

## 8.0 HISTORIC RESOURCES

### 8.1 INTRODUCTION

This chapter considers the potential for the Proposed Action to affect historic resources, including architectural and archaeological resources. Architectural resources include historically important structures, building, sites, districts and objects. Archaeological resources are physical remains, usually below the ground, of prehistoric and historic times, including artifacts, foundations, wells, etc.

Generally, impacts to historic resources can include direct physical impacts and indirect impacts. Direct impacts include demolition, alteration, vibration (i.e., from construction pile driving or blasting), damage from falling objects, subsidence or collapse. Indirect impacts are contextual or visual effects potentially resulting from construction or operation of an action. Per the *CEQR Technical Manual*, these could include: creating shadows over a historic landscape or architectural resource with sun-sensitive features (e.g., stained glass windows); blocking a significant public view of a resource; introducing incompatible elements (e.g., visual, audible) to a resource's setting; and isolating a resource from its setting or relationship to the streetscape.

Potential significant adverse direct or indirect impacts can occur if the quality of a property is changed in such a way as to alter its eligibility for listing on the S/NR of Historic Places or for designation as a New York City landmark (NYCL).

The DSNY MN 1 Garage does not appear to warrant individual listing on the S/NR or as a NYCL resource. Although the MN 1 Garage is more than 50 years old, it does not have any distinguishing architectural features or historic elements or associations. It is not located within an historic district. The garage is immediately adjacent to the Holland Tunnel Land Ventilation Building, which is a designated National Landmark. The UPS Equipment Staging Lot site is undeveloped and, according to a prior study, has the potential for archaeological resources to be present (Geismar, November 1988). The Proposed Action would involve piling-supported slab construction for the garage and salt shed.

### 8.2 METHODOLOGY

The study area or area of potential effect (APE) for archaeological resources is limited to the land area of proposed disturbance and construction on the project sites. The study area for aboveground historic resources generally extends 400 ft from a site, per the *CEQR Technical Manual*. There are situations where a larger study area may be appropriate according to CEQR:

- Actions that affect historic districts.
- Actions that involve construction in areas with difficult subsurface conditions where construction could affect historic buildings some distance from the project site.
- Actions that result in changes over a larger area as in a large-scale development or an area rezoning.
- Actions that result in changes that are highly visible and can be perceived from farther than 400 ft *and* (italics added) could affect the context of historic resources some distance away (e.g., changes to the skyline around Central Park).

The Proposed Action would not affect an historic district, nor would it be expected to affect historic buildings some distance away because of construction subsurface conditions. The Proposed Action is localized and, at less than two acres is not a particularly large scale development or an area rezoning. The Proposed Action would result in a change that is highly visible and can be seen from some areas farther than 400 ft (e.g., from the Hudson River Park); however, the Proposed Action would not affect the context of historic resources some distance away. Therefore, the appropriate architectural resources study area encompasses a 400 ft radius from the two project sites.

Listed, eligible and potentially eligible historic resources have been identified through a review of the city, state and federal registers of historic properties, and consultation with SHPO and NYCLPC. Findings of a prior archaeological assessment on the UPS Equipment Staging Lot are summarized, as applicable, to the Proposed Action.

SHPO and NYCLPC have been consulted on the potential archaeological sensitivity of the sites. SHPO has indicated that it has no such archaeological concerns (Cummings, December 21, 2006 [Appendix A]). SHPO has requested building design data, as available, on the salt shed with respect to potential effects on the ventilation building. NYCLPC has determined that the prior assessment of the UPS Equipment Staging Lot indicates the potential for the presence of archaeological resources (from a circa 1804 landfill). It has recommended that archaeological monitoring be performed when project construction is started at the MN 1/2/5 Garage site (Santucci, January 3, 2007). Therefore, archaeological monitoring would be implemented in accordance with NYCLPC guidelines to determine the presence or absence of such resources on the site.

## **8.3 EXISTING CONDITIONS**

### **8.3.1 Architectural Resources**

The existing designated historic resources that are located within (or immediately adjacent to) the 400 ft study area include:

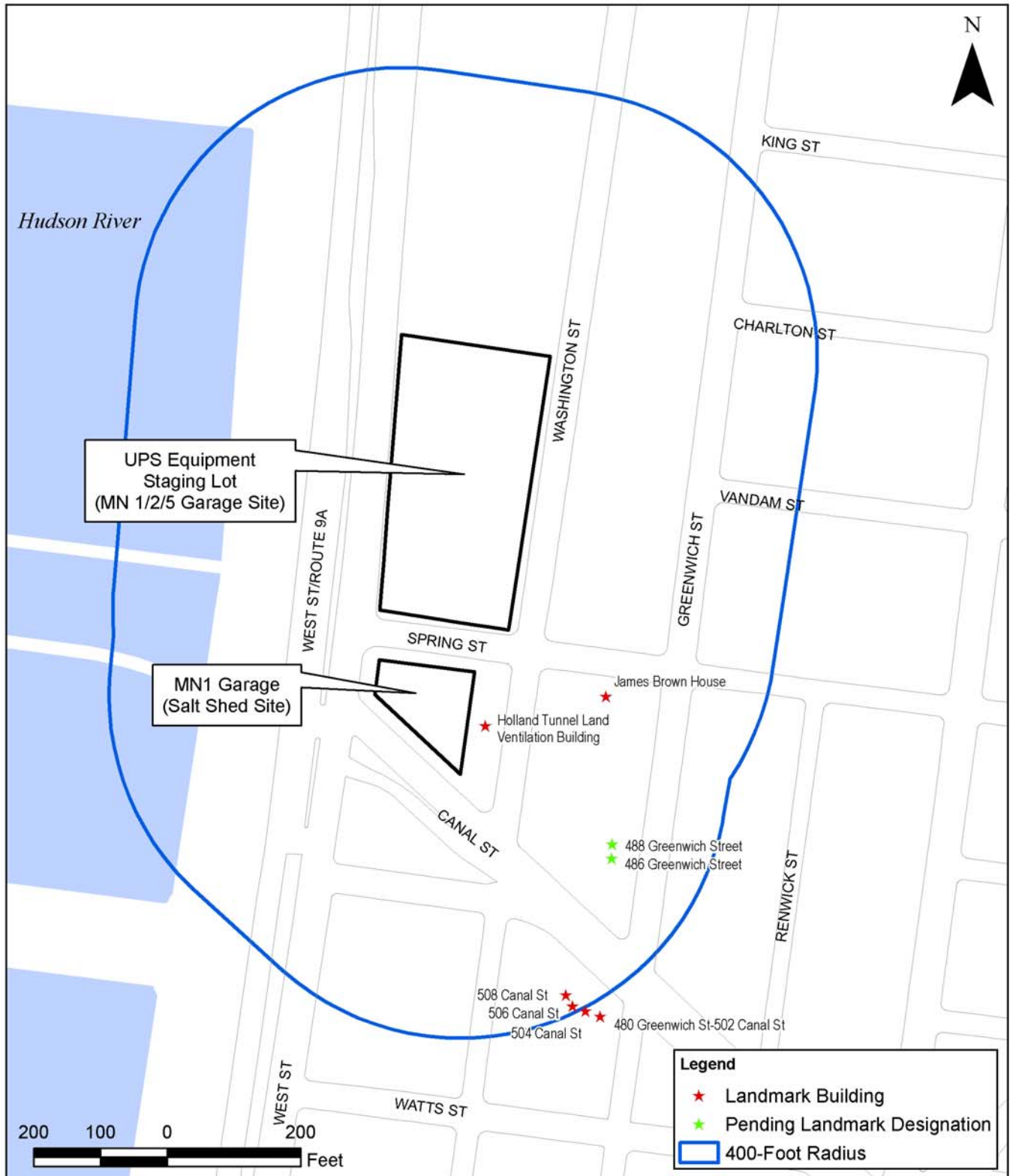
- 326 Spring Street - The James Brown House
- Holland Tunnel Land Ventilation Building
- 508 Canal Street House
- 506 Canal Street House (John G. Rohr House)
- 504 Canal Street House
- 480 Greenwich Street/502 Canal Street (John Y. Smith House)
- 486 and 488 Greenwich Street – in nomination process.

These resources are shown in Figure 8-1.


The James Brown House, located at 326 Spring Street, is located south of and diagonally across from the UPS Equipment Staging Lot. The James Brown House, a two and one-half-story, federal style building was believed to have been built by a prominent freed black slave and Revolutionary War soldier in 1817. The structure is located at what once was the shoreline of Manhattan and was part of a row of waterfront merchants' homes. The brick front, laid up in Flemish bond, is three windows wide. The second floor windows have stone sills and the splayed lintels have double keystone blocks. There are two dormers set into the gambrel type roof (NYCLPC, November 19, 1969).

The Holland Tunnel Land Ventilation Building is a part of the Holland Tunnel, a designated National Historic Landmark (NHL). A NHL is a building, district, site, structure or object officially recognized for its historical significance. If not already listed in the National Register of Historic Places, a NHL is automatically added to the National Register upon designation. The Holland Tunnel was designated as a NHL since it was the world's first mechanically ventilated vehicular tunnel. The Holland Tunnel is on the National Register based on Criteria A and C. Criterion A relates to associations with events that have made a significant contribution to the broad patterns of our history; Criterion C relates to resources with the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable





Base Map Copyrighted by the New York City Department of Information Technology and Telecommunications, 2004

 <p>1200 MacArthur Blvd. Mahwah, New Jersey 07430 (201) 529-5151 F: (201) 529-5728</p>	<p>Manhattan Districts 1/2/5 Garage and Salt Shed</p>	<p>Figure 8-1</p>
	<p>City of New York Department of Sanitation</p>	<p>Existing Historic Resources</p> <p>November 2007</p>



entity whose components may lack individual distinction. The Holland Tunnel was also given special status as a National Civil Engineering Landmark by the American Society of Civil Engineers. There are four Holland Tunnel Ventilation Buildings, two in New Jersey and two in New York that provide the necessary ventilation for the tunnel. In the Holland Tunnel's "transverse-flow" system, fresh air is drawn from the outside through each of the four ventilation buildings and blown by fans into a fresh air duct located under the tunnel's roadways. Exhaust fans, also located in the ventilation buildings, pull the exhaust-laden air through openings in the ceiling into an exhaust duct located above the ceiling slab, and discharges it into the open air through the roof of one of the ventilation buildings (<http://files.asme.org/>). The ventilation building on Canal Street is a narrow, 120 ft tall masonry building.

The individual resources on Canal/Greenwich Street, discussed below, are a rare surviving cluster of early nineteenth century structures in lower Manhattan on a block partially created on landfill close to the Hudson River (NYCLPC, June 30, 1998 Designation List 295, LP-1992).

- 508 Canal Street House – Built in 1826 by John J. Rohr, a merchant tailor. The three-story building retains distinctive characteristics of the Federal style, including Flemish bond brickwork, brownstone window sills, and peaked roof (NYLPC, June 30, 1998). The design incorporated a ground-story shop set behind an unusual cast-iron storefront with paneled pilasters supporting semi-elliptical arches (the storefront was removed in 1941). Living quarters were provided at the upper stories reached from a staircase set inside the entranceway on the east side of the façade.
- 506 Canal Street – It was built in 1826 with the adjacent house at 508 Canal Street by John G. Rohr. He lived in this building with his family between 1830 and 1853. This three-story building retains distinctive characteristics of the Federal style, including Flemish bond brickwork, brownstone window sills and entrance archway, and peaked roof (NYCLPC, June 30, 1998, Designation List 295, LP-1991). The most unusual feature is the three-bay cast iron storefront with semi-elliptical arches which appears to date from the original construction of the building and is the only known storefront of its kind to survive in New York City. Living accommodations were provided at the upper stories which were reached from a staircase set inside the entranceway on the east side of the façade.
- 504 Canal Street – A red brick building that was built c. 1841 by Robert Steward, an heir of the Lispenard family (NYCLPC, June 30, 1998, Designation List 205, LP-1990). Its history is closely linked with that of the building at 480 Greenwich Street/502 Canal Street. The structure is Greek Revival in style with a trabeated granite storefront. The

four-story brick building has a gently sloping roof and occupies an 18 ft wide lot. It is three bays wide with a façade laid up in common brick, which has been painted. Residential accommodations are on the upper stories. The ground floor is dominated by the trabeated post and lintel, granite storefront, set on a granite base.

- 480 Greenwich Street/502 Canal Street (John Y. Smith House) – This red brick double building was built in 1818-1819 on an irregularly shaped corner lot by John Y. Smith, a manufacturer of starch and hair powder, who operated his business on the ground floor and lived with his family upstairs (NYCLPC, June 30, 1998, Designation List 295, LP-1989). The building retains distinctive characteristics of the Federal Style, including Flemish bond brickwork, brownstone window lintels and sills, and the curved bay that links the facades of the two sections at the corner. The design incorporated ground story shops on each street front (Canal and Greenwich Streets) and provided living accommodations in the upper stories. It is believed that the building had a peaked roof, probably with slopes on each side that joined above the corner bay. The peaked roof was removed and the large frames for the billboards were installed on a new flat roof.

Two other resources in the vicinity have been proposed for landmark designation:

- 486 Greenwich Street and 488 Greenwich Street - The modest pair of row houses at Nos. 486 and 488 Greenwich Street are among the relatively rare Manhattan houses of the Federal period style, and 2-1/2 story dormered peaked roof type. They were built c. 1820 for John G. Rohr, a German-born tailor, as part of a group of five houses at the northwest corner of Greenwich and Canal Streets. Rohr's business was located in No. 482 Greenwich Street. In 1826, he developed another five houses on the south side of Canal Street, of which Nos. 506 and 508 Canal Street (designated NYCLs) survive. Despite ground-story and other alterations, Nos. 486 and 488 are recognizably intact as three-bay Federal style row houses, with brick cladding, rectangular stone lintels and stone sills, and peaked roofs with single dormers. Their survival is noticeable in a neighborhood that was redeveloped with industrial and loft buildings in the late nineteenth and twentieth centuries.

### **8.3.2 Archaeological Resources**

The UPS Equipment Staging Lot is on land that was reclaimed from the Hudson River between the years 1804 and 1818, and its development was mainly commercial. Research indicated that any late-prehistoric or early historical deposits or meaningful evidence of nineteenth century occupation would have been obliterated by subsequent development (Geismar, 1988). This circumstance is also true for the original shoreline and any shallow, off-shore land fill deposits or constructions. It is also unlikely that inundated, early pre-historic sites

are present, although site-specific soil boring data to address this issue are not known to be available. Therefore, the 1988 report recommended that a monitoring program be conducted to document early nineteenth century wharves and other waterfront features built on the site. The focus of the monitoring would be a former lumberyard in the northwest corner of the site (317 – 318 West Street). It was also recommended that two borings (locations to be selected) be continuously sampled from 30 ft to 90 ft below the surface, a depth that would provide data about the environment and terrain 6,500 to 9,500 years ago when human habitation was a possibility (Geismar, 1988).

#### **8.4 FUTURE WITHOUT THE PROPOSED ACTION (FUTURE NO BUILD)**

The construction of an as-of-right office building above the UPS staging operation would disturb the site of the UPS Equipment Staging Lot. Archaeological monitoring of the site was recommended by NYCLPC to determine the presence or absence of these resources. If such resources are encountered, appropriate action would be taken. Therefore, assuming that such work would be conducted in accordance with NYCLPC guidelines, there would be no significant adverse effect on potential archaeological resources.

The existing MN 1 Garage building and its operations would not change and consequently, no significant adverse impacts to architectural resources would occur. (There were no concerns for archaeological resources at the site due to prior disturbance.)

#### **8.5 FUTURE WITH THE PROPOSED ACTION (FUTURE BUILD)**

##### **8.5.1 Architectural Resources**

###### **Direct Impacts**

The new garage would have no significant adverse impacts on architectural resources in the vicinity of the site, the James Brown House and the Holland Tunnel Land Ventilation Building being the most proximate. Construction of the garage, as described in Chapter 21, has been designed to minimize the impacts of excavation and pile driving on buildings in the vicinity of the site.

Excavation and the use of piles for construction of the foundation of multi-storied buildings are common in Manhattan. For example, the Urban Glass House, a 12-story residential tower immediately adjacent to the James Brown House (and directly across Washington Street from the Holland Tunnel Land Ventilation Building), had concrete piles driven for the foundation approximately 100 ft into bedrock. The foundation also included reinforced concrete walls and a four-foot-thick reinforced mat slab (<http://newyork.construction.com/projects/06>). During construction of the Urban Glass House, the James Brown House was shored up before

underpinning stabilized the building's foundation. The building was monitored weekly to detect any vertical or horizontal movement. No significant adverse direct impacts to the James Brown House resulted from construction of the Urban Glass House. The potential for direct impacts on this resource from construction vibration would be reduced by the evaluation of potential effects of pile driving prior to construction. Potential construction impacts on the Holland Tunnel Land Ventilation Building would be less of a concern given the comparative age, size, design and building materials used for that substantial structure. Nevertheless, construction of both the garage and salt shed would be coordinated with the Port Authority of New York and New Jersey to ensure proper precautions are taken to avoid direct impacts to the ventilation building or Holland Tunnel tubes.

### **Indirect Impacts**

The presence of the new DSNY MN 1/2/5 Garage and Salt Shed would not adversely affect the James Brown House. The new buildings would be close, but not immediately adjacent to the James Brown House; they would neither affect the architectural features of the house nor alter the historical connection of the house. Significant views of the house would not be affected by construction of the MN 1/2/5 Garage or the Salt Shed. As noted above, the eligibility of the James Brown House as a City and National Register Landmark was not affected by the presence of the Urban Glass House, a modern residential tower built immediately adjacent to this resource's western wall.

The Holland Tunnel Land Ventilation Building would be affected in the following ways by the proposed salt shed:

- The visibility of the Holland Tunnel Land Ventilation Building from western vantage points (i.e., West Street/Route 9A, Hudson River) would be reduced. The salt shed would have a roof height of about 75 ft along the West Street/Route 9A front. The roof would slope down to about 30 ft near the ventilation building. The existing MN 1 Garage has a height of about 27 ft along West Street/Route 9A (the rest of the building is about 5 ft lower). Therefore, the new salt shed would have a roof peak about 48 ft higher than the existing MN 1 Garage.
- The salt shed would cast a shadow up to 30 ft (about an eight ft incremental shadow compared to the existing MN 1 Garage wall) on the lower portion of the western wall of the ventilation building for a few hours in the afternoon (Chapter 7.4).

The salt shed would not directly affect the exterior or interior of the Holland Tunnel Land Ventilation Building and would be physically separate from the landmark building. A masonry wall of approximately 15 ft in height along the eastern lot line would provide protection to the

ventilation building. Operations of the ventilation building would not be affected by the shed operations, including the storage and handling of salt during the winter season. The ventilation building would be less visible from the west as the shed would block views of the majority of the structure; this would reduce the visibility of the building from areas of the Hudson River Park due west of the site. Views of the ventilation building from Canal Park to the south would not be affected compared to the Future No Build condition.

Criterion A (National Register eligibility) would not be significantly affected by the salt shed (i.e., the ventilation building's association with the historic Holland Tunnel construction and operation would remain). The elements of Criterion C would not be significantly affected (i.e., the distinctive characteristics of the building - type, period, method of construction, master work, artistic value, significant/distinguishable entity - would remain as well).

The effects of the salt shed on the Holland Tunnel Land Ventilation Building would be on the visibility of the structure from one general compass direction. The existing adjoining wall of the MN 1 Garage would be demolished. The new salt shed would be physically separate (about 30 ft) from the Holland Tunnel Land Ventilation Building (although a protective masonry wall would be built adjacent to the ventilation building). No other impacts would result. Therefore, the effects of the Proposed Action on the ventilation building are not considered significant.

The Holland Tunnel tubes pass under Spring Street and are not beneath either of the project sites. Construction would be coordinated with the Port Authority of New York and New Jersey to ensure that all appropriate precautions are taken to protect the tunnel. Therefore no impacts to it are anticipated.

### **8.5.2 Archaeological Resources**

Archaeological monitoring would be conducted at the MN 1/2/5 Garage site in accordance with NYCLPC recommendations and guidelines. Implementation of the NYCLPC guidelines (April 12, 2002) would ensure that archaeological resources, if any, are not unreasonably disturbed or that unforeseen discoveries are handled properly. Monitoring, as recommended, is used in cases where there is a possibility that excavation might uncover archaeological resources but there is no satisfactory way to sample the site, and consequently no valid way to determine where the resources might be (NYCLPC, April 12, 2002).

The archaeological monitoring scope of work will include:

- Rationale for and purpose of monitoring.
- Methodology to be used.
- Criteria to halt/stop work.
- Construction plans.

DSNY will prepare an Archaeological Monitoring Scope of Work for review and approval by the NYCLPC. A Monitoring Report that documents the monitoring and analysis of the artifacts (if present) will be submitted by DSNY for NYCLPC approval. If necessary, based on the findings and conclusions of the Monitoring Report, archaeological mitigation will be performed. Mitigation can be done in the following ways, including redesign, infilling, excavation, or a combination of these. A Final Archaeological Mitigation Report will be prepared, as needed, to document the significance of the archaeological research. Consequently, no significant adverse impacts to potential archaeological resources would result.