

Appendix J:

Architectural Historic Resources

1. LIST OF CORRESPONDENCE FROM THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION AND THE NEW YORK STATE OFFICE OF PARKS, RECREATION, AND HISTORIC PRESERVATION

The following letters are referenced in Chapter 9, “Architectural Historic Resources.” They contain findings of the New York City Landmarks Preservation Commission and the New York State Office of Parks, Recreation, and Historic Preservation regarding eligibility determinations for potential architectural resources identified in the Project Area.

- New York State Office of Parks, Recreation, and Historic Preservation, Eligibility Determinations, October 30, 2003.
- New York State Office of Parks, Recreation, and Historic Preservation, Eligibility Determinations and NR Criterion C, November 7, 2003.
- New York City Landmarks Preservation Commission, Environmental Review, November 18, 2003. This letter includes “Potential Architectural Resources, Table 9-2.”
- New York State Office of Parks, Recreation, and Historic Preservation, Eligibility Determination and Resource Evaluation for the High Line, February 20, 2004.
- New York City Landmarks Preservation Commission, Environmental Review, May 6, 2004.
- New York City Landmarks Preservation Commission, Environmental Review with updated comments, May 6, 2004.
- New York State Office of Parks, Recreation, and Historic Preservation, Pursuing a Programmatic Agreement, May 7, 2004.
- New York State Office of Parks, Recreation, and Historic Preservation, Letters of Resolution, May 11, 2004.
- New York City Landmarks Preservation Commission, Environmental Review, May 11, 2004. This letter includes LPC comments as of May 6, 2004.

2. LETTERS OF RESOLUTION

Two separate Letters of Resolution (LORs) with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP)—one among OPRHP, the Empire State Development Corporation (ESDC) and Jets Development LLC (the ESDC LOR), and the other between OPRHP, MTA, and NYCT (the MTA LOR), the latter of which is also executed by the City of New York—stipulate mitigation for the adverse impacts to the High Line that include photographic documentation and best efforts to salvage the removed portions.



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

October 30, 2003

Nathan J. Riddle
Historian
Allee King Rosen & Fleming
117 East 29th Street
New York, New York 10016-8022

RE: No. 7 Subway Extension-Hudson Yards Rezoning & Redevelopment
Eligibility Determinations
New York County, NY
03PR00864

Dear Mr. Riddle:

Thank you for requesting the comments of the State Historic Preservation Office concerning your project's potential effect upon historic resources. I have reviewed the documentation which you provided in accordance with the provisions of Section 14.09 of the New York State Historic Preservation Act of 1980.

Based on the documentation submitted, the properties listed below do not appear to meet the criteria for inclusion in the National Register of Historic Places.

- Westyard Distribution Center, 386-404 Tenth Avenue
- 544-556 West 30th Street
- The former John H. Young Studios, 536 West 29th Street
- Former State Bank and Trust Company, 681-685 Eighth Avenue
- Market Diner, 572 Eleventh Avenue
- 300 West 38th Street
- 301 West 37th Street
- 369-371 West 35th Street
- 355 West 29th Street

The remaining properties appear to meet the National Register criteria. Many of the eligible properties in the study area can be organized thematically by historic context according to National Park Service guidelines (*National Register Bulletin 16B: How to Complete the National Register Multiple Property Documentation Form*). A historic context is a body of information about related properties organized by theme, place, and time. Based on the information provided we have identified the following historic contexts within the study area boundary: the Garment Industry; the Printing Industry; the Residential, Institutional, Industrial and Commercial Development of Hell's Kitchen; the Industrial History of Chelsea; and the Commercial Development around Penn Station.

SR/NR-eligible Garment Industry Resources:

Resources associated with the garment industry are generally located between Sixth and Ninth Avenues and West 25th and West 42nd Streets. Fur industry properties are found in the southern portion of this area. Eligible historic resources representing New York's Garment Industry retain sufficient period integrity and meet Criterion A in the areas of commerce or industry. Many of these resources also meet Criterion C in the area of architecture as intact examples of garment lofts.

- 345-353 Seventh Avenue
- Seventh Avenue Building, 323-335 Seventh Avenue
- Kheel Tower, 311-315 Seventh Avenue
- Shapman 8th Avenue Building, 553-555 Eighth Avenue
- Former American Union Bank Building, 540-552 Eighth Avenue
- Thirty-Six Thirty-Seventh Arcade, 520-528 Eighth Avenue
- 509-519 Eighth Avenue
- Hoover Building, 501-507 Eighth Avenue
- 322 Eighth Avenue
- Harding Building, 440-448 Ninth Avenue
- 263-267 West 40th Street
- 251-255 West 39th Street
- Former Kermacoe Building, 257-267 West 39th Street
- 323-327 West 39th Street
- Shapman Building, 252-258 West 37th Street
- Garment Wear Arcade, 306 West 37th Street
- 315-325 West 36th Street
- 144-154 West 30th Street
- Fur Craft Building, 242-246 West 30th Street
- 214-222 West 29th Street
- 231-239 West 29th Street
- 241-245 West 29th Street
- 249-251 West 29th Street
- Industrial Building, 150-154 West 28th Street
- Fur Towers, 156-160 West 28th Street
- Fur Art Building, 236-240 West 27th Street
- Nelson Tower, 446-456 Seventh Avenue
- Fairmont Building, 239-241 West 30th Street

SR/NR-eligible Printing Industry Resources:

Eligible resources associated with New York's Printing Industry in the study area boundary are largely concentrated in Hell's Kitchen and Chelsea. Printing industry resources that meet the criteria for listing retain sufficient period integrity and meet Criterion A in the areas of commerce or industry. Many of these resources also meet Criterion C in the area of architecture as intact examples of printing loft design.

- Hill Building, 469-475 Tenth Avenue
- Master Printers Building, 406-416 Tenth Avenue
- Zinn Building, 210 Eleventh Avenue
- United Publishers Building, 231-249 West 39th Street
- Finck Building, 316-326 West 39th Street
- 344-348 West 38th Street
- Underhill Building, 438-448 West 37th Street
- 424 West 33rd Street
- 406-426 West 31st Street

SR/NR-eligible Residential, Institutional, Industrial, and Commercial Resources in Hell's Kitchen:

The southern portion of Hell's Kitchen (also known as Clinton) falls within the study area boundary. (Hell's Kitchen is generally defined by West 34th to West 59th Streets and from Eighth Avenue to the Hudson River.) The eligible historic resources that represent various aspects of Hell's Kitchen's development include residences, institutional buildings (religious, educational, cultural), industrial buildings, and commercial buildings. These resources retain sufficient period integrity and meet Criterion A for their association with the historical development of the neighborhood. Many of these resources also meet Criterion C for their architectural design.

Residential Resources (Hell's Kitchen):

- 523-539 Ninth Avenue
- 347-353 West 44th Street
- 446-448 West 44th Street
- 454 West 44th Street
- 309 West 43rd Street
- 417-419 West 43rd Street
- 435 West 43rd Street
- 500, 502, and 506 West 42nd Street
- 274 West 40th Street
- 408 West 39th Street
- Former Barbour Dormitory, 330 West 36th Street
- 346 West 36th Street
- 367 West 35th Street
- 463 West 35th Street
- William F. Sloan Memorial YMCA, 360 West 34th Street
- Webster Apartments, 419 West 34th Street

Institutional Resources (Hell's Kitchen):

- Former Second German Baptist Church, 407 West 43rd Street
- St. Raphael Roman Catholic Church and Rectory, 502-504 West 41st Street
- Christ Church Memorial, 334-344 West 36th Street
- West Side Jewish Center, 347 West 34th Street
- St. Michael's Roman Catholic Church Complex (includes church, rectory, vestry, convent, and school)
- Glad Tidings Tabernacle, 325-329 West 33rd Street
- Former New York Public Library, West 40th Street Branch, 457 West 40th Street
- Former Manhattan Opera House, 311 West 34th Street
- Actors Studio, 432 West 44th Street

Industrial Resources (Hell's Kitchen):

- Former Otis Elevator Company, 246-260 Eleventh Avenue
- Former New York Edison Company, 308-312 West 36th Street
- 343-345 West 39th Street
- Former Franco-American Baking Company, 509-517 West 38th Street
- Former Pinehill Crystal Spring Water Company, 500-504 West 36th Street
- 500 West 37th Street
- Former Gledhill Wall Paper Company, 541-545 West 34th Street

Commercial Resources (Hell's Kitchen):

- Cheyenne Diner, 411 Ninth Avenue
- River Diner, 452 Eleventh Avenue

SR/NR-eligible Industrial Resources in Chelsea:

The northwestern section of Chelsea falls within the study area boundary. (Chelsea is generally bounded by West 14th Street, West 30th Street, Sixth Avenue, and the Hudson River.) The resources meet Criterion A for their association with New York's industrial history and many meet Criterion C for their industrial design.

- Former Hess Brothers Confectionary, 502-504 West 30th Street
- Former Charles P. Rodgers and Co. Building, 517-523 West 29th Street
- Former W. & J. Sloane Warehouse, 541-561 West 29th Street
- 550 West 29th Street
- Former Berlin-Jones Envelope Company, 547-553 West 27th Street
- 241-245 West 26th Street
- 537-547 West 26th Street
- Standard Oil, 551-555 West 25th Street

SR/NR-eligible Commercial Resources near Penn Station:

There are a few eligible resources associated with the commercial development around New York's Penn Station. Property types in this thematic group include commercial office buildings and hotels. These resources meet Criteria A and C.

- Hotel Pennsylvania, 401 Seventh Avenue
- Former Equitable Life Assurance Company, 383-399 Seventh Avenue
- Former Governor Clinton Hotel, 371-377 Seventh Avenue
- New Yorker Hotel, 481-497 Eighth Avenue
- Pennsylvania Building, 225 West 34th Street
- Former J.C. Penney Building, 330 West 34th Street

Other SR/NR-eligible resources in the study area (separate from the thematic groups identified above):

- Lincoln Tunnel Entrance Plaza, Eleventh Ave. and West 39th St.
- Lincoln Tunnel South Ventilation Structure, 491 Eleventh Avenue.

Both of these resources are eligible as contributing components of the Lincoln Tunnel (determined eligible on 2/21/03). The Lincoln Tunnel is eligible under Criterion C in the areas of engineering and architectural design. The ventilation structures of the Lincoln Tunnel are notable for their streamlined Art Deco detailing. The Lincoln Tunnel also meets Criterion A in the areas of automobile transportation and regional planning.

- St. John the Baptist Roman Catholic Church and Convent, 207-215 West 30th Street.
Designed by Napoleon LeBrun, St. John the Baptist Church (1872) meets Criterion C as an example of Gothic-inspired ecclesiastical architecture.

- St. Francis Roman Catholic Church Complex, 129-143 West 31st Street.
The church, built 1891-92, meets Criterion C as an intact example of Renaissance Revival style architecture. Contributing buildings include a monastery and a school.

- Former French Hospital, 326-330 West 30th Street and 329 West 29th Street.
This former hospital building was erected as a hospital by the French Benevolent Society in 1928-29. It meets Criterion C as an example of Classical Revival institutional architecture. It may also meet Criterion A in the areas of health/medicine and social history.

Unevaluated Resource/Documentation Request:

As discussed, our office determined in 1989 (Route 9A project) that the High Line was not National Register-eligible. Based on information that was recently submitted by the Save Gansevoort Market Task Force, we have reversed our determination and noted that the section of the High Line that runs from

Horatio Street to West 16th Street is a contributing element of the National Register-eligible Gansevoort Market Historic District. In order to assess the integrity of the remaining section of the High Line that runs north of Gansevoort Market into the project area, we are requesting that you map and photograph the High Line and note which portions have been altered.

Comments on Study Area:

OPRHP will defer to NYC Landmarks Preservation Commission's request to retain the 400-foot study area boundaries.

If you have any questions regarding this review, please call me at (518) 237-8643, ext. 3266. Please refer to the Project Review (PR) number noted above in any correspondence.

Sincerely,



Kathleen A. Howe
Historic Preservation Specialist

enc: Resource Evaluation

cc: Gina Santucci, LPC
Hollie Wells, MTA NYC Transit



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

Bernadette Castro
Commissioner

November 7, 2003

Nathan J. Riddle
Historian
Allee King Rosen & Fleming
117 East 29th Street
New York, New York 10016-8022

RE: No. 7 Subway Extension-Hudson Yards Rezoning & Redevelopment
Eligibility Determinations and NR Criterion C
New York County, NY
03PR00864

Dear Mr. Riddle:

In our letter of October 30, 2003 we identified numerous properties that meet the criteria for listing on the National Register. We reviewed the documentation which you provided in accordance with the provisions of Section 14.09 of the New York State Historic Preservation Act of 1980.

Many of the eligible properties in the study area were organized thematically by historic context (garment industry, printing industry, the development of Hell's Kitchen, and so on) thus, all of these, met Criterion A for their association with events that have made a significant contribution to the broad patterns of our history. We also noted that many of the properties in these groups appear to meet Criterion C for embodying distinctive characteristics of a type, period, or method of construction. Indeed, the majority of these properties meet both Criteria A and C.

The purpose of this letter is to specifically identify the properties in the thematic groups that do not appear to meet Criterion C. The following resources, though significant under Criterion A, do not appear to meet Criterion C:

- 343-345 West 39th Street
- Former Gledhill Wall Paper Company, 541-545 West 34th Street
- 537-547 West 26th Street

If you have any questions regarding this review, please call me at (518) 237-8643, ext. 3266. Please refer to the Project Review (PR) number noted above in any correspondence.

Sincerely,

Kathleen A. Howe
Historic Preservation Specialist

cc: Robert Dobruskin, Dept. of City Planning
Gina Santucci, LPC
Hollie Wells, MTA NYC Transit

ENVIRONMENTAL REVIEW

MTA/DCP/ 03DCP031M
PROJECT NUMBER

10/29/03
DATE RECEIVED

PROJECT

7 SUBWAY REZON/HUDSON YD

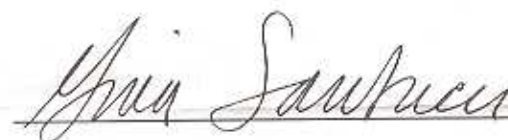
- No architectural significance
- No archaeological significance
- Designated New York City Landmark or Within Designated Historic District
- Listed on National Register of Historic Places
- Appears to be eligible for National Register Listing and/or New York City Landmark Designation
- May be archaeologically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

COMMENTS

The LPC is in receipt of "Chapter 9: Architectural Historic Resources", revised working draft chapter dated 9/19/03. The following items in Table 9- 1, "Designated and eligible architectural resources within the project study area", should be revised as follows. The Baltimore & Ohio Railroad Warehouse, 11th Ave. at W. 26th St.; R.H. Macy and Co. Store, block bounded by 7th Ave., Broadway, and W. 33rd and 34th Sts.; Candler Building, 220 W. 42nd St. and 221 W. 41st St.; Times Square Hotel, 255 W. 43rd St.; and Holy Cross Roman Catholic Church Complex, 329-333 W. 42nd St. and 334 W. 43rd St. all appear eligible for LPC designation. Table 9-2, "Potential architectural resources", should be revised as per the attached three page printout. The SHPO and LPC concur that the 400' study area should be used for the project analysis.

cc: SHPO
PCP

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11/18/03
~~11/02/03~~

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Potential Architectural Resources Table 9-2

Map and Photo Ref. No.	Name or Building Type	Address	LPC el.	SNR el.
Transportation Structures and Other Public Infrastructure needs to be added to list				
	Penn Station Service Building	236-248 West 31st Street	X	X
	21 Lincoln Tunnel Entrance Plaza	Eleventh Avenue and West 39th Street		X
	22 Lincoln Tunnel Ventilation Structure	491 Eleventh Avenue		X
	23 Former NY Edison Co.	308-312 West 36th Street		X
needs to be added to list	Morgan General Mail Facility	Ninth Avenue		X
Garment Lofts				
needs to be added to list	Loft building	345-353 Seventh Avenue		X
	25 Seventh Avenue Building	323-335 Seventh Avenue		X
	26 Kheel Tower	311-315 Seventh Avenue		X
	27 Shampain 8th Avenue Building	553-555 Eighth Avenue		X
	28 American Union Bank Building	540-552 Eighth Avenue		X
	29 Thirty-Sixth Thirty-Seventh Street Arcade	520-528 Eighth Avenue		X
	30 Loft building	509-519 Eighth Avenue		X
	31 Hoover Building	501-507 Eighth Avenue		X
	32 Loft building	322-326 Eighth Avenue		X
	33 Harding Building	440-448 Ninth Avenue		X
	34 Loft building	263-267 West 40th Street		X
	35 Loft building	251-255 West 39th Street		X
	36 Former Kermacoe Building	257-267 West 39th Street		X
	37 Loft building	323-327 West 39th Street		X
	38 Shampain Building	252-258 West 37th Street		X
	39 Garment Wear Arcade	306 West 37th Street		X
	40 Loft building	315-325 West 36th Street		X
	41 Loft building	144-154 West 30th Street		X
	42 Fur Craft Building	242-246 West 30th Street		X
	43 Loft building	214-222 West 29th Street		X
	44 Loft building	231-239 West 29th Street		X
	45 Loft building	241-245 West 29th Street		X
	46 Loft building	249-251 West 29th Street		X
	47 Industrial Building	150-154 West 28th Street		X
	48 Fur Towers	156-160 West 28th Street		X
	49 Fur Art Building	236-240 West 27th Street		X
Other Loft and Industrial Building Types				
needs to be added to list	U.S.S. Intrepid	Hudson River		X
needs to be added to list	Hill Building	469-475 Tenth Avenue		X

appears

2 of 3

appears
LAC ad 3/1/14 ad

51	Master Printers Building	406-416 Tenth Avenue	X	X
52	Westward Distribution Center	386-404 Tenth Avenue		X
53	Otis Elevator Company	246-260 Eleventh Avenue	X	X
54	Zinn Building	210 Eleventh Avenue		X
55	United Publishers Building	231-249 West 39th Street	X	X
56	Finck Building	316-326 West 39th Street		X
57	Warehouse	343-345 West 39th Street		X
58	Loft building	344-348 West 38th Street		X
59	Former Franco-American Baking Company	509-517 West 38th Street		X
60	Underhill Building	438-448 West 37th Street		X
	NY Terminal Warehouse Company	Eleventh Avenue and West 27th Street		X
61	Warehouse	500 West 37th Street		X
62	Former Pinehill Crystal Spring Water Company	500-504 West 36th Street		X
63	Factory Former Gledhill Wall Paper Co.	541-545 West 34th Street		X
64	Loft building	424 West 33rd Street		X
65	Loft building	406-426 West 31st Street		X
66	Former Hess Brothers Confectionary Factory	502-504 West 30th Street		X
67	Manufacturing building	544-556 West 30th Street		X
68	Charles P. Rodgers & Company Building	517-523 West 29th Street		X
69	John H. Young Studios	536 West 29th Street		X
70	Former W&J Sloane Warehouse and Garage	541-561 West 29th Street and 306 Eleventh Avenue		X
71	Manufacturing building	550 West 29th Street		X
72	Former Berlin & Jones Envelope Company	547-553 West 27th Street		X
73	Garage	241-245 West 26th Street		X
74	Garage	537-547 West 26th Street		X
75	Nelson Tower	446-456 Seventh Avenue	X	X
76	Hotel Pennsylvania	401 Seventh Avenue	X	X
77	Equitable Life Assurance	383-399 Seventh Avenue	X	X
78	Governor Clinton Hotel	371-377 Seventh Avenue	X	X
79	State Bank and Trust Co.	681-685 Eighth Avenue	X	X
80	New Yorker Hotel	481-497 Eighth Avenue	X	X
81	Cheyenne Diner	411 Ninth Avenue		X
82	Market Diner	572 Eleventh Avenue		X
83	River Diner	452-454 Eleventh Avenue		X
84	Commercial building	300 West 38th Street	X	X
85	Commercial building	301 West 37th Street		X
86	Pennsylvania Building	225 West 34th Street		X

needs to be added to list

appears
OK el

87	Former J.C. Penney Co.	330 West 34th Street	X
88	Fairmont Building	239-241 West 30th Street	X
89	Standard Oil Offices	551-555 West 25th Street	X
90	Blockfront of tenements	523-539 Ninth Avenue	
91	Tenements	347-353 West 44th Street	
92	Rowhouses	446-448 West 44th Street	
93	Rowhouse	454 West 44th Street	
94	Tenement	309 West 43rd Street	
95	Former Second German Baptist Church	407 West 43rd Street	X
96	Tenements	417-419 and 421 West 43rd Street	
97	Tenement	435 West 43rd Street	
98	Model tenements	500-506 West 42nd Street	X
99	St. Raphael RC Church and Rectory	502 West 41st Street	X
100	Tenement	274 West 40th Street	
101	Tenement	408 West 39th Street	
102	Former Barbour Dormitory	330 West 36th Street	X
103	Christ Church Memorial	334-344 West 36th Street	X
104	Tenement	346 West 36th Street	
105	Apartment building	367 West 35th Street	
106	Residential buildings	369-371 West 35th Street	
107	Tenement	463 West 35th Street	
108	West Side Jewish Center	347 West 34th Street	X
109	William F. Sloan Memorial YMCA	360 West 34th Street	X
110	St. Michael's RC Church	414-424 West 34th Street	X
111	Webster Apartments	419 West 34th Street	X
112	Glad Tidings Tabernacle	325-329 West 33rd Street	X
113	St. Francis RC Church Complex	129-143 West 31st Street	X
114	St. John the Baptist RC Church and Convent	207-215 West 30th Street	X
115	Former French Hospital	326-330 West 30th Street	X
116	Residential building	355 West 29th Street	
117	Former New York Public Library Branch	457 West 40th Street	X
118	Former Manhattan Opera House	311 West 34th Street	X
	Garment Center Capitol	498 & 500 Seventh Avenue	X

needs to be added to list



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

518-237-8643

February 20, 2004

Nathan Riddle
Historian
Allee King Rosen & Fleming
117 East 29th Street
New York, New York 10016-8022

RE: No. 7 Subway Extension- Hudson Yards Rezoning and Redevelopment
New York County, NY
03PR00864

Dear Mr. Riddle:

Thank you for your very thorough documentation on the High Line. I have reviewed the documentation that you provided in accordance with the provisions of Section 14.09 of the New York State Historic Preservation Act of 1980.

Based on the new information on the High Line it is our opinion that the resource meets the criteria for inclusion in the National Register of Historic Places. This reverses our previous determination of non-eligibility done in 1989 as part of the Route 9A project. The Resource Evaluation for the High Line is enclosed with this letter.

If you have any questions regarding this review, please call me at (518) 237-8643, ext. 3266. Please refer to the Project Review (PR) number noted above in any correspondence.

Sincerely,

Kathleen A. Howe
Historic Preservation Specialist

enc: Resource Evaluation

cc: Robert Doburskin, NYC Dept. of City Planning
Gina Santucci, LPC
Hollie Wells, MTA NYC Transit



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: 2/20/04

STAFF: Kathy Howe

PROPERTY: The High Line

MCD: Manhattan

ADDRESS: vicinity of Tenth Ave. from Gansevoort St.

to W. 34th St.

COUNTY: New York Co.

PROJECT REF: 03PR00864

USN: 06101.014509

- 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:

Completed by the New York Central Railroad in 1934 to replace its on-grade Tenth Avenue tracks, the High Line was a key component of the Lower West Side's unparalleled commercial transportation advantages. The 1.45-mile steel and concrete viaduct, abandoned since 1980, is located almost 30 feet above grade and today runs from Gansevoort Street to West 34th Street, roughly parallel to Tenth Avenue.

The High Line satisfies Criterion A as a significant transportation structure important to New York City's twentieth-century industrial development. The High Line connected the industrial concerns along its route with regional and national markets. The general objective of the High Line was to facilitate the movement of raw materials and products in and out of this industrial section of the city. The viaduct

passed through or along many industrial buildings.

The rise of trucking in the 1950s led to a drop in rail freight on the High Line, and in the 1960s, the southernmost portion, between Bank and Clarkson Streets, was torn down. In 1993, the southern section between Bank and Little West 12th Streets was demolished. In the early 1980s, the northern section of the High Line between West 34th and West 35th Streets was demolished for construction of the Jacob K. Javits Convention Center. Despite the removal of these sections, the High Line retains much of its historic integrity and is a visual reminder of one of Manhattan's important industrial transportation corridors.

ENVIRONMENTAL REVIEW

MTA/DCP/ 03-DCP031M

05/05/04

PROJECT NUMBER

DATE RECEIVED

PROJECT

7 SUBWAY REZON/HUDSON YD

- 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

The LPC is in receipt of the following chapters of the DEIS: Chapter 9, "Historic Resources;" Chapter 23, "Construction Impacts"; Chapter 8, "Shadows" (without figures). Upon receipt of the Shadow figures and completion of internal review, final comments will be issued. Preliminary findings as of this date are as follows.

Table 9-1, "Designated and Eligible Architectural Resources within the Project Study Area". Missing in the chart is: Garment Center Capital, 498 and 500 7 Ave., LPC/NR el.

The LPC concurs with the finding of significant adverse shadow impacts on St. Raphael's Roman Catholic Church and Rectory, and the Eighth Ave. Facade of Farley Post Office.

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SIGNATURE

05/06/04

DATE

ENVIRONMENTAL REVIEW

MAY 10 2004

MTA/DCP /03-DCP031M

05/05/04

PROJECT NUMBER

DATE RECEIVED

PROJECT

7 SUBWAY REZON/HUDSON YD

- 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

In response to the LPC request of this date for shadow chapters diagrams relating to all historic resources in the project area, the LPC has received the following figures relating to St. Raphael's Church and the Farley Post Office only:

8-20,21,38,39,40,41,42,43,60,61,62,63,64,65,69,70,71,72,73,74,75,76,77,78.

The documents as presented need to convey sufficient information necessary to check the conclusions presented in the DEIS text. In order to complete the review, the following information is required as detailed in the CEQR Technical Manual:2001, Chapter E, "Shadows", sections 320 ("Defining the extent and duration of additional shadow"), 323 ("What shadow is attributable to the proposed action"), 330 ("Analysis presentation"), and 500 ("Developing mitigation").

A complete set of figures for the Shadows chapter should be provided. Each figure should show the relationship between the project sites and the historic resource sites. Addresses, site numbers, and historic resource names and/or addressed should be keyed to a legend at the base of the figure. Existing shadows, new shadows, and incremental shadows should be clearly marked. The narrative should discuss all impacts to historic resources and reference the figure used as the basis of each impact discussion.

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SIGNATURE

05/06/04

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

MAY 14 2004

cc: Nathan
Jim
PDCC
Jesh

May 7, 2004

Nathan J. Riddle
Historian, AKRF, Inc.
NYCT – Number 7 Extension project
2 Broadway – 5th Floor, Mailbox 519
New York, NY 10004

Dear Mr. Riddle:

Re: MTA, CEQR
Proposed No. 7 subway extension
Rezoning & Dev. Program Hudson Yards
New York County
03PR00864

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP) for the Proposed No. 7 Subway Extension – Hudson Yards Rezoning and Development Program DGEIS. We understand the proposed No. 7 subway extension is being led by MTA, a New York State Association and the proposed project as a whole includes many National Register Listed/Eligible buildings. As such, we have begun to review this project in accordance with the New York State Parks, Recreation and Historic Preservation Law, Section 14.09.

From the DGEIS, “Chapter 9: Architectural Historic Resources” documentation provided it is difficult to determine specific impacts to historic resources because the project is not yet fully defined. However, it may be possible to pursue a Programmatic Agreement for this project, similar to the one completed for the 2nd Avenue Subway line for the No. 7 Subway Extension.

With the vast number of potentially impacted historic resources, unfortunately, there is no way at this time to provide substantive comments for possible impacts on these structures. In addition, these projects are not yet fully funded and if Federal funds were procured, then review under Section 106 of the National Historic Preservation Act of 1966 would be required. This may be required anyway due to the crossing of the No. 7 subway line through/over/around the rail yards possibly necessitating review with the Federal Railway Association (FRA).

We are very pleased to review this project at such an early stage. We look forward to our continued consultation as more specific information becomes available. If you would like to

discuss beginning a Programmatic Agreement, please contact me. If you have any questions, I can be reached at (518) 237-8643, ext. 3282. Please refer to the SHPO Project Review (PR) number in any future correspondences regarding this project.

Sincerely,



Beth A. Cumming *BAC*
Historic Preservation Specialist – Technical Unit
e-mail: beth.cumming@oprhp.state.ny.us



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

cc: PDCC
Jim
Josh
Nathan R.

518-237-8643

May 11, 2004

MAY 18 2004

Nathan J. Riddle
Historian, AKRF, Inc.
2 Broadway – 5th Floor, Mailbox 519
New York, NY 10004

Dear Mr. Riddle:

Re: MTA-NYCT/ESDC
DGEIS
No. 7 Subway/Hudson Yards
New York, New York County
03PR00864

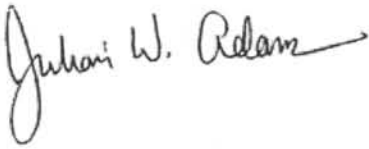
Thank you for your time on the phone today concerning the Draft Generic Environmental Impact Statement (DGEIS) submitted for the No. 7 Subway Extension – Hudson Yards Rezoning & Development Program. As you know we are reviewing the DEGEIS under the provisions of Section 14.09 of the New York State Parks, Recreation, and Historic Preservation Act of 1980. Since our conversation has provided us with a clearer understanding of this complex project, this letter supercedes Beth Cumming's May 7, 2004 letter.

As we discussed today, the DGEIS Proposed Action, in addition to the #7 Extension and the Hudson Yards Rezoning & Development Program, includes the Jacob Javits Convention Center Expansion and Multi-Use Facility (MUF). The DGEIS has identified potential significant adverse impacts to architectural historic resources resulting from the state sponsored projects, the #7 Extension, the Convention Center Expansion and MUF. Therefore, we see the consultation progressing towards two individual Letters of Resolution; one for the MTA-NYCT No. 7 extension, and one for the Convention Center and Multi-Use Facility Project. The Letters of Resolution will include mitigation for the potential significant adverse impacts.

There are also archaeologically sensitive areas identified. While some of the avoidance, minimization and mitigation proposals for known historic resources are proposed in the DGEIS, there remains the issue of archeological resources. Our archeologists are reviewing the appropriate chapter of the DGEIS and may be providing detailed comments in the near future, for purposes of this letter, they have offered a more generic comment concerning archeology. That is, given the complexity of the urban setting, we will recommend that the LOR include a scope of work for identifying impediments to testing, a proposal for dealing with such impediments and if necessary a detailed plan for monitoring and addressing the need to mitigate any intact deposits that may be identified.

Again, thank you for your time today. We look forward to working together to prepare and finalize the Letters of Resolution. Please remember that if in the future any Federal funds, permits, or licenses will be involved or required for this project, we will need to initiate consultation under Section 106 of the National Historic Preservation Act of 1966. In the meantime, if you have any questions, please call either Kathy Howe or Beth Cumming at 518-237-8643, ext. 3266, or 3282, respectively.

Sincerely,

A handwritten signature in cursive script that reads "Julian W. Adams". The signature is written in dark ink and includes a long horizontal flourish at the end.

Julian W. Adams
Sr. Historic Sites Restoration Coordinator

Cc: Rachel Shatz, ESDC
Emil Dul NYCT
Philip Plotch, MTA
Robert Dubruskin, NYC City Planning

ENVIRONMENTAL REVIEW

MTA/DCP /03-DCP031M

05/11/04

PROJECT NUMBER

DATE RECEIVED

PROJECT

7 SUBWAY REZON/HUDSON YD

- 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

The LPC is in receipt of the shadows and construction chapters dated 4/9/04 that have been previously reviewed (see attached LPC comments of 5/6/04). LPC comments remain the same.

cc: Josh Gillespie


SIGNATURE

05/11/04

DATE

ENVIRONMENTAL REVIEW

MTA/DCP /03-DCP031M

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COMMENTS

In response to the LPC request of this date for shadow chapters diagrams relating to all historic resources in the project area, the LPC has received the following figures relating to St. Raphael's Church and the Farley Post Office only:

8-20,21,38,39,40,41,42,43,60,61,62,63,64,65,69,70,71,72,73,74,75,76,77,78.

The documents as presented need to convey sufficient information necessary to check the conclusions presented in the DEIS text. In order to complete the review, the following information is required as detailed in the CEQR Technical Manual:2001, Chapter E, "Shadows", sections 320 ("Defining the extent and duration of additional shadow"), 323 ("What shadow is attributable to the proposed action"), 330 ("Analysis presentation"), and 500 ("Developing mitigation").

A complete set of figures for the Shadows chapter should be provided. Each figure should show the relationship between the project sites and the historic resource sites. Addresses, site numbers, and historic resource names and/or addressed should be keyed to a legend at the base of the figure. Existing shadows, new shadows, and incremental shadows should be clearly marked. The narrative should discuss all impacts to historic resources and reference the figure used as the basis of each impact discussion.

G:\CEQRER\03-dcp031m.shad.at.wpd


SIGNATURE

05/06/04

DATE

2: LETTERS OF RESOLUTION

10/26/04 THU 12:10 PM 010 200 0040 FILED 01025: 001

LETTER OF RESOLUTION

AMONG

The METROPOLITAN TRANSPORTATION AUTHORITY,
NEW YORK CITY TRANSIT AUTHORITY,
MTA CAPITAL CONSTRUCTION COMPANY

and

The NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC
PRESERVATION

REGARDING THE NUMBER 7 SUBWAY EXTENSION

NEW YORK, NEW YORK COUNTY

~~WHEREAS, pursuant to Section 14.00 of the New York State Historic Preservation Act of 1980, the New York City Transit Authority ("NYCT"), an affiliated agency of the Metropolitan Transportation Authority of the State of New York ("MTA"), and MTA Capital Construction Company ("CCC"), a subsidiary of MTA, have requested that the New York State Office of Parks, Recreation and Historic Preservation ("OPRHP") review potential impacts to architectural and archaeological resources from construction and operation of a proposed extension of the Number 7 subway, a key part of the proposed Number 7 Subway Extension—Hudson Yards Rezoning and Development Program (all associated actions under said Program being referred to collectively hereafter as the "Proposed Action"); and~~

WHEREAS, MTA and the City of New York City Planning Commission ("CPC") are Co-Lead Agencies under the State Environmental Quality Review Act ("SEQRA") in preparing a Generic Environmental Impact Statement ("GEIS") for the Proposed Action; and

WHEREAS, the GEIS for the Proposed Action identifies and evaluates environmental impacts associated with certain proposals for redeveloping the Hudson Yards area, which generally encompasses the area bounded by West 43rd Street on the north, Hudson River Park on the west, West 30th and West 28th Streets on the south, and Seventh and Eighth Avenues on the east. The CPC rezoning proposal for Manhattan's far west side is solely a City action, and there are no actions to be undertaken by MTA, NYCT, and CCC associated with the rezoning proposal; and

WHEREAS, as part of the Proposed Action, CCC, on behalf of NYCT and with funding provided by the City of New York, would construct the Number 7 Subway Extension (hereafter, the "Number 7 Subway Extension" or the "Project") westward from the Times Square Subway Station across West 41st Street with an intermediate station at Tenth Avenue and West 41st Street, then continuing southward on Eleventh Avenue with a terminal station at Eleventh Avenue and West 34th Street, and NYCT would be responsible for operating and maintaining the Project; and

WHEREAS, the Times Square Subway Station has been determined eligible for listing on the State and National Registers of Historic Places (S/NR); and

WHEREAS, construction activities associated with the Number 7 Subway Extension that could potentially affect adjacent architectural resources include: possible vibration effects during construction from drill-and-blast excavation for access and ventilation shafts, subway station caverns, rail interlocking chambers, and ancillary space; cut-and-cover construction activities for

Number 7 Subway Extension—Hudson Yards Rezoning and Development Program

the portion of the subway alignment under West 41st Street between Ninth Avenue and Times Square, which could require underpinning of structures along West 41st Street; and construction of station entrances and ventilations shafts; and

WHEREAS, MTA and NYCT, in consultation with the OPRHP and the New York City Landmarks Preservation Commission ("LPC"), have determined that construction of the Project's subway tunnels by tunnel boring machine excavation would have no impacts on architectural resources, because such construction activity would occur within bedrock, at least 40 feet below grade, and no vibration impacts from construction or operation of the Project would be expected; and

WHEREAS, the nine architectural resources identified below are located within 90 feet of other construction activities for the Number 7 Subway Extension (i.e., construction activities other than tunnel boring excavation that have the potential for adverse impacts), close enough to experience adverse construction-related impacts from ground-borne, construction-period vibrations or other accidental construction damage:

- the McGraw-Hill Building at 330 West 42nd Street, a New York City Landmark ("NYCL"), National Historic Landmark ("NHL"), and S/NR property; and
- eight buildings and structures that have been determined to meet eligibility criteria for S/NR listing and/or NYCL designation, including the B&O Railroad Warehouse (NYCL-eligible, S/NR-eligible) at Eleventh Avenue and West 26th Street, the S/NR-eligible loft building at 323-327 West 39th Street, the S/NR-eligible Zion Building at 210 Eleventh Avenue, St. Raphael's Roman Catholic Church and Rectory (NYCL-eligible, S/NR-eligible) at 502 West 41st Street, the former Otis Elevator Company building (NYCL-eligible, S/NR-eligible) at 246-260 Eleventh Avenue, the S/NR-eligible garage at 537-547 West 26th Street, the former Standard Oil office building (S/NR-eligible) at 551-555 West 25th Street, and the Lincoln Tunnel entrance plaza (S/NR-eligible); and

WHEREAS, the LPC and OPRHP have determined that the proposed alignment for the Number 7 Subway Extension is not sensitive for archaeological resources; and

WHEREAS, a Historical Resource Management Protection Plan is being developed by NYCT for the Number 7 Subway Extension that will be submitted to the OPRHP for review and that will include measures to protect architectural resources prior to and during the Project's construction; and

WHEREAS, the northward expansion of the Jacob K. Javits Convention Center as part of the Proposed Action by the New York Convention Center Development Corporation ("NYCCDC"), a subsidiary of the New York State Urban Development Corporation d/b/a the Empire State Development Corporation ("ESDC"), could require that MTA's Quill Bus Depot be displaced from its current site between West 40th and West 41st Streets, Eleventh and Twelfth Avenues and relocated to the John D. Caemmerer West Side Yard (the "Caemmerer Yard"), a commuter rail storage yard on the north side of West 30th Street between Tenth and Twelfth Avenues that is operated by MTA's subsidiary, the Long Island Rail Road Company ("LIRR") and owned by MTA and MTA's affiliate, Triborough Bridge and Tunnel Authority ("TBTA"); and

WHEREAS, the High Line is an unused freight railroad viaduct that is owned and managed by the Consolidated Rail Corporation ("Conrail") and CSX Corporation ("CSX"), is partially located on the Caemmerer Yard pursuant to easement agreements with MTA's predecessors

(with respect to that part of the High Line running over and through the Metal Purchasing Building at West 30th Street between Tenth and Eleventh Avenues) and with TBTA (with respect to all other portions of the Caemmerer Yard), and runs along the north side of West 30th Street between Tenth and Twelfth Avenues, then loops northward and runs along the east side of Twelfth Avenue between West 30th and West 33rd Streets; and

WHEREAS, the OPRHP has determined that the full length of the High Line between West 34th Street and Gansevoort Street meets National Register eligibility Criterion A as a significant transportation structure from the 20th-century industrial development of the City; and

WHEREAS, construction of a proposed Multi-Use Facility as part of the Proposed Action by NYCCDC on and over that part of the Caemmerer Yard between West 30th and West 33rd Streets and Eleventh and Twelfth Avenues, construction of a deck to accommodate development on the eastern portion of Caemmerer Yard between Tenth and Eleventh Avenues, and relocation of the Quill Bus Depot to an area of the Caemmerer Yard beneath the deck along the north side of West 30th Street between Tenth and Twelfth Avenues, would require removing all or portions of the High Line that run east-west on West 30th Street and then north-south along Twelfth Avenue between West 30th and West 33rd Streets, and it has been determined that such removal would be an adverse impact to a historic resource; and

WHEREAS, ESDC, as a state entity separate from MTA and MTA's subsidiaries and affiliates, will be party to a separate Letter of Resolution with the OPRHP regarding mitigation measures associated with removing portions of the High Line for purposes of constructing the Multi-Use Facility; and

WHEREAS, it is anticipated that the City of New York would take ownership of the section of the High Line on West 30th Street between Tenth and Eleventh Avenues when, and if, that section is to be removed and would therefore be responsible for implementing certain stipulations below pertaining to the High Line, although MTA will be responsible for insuring that such stipulations are implemented by the City or other party; and

WHEREAS, the City of New York has acknowledged such responsibility by its execution of this Letter of Resolution.

NOW, THEREFORE, in accordance with Section 14.09 of the New York State Historic Preservation Act, and provided that final agreements are reached among the necessary parties in order to finance, construct, and operate the Project, the OPRHP and MTA, NYCT, and CCC agree that the Project may proceed subject to the stipulations below.

STIPULATIONS

ARCHITECTURAL RESOURCES

1. The extension of the proposed subway would necessitate modifying the current terminus of the Number 7 Subway at the S/NR-eligible Times Square Station. Although design and engineering for the Project are not finalized, all work to extend the subway under current construction plans would begin at the end of the tail tracks approximately 250 feet from the Times Square Station, beyond the distance where adverse impacts to the station could occur. NYCT will continue to consult with the OPRHP as the design progresses in an effort to avoid—to the extent practicable—adverse impacts to the significant features of the Times Square Station, and design plans shall be submitted to the OPRHP for review and comment. The OPRHP shall have 30 calendar days in which to provide comments. Should the OPRHP fail to respond within the 30 calendar day period, the plans shall be deemed approved. If potential

Number 7 Subway Extension—Hudson Yards Rezoning and Development Program

adverse impacts are identified during design that may not be avoidable, appropriate mitigation would be developed and implemented, if required by the OPRHP.

2. To avoid project-related construction damage to architectural resources, NYCT, in consultation with the OPRHP and/or LPC and all other appropriate City agencies, will develop Construction Environmental Protection Plans ("CEPPs") for architectural resources. A Historical Resource Management Protection Plan currently being developed by NYCT will provide a list of procedures that will be included in each CEPP that will be developed prior to project construction. The CEPPs will provide protocols and stipulations for protecting architectural resources adjacent to construction activities during demolition, excavation, and construction phases of the project. NYCT shall ensure that any architectural resource that could be adversely impacted by project construction will be included in a CEPP, and NYCT shall implement such plans as appropriate.

THE HIGH LINE

~~3. If the section of the High Line structure over the Caemmerer Yard between Tenth and Eleventh~~
Avenues is removed in connection with the construction of the deck over the eastern portion of Caemmerer Yard, the relocation of the Quill Bus Depot, or any other development under the Proposed Action, it will be documented, prior to its removal, in accordance with Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Level 2 standards. In the event that no existing drawings are available, there will be no requirement for measured drawings to be prepared. All photographs will be keyed to a sketch site plan. A recognized professional credentialed for preparing such reports will conduct this documentation. The HABS/HAER report will be reviewed for its completeness and acceptance prior to removal. Copies of the documentation will be provided to the New-York Historical Society, the OPRHP, the New York State Archives (sent to the OPRHP for forwarding to the State Archives), Friends of the High Line, and the Museum of the City of New York. If final agreement is reached to construct the Multi-Use Facility, ESDC's Letter of Resolution with the OPRHP provides that the foregoing HABS/HAER report and associated activities will be undertaken by the developer of the Multi-Use Facility, Jets Development LLC, for both the Tenth to Eleventh Avenue segment and the Eleventh to Twelfth Avenue segment of the High Line. ESDC's Letter of Resolution also stipulates that, through a consultation process led by ESDC, an interpretive exhibit on the High Line will be developed using historic photographs and text; design plans shall be submitted to the OPRHP for design review. The OPRHP shall respond in 30 calendar days, or earlier, of the submission, and should OPRHP fail to comment within the 30 calendar day period, the submitted plans shall be deemed approved. Such exhibit shall be installed in an appropriate location in the vicinity of the portions of the High Line to be removed. Otherwise, MTA and NYCT, in consultation with the OPRHP, will be responsible for insuring that such HABS/HAER report and associated activities for the Tenth to Eleventh Avenue segment of the High Line is undertaken prior to removal of the High Line at this location and that the interpretive exhibit is developed, either directly by MTA and NYCT or by agreement with the City of New York, NYCCDC or ESDC, and/or the developer of this site.

4. Furthermore, if the section of the High Line structure between Tenth and Eleventh Avenues is removed in connection with the construction of the deck over the eastern portion of Caemmerer Yard, the relocation of the Quill Bus Depot, or any other development under the Proposed Action, selected features of the High Line that can be salvaged will be identified, in consultation with the OPRHP. Best efforts will be made to find an appropriate repository for salvageable features. MTA and NYCT, in consultation with the OPRHP, will be responsible for insuring that

Letter of Resolution

such efforts are undertaken prior to removal of the High Line at this location, either directly by MTA and NYCT or by agreement with the City of New York, NYCCDC or ESDC, and/or the developer of this site. The objective is to provide a place of safe keeping in the event that salvaged features can be reused in a future High Line project. As currently contemplated, a pedestrian entrance to the Multi-Use Facility would be built along West 30th Street at the location formerly occupied by the section of the High Line to be removed. This pedestrian access way could connect to the High Line south of West 30th Street in the event that the High Line is improved as publicly accessible open space by the City.

ARCHAEOLOGICAL RESOURCES

5. In the event of any unanticipated discoveries during construction of the Number 7 Subway Extension, all activities will be suspended in the area of discovery. NYCT will contact the OPRHP and/or LPC no more than 48 hours after the discovery. NYCT and the OPRHP and/or LPC will consult to agree upon any appropriate treatment of the discovery prior to the resumption of construction activities in the area of discovery.

In compliance with and satisfaction of the requirements of Section 14.09 of the State Historic Preservation Act, execution of this Letter of Resolution by MTA, NYCT, CCC, the City of New York, and the OPRHP and implementation of its terms evidences that the parties have taken into account the Project's impact on historic resources.

METROPOLITAN TRANSPORTATION AUTHORITY on behalf of

NEW YORK CITY TRANSIT and MTA CAPITAL CONSTRUCTION COMPANY

By: *Mysore Nagaraja* Date: 10-28-04

Mysore Nagaraja

President, MTA Capital Construction Company

THE CITY OF NEW YORK *

By: _____ Date: _____

Name

Title

THE NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

By: *Ruth L. Pierpont* Date: 10/28/04

Name *Ruth L. Pierpont*

Title *Director, Field Services Bureau*

* See following page for signature of Daniel Doctoroff, New York City Deputy Mayor.

OCT-29-2004 10:05

Letter of Resolution

such efforts are undertaken prior to removal of the High Line at this location, either directly by MTA and NYCT or by agreement with the City of New York, NYCCDC or ESDC, and/or the developer of the site. The objective is to provide a place of safe keeping in the event that salvaged features can be reused in a future High Line project. As currently contemplated, a pedestrian entrance to the Multi-Use Facility would be built along West 30th Street at the location formerly occupied by the section of the High Line to be removed. This pedestrian access way could connect to the High Line south of West 30th Street in the event that the High Line is improved as publicly accessible open space by the City.

ARCHAEOLOGICAL RESOURCES

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METROPOLITAN TRANSPORTATION AUTHORITY on behalf of
NEW YORK CITY TRANSIT and MTA CAPITAL CONSTRUCTION COMPANY

By: *Mysore Nagaraja* Date: 10-28-04
Mysore Nagaraja
President, MTA Capital Construction Company

THE CITY OF NEW YORK
By: *Paul L. DeMarco* Date: 10/29/04
Name Paul L. DeMarco
Title Deputy Mayor