra cotta, and flat, sculpted bas-relief figures, symbolizing Transportation and Electricity at the central entrance and similar figures representing the four elements – Earth, Air, Fire and Water – above the northern and southern entrances. In contrast, the upper stories of the building, clad in buff brick, are relatively simple.

Significant intact interior spaces include the connecting concourse to Grand Central Terminal; and the vestibule, lobby and elevator hall. The concourse has vaulted ceilings with an allegorical painting of transportation by artist Edward Trumbull; walls and arches clad in Travertine; and a terrazzo floor. The interior of the vestibule/lobby and elevator banks are also richly detailed including Travertine-clad walls, mirrors with bronze work above, and a ceiling with a brightly painted geometric Moorish design.

The building was one of 23 buildings erected over the Grand Central Terminal (GCT) track network owned by the New York Central and Hudson River Railroad. The railroad company raised revenues for the construction of the GCT through the selling and leasing of air rights above the tracks to allow for the construction of revenue-producing office and apartment buildings, and hotels. The area, known as Terminal City, was a progressive attempt at creating a planned business district within the city on such an ambitious scale and with an integrated design – it remained unmatched until the design and construction of Rockefeller Center (1931-1940).

The building retains a relatively high degree of architectural integrity and is a significant example of Sloan & Robertson's work.

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.

Source: Building-Structure Inventory Form on the Graybar Building, Oct. 1999, by Claudia Cooney, Allee King Rosen & Fleming, Inc.



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 11/10/99

STAFF: Kathy Howe

PROPERTY: Signal Tower F

MCD: Queens

ADDRESS: Sunnyside Yard, west of Thomson Ave. viaduct

COUNTY: Queens Co.

PROJECT REF: 95 PR 1757

USN: 08101.009219

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The former Signal Tower F in the Sunnyside Yard in Queens is significant under Criterion C as an intact example of an early twentieth century signal tower. Historic railroad signal towers are becoming a rare surviving building type due to changes in technology. The building is also important for its association with transportation history.

Signal towers are structures containing track switching and signaling equipment. When the switches were manned, operators needed to actually see the tracks and switches. Above-ground towers were usually located along side tracks in the yards. Signal towers are becoming

more rare as manual switches have been replaced by remote control panels and automatic devices, many now placed in rooms within stations or consolidated into master towers in yards.

This building is one of three surviving signal cabins erected in Sunnyside Yard by the Pennsylvania Railroad Company in 1910. Historic documents describe the cabin to be of "standard Pennsylvania Railroad type." The small brick building is two-stories with a slate-clad hipped roof and stone sills and lintels. It has a bay window on the south façade.

The former Signal Tower F houses now communication wires and appears to be in fair condition, although some of the entrances and windows have been bricked or boarded up and modern windows have been installed. On the whole, the tower appears to maintain a sufficient level of historic architectural integrity. It is not known what elements of the historic equipment survive in this signal tower. Any future documentation of the building should include an investigation of the equipment.

In 1901, the Pennsylvania Railroad adopted a plan to lay out a large railroad yard at Sunnyside and to build a system of tunnels from New Jersey to Manhattan and out to Queens. Sunnyside Yard opened in 1910, with Long Island Rail Road (LIRR) service commencing in September and Pennsylvania Railroad service in November of that year. The New York Tunnel Extension project provided an all-rail line to a centrally located Penn Station in New York City. The purpose of the Sunnyside Yard was to furnish facilities for the storage and care of passenger train equipment.

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 11/10/99

STAFF: Kathy Howe

PROPERTY: Signal Cabin Q/Yardmaster's Office
(present Switch Tower Q)

MCD: Queens

ADDRESS: Sunnyside Yard, east of Queens Blvd. viaduct

COUNTY: Queens Co.

PROJECT REF: 95 PR 1757

USN: 08101.009218

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The former Signal Cabin Q/Yardmaster's Office (now known as Switch Tower Q) in the Sunnyside Yard in Queens is significant under Criterion C as an intact example of an early twentieth century signal tower. Historic railroad signal towers are becoming a rare surviving building type due to changes in technology. The building is also important for its association with transportation history.

Signal towers are structures containing track switching and signaling equipment. When the switches were manned, operators needed to actually see the tracks and switches. Above-

ground towers were usually located along side tracks in the yards. Signal towers are becoming more rare as manual switches have been replaced by remote control panels and automatic devises, many now placed in rooms within stations or consolidated into master towers in yards.

This building is one of three surviving signal cabins erected in Sunnyside Yard by the Pennsylvania Railroad Company in 1910. It was built for combined use as a signal cabin and yardmaster's office. Historic documents pertaining to the construction of Sunnyside Yard describe it as "special" and different from the "standard Pennsylvania Railroad type" due to its design with extensions to contain the yardmaster's offices and tool rooms.

The brick building consists of a two-story block flanked by one-story wings. It has slate-clad hipped roofs, stone lintels and sills, and a bay window on the north façade. The structure is still in use as a switch tower and appears to be in fair condition, although some of the entrances and windows have been bricked or boarded up and modern windows have been installed. On the whole, the tower appears to maintain a sufficient level of historic architectural integrity. It is not known what elements of the historic equipment survive in this signal tower. Any future documentation of the building should include an investigation of the equipment.

In 1901, the Pennsylvania Railroad adopted a plan to lay out a large railroad yard at Sunnyside and to build a system of tunnels from New Jersey to Manhattan and out to Queens. Sunnyside Yard opened in 1910, with Long Island Rail Road (LIRR) service commencing in September and Pennsylvania Railroad service in November of that year. The New York Tunnel Extension project provided an all-rail line to a centrally located Penn Station in New York City. The purpose of the Sunnyside Yard was to furnish facilities for the storage and care of passenger train equipment.

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 11/9/99

STAFF: Kathy Howe

PROPERTY: Vanderbilt Concourse Building

MCD: Manhattan

ADDRESS: 52 Vanderbilt Avenue

COUNTY: New York Co.

PROJECT REF: 99 PR 1757

USN: 06101.010660

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The Vanderbilt Concourse Building at 52 Vanderbilt Avenue is architecturally significant under Criterion C as an intact representative example of an early twentieth century Renaissance Revival style commercial building in New York City. It was built by the Vanderbilt Concourse Corporation in 1914 to house stores, offices, and lofts. The corporation acquired the site under a long-term lease from the New York Central & Hudson River Railroad. The building is also historically significant under Criterion A for its association with Terminal City, a planned commercial district built over the Grand Central Terminal track network. It gains additional significance as a fine example of the work of the prominent architecture firm of Warren & Wetmore.

The 20-story building consists of a buff-colored brick façade above a six-story limestone base. Characteristic features of the Renaissance Revival style include the three-part composition, ornate carved panels, three-story round-arched window openings at the upper floors with keystones and a balcony, and prominent cornice. In the interior, the vestibule/elevator bank area also appears to retain original detailing, including a gilded plaster barrel vault ceiling and ornate bronze elevator doors.

The firm of Warren & Wetmore is noted for their design of railroad stations, including their joint design of Grand Central Terminal with Reed & Stem. The firm is also well known for hotel designs, including several hotels built in the Grand Central Terminal area. Other buildings designed by Warren & Wetmore within Terminal City included the Grand Central Terminal Post Office, the New York Central Building, Grand Central Palace (demolished), and the Vanderbilt Avenue Building. Many of the firm's designs reflected the Beaux Arts Classical tradition.

The Vanderbilt Concourse Building was one of 23 buildings erected over the Grand Central Terminal (GCT) track network owned by the New York Central and Hudson River Railroad. The railroad company raised revenues for the construction of the GCT through the selling and leasing of air rights above the tracks to allow for the construction of revenue-producing office and apartment buildings, and hotels. The area, known as Terminal City, was a progressive attempt at creating a planned business district within the city on such an ambitious scale and with an integrated design – it remained unmatched until the design and construction of Rockefeller Center (1931-1940).

The building retains a relatively high degree of architectural integrity and is a significant example of the work of Warren & Wetmore.

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.

Source: Building-Structure Inventory Form on the Graybar Building by Claudia Cooney, Allee King Rosen & Fleming, Inc., Oct. 1999.

October 27, 1999

Memo No.: 99.6021.10.27
Reply Requested: Yes

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **MTA/Long Island Rail Road East Side Access Project**
Sunnyside Yard, Queens County
95PR1757

Dear Kathy:

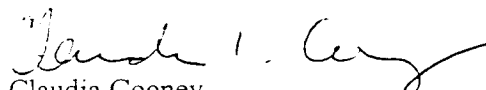
Enclosed are **Building Structure Inventory Forms** ("Blue Forms") for the properties listed below for your review and comment, in connection with the above referenced project. These properties have been identified as potential historic resources in Sunnyside Yard in Queens and may be affected by the proposed project. We would like to include your determination on the buildings described in the Blue Forms in the Environmental Impact Statement. We will be sending you Blue Forms for additional such properties in Manhattan and Queens in the next few weeks.

- Stores & Lavatory Building (Building #3)
- Electric Battery/Machine Repair Building (Building #4)
- Switch Tower Q
- Former Signal Cabin F

Please let me know if you have any questions at (212) 340-9745.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.



Claudia Cooney
Historian

cc: Audrey Heffernan, Bechtel/URS Greiner
Julia Cowing, Allee King Rosen & Fleming, Inc. ✓
File

cc/wp

November 23, 1999

Memo No.: 99.6021.11.23

Reply Requested: Yes

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, Delaware Avenue
Waterford, NY 12188-0189

Re: **MTA/Long Island Rail Road East Side Access Project**
Queens County
95PR1757

Dear Kathy:

Enclosed are **Building Structure Inventory Forms** ("Blue Forms") for the following properties in Queens that may be affected by the above referenced project, for your review and comment.

- Building #5, Sunnyside Yard
- 2950-2970 Northern Boulevard, Long Island City
- 3856-3864 43rd Street, Long Island City
- Barnett Avenue garages, 44-11 through 43-05 Barnett Avenue, Sunnyside
- 44-15 Barnett Avenue, Sunnyside
- 44-25 Barnett Avenue, Sunnyside
- 45-15 Barnett Avenue, Sunnyside
- 4701/4707/4715 Barnett Avenue, Sunnyside

Please let me know if you have any questions at (212) 340-9745.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.



Claudia Cooney
Historian

cc: Audrey Heffernan, Bechtel/URS Greiner
Julia Cowing, Allee King Rosen & Fleming, Inc. ✓
File

cc/wp



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

November 29, 1999

Claudia Cooney
Historian
Allee King Rosen & Fleming, Inc.
Environmental Consultants
117 East 29th Street
New York, New York 10016-8022

RE: MTA/Long Island Rail Road East Side Access Project
Queens County
95PR1757

Dear Claudia:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP) concerning your project's potential effect upon historic and cultural resources in the proposed project area. I have reviewed the information you submitted in accordance with the provisions of Section 106 of the National Historic Preservation Act of 1966.

Based upon the documentation provided, the following properties do not appear to meet the criteria for inclusion in the National Register of Historic Places:

- *Building #5, Sunnyside Yard
- *2950-2970 Northern Boulevard, Long Island City
- *3856-3864 43rd Street, Long Island City
- *Barnett Avenue garages, 44-11 through 43-05 Barnett Avenue, Sunnyside
- *44-15 Barnett Avenue, Sunnyside
- *44-25 Barnett Avenue, Sunnyside
- *45-15 Barnett Avenue, Sunnyside
- *4701/4707/4715 Barnett Avenue, Sunnyside.

Please note that while the Barnett Avenue garages are not eligible, they are located directly across the street from the National Register listed Sunnyside Gardens. Therefore, we will need to review the project's plans for that site for any potential effect.

If you have any questions, please don't hesitate to call me at (518) 237-8643, ext. 3266. When responding, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Kathleen A. Howe
Historic Preservation Specialist

cc: Gina Santucci, NYCLPC

AKRF, Inc.

ENVIRONMENTAL CONSULTANTS
117 East 29th Street • New York, NY 10016-8022

TEL: 212/696-0670

FAX: 212/447-5546

Memo No.: 99.2080.12.29

Reply Requested: Yes

December 29, 1999

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P. O. Box 189
Waterford, NY 12188-0189

**Re: MTA/Long Island Rail Road East Side Access Project
New York, Bronx, Queens Counties
95PR1757**

Dear Kathy:

Enclosed for your review are the Archaeological Resources chapter of the Preliminary Draft Environmental Impact Statement (PDEIS) for the MTA/LIRR East Side Access Project, together with the Stage 1A Archaeological Assessment on which it is based.

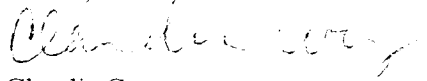
As you know, we submitted a memorandum identifying areas of potential effect (APEs) for historic and archaeological resources for the project to the New York State Office of Parks, Recreation and Historic Preservation for review in May 1999, and OPRHP concurred in comments dated June 21, 1999.

We would like to include your comments on the Archaeological Resources chapter in the Draft Environmental Impact Statement, and therefore, request comments by the end of January.

Please let me know if you have any questions, or if a meeting with you and appropriate OPRHP staff to discuss the project would be helpful.

Thank you for your assistance in this matter.

Sincerely,
AKRF, INC.


Claudia Cooney
Historian

cc: Gina Santucci, New York City Landmarks Preservation Commission
Pamela Burford, Long Island Rail Road
Audrey Heffernan, Bechtel/URS Greiner
Historical Perspectives, Inc.
Julia Cowing, AKRF, Inc. ✓

ENVIRONMENTAL REVIEW

MTA/SEQRA-Y

01/03/00

PROJECT NUMBER

DATE RECEIVED

PROJECT

MTA/LIRR EAST SIDE ACCESS

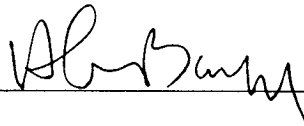
- ☐ No architectural significance
- ☐ No archaeological significance
- ☒ Designated New York City Landmark or Within Designated Historic District
- ☒ Listed on National Register of Historic Places
- ☐ Appears to be eligible for National Register Listing and/or New York City Landmark Designation
- ☒ May be archaeologically significant; requesting additional materials

Stage 1A Archaeo. Assessment

COMMENTS

The SHPO is the lead agency in archeology for this project. The Commission will consult with the SHPO about their findings.

SIGNATURE



01/20/00

DATE



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

January 12, 2000

Ms. Claudia Cooney
Historian
AKRF, Inc., Environmental Consultants
117 East 29th Street
New York, New York 10016-8022

RE: MTA/Long Island Rail Road East Side Access Project
New York, Bronx, Queens Counties
95PR1757

Dear Claudia:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO) concerning your project's potential effect upon historic and cultural resources in the proposed project area. We have reviewed the Historic Resources and Archaeological Resources chapters of the Preliminary Draft Environmental Impact Statement and the Stage 1A report for the MTA/LIRR East Side Access Project submitted in accordance with the provisions of Section 106 of the National Historic Preservation Act of 1966.

We concur with the information in the Historic Resources chapter but would like the opportunity to review the following four buildings that were included in Table 7-1 for National Register eligibility:

New York Central (Helmsley) Building, 230 Park Avenue
Waldorf-Astoria Hotel, 301 Park Avenue
Seagram Building, 375 Park Avenue
Four Seasons Restaurant, 99 East 52nd Street.

Copies of the NYC LPC designation reports on these buildings should provide us with enough information to determine eligibility for these buildings.

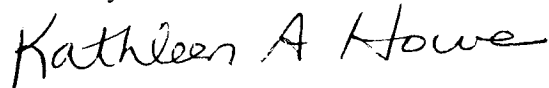
As discussed, we are awaiting your inventory forms for the Roosevelt Hotel, Postum Building and the Barclay Hotel and will review those buildings for National Register eligibility.

Based upon a review of the Stage 1A Archaeological Assessment Report, the SHPO concurs with the archeological recommendations of the report. Upon completion of soil borings, all of the Project Areas of Potential Effect (APE) should be evaluated based on a

Based upon a review of the Stage 1A Archaeological Assessment Report, the SHPO concurs with the archeological recommendations of the report. Upon completion of soil borings, all of the Project Areas of Potential Effect (APE) should be evaluated based on a determination of potential sensitivity and appropriate archeological testing strategies developed. This evaluation should be conducted in consultation with the SHPO.

If you have any questions concerning historic resources please contact me at (518) 237-8643, ext. 3266, or any archeological questions please call Robert Kuhn at ext. 3255.

Sincerely,

A handwritten signature in black ink that reads "Kathleen A. Howe". The script is cursive and fluid, with the first letters of each name being capitalized and prominent.

Kathleen A. Howe
Historic Preservation Specialist

cc: Gina Santucci, NYC LPC

January 21, 2000

Letter No.: 00.6021.01.21
Reply Requested: Yes

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: MTA/Long Island Rail Road East Side Access Project
New York, New York County
95PR1757

Dear Kathy:

As requested in your letter of January 12th, enclosed are the following New York City Landmarks Preservation Commission designation reports for your review of State and National Register eligibility, in connection with the above referenced project:


- New York Central Building (exterior and interior designations)
- Waldorf-Astoria Hotel
- Seagram Building (exterior and interior designations)
- Four Seasons Restaurant

Also enclosed for your review and comment are **Building Structure Inventory Forms** ("Blue Forms") for the Roosevelt Hotel at 45 East 45th Street, Postum Building at 250 Park Avenue, and the former Barclay Hotel (now Hotel Intercontinental) at 111 East 48th Street, which have been identified as potential historic resources in the Historic Resources chapter of the Preliminary Draft Environmental Impact Statement.

Thank you for all your help with this project. Please let me know if you have any questions at (212) 340-9745.

Sincerely,

AKRF, INC.



Claudia Cooney
Historian

cc: Audrey Heffernan, Bechtel/URS Greiner
Julia Cowing, AKRF Inc. ✓
File



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

February 4, 2000

Ms. Claudia Cooney
Historian
AKRF, Inc. Environmental Consultants
117 East 29th Street
New York, New York 10016-8022

RE: MTA/LIRR East Side Access Project
95PR1757

Dear Claudia:

Thank you for providing the additional information requested in my letter of January 12, 2000. I have reviewed the information you submitted in accordance with the provisions of Section 106 of the National Historic Preservation Act of 1966.

Based on the documentation provided, the following properties appear to meet the criteria for inclusion in the National Register of Historic Places:

- Barclay Hotel (present Hotel Intercontinental) at 111 East 48th Street, Manhattan.
- New York Central Building (present Helmsley Building), 230 Park Avenue, Manhattan.
- Postum Building at 250 Park Avenue, Manhattan.
- Roosevelt Hotel at 45 East 45th Street, Manhattan.
- Seagram Building at 375 Park Avenue, Manhattan.
- Waldorf-Astoria Hotel and Tower at 301-319 Park Avenue, Manhattan.

If you have any questions concerning these determinations please contact me at (518) 237-8643, extension 3266. When responding please be sure to refer to the project review (PR) number noted above. Thanks for such a thorough submittal.

Sincerely,

Kathleen A. Howe
Historic Preservation Specialist

cc: Gina Santucci, NYCLPC ✓



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 2/4/00

STAFF: Kathy Howe

PROPERTY: Barclay Hotel (former)
(present Hotel Intercontinental)

MCD: Manhattan

ADDRESS: 111 East 48th Street

COUNTY: New York

PROJECT REF: 95 PR 1757

USN: 06101.010694

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The former Barclay Hotel (present Hotel Intercontinental) bounded by Lexington Avenue, Park Lane (now closed off as a service road), East 48th and 49th Streets, was built in 1927 to the design of Cross & Cross. It is architecturally significant under Criterion C as an example of a Renaissance Revival style hotel. The H-shaped buff-colored brick clad building sits on a two-story granite and limestone base. Renaissance elements include the rusticated stonework; the balustrade; beltcourses; attic story with decorative shields and panels; and modillioned cornice. The building appears to retain a relatively high degree of period integrity including significant interior elements.

The Barclay was built as an apartment hotel, a building type which became popular in New York City in the 1920s. The apartment hotel catered to both transient and permanent residents who wanted the luxury of housekeeping services provided by a hotel and the option to cook their own food in their apartments. Height restrictions imposed by the Tenement House Law on apartment houses made the construction of the apartment hotel profitable enterprise, since zoning permitted a greater height for hotel buildings than the typical "housekeeping" apartment house.

The building is historically significant under Criterion A for its association with Terminal City, a planned commercial district built over the Grand Central Terminal (GCT) track network. It was one of 23 buildings erected over the GCT track network. The New York Central and Hudson River Railroad Company raised revenues for the construction of the GCT through the selling and leasing of air rights above the tracks to allow for the construction of revenue-producing offices and hotels. The area, known as Terminal city, was a progressive attempt at creating a planned business district within the city on such an ambitious scale and with an integrated design – it remained unmatched until the design and construction of Rockefeller Center (1931-40).

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 2/4/00

PROPERTY: New York Central Building
(now Helmsley Building)

ADDRESS: 230 Park Avenue

PROJECT REF: 95PR1757

STAFF: Kathy Howe

MCD: Manhattan

COUNTY: New York

USN: 06101.010697

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The New York Central Building (now Helmsley Building) at 230 Park Avenue, just north of Grand Central Terminal, was built in 1927-29 by architects Warren & Wetmore as part of the planned enclave known as Terminal City. The building is significant under Criterion A in the area of city planning and development as part of one of the finest legacies of the City Beautiful Movement in New York. It meets Criterion C as an outstanding example of a Beaux-Arts style skyscraper. The 34-story building consists of a three-story base clad in Indiana limestone and Texas pink granite; an 11-story office block clad in buff-colored brick; and a slender office tower above. Of special interest are the lobby and vestibules which have remained substantially intact.

The design of the building, constructed over double-level railroad tracks, is an extraordinary engineering achievement of the period.

The New York Central Building was the linchpin of the Terminal City complex of hotels and office buildings sponsored by the New York Central Railroad. Designed by the same architects responsible for the exterior of the railroad terminal, this tower once dominated Park Avenue and the surrounding Midtown business district with its distinctive design and monumental pyramidal roof capped by an ornate cupola. The impressive lobby, planned as a corridor connecting East 45th and 46th Streets, echoes the magnificence of the exterior. The building's design and ornamentation celebrate the prowess of the New York Central Railroad, which had its headquarters on the premises.¹

The building has a high degree of period integrity and remains one of the most recognizable skyscrapers in New York. It was designated a local landmark by the NYC Landmarks Preservation Commission in 1987.²

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.

¹ Andrew Dolkart *Guide to New York City Landmarks* (New York: New York City Landmarks Preservation Commission), p. 97

² See NYC Landmarks Preservation Commission's designation reports on the New York Central Building, March 31, 1987. The LPC designated the exterior as well as the main floor interior.



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 2/4/00

PROPERTY: Postum Building

ADDRESS: 250 Park Avenue

PROJECT REF: 95 PR 1757

STAFF: Kathy Howe

MCD: Manhattan

COUNTY: New York

USN: 06101.010693

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The Postum Building, bounded by Park and Vanderbilt Avenues between East 46th and 47th Streets in Manhattan, was built in 1924 to the design of Cross & Cross. It is architecturally significant under Criterion C as an example of a classical inspired office tower. The U-shaped brick building has a three-story limestone base. The contrasting colored brick sections help to define the vertical components of the building. Classical ornamentation includes decorative panels, swags, engaged columns, balustrades, and a denticulated cornice. The building retains much of its historic fabric and design although some alterations have been made including the replacement of the windows in the upper stories and enlargements of some window openings at the base.

The building is historically significant under Criterion A for its association with Terminal City, a planned commercial district built over the Grand Central Terminal (GCT) track network. It was one of 23 buildings erected over the GCT track network. The New York Central and Hudson River Railroad Company raised revenues for the construction of the GCT through the selling and leasing of air rights above the tracks to allow for the construction of revenue-producing offices and hotels. The area, known as Terminal city, was a progressive attempt at creating a planned business district within the city on such an ambitious scale and with an integrated design – it remained unmatched until the design and construction of Rockefeller Center (1931-40).

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 2/4/00

PROPERTY: Roosevelt Hotel

ADDRESS: 45 East 45th Street

PROJECT REF: 95 PR 1757

STAFF: Kathy Howe

MCD: Manhattan

COUNTY: New York

USN: 06101.010692

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The Roosevelt Hotel, bounded by East 45th and 46th Streets and Madison and Vanderbilt Avenues in Manhattan, was completed in 1924 by noted New York architect George B. Post & Sons. The Roosevelt Hotel is significant under Criterion C as a fine example of the Italian Renaissance style as illustrated by the use of classical elements including the rusticated stone base with rusticated quoins; use of arcading; balustrades; denticulated cornice; arched pediments (at fifth story windows); and the articulation of the three-story attic with rusticated quoins, detailed string course, stone window surrounds, and prominent bracketed cornice. The interior, designed by Lyman W. Cleveland and George B. Post, is notable for its Adamesque and Federal inspired ornamentation. The hotel retains a relatively high degree of period integrity

The Roosevelt Hotel was the first large-scale hotel building constructed in accordance with New York City's 1916 zoning law, thus establishing its form and geometry as a standard for much of the large-scale hotel construction which predominated in New York City before the Depression.

The building is historically significant under Criterion A for its association with Terminal City, a planned commercial district built over the Grand Central Terminal (GCT) track network. It was one of 23 building erected over the GCT track network. The New York Central and Hudson River Railroad Company raised revenues for the construction of the GCT through the selling and leasing of air rights above the tracks to allow for the construction of revenue-producing offices and hotels. The area, known as Terminal City, was a progressive attempt at creating a planned business district within the city on such an ambitious scale and with an integrated design – it remained unmatched until the design and construction of Rockefeller Center (1931-40).

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 2/4/00

PROPERTY: Seagram Building

ADDRESS: 375 Park Avenue

PROJECT REF: 95 PR 1757

STAFF: Kathy Howe

MCD: Manhattan

COUNTY: New York

USN: 06101.010696

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.

Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☐ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The Seagram Building at 375 Park Avenue is exceptionally significant under Criterion C as a seminal example of the International Style which has inspired the work of many twentieth-century architects. It was designed in 1954-55 by architectural master Ludwig Mies van der Rohe, with Philip Johnson and Kahn & Jacobs, and constructed in 1956-58. It is Mies's only building in New York City and considered to be the greatest of the International Style skyscrapers erected in the postwar era, when this style became a symbol of corporate America. The juxtaposition of the extruded bronze frame with the rectangular bronze spandrels and transparent glass surfaces of the curtain wall creates the tight geometry and the contrast

between solid and void that typify the International Style.¹ The granite and marble plaza is inherently bound to the design of the tower.

The design of the interior is also of exceptional significance as shown by the fine materials and careful detailing in the lobby and in the Four Seasons Restaurant interior, designed by Philip Johnson. The lobby has travertine walls and floor, bronze mullions, and elevator cabs with stainless steel and bronze mesh panels. The restaurant interior has an array of rich materials such as bronze, white Carrara and travertine marbles, French walnut and ebonized oak, and anodized aluminum.

The Seagram Building retains an exceptionally high degree of period integrity. It was designated a local landmark by the NYC Landmarks Preservation Commission in 1989.²

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.

¹ See Andrew S. Dolkart *Guide to New York City Landmarks* (New York: New York City Landmarks Preservation Commission, 1998), pp. 99-100.

² See LPC designation reports on the Seagram Building, October 3, 1989.



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

RESOURCE EVALUATION

DATE: 2/4/00

STAFF: Kathy Howe

PROPERTY: Waldorf-Astoria Hotel and Tower

MCD: Manhattan

ADDRESS: 301-319 Park Avenue

COUNTY: New York

(aka 538-556 Lexington Avenue)

PROJECT REF: 95PR1757

USN: 06101.008326

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: ☒ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☒ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

The Waldorf-Astoria Hotel and Towers at 301-319 Park Avenue was built in 1929 by Lloyd Morgan of the firm of Schultze & Weaver. The building meets Criterion C as an outstanding intact example of the Art Deco style. The twin-towered skyscraper has a gray limestone base with matching brick above, vertical rows of windows and modernistic spandrels, and bronze entryways, marquees, lanterns, and other ornament. The Waldorf-Astoria was built as part of the major commercial redevelopment of Park Avenue north of Grand Central Terminal as a district of skyscraper office buildings. The building was novel at the time for combining a residential tower included in but separate from the transient hotel.

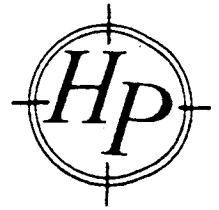
The Waldorf-Astoria may also be significant under Criterion A for its association with the social history of New York. It may also meet Criterion B as the home of some of the world's most famous figures, including presidents, kings, and other prominent individuals. Tower residents have included the Duke and Duchess of Windsor, General Douglas MacArthur, former President Herbert Hoover, William Randolph Hearst, Jr., Cole Porter, and Henry Cabot Lodge.

The modernistic twin towers of the Waldorf-Astoria still form a very visible part of the skyline of midtown Manhattan. Though the interior has undergone alterations, the exterior has changed little over the decades and retains a relatively high degree of period integrity. The Waldorf-Astoria Hotel was designated a local landmark by the NYC Landmarks Preservation Commission in 1993.¹

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at (518) 237-8643, ext. 3266.

¹ See Anthony W. Robins designation report on the Waldorf-Astoria Hotel, January 5, 1993.

HISTORICAL **PERSPECTIVES** INC.



April 5, 2000

Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island
P.O. Box 189
Waterford, NY 12188-0189

Re: MTA/Long Island Rail Road East Side Access Project
Highbridge Yard Archaeological Assessment
Historic Period Archaeological Resources

Dear Ms. Howe:

The Stage 1A Archaeological Assessment prepared for the MTA/LIRR East Side Access Project (December 29, 1999) for Highbridge Yard in the Bronx (Section 4.0) documented about 37 potential historical structures and features which formerly stood within the Highbridge Yard project area. Most of these were related to the site's use as a rail yard, and none predate 1879. In fact, most of the buildings which formerly stood on the property date to the early 20th century, and stood for less than four decades. Because of the project's potential subsurface construction impacts to the locations of these former structures, it is proposed that a topic intensive study on the development of the entire yard be undertaken to determine the research value and potential significance of the potential resources, as follows.

The topic intensive study would provide a detailed historical record of the yard's development, utilizing available cartographic and documentary sources. Early railroad and engineering records would be sought, and informant interviews would be pursued. It is anticipated that such a study would reveal information on the yard itself and its role within the greater railroad system. A comprehensive report will be completed detailing the yard's evolution over the last century and how these physical changes reflected economic and technological fluctuations through time.

In addition to this historical documentation, the archaeological research potential of each resource type would be further explored. It may be that some identified resources would provide little information through archaeological investigations, or could better be researched through the documentary record. For example, archaeological investigations on early 20th century coal sheds and

sand storage areas may provide little information of historical significance. Through this process, some resource types may be carried forward for further study while others may be eliminated.

However, if some resource types are determined to have the potential to archaeologically address significant research issues, they will be carried forward to another stage of investigation. This could include Stage 1B subsurface investigations to determine resource integrity, defined as whether they have remained undisturbed and still have the ability to address the research questions formulated through the topic intensive study. It is expected that most buildings were dismantled and their contents removed prior to razing, and that in some cases all that archaeologically remains are the footprints of former structures which have little research potential. At this stage, standing structures, such as signage and signaling equipment, would be documented and assessed for research potential as well.

Please advise if you concur with the above proposed methodology. Your comments will be incorporated as an addendum to the Stage 1A Archaeological Assessment and the corresponding Archaeological Resources chapter of the Draft Environmental Impact Statement will be revised accordingly.

Sincerely,

A handwritten signature in black ink, reading "Faline Schneiderman-Fox". The signature is fluid and cursive, with the first name "Faline" being more prominent and the last name "Schneiderman-Fox" following in a similar style.

Faline Schneiderman-Fox, RPA
Project Director, HPI

Allee
King
Rosen &
Fleming, Inc.

Environmental and Planning Consultants
117 East 29th Street • New York, New York 10016-8022

TEL: 212/696-0670
FAX: 212/213-3191

File No: 00.6021.0419

April 19, 2000

Ms. Kathleen Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island
Delaware Avenue
Cohoes, NY 12047

**Re: MTA/Long Island Rail Road East Side Access Project
New York, Bronx, Queens, Nassau, Suffolk Counties
95PR1757**

Dear Kathy:

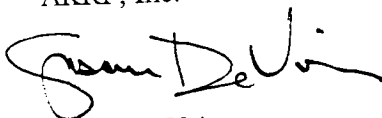
Enclosed for your review is the Archaeological Resources chapter of the Preliminary Draft Environmental Impact Statement (PDEIS) for the MTA/LIRR East Side Access Project. This chapter was revised to reflect the comments of the FTA. Revisions are indicated by double underlining. Also enclosed are the addenda to the Stage 1A Archaeological Assessment. I believe that you discussed these with Claudia.

I have enclosed two additional copies of both the PDEIS Archaeological Resources chapter and the addenda. Please forward one set of each to Bob Kuhn and Julian Adams for their review in preparation of our Programmatic Agreement meeting on April 26th. I am also forwarding a copy of the Archaeological Resources chapter to Jim Warren under separate cover.

Thank you for your assistance. If you have any questions, please contact me at 212-340-9748 or Julie Cowing at 212-340-9733.

Sincerely,

AKRF, Inc.



Susan De Vries
Historian

cc:

Pamela Burford, Long Island Rail Road
Audrey Heffernan, East Side Access Project
Julie Cowing, AKRF, Inc.

White Plains, NY • Hauppauge, LI • Buffalo, NY
1-800/899-2573

File No: 00.6021.0419

July 17, 2000

Ms. Kathleen Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island
Delaware Avenue
Cohoes, NY 12047

**Re: MTA/Long Island Rail Road East Side Access Project
New York, Bronx, Queens, Nassau, Suffolk Counties
95PR1757**

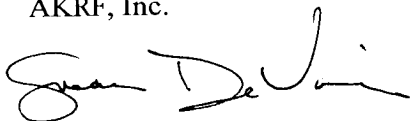
Dear Kathy:

Enclosed for your review is the addendum to the Stage 1A Archaeological Assessment. The addenda reflects the extended APE for Yard A. I have enclosed three additional copies of the addenda. Please forward one to Bob Kuhn, Julian Adams, and Jim Warren for their review.

Thank you for your assistance. If you have any questions, please contact me at 212-340-9748 or Julie Cowing at 212-340-9733.

Sincerely,

AKRF, Inc.



Susan De Vries
Historian

cc:

Pamela Burford, Long Island Rail Road
Audrey Heffernan, East Side Access Project
Julie Cowing, AKRF, Inc.



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

August 4, 2000

Julie Cowing, AICP
Vice President
AKRF, Inc.
117 East 29th Street
New York, New York 10016-8022

Re: FTA - MTA East Side Access
Long Island Yards
Suffolk & Nassau Counties
95PR1757

Dear Ms. Cowing:

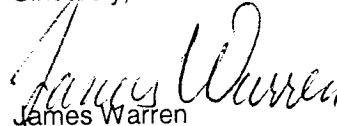
Thank you for your letter of May 4, 2000 providing additional documentation of several sites now under consideration as new or expanded overnight storage yards for Long Island Rail Road rolling stock. As the State Historic Preservation Office (SHPO), we have reviewed this and previously submitted material in accordance with Section 106 of the National Historic Preservation Act of 1966 and the relevant implementing regulations as part of our continuing evaluation of the East Side Access project.

Based on the information provided and on information in our files, we concur with the identified areas of potential effect for the proposed yard sites and with your assessment that yard construction at the proposed Hazeltine, Cerro Wire, Riverhead, Ronkonkoma and Babylon locations will not impact historic above-ground resources.

National Register of Historic Places eligible resources have been identified at the proposed Pilgrim Hospital site and may be impacted if this site is developed. The National Register listed Almhouse Barn at the former Suffolk County Farm, Yaphank, is in the vicinity of the proposed Yaphank East and Yaphank West yard sites; based on the distance between yard sites and the Almshouse and on intervening modern construction, it is the SHPO opinion that development of the Yaphank sites will not adversely impact this historic property.

We look forward to further consultation regarding archeological or other project impacts when final sites for yard expansion have been selected. If you have any questions regarding our review of proposed Long Island yard sites, please call me at (518) 237-8643, extension 3283. Please refer to the project number (PR) above in any correspondence.

Sincerely,


James Warren
Historic Preservation
Program Analyst



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

August 8, 2000

Susan De Vries
Historian
Allee King Rosen & Fleming, Inc.
117 East 29th Street
New York, New York 10016-8022

Dear Ms. DeVries:

Re: FTA/MTA
LIRR East Side Access
Manhattan/Brooklyn/Queens
New York/Kings/Queens Counties
95PR1757

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the Stage 1A Archaeological Assessment Addenda for the MTA/Long Island Rail Road East Side Access Project in accordance with Section 106 of the National Historic Preservation Act of 1966 and the relevant implementing regulations.

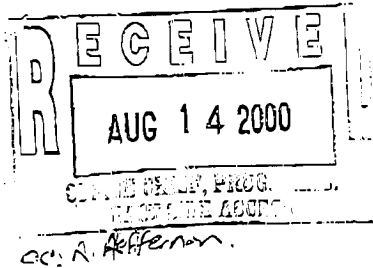
The Addenda concludes that the Arch Street yard section of the APE is considered to have a low potential for archeology and that no further study is recommended for this part of the APE. The SHPO concurs with this conclusion.

When responding please be sure to refer to the SHPO project review (PR) number noted above. If you have any questions, please feel free to call me at (518) 237-8643 ext. 3255.

Sincerely,

Robert D. Kuhn
Assistant Director

RDK:bsd



THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
100 Old Slip, New York, NY 10005 (212) 487-6800

ENVIRONMENTAL REVIEW

MTA/SEQRA-Y
PROJECT NUMBER

05/22/00
DATE RECEIVED

PROJECT

MTA/LIRR EAST SIDE ACCESS

- win project area*
- ☐ No architectural significance
 - ☐ No archaeological significance
 - ☒ Designated New York City Landmark or Within Designated Historic District
 - ☒ Listed on National Register of Historic Places
 - ☐ Appears to be eligible for National Register Listing and/or New York City Landmark Designation
 - ☒ May be archaeologically significant; requesting additional materials

COMMENTS

Comments for May, 2000 DEIS are as follows. (Archaeology review under separate cover (attached). The SHPO is lead agency for architectural review. LPC will consult with the SHPO with regard to their findings for this project. The DEIS text appears adequate for architecture. Any work on New York City designated landmark properties requires a permit from the LPC preservation department.

cc: SHPO

Guia Santucci
SIGNATURE

08/03/00
DATE

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
100 Old Slip, New York, NY 10005 (212) 487-6800

ENVIRONMENTAL REVIEW

MTA/SEQRA-Y

05/22/00

PROJECT NUMBER

DATE RECEIVED

PROJECT

MTA/LIRR EAST SIDE ACCESS

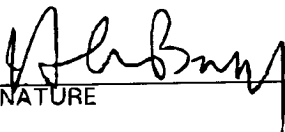
- within
project
study
area* {
- ☐ No architectural significance
 - ☐ No archaeological significance
 - ☒ Designated New York City Landmark or Within Designated Historic District
 - ☒ Listed on National Register of Historic Places
 - ☐ Appears to be eligible for National Register Listing and/or New York City Landmark Designation
 - ☒ May be archaeologically significant; requesting additional materials

COMMENTS

DEIS, 5/2000

The SHPO is the lead agency for archaeological review. LPC will consult with the SHPO with regard to their findings for this project.

SIGNATURE



05/26/00

DATE

Cc: SHPO

AKRF, Inc.

ENVIRONMENTAL CONSULTANTS
117 East 29th Street • New York, NY 10016-8022

TEL: 212/696-0670
FAX: 212/447-5546

Letter No.: 00.4030.0915
Reply Requested: Yes

September 15, 2000

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **MTA/Long Island Rail Road East Side Access Project**
Highbridge Yard, Bronx County
95PR1757

Dear Kathy:

Enclosed for your review is the Archaeological Resource Evaluation Topic Intensive Study of Highbridge Yard. As proposed in Historical Perspectives, Inc.'s April 5, 2000 proposal letter to you, and as approved by Bob Kuhn, this report assesses the potential significance of historic-period archaeological resources at Highbridge Yard identified in the Stage 1A Documentary Study prepared for the East Side Access Project on December 29, 1999.

I will call you within the next few weeks to discuss the report. In the meantime, please let me know if you have any questions at (212) 340-9745.

Sincerely,

AKRF, INC.



Claudia Cooney
Historian

cc: Audrey Heffernan, Bechtel/URS Greiner
Julia Cowing, AKRF, Inc.
File



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189
October 5, 2000

518-237-8643

Claudia Cooney
Historian
AKRF, Inc.
117 East 29th Street
New York, New York 10016-8022

Dear Ms. Cooney:

Re: FTA/MTA
LIRR East Side Access
Manhattan/Brooklyn/Queens
New York/Kings/Queens Counties
95PR1757

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the Archaeological Resource Evaluation Report for Highbridge Yard in accordance with Section 106 of the National Historic Preservation Act of 1966 and the relevant implementing regulations.

Based upon this review, the SHPO concurs with the recommendations and conclusions of the report. The SHPO has no archeological concerns regarding Highbridge Yard and does not recommend archeological testing.

When responding please be sure to refer to the SHPO project review (PR) number noted above. If you have any questions, please feel free to call me at (518) 237-8643 ext. 3255.

Sincerely,

Robert D. Kuhn
Assistant Director

RDK:bsd

ARCHEOLOGY COMMENTS

95PR1757

Based upon a review of the April 3, 2000 Addendum Archaeological Assessment for the Highbridge Yard the Office of Parks, Recreation and Historic Preservation (OPRHP) concurs with the archeological recommendations of the report. OPRHP has no concerns regarding potential project impacts on archeological resources within the Highbridge Yard project area.

If you have any questions concerning archeology, please call Robert Kuhn at (518) 237-8643 ext. 3255.

AKRF, Inc.

ENVIRONMENTAL CONSULTANTS
117 East 29th Street • New York, NY 10016-8022

TEL: 212/696-0670

FAX: 212/447-5546

File No. 00.6021.1101
Response Requested: Yes

November 1, 2000

Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

**RE: MTA/Long Island Railroad East Side Access Project
Queens County
95PR1757**

Dear Kathy:

Enclosed for your review is the Fresh Pond Yard Prehistoric Resources Addendum to the *MTA/Long Island Rail Road East Side Access Project Stage 1A Archaeological Assessment* of December 29, 1999.

This addendum reflects changes to the assessment of potential archaeological sensitivity stated in Section 8.0 of the Stage 1A, based on two sets of soil borings that were completed in Fresh Pond Yard in May and June 2000 subsequent to the preparation of the original Stage 1A. As indicated in the attached addendum, the borings indicate that there is no potential for prehistoric resources to be present at Fresh Pond Yard (potential-historic period resources were assessed in the original Stage 1A).

I have enclosed two copies of the addenda, one for you and one for Bob Kuhn.

Thank you for your assistance. If you have any questions, please contact me at (212) 340-9745.

Sincerely,

AKRF, Inc.



Claudia Cooney
Historian

cc: Pamela Burford, Long Island Rail Road
Audrey Heffernan, East Side Access Project
Julie Cowing, AKRF, Inc.
File



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

November 17, 2000

Claudia Cooney
Historian
AKRF, Inc.
117 East 29th Street
New York, New York 10016-8022

Dear Ms. Cooney:

Re: FTA/MTA
LIRR East Side Access
Manhattan/Brooklyn/Queens,
New York/Kings/Queens Counties
00PR4431/Also 95PR1757

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the Addendum Stage 1A Archaeological Assessment for the Fresh Pond Yard in accordance with Section 106 of the National Historic Preservation Act of 1966 and the relevant implementing regulations.

Based upon this review, the SHPO concurs with the conclusions of the assessment. We have no concerns regarding project impacts to prehistoric resources at the Fresh Pond Yard, since the potential for intact prehistoric resources is low.

When responding please be sure to refer to the SHPO project review (PR) number noted above. If you have any questions, please feel free to call me at (518) 237-8643 ext. 3255.

Sincerely,

Robert D. Kuhn
Assistant Director

RDK:bsd



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

December 11, 2000

Claudia Cooney
Allee King Rosen & Fleming, Inc.
117 East 29th Street
New York, New York 10016

Dear Mr. Cooney:

Re: FTA/MTA
LIRR East Side Access
Manhattan/Brooklyn/Queens,
New York/Kings/Queens Counties
00PR4431

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). In order to clarify the SHPO position regarding a number of Stage 1A Archaeological Assessment Addenda submissions, we have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966 and the relevant implementing regulations.

Based upon this review, the SHPO approves the Stage 1A Archaeological Assessment Addendum submitted on February 28, 2000, March 24, 2000, and March 29, 2000.

When responding please be sure to refer to the SHPO project review (PR) number noted above. If you have any questions, please feel free to call me at (518) 237-8643 ext. 3255.

Sincerely,

Robert D. Kuhn
Assistant Director

RDK:bsd

January 24, 2001

Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, Delaware Avenue
Cohoes, NY 12047

RE: MTA/LIRR East Side Access Project
New York, Bronx, Queens, Nassau, Suffolk Counties
95PR1757

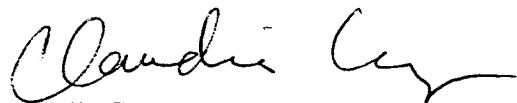
Dear Kathy:

Enclosed are two addenda—one for East 55th Street in Manhattan and the other for Roosevelt Island—to the *Stage 1A Archaeological Assessment* prepared in December 1999 for the East Side Access Project. They refer respectively to Section 2.0 *Manhattan Archaeological Resources Evaluation* and Section 5.0 *Roosevelt Island Resource Evaluation* of that report. I have enclosed two copies of each addendum so that you may forward a set to Bob Kuhn for his review.

Thank you for your assistance. Please let me know if you have any questions at (212) 340-9745.

Sincerely,

AKRF, INC.



Claudia Cooney
Historian

cc: Pamela Burford, Long Island Rail Road
Audrey Heffernan, East Side Access Project
Julie Cowing, AKRF, Inc.
File



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

February 16, 2001

Claudia Cooney
Historian
AKRF, Inc.
Environmental Consultants
117 East 29th Street
New York, New York 10016-8022

Dear Ms. Cooney:

Re: FTA/MTA
LIRR East Side Access
Manhattan/Brooklyn/Queens
New York/Kings/Queens
00PR4431/97PR1757

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the two Stage 1A addenda for the MTA/LIRR East Side Access Project in accordance with Section 106 of the National Historic Preservation Act of 1966 and the relevant implementing regulations.

Based upon this review, we concur with the recommendations of the assessments. Therefore, no additional archeological investigations are warranted for the East 55th Street project area in Manhattan, or the Roosevelt Island project area.

When responding please be sure to refer to the SHPO project review (PR) number noted above. If you have any questions, please feel free to call me at (518) 237-8643 ext. 3255.

Sincerely,

Robert D. Kuhn
Assistant Director

RDK:bsd