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↓**Vollmer Associates**

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ENVIRONMENTAL REVIEW

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LANDMARKS PRESERVATION
COMMISSION

ENVIRONMENTAL MANAGEMENT

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DEPARTMENT OF CITY PLANNING

DATE

JUNE 7, 1988

TITLE

PROJECT: REZONING OF THE W43 STREET BLOCKDATE: JUNE 7, 1988TO: LANDMARKS PRESERVATION COMMISSIONJOB NO.: 86116ADDRESS: 225 BROADWAYCEGR # 85 277MNEW YORK, N.Y.ATTENTION: MR. DAN PAGANO

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		<u>RESOURCES RESPONSE TO CEGR</u>	
		<u>COMMENT #1 OF MAY 12, 1988</u>	

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Very truly yours,

INTRODUCTION

This report presents documentation and an assessment of the proposed W. 42nd Street rezoning site for historical and archaeological resources. It is prepared for Silverstein Properties, for subsequent review by the Landmarks Preservation Commission (LPC) as part of the City Quality Environmental Review Process (CEQR).

The site is situated in west mid-town Manhattan (Figure 1). Bounded by W. 42nd Street to the north W. 41st Street to the south, 11th Avenue to the east, and 12th Avenue to the west, it is on a block that remained undeveloped until the middle of the nineteenth century (Figures 2a and 2b). The proposed development encompasses the entire block.

The history of the project site was reviewed in the context of local urban development from the pre-colonial period of 1639 to the present urban center. An evaluation was also conducted regarding the structural trends occurring on the site over a period of time and the impacts that the development activity would have on any historical or archaeological resources.

Sources for the information presented in this report include the Municipal Archives, N.Y.C. Department of Buildings, N.Y.C. Department of Environmental Protection, N.Y.C. Fire Department, N.Y.C. Public Library, N.Y.C. Department of Sanitation, the Office of the Borough President of Manhattan, N.Y.S. Department of Transportation, and the New York Historical Society. Building plans, municipal permits, historic maps and topographical maps were researched. In addition, relevant historical reports and soil layer maps were researched. Although there is a relationship between the depth of a basement and the likelihood of finding archaeological deposits beneath them, a site's topographical history is a major factor in preservation of any deposits. Sub-surface investigations through soil maps offer information about these conditions as well as determining the depth of bedrock, represent another factor in assessing archaeological potential.

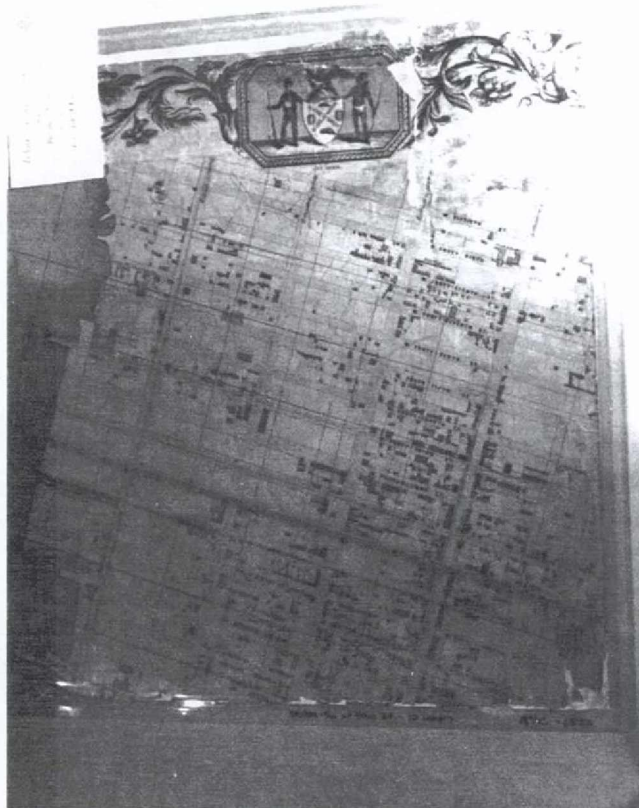


Figure: 2 A

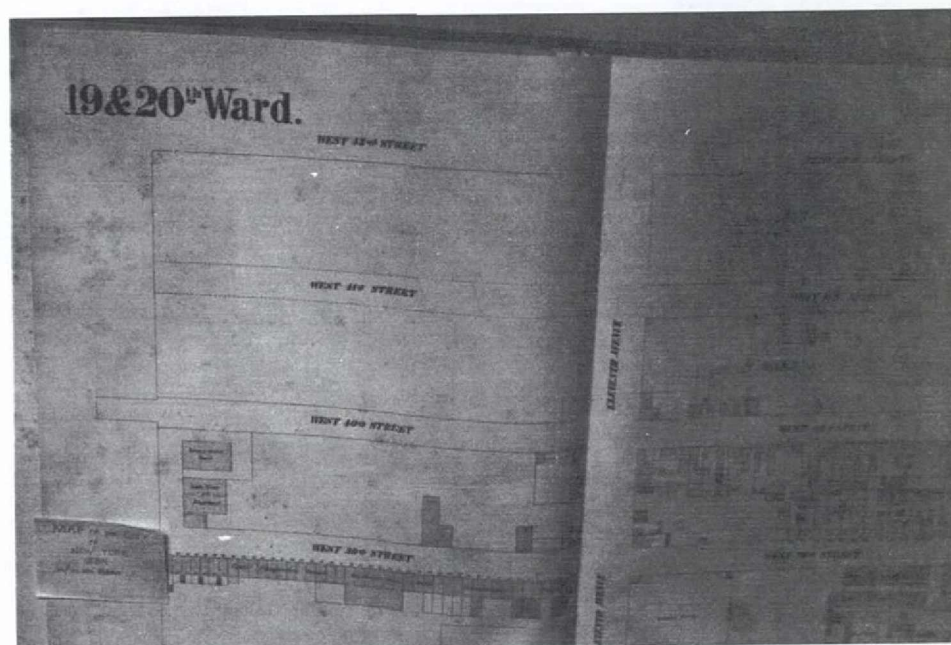


Figure: 2B

Economic Overview

The Hudson River waterfront developed as the port of entry/exit for goods in the United States. The original point of entry, located at the site of the Staten Island ferry, was established by the Dutch settlers in the seventeenth century. During the English colonial period, the population and waterfront activity increased expanding north on the island of Manhattan from the Battery and in Harlem Heights. These periods of expansion played an integral role in the development of the "manufacturing" enterprises. Industries were established on the waterfront to facilitate the movement of goods through the region. The waterfront expanded rapidly, docks and piers were constructed further northward to alleviate delays due to lengthy queues. Economic expansion was hindered due to two events; the war of 1812 with England and the storm of 1821 which destroyed numerous piers.^{1/}

As the population and industries expanded northward, the west side of Manhattan developed as the "goods producing" areas. The west side was divided into sub-districts; Garment Center, Flower District, Meat Market, etc. A review of the Atlas of the City of New York of 1879, 1883, and 1890 (figures 3A, 3B, 3C), prepared by George Bromley, indicate that this section of Manhattan, west of Tenth Avenue, was occupied primarily by utility companies and rail yards. The Metropolitan Gas Light Company occupied the proposed site and developed the site over the next 13 years. In approximately 1892, the gas light firms in the area merged to form the Consolidated Gas Light Company, forerunner of the Consolidated Edison Company.

The Consolidated Gas Light Company, upon internal reorganization, relocated to other sites throughout the five boroughs in approximately 1920. The New York State Realty and Terminal Agency occupied this site, constructing a railway terminal/transfer station (figure 4). The site was a rail yard until 1970. The site was altered and the present at-grade parking facility opened.

^{1/} Rusch, Edward, Westside Highway Replacement Study, 1977.

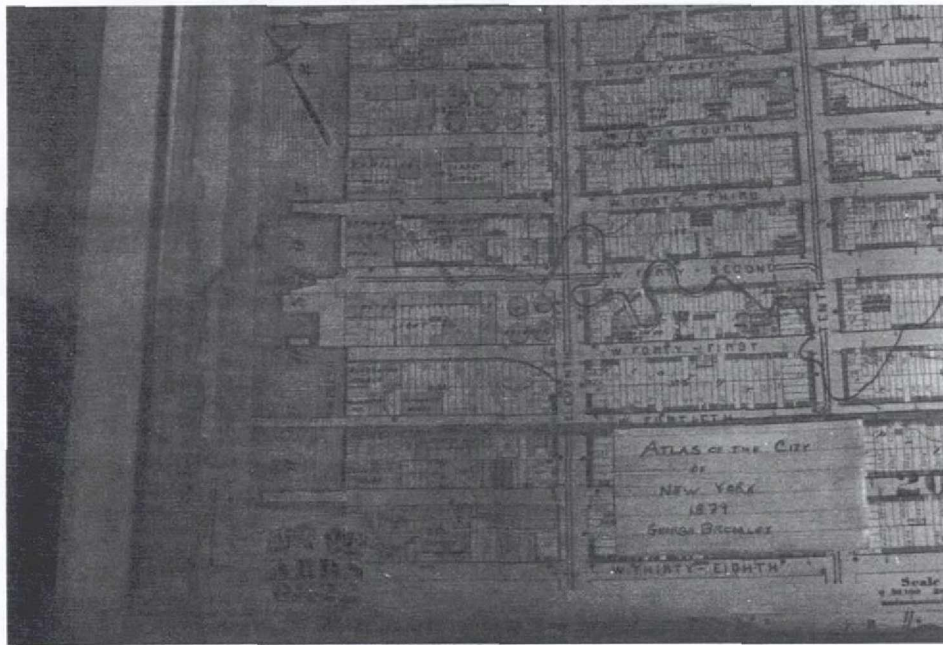


Figure: 3A

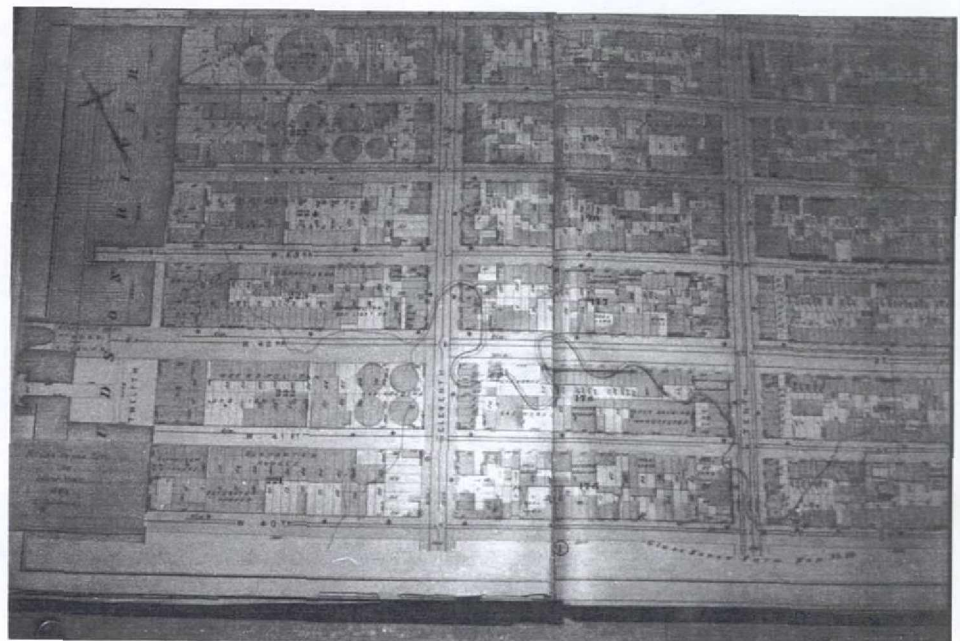


Figure: 3B

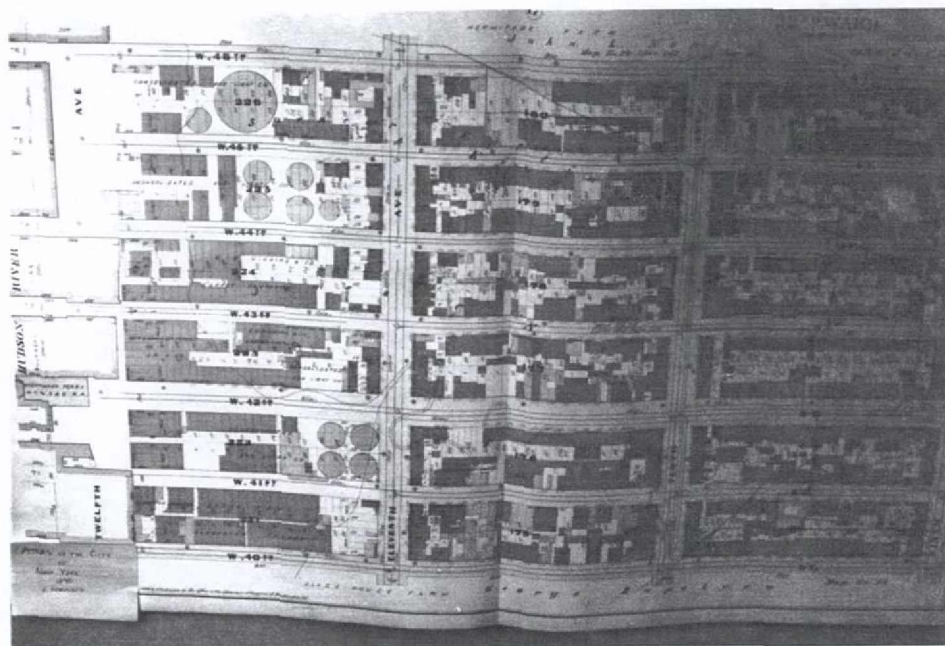


Figure: 3C

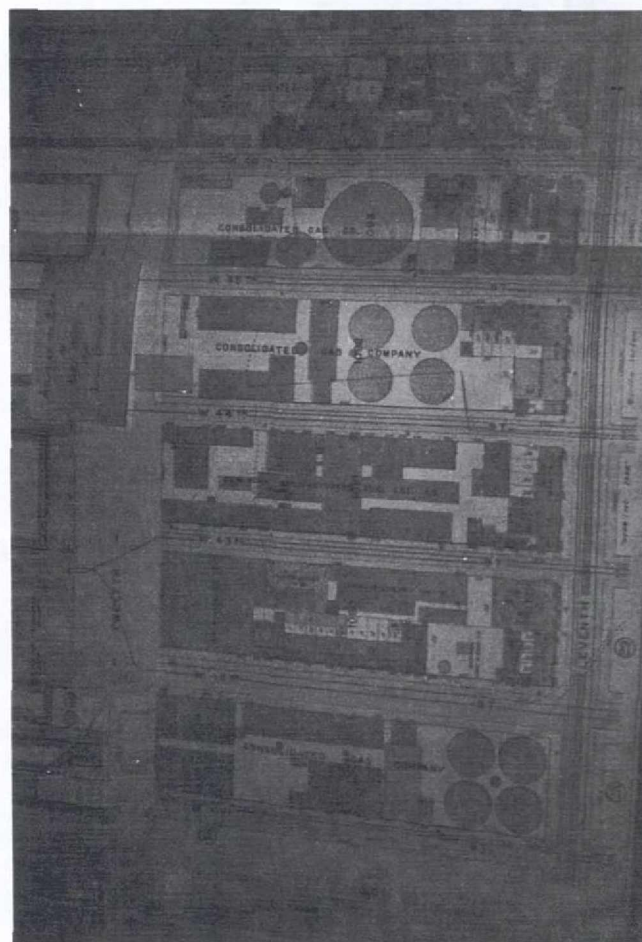


Figure: 4

Area Development

Based upon the historical evidence presented by Egbert L. Viele, approximately 50 percent of the site was man-made, composed of landfill, 40 percent meadowland, and 10 percent swampland (Figure 5). Figure 5 also illustrates the original shoreline of the west side Hudson waterfront. In addition, Figure 6 illustrates the high and low water marks due to fluctuation in the tides for the waterfront. A review of this source indicates that the site was 50 percent inundated with water during the low tide and completely submerged in water during high tide. Although a fresh water stream existed in the area, the fluctuation of the tide combined with the marshland, indicates that this area would not be conducive to human habitation. According to information available at the Topographical Unit of the Manhattan Borough President's Office, this area was landfilled prior to 1847.

There is little question early Dutch settlers occupied various points throughout the area presently known as the City of New York. Figure 7 illustrates the various points of settlement throughout the area. The points of settlement nearest the site were: Plantago von Tomas Bits, Plantago von Ian Rotterdam (two separate areas), and Plantago von Hindrich Pieter Jr. However, these settlements would not have been located on the site. The Viele illustration indicates that the area west of Eleventh Avenue is man-made. The settlements, established in the seventeenth century were built on land, which would have been east of Tenth Avenue. This illustration also indicates the location of Indian encampments, primarily in Brooklyn. According to Bolton, 1934: 133^{2/}, New York City's early chronicler of Native American sites, noted

^{2/} Bolton, Reginald

1909 The Indians of Washington Heights. In The Indians of Greater New York and the Lower Hudson, edited by C. Wissler. Anthropological Papers of the American Museum of Natural History, Vol. 3

1920 New York City in Indian Possession. Indian Notes and Monographs, Vol. 11, No. 7, Heye Foundation, Museum of the American Indian, New York.

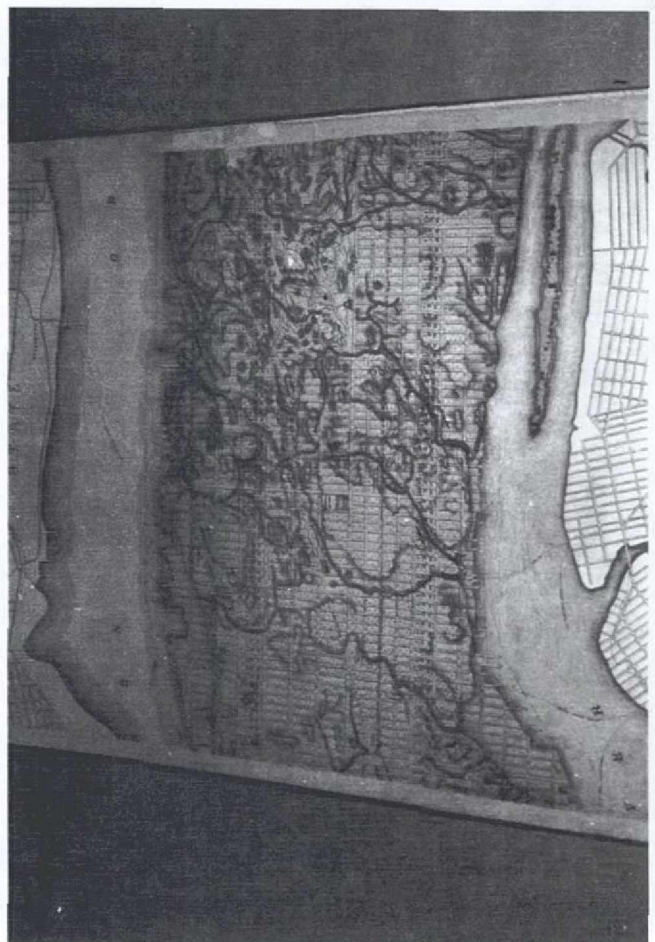
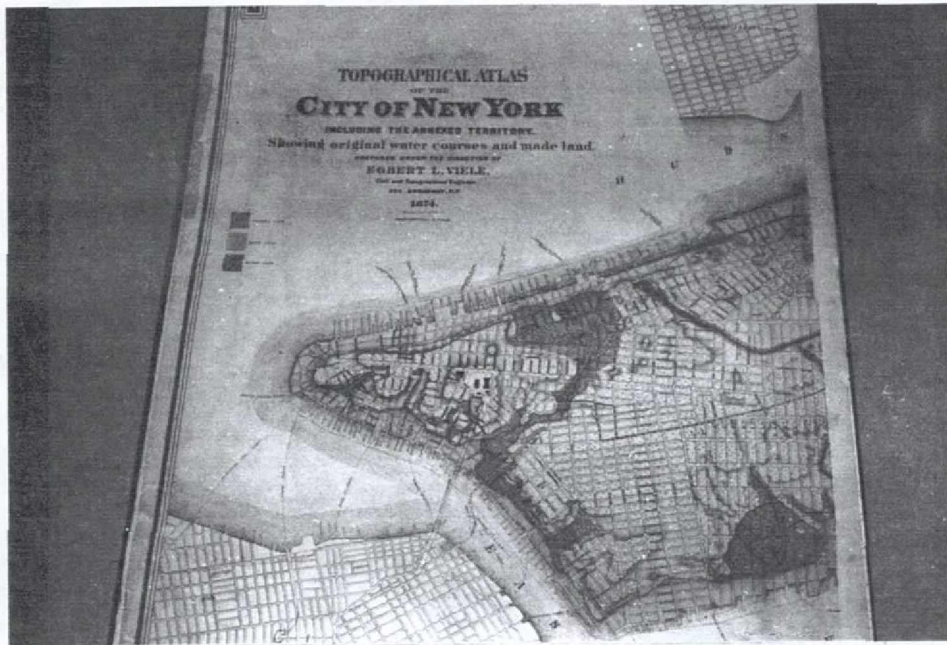


Figure: 5



Figure: 6

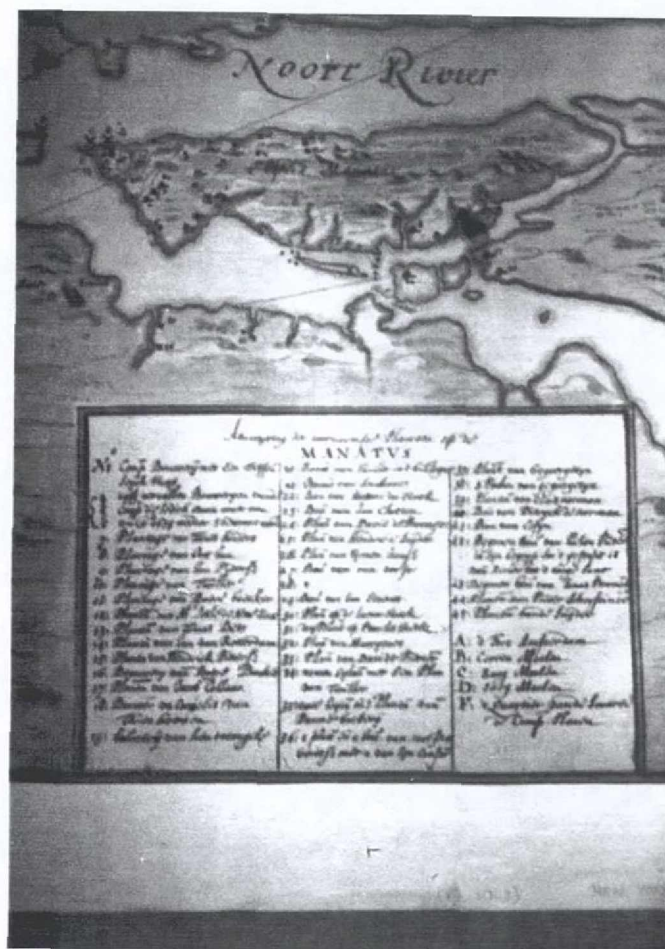


Figure: 7

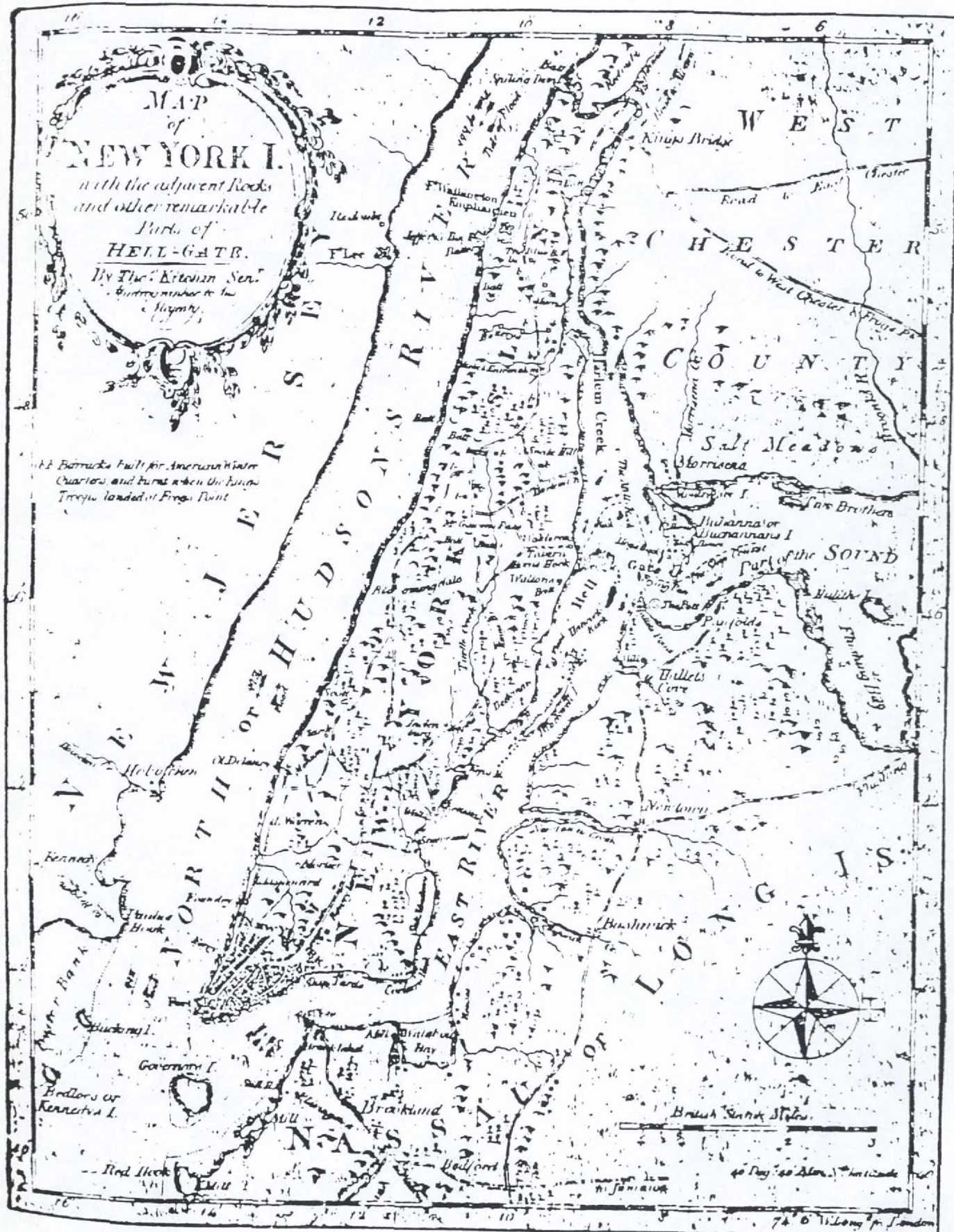


Figure: 8 The 1778 Thomas Kitchin Map of New York I was drawn during the British occupation of New York in the Revolutionary War.

oyster shells were discovered on the East River Shoreline. This discovery indicated that this section of the shoreline was utilized as a transient rest area and food storage area for early native American Indians. He concludes, however; identifiable traces of this use have disappeared over the past 350 years of occupation, settlement, and development. Figure 8 illustrates the settled areas, military outposts, and colonial roads of 1782. Military outposts were constructed in Lower Manhattan and Washington Heights/Inwood. A rudimentary roadway network has been established on the island of Manhattan. The area in the vicinity of Lower Manhattan has been settled and is gradually expanding north. The proposed site is not yet settled.

According to Bolton, after the Revolutionary War with England, the Borough of Manhattan, devastated during the English occupation, implemented a rebuilding process. The population increased warranted expansion and development northward. This expansion was temporarily delayed due to the war of 1812. The Industrial Revolution occurred in the mid to late nineteenth century. The port of New York City, a major port for the United States, expanded further north along the Hudson River Waterfront during this extensive period of economic expansion. Development trends on the west side of Manhattan concentrated commercial and manufacturing uses. The storm of 1821 devastated the bulkheads adjacent to Washington and Marketfield streets led to an economic recession temporarily halting the economic expansion.^{3/} The Department of Docks and N.Y.C. Sinking Fund Commission studies in the late 1860's and 1870's to determine the high and low water marks and plan for wharf, pier and slip development as illustrated in figure 6. The proposed site, although mapped, remained undeveloped in 1852 and 1854 as illustrated in Figures 2A and 2B. The site was developed by the Metropolitan Gas Light Company in 1857. Figure 2D illustrates the site plan of this company. Additional structures were erected on the site through 1883 as illustrated in figure 3B. In approximately 1888, the local gas and lighting companies were merged to form the Consolidated Gas Light Company. No major structural alterations were

^{3/} Rusch, Edward, Westside Highway Replacement Study, 1977.

performed on the site until 1913 (figure 3G). Figures illustrating the development history of the site are presented in Lot Plan section. According to George Bromley; Civil Engineer, a coal storage bin, hoist, and conveyor belts were erected on block #1107 across Twelfth Avenue between the Weehawken ferry pier to the north and Central Railroad of New Jersey pier to the south. The site remained unchanged until 1920 (figure 4). Development activities continued to expand the industrial economy of the area. This area of Manhattan continued to develop as a major blue collar employment area. Meat packing industries, printing firms, garment producing manufacturers, and utility companies were predominant in west midtown.

According to the Atlas of the City of New York, the site was converted from a power utility to a rail yard after 1920. According to available information, the structures on the site were demolished and railroad tracks were constructed by the New York State Realty and Terminal Agency (NYSRTA). A small gas station was also constructed on the northwest corner of the site. The NYSRTA was reorganized into the Railway Express Agency (REA) in 1932 (figure 9). The REA altered the site by demolishing the gasoline station on the northwest corner, erecting a garage and repair shop fronting Twelfth Avenue, erecting a center platform adjacent to the railroad tracks and constructing a one-story office structure on the eastern end of the platform. The site remained a railroad facility until 1970 as illustrated in figures 10A and 10B.

The railway facility was demolished, the land filled in where necessary and an at-grade parking facility was constructed. The at-grade parking facility presently occupies the proposed site (figure 11).

Lot Plan of Site Block

Lot Analysis

Figure 3D illustrates the revised lot plan of 1879 which conforms to all subsequent Atlas' of the City of New York. The revised lot plan of 1879 will be utilized for consistency purposes throughout the discussion. This section is

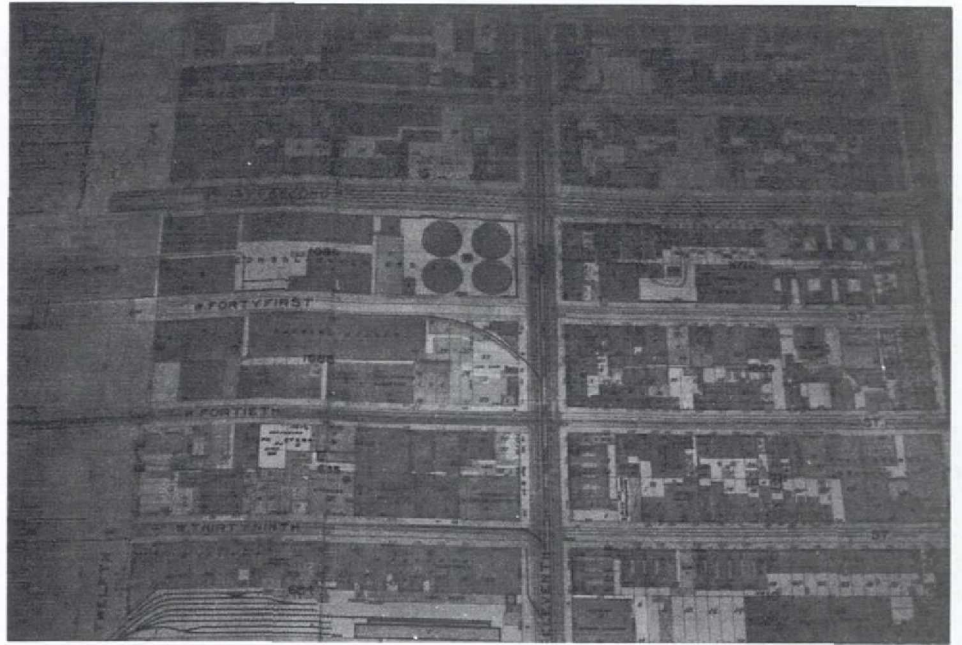


Figure: 3 G

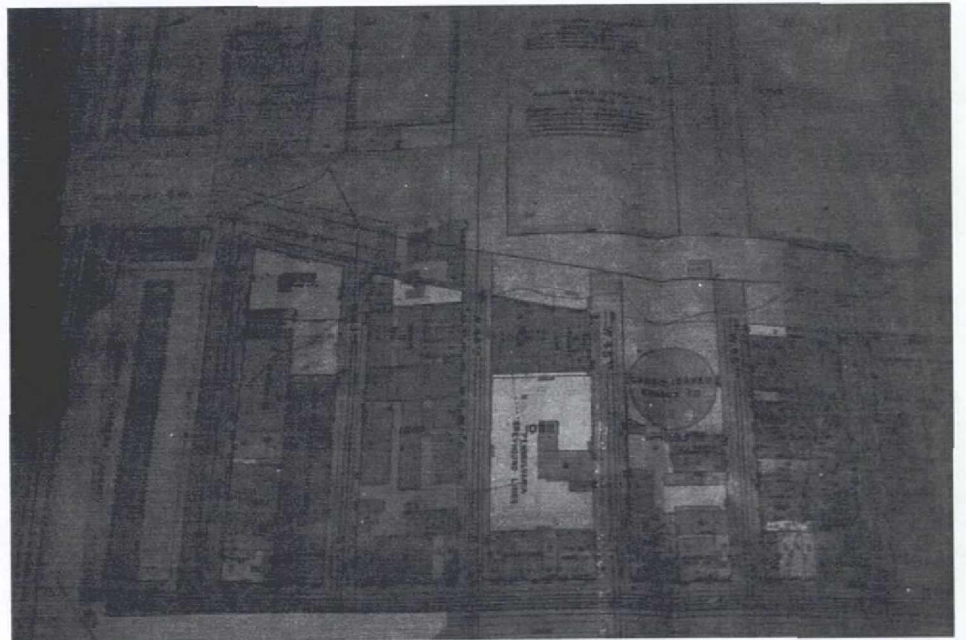


Figure: 9

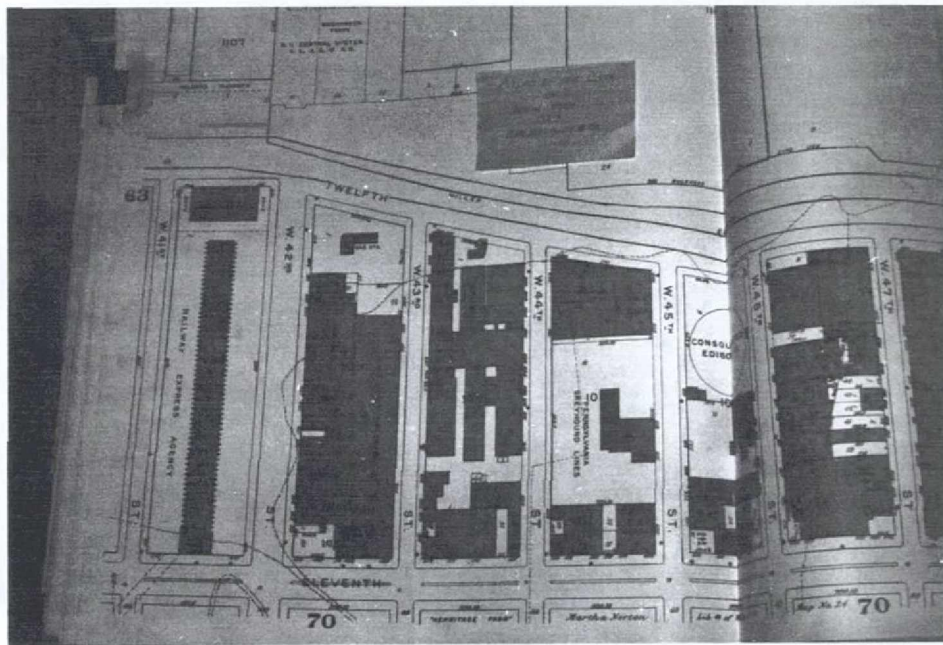


Figure: 10 A



Figure: 10B

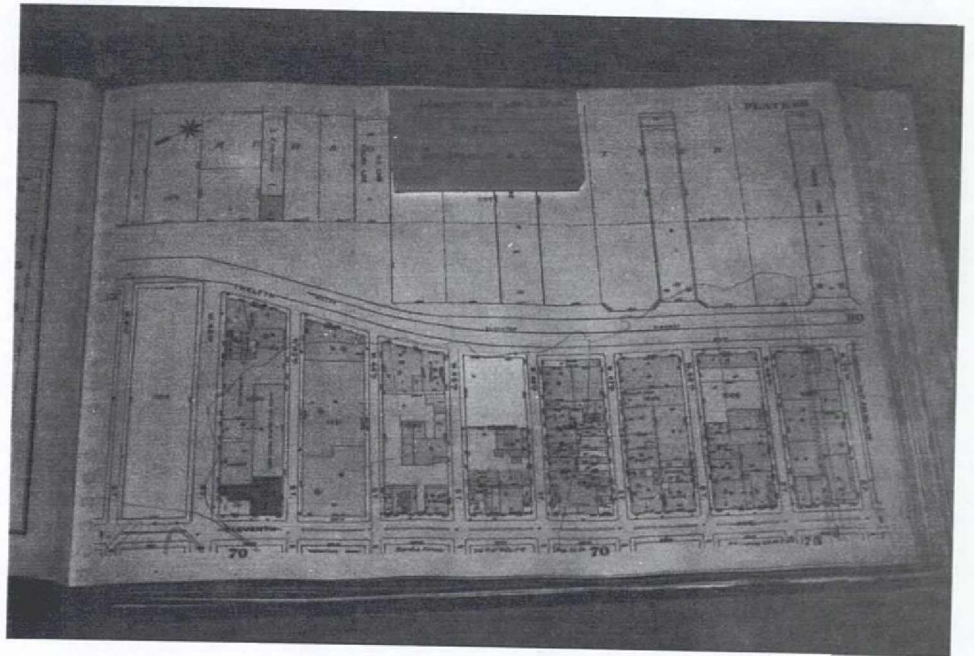


Figure: 11

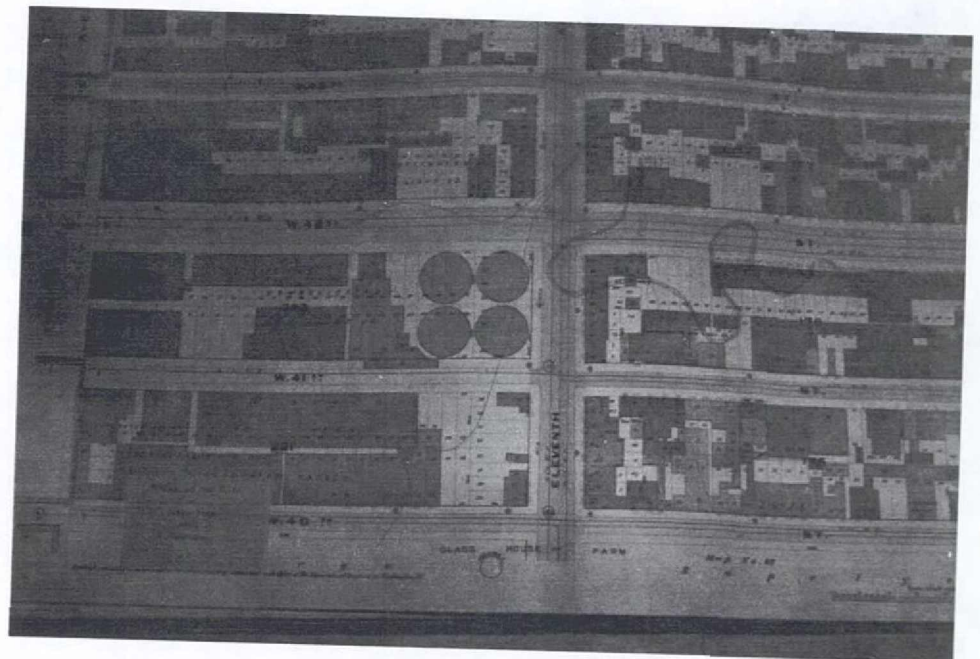


Figure: 3D

subdivided into six subsections indicating the development history of the proposed site block in chronological order.

Lot #s 1, 2, 3, 4, 61, 62, 63, 64

- 1854 - vacant land (figure 2B)
- 1859 - 1, 2, 3 4 - vacant land (figure 2C)
61, 62, 63, 64 - coal sheds
- 1879 - 1, 2, 3, 4, 61, 62, 63, 64 - coal sheds (figure 3A)
- 1883 - No alterations (figure 3B)
- 1890 - No alterations (figure 3C)
- 1899 - No alterations (figure 3D)
- 1905 - No alterations (figure 3E)
- 1911 - No alterations (figure 3F)
- 1913 - No alterations (figure 3G)
- 1920 - All structures demolished, railroad tracks constructed (figure 4)
- 1932 - No alterations, central platform constructed with 1-story office (figure 9)
- 1957 - No alteration (figure 10A)
- 1967 - No alterations (figure 10B)
- 1970 - Railroad tracks removed, land was filled, at-grade parking facility to present (figure 11)

Lot #s 5, 6, 7, 8, 9, 10, 11, 12, 13, 14

- 1854 - vacant land (figure 2B)
- 1859 - vacant, except lot #14 (figure 2C)
- 1879 - No alterations (figure 3A)
- 1883 - 7, 8, 9, 10, 11 vacant land (figure 3B)
5, 6, 12, 13, 14 structures
- 1890 - No alterations (figure 3C)
- 1899 - No alterations (figure 3D)
- 1905 - No alterations (figure 3E)
- 1911 - No alterations (figure 3F)
- 1913 - No alterations (figure 3G)
- 1920 - All structures demolished, railroad tracks constructed (figure 4)
- 1932 - No alterations, central platform constructed with 1-story office (figure 9)
- 1957 - No alterations (figure 10A)
- 1967 - No alterations (figure 10B)
- 1970 - Railroad tracks removed, land was filled, at-grade parking facility to present (figure 11)

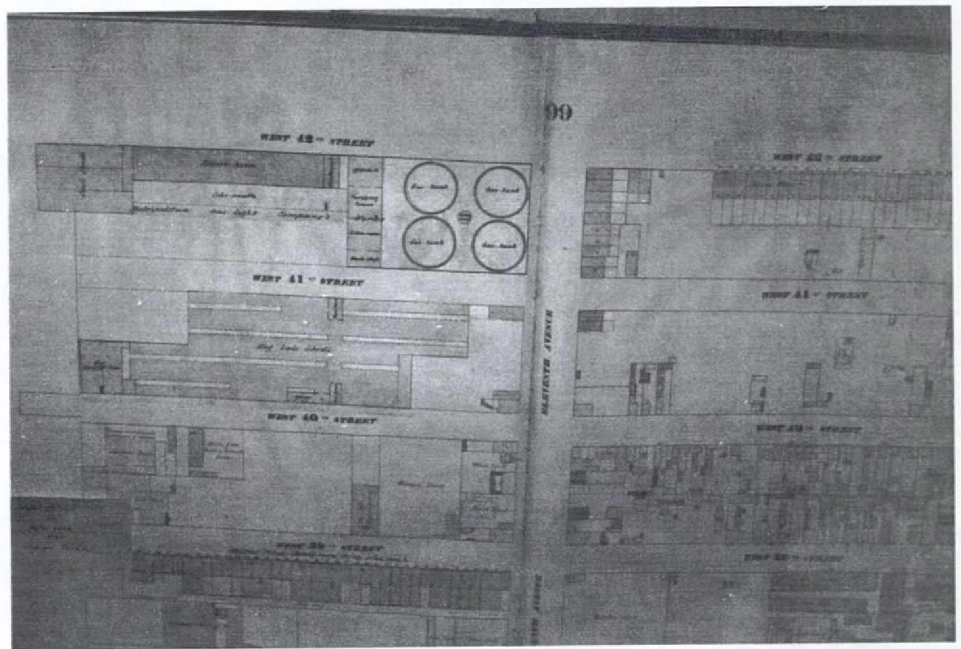


Figure: 2C

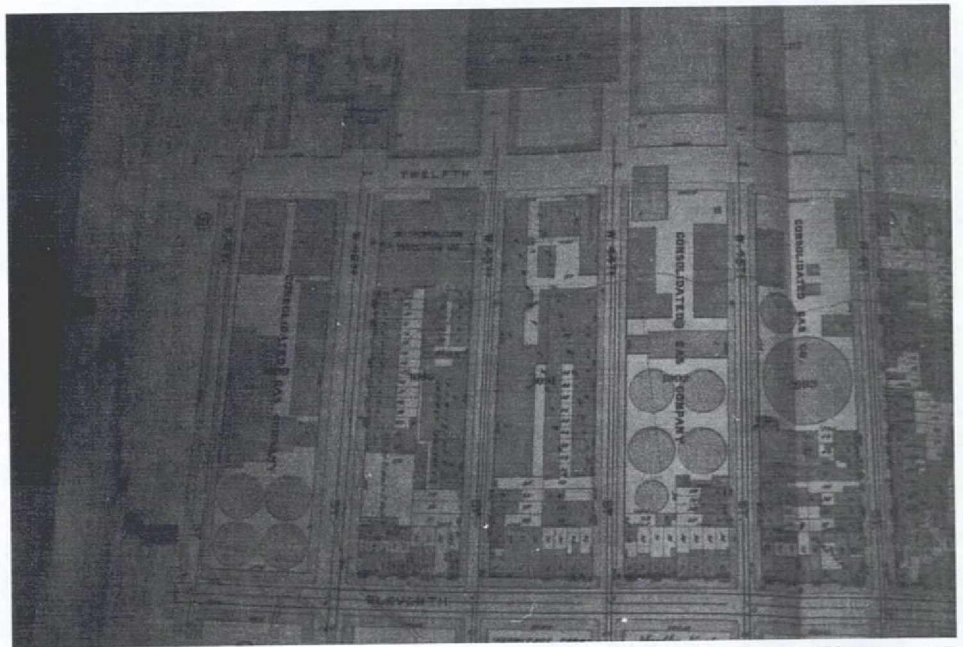


Figure: 3D

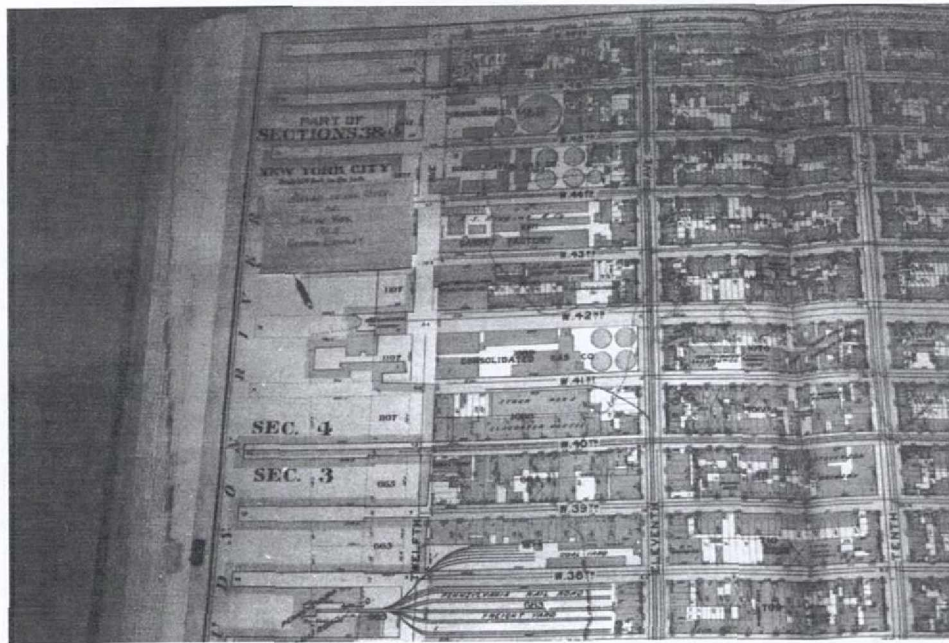


Figure: 3E

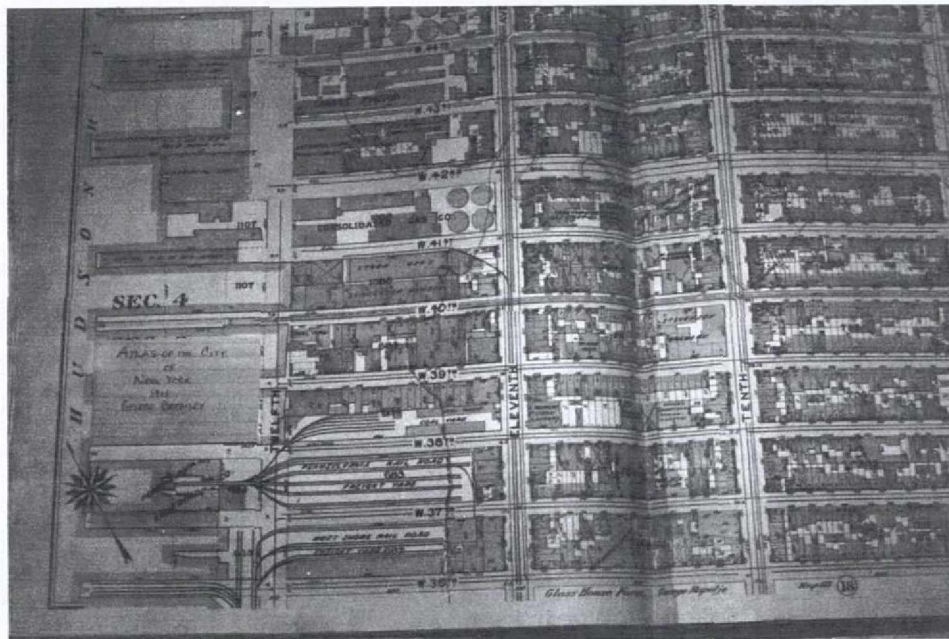


Figure: 3F

Lot #s 15, 16, 17, 18, 19, 20, 21, 22, 23, 24

- 1854 - vacant land (figure 2B)
- 1859 - 15, 16, 17, 18, 19, 20, 21, 22 - workshop and lime room
23, 24 vacant (figure 2C)
- 1879 - No alterations, new structure lot 23, 24 (figure 3A)
- 1883 - No alterations (figure 3B)
- 1890 - No alterations (figure 3C)
- 1899 - No alterations (figure 3D)
- 1905 - No alterations (figure 3E)
- 1911 - No alterations (figure 3F)
- 1913 - No alterations (figure 3G)
- 1920 - All structures demolished, railroad tracks consructed (figure 4)
- 1932 - No alterations, central platform constructed with 1-story
office (figure 9)
- 1957 - No alterations (figure 10A)
- 1967 - No alterations (figure 10B)
- 1970 - Railroad tracks removed, land was filled, at-grade parking
facility to present (figure 11)

Lot #s 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 36, 38, 39, 40, 41, 42,
43, 44, 45, 46

- 1854 - vacant land (figure 2B)
- 1859 - four large gasoline storage tanks on one-story structure
constructed (figure 2C)
- 1879 - No alterations or new construction (figure 3A)
- 1883 - No alterations (figure 3B)
- 1890 - No alterations (figure 3C)
- 1899 - No alterations (figure 3D)
- 1905 - No alterations (figure 3E)
- 1911 - No alterations (figure 3F)
- 1913 - No alterations (figure 3G)
- 1920 - All structures demolished, railroad tracks consructed, gasoline
station constructed on the northwest corner (figure 4)
- 1932 - No alterations, central platform constructed with 1-story
office (figure 9)
- 1957 - No alterations (figure 10A)
- 1967 - No alterations (figure 10B)
- 1970 - Railroad tracks removed, land was filled, at-grade parking
facility to present (figure 11)

Lot #47

- 1854 - vacant parcel (figure 2B)
- 1859 - No alterations (figure 2C)
- 1879 - No alterations (figure 3A)
- 1883 - No alterations (figure 3B)
- 1890 - No alterations (figure 3C)
- 1899 - No alterations (figure 3D)
- 1905 - No alterations (figure 3E)
- 1911 - No alterations (figure 3F)
- 1913 - No alterations (figure 3G)
- 1920 - Landfilled, railroad trucks constructed (figure 4)
- 1932 - No alterations, central platform constructed with 1-story office (figure 9)
- 1957 - No alterations (figure 10A)
- 1967 - No alterations (figure 10B)
- 1970 - Railroad tracks removed, land was filled, at-grade parking facility to present (figure 11)

Lot #s 48, 49, 50, 51, 52, 53, 54, 55, 56 57, 58, 59, 60

- 1854 - vacant land (figure 2B)
- 1859 - offices, purifying house, condensor unit, retort houses, and coke vaults constructed (figure 2C)
- 1879 - No alterations (figure 3A)
- 1883 - No alterations (figure 3B)
- 1890 - No alterations (figure 3C)
- 1899 - No alterations (figure 3D)
- 1905 - No alterations (figure 3E)
- 1911 - No alterations (figure 3F)
- 1913 - No alterations (figure 3G)
- 1920 - all structures demolished, railroad tracks constructed (figure 4)
- 1932 - No alterations, alteration central platform constructed with one-story office (figure 9)
- 1957 - No alterations (figure 10A)
- 1967 - No alterations (figure 10B)
- 1970 - Railroad tracks removed, at-grade parking facility to present (figure 11).

Soil Borings

Figure 12 illustrates the locations of soil boring samples taken from the proposed site. Four sample borings were extracted; #78, 50 feet; #82, 37.9

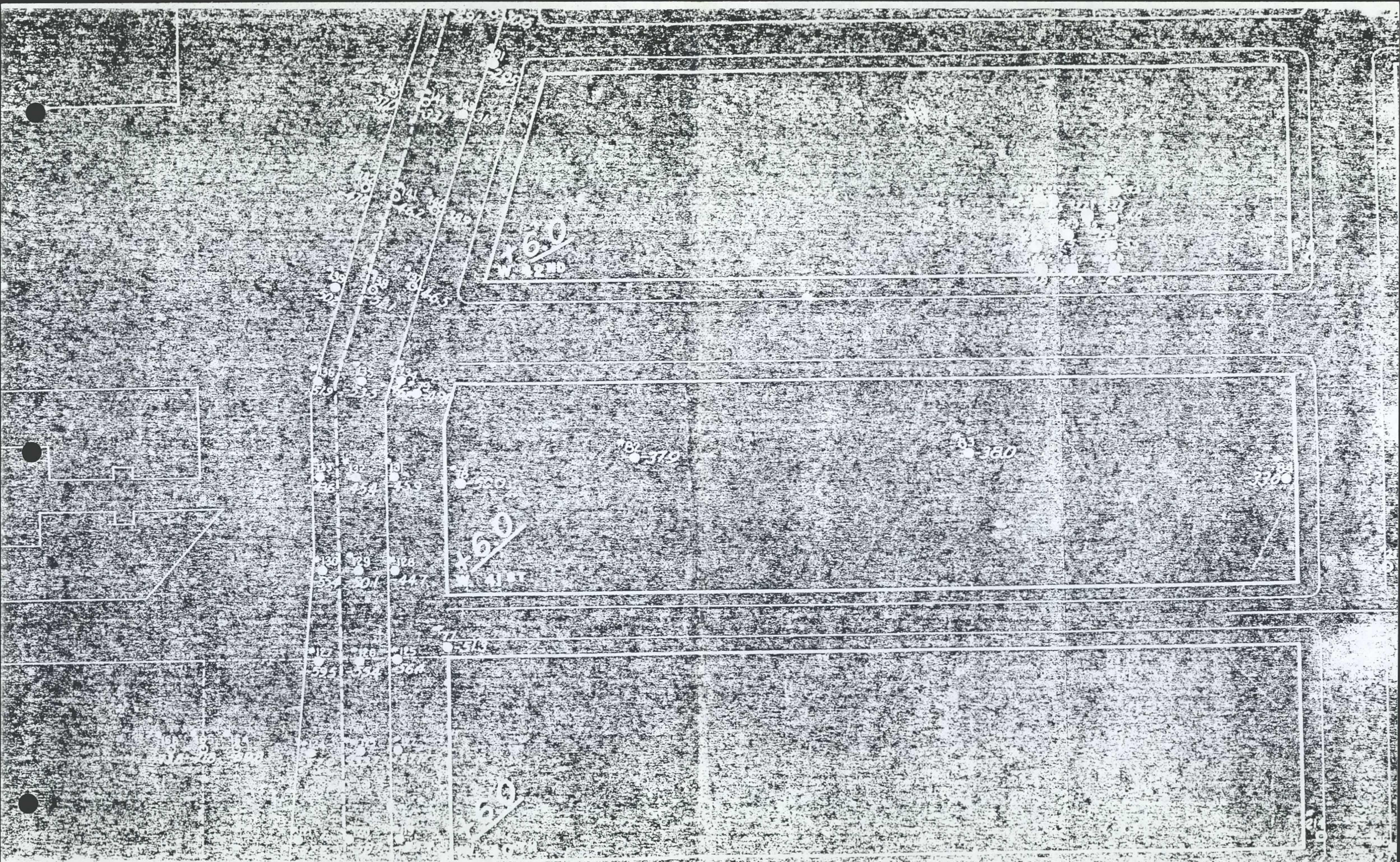


Figure: 12

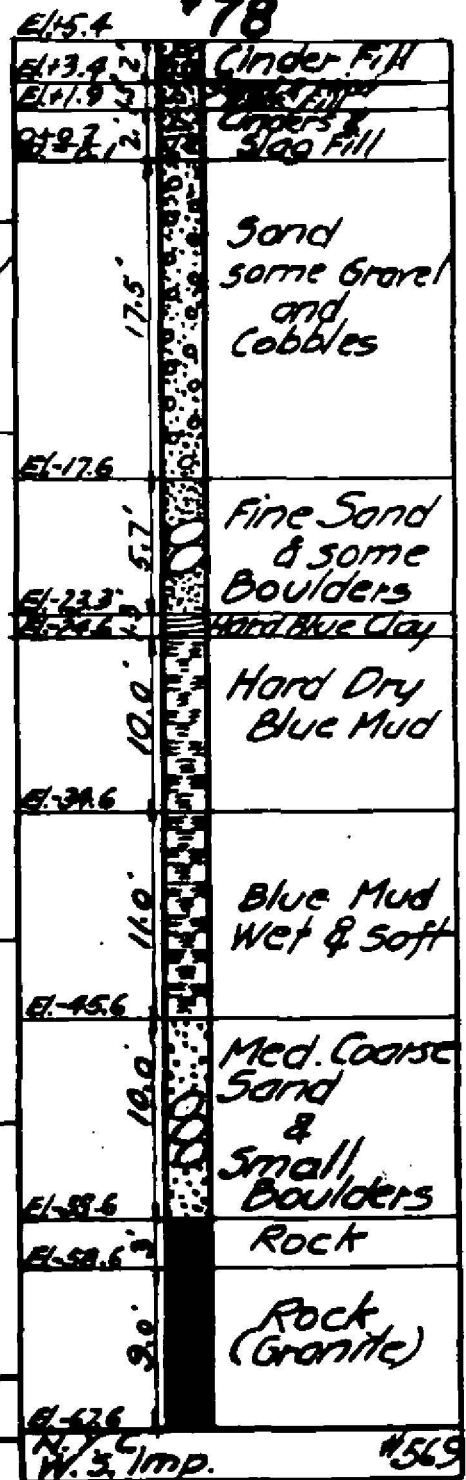
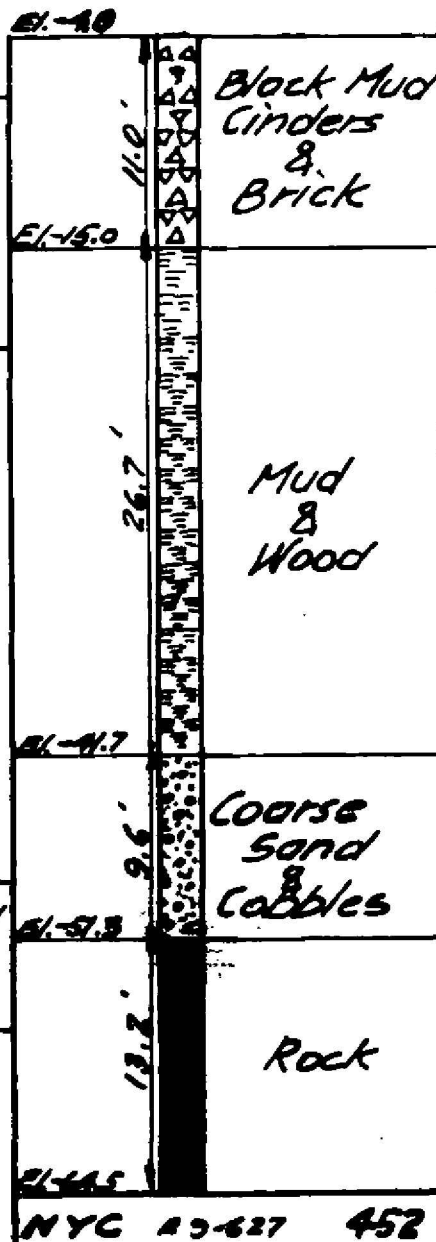
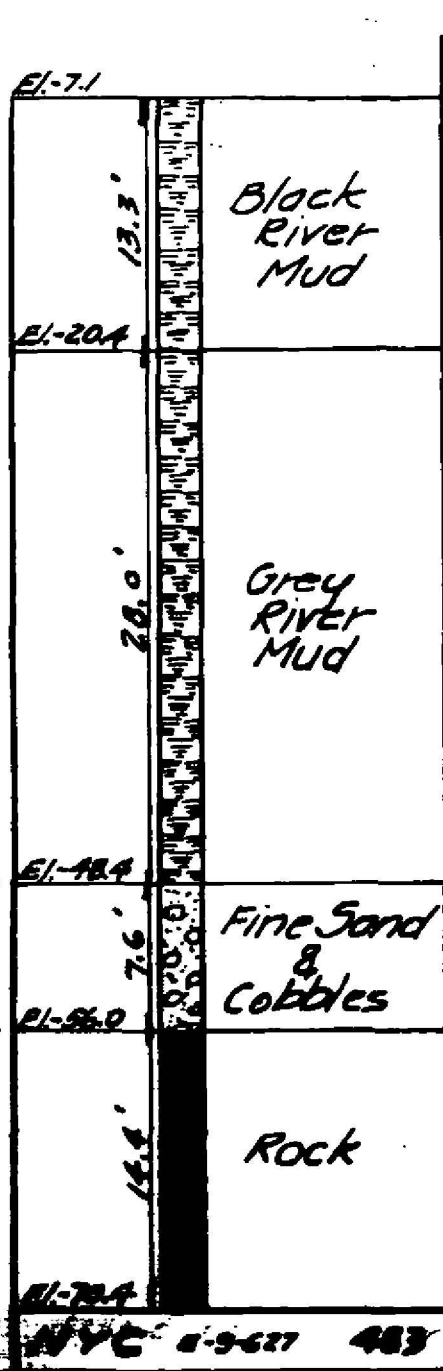
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#77

#78

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#82

#83

#84

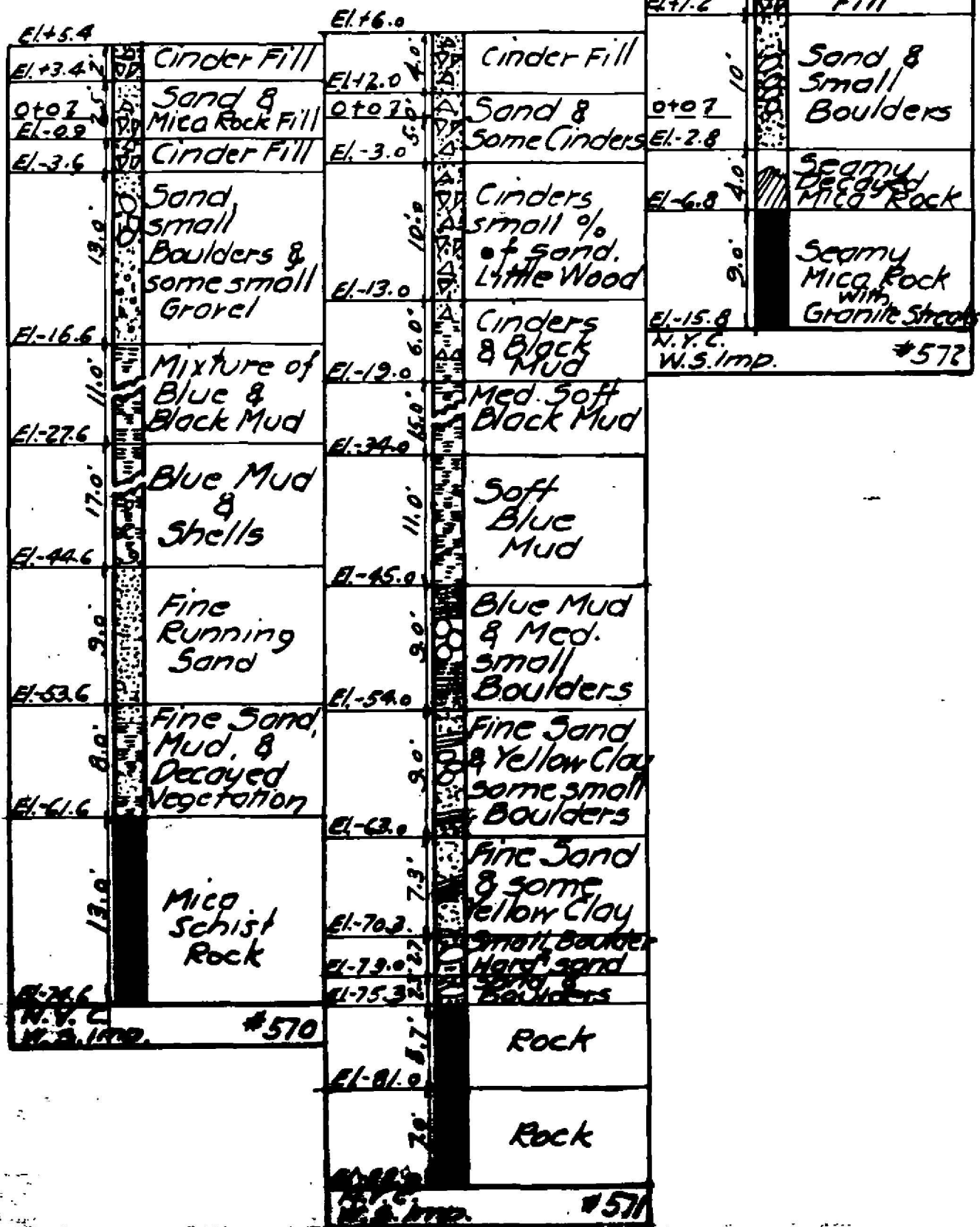


Figure: 14

feet; #83, 38 feet; and 84, 33 feet. Figures 13 and 14 illustrate the results of the borings.

Basement Depths

Vollmer Associates is awaiting the results of title/file searches by the Fire Department and Office of the City Clerk of Manhattan. Upon receipt of the permits and plans all relevant documentation will be submitted for review to the appropriate CEQR agencies.

The N.Y.C. Department of Buildings' records indicate that a gas station and garage were present on the site in 1957. As illustrated on the attached site plans, the structures had no basement but, had concrete support pilings which penetrated the surface by 4 feet. The 550-gallon gasoline storage tanks penetrated the surface by up to 6 feet. The attached Technical Memorandum provides the chronology of alteration, construction, and demolition activity available from the N.Y.C. Department of Buildings.

Property Ownership for Block 1089

This section indicates the land ownership and rental for Block #1089, for the Borough of Manhattan, bounded by Twelfth and Eleventh Avenues, West 41st Street and West 42nd Street. (Table A-1)

The study examined mortgagers (land owners) and mortgagees (land renters), date of property transfer, and lot number within the block.

Due to the record system to which the City of New York uses, there are a number of missing dates indicated by, no instruments of record, and their dates missing, it can be assumed that loss of records may only indicate no transactions during those years.

TABLE A-1

BLOCK 1089

Bounded by Twelfth and Eleventh Avenues and
West 41st and West 42nd Streets

<u>Date</u>	<u>Mortgagor (s)</u>	<u>Mortgagee (s)</u>	<u>Lots if Subdivided</u>
Feb. 01, 1724	Vebber, Arnout & Jannetje	Balme, John	-
Aug. 17, 1784	Mandeville, Yellis & Mary	Campbell, David	-
Aug. 23, 1784	Mandeville, Matthew	Campbell, David	-
Oct. 4, 1784	Van Beuren, Peter & Mary	Campbell, David	-
Oct. 15, 1784	Mandeville, John & Rachel	Campbell, David	-
Nov. 18, 1784	Camettes, Glonde & Leah	Campbell, David	-
Apr. 2, 1785	Beaty, Edward & Rachel	Campbell, David	-
Apr. 4, 1785	Rachel, Albert	Campbell, David	-
Apr. 5, 1785	Gilbert, Aaron & Faney	Campbell, David	-
Oct. 15, 1802	Campbell, David	Rapelje, Rem	-
Aug. 18, 1803	Compton, Ebenezar & Mary	Rapelje, Rem	-
Dec. 28, 1818	Campbell, David	Rapelje, Rem	-
Nov. 21, 1825	Hooper, Mathew & Elizabeth	Leah, John	43rd Street
July 28, 1830	Staples, John) Rapelje, Rem) Campbell, David)	Leah, John	-
May 8, 1833	Cearke, Tom & Eaphemiah	Rapelje, Rem	29-36
May 1, 1834	Mandeville, Yellis & Mary	Rapelje, Rem	-
Nov. 15, 1834	Bruce, Mary & Yellis Higgins, Susanna & Mary	Rapelje, Rem	29-36

TABLE A-1

BLOCK 1089

**Bounded by Twelfth and Eleventh Avenues and
West 41st and West 42nd Streets
(continued)**

<u>Date</u>	<u>Mortgagor (s)</u>	<u>Mortgagee (s)</u>	<u>Lots if Subdivided</u>
May 10, 1840	Graham, Hector	Colden, David	29-36
Apr. 3, 1841	Rapelse, George & Susanna & Elizabeth	Smith, Ann	29-36
Feb. 14, 1844	Ruggles, Philo (Master in Chancery)	Skidmore, Walter	1-64
Jan. 25, 1845	Ruggles, Philo	Skidmore, Walter	1-64
Mar. 25, 1854	The Mayor, Aldermen and Commonality of the City of New York	Appleey, Charles	1-64
Mar. 25, 1854	Robinson, Lucius (Referee)	Appleey, Charles	1-64
July 20, 1880	Stuart, Robert & Ellen Elisa Cairns, William (trustee)	Appleey, Charles	29-36
July 20, 1880	Appleey, Charles	The Metropolitan Gas and Light Co. of the City of New York	1-64
Sept. 23, 1883	The Mayor, Aldermen and Commonality of the City of New York	Jordan, Conrad	-
Sept. 23, 1883	Jordan, Conrad	West Shore and Ontario Terminal Co.	-
Apr. 27, 1883	Court of Chancery, State of New York	Decree	29-36
Sept. 23, 1883	West Shore and Ontario Terminal Co.	Central Trust Co. of New York	-
Jan. 30, 1883	The Metropolitan Gas and Light Co.	Consolidated Gas Co.	1-64
Mar. 23, 1899	Consolidated Gas Co.	42nd Street Manhattanville & St. Nicholas Ave. Railroad Co.	1-64

TABLE A-1

BLOCK 1089

Bounded by Twelfth and Eleventh Avenues and
West 41st and West 42nd Streets
(continued)

<u>Date</u>	<u>Mortgagor (s)</u>	<u>Mortgagee (s)</u>	<u>Lots if Subdivided</u>
Apr. 21, 1914	Haner) Doan) Tayler) Heppnhermer) Loxley)	Mid Crosstown Railway Inc.	1-64
Feb. 25, 1929	Hagan	Ace Wood Petroleum	33-37
July 29, 1929	S.M.E.E. Realty Co.	Aguerment Company	-
1930	N.Y. Central Railroad Inc.	Bankers Trust Bank of Ireland	-
Dec. 29, 1930	N.Y. Central Railroad Inc.	Cockrum, John B.	1-64
Apr. 29, 1934	N.Y. Central Railroad Inc. Central Hanover Bank and Trust Co.	Bankers Trust	1-64
Oct. 21, 1927	New York Edison Company	New York State Realty and Terminal Company 466 Lexington Ave.	
Dec. 29, 1932	New York Central Railroad Co.	Central Hanover Bank and Trust Company Bankers Trust Company Guaranty Trust Company Cockrum, John B. Trustees under Agreement	
Apr. 9, 1934	New York Central Railroad Co.	Central Hanover Bank and Trust Company, Trustee	

TABLE A-1

BLOCK 1089

**Bounded by Twelfth and Eleventh Avenues and
West 41st and West 42nd Streets
(continued)**

<u>Date</u>	<u>Mortgagor(s)</u>	<u>Mortgagee(s)</u>	<u>Lots if Subdivided</u>
July 6, 1962	The New York Central Railroad Co.	Cola Realty Corp. 84 William St., New York	
July 6, 1982	Cola Realty Corp.	Railway Express Agency Inc. 219 E. 42nd St., New York	
June 7, 1967	Railway Expressway Agency Inc.	Keenan, Joseph D., Tr. 2727 29th St., N.W. Washington, D.C. Peed, Roger Tr.	
June 7, 1967	Keenan, Joseph D. Tr. Peed, Roger Tr.	Railway Express Agency Inc.	
July 18, 1969	Keenan, Joseph D. Tr. Peed, Roger Tr.	Chrysler Realty Corp. 341 Massachusetts Ave. Highland Park, Michigan	
July 18, 1969	Railway Express Agency Inc.	Chrysler Realty Corp.	
July 24, 1984	Ivory Forty-Two Realty Co.	Silverstein 42 Street Assoc.	

Conclusion

A review of the N.Y.C. Department of Environmental Protection Sewer Records and Plans for the Borough of Manhattan indicates that excavations of 9.23 feet, 6.00 feet, and 17.96 feet were performed on West 42nd Street, West 41st Street, and Twelfth Avenue, respectively. This data supports the information illustrated on the Works Progress Administration Subsurface maps dated 3/9/37 and Topographical Unit topography maps illustrating water grants dated 1871.

The attached correspondence from the New York State Office of Parks, Recreation, and Historic Preservation and University of the State of New York, Division of Historical and Anthropological Services indicate that it is unlikely that any archaeological and historic resources are present on or adjacent to the site. (Exhibits A and B).

A comprehensive analysis, entitled West Side Highway Cultural Resource Study, was conducted by the Historic Conservation and Interpretation, Inc., 1983 for the N.Y.S. Department of Transportation. This study provide a comprehensive overview and analysis of the Hudson River Waterfront archaeological and historical resources. The information presented in this report provides conclusive evidence of the possible locations of artifacts. According to this report, the proposed site does not contain any artifacts of historical or archaeological significance.

Extensive construction landfilling and excavation activities were conducted on the proposed site. These activities were performed prior to the establishment of an appreciation of the historical resources in New York City, most likely eliminated any resources on the proposed site. Based upon all of the data available, we concur with the conclusion of the State of New York that it is highly unlikely that any archaeological or historical resources exist on or in the immediate vicinity of the proposed site.

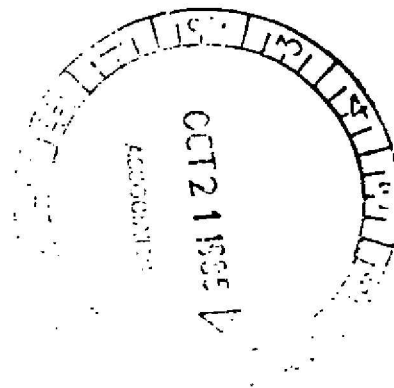


New York State Office of Parks, Recreation and Historic Preservation

The Governor Nelson A. Rockefeller Empire State Plaza
Agency Building 1, Albany, New York 12238

518-474-0456

October 17, 1985



Ms. Linda Checchi Robinson
Vollner Associates
11 West 19th Street
New York, NY 10011

Dear Ms. Robinson:

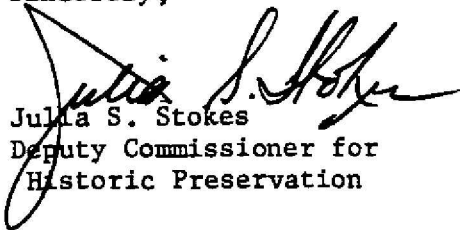
Re: SEQRA
West 42nd Street Development
New York, NY County

The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) has reviewed the above project in accordance with the New York State Environmental Quality Review Act (SEQRA).

In response to your request for information regarding archeological resources in your project area, the OPRHP notes that at the present time, there are no previously reported archeological resources in your project area or immediately adjacent to it. This finding is based upon OPRHP's archeological sensitivity model. Archeologically sensitive areas are determined by proximity to known archeological sites, as well as the area's likelihood of producing other archeological materials.

If you have any questions, please contact the project review staff at 518:474-3176.

Sincerely,


Julia S. Stokes
Deputy Commissioner for
Historic Preservation

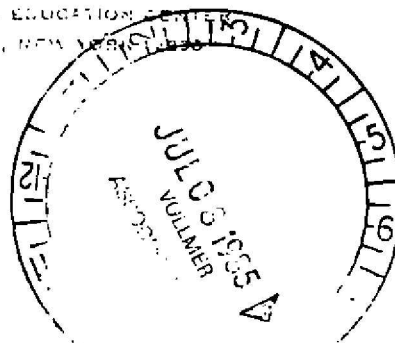
bb

THE UNIVERSITY OF THE STATE OF NEW YORK
THE STATE EDUCATION DEPARTMENT
CULTURAL EDUCATION CENTER
ALBANY, NEW YORK 12240

NEW YORK STATE MUSEUM

Date: 6/28/85

To: Vollmer Associates,
11 W. 19th Street
New York, NY 10011



DIVISION OF HISTORICAL AND
ANTHROPOLOGICAL SERVICES

Room CFC 3118
Empire State Plaza
(518) 473-1502

Attn:Linda Checchi Robinson

In response to your request dated 6/18, a search of the State Museum's
Archeological Site File was conducted for the area indicated below:

Brooklyn and Central Park Quads

That file search reveals the following sites on record with the Office of the
State Archeologist: None

Unless otherwise indicated, these sites have been entered as ten-acre circles
on maps provided.

Please be advised that many more sites may exist within the search area than have
been reported to this office. In certain parts of the State, we have found as many
as 8 sites during field survey for every one known prior to survey. You may wish,
therefore, to consider an on-site survey to aid in evaluating the potential for
archeological impacts in your project area.

Based on site data in our files, as well as an examination of topography and
other features of the project area indicated, it would appear the potential for
encountering sites not presently recorded in our files is:

ABOVE AVERAGE

AVERAGE

BELOW AVERAGE

If you require additional data regarding this file search, please feel free to
contact this office.

Sincerely yours,

PHILIP LORD, JR., Senior Scientist (Archeology)

Exhibit B

TECHNICAL MEMORANDUM

TO: Glen Price
 FROM: Brian Taylor
 DATE: April 20, 1988
 SUBJECT: Silverstein Development, "Hudson 42"

This is the information regarding Block #1089, Lot 1 @ 500-516 12th Avenue - 533 - 547 11th Avenue bounded by 41st - 423rd, @ 11th & 12th Avenue.

The following permits were filed:

	<u>Kind</u>	<u>No</u>	<u>Year of Application</u>	<u>Completed</u>	<u>Drawings Enclosed</u>
1)	ALT	1,678	1955	4/24/57	
2)	CO	47,307	1957	8/1/60	Yes
3)	MISC	1,249	1960	5/4/71	
4)	DEM	27	1970	1/18/57	Yes
5)	ALT	1,490	1970		
6)	CO	70,474	1970	5/4/71	

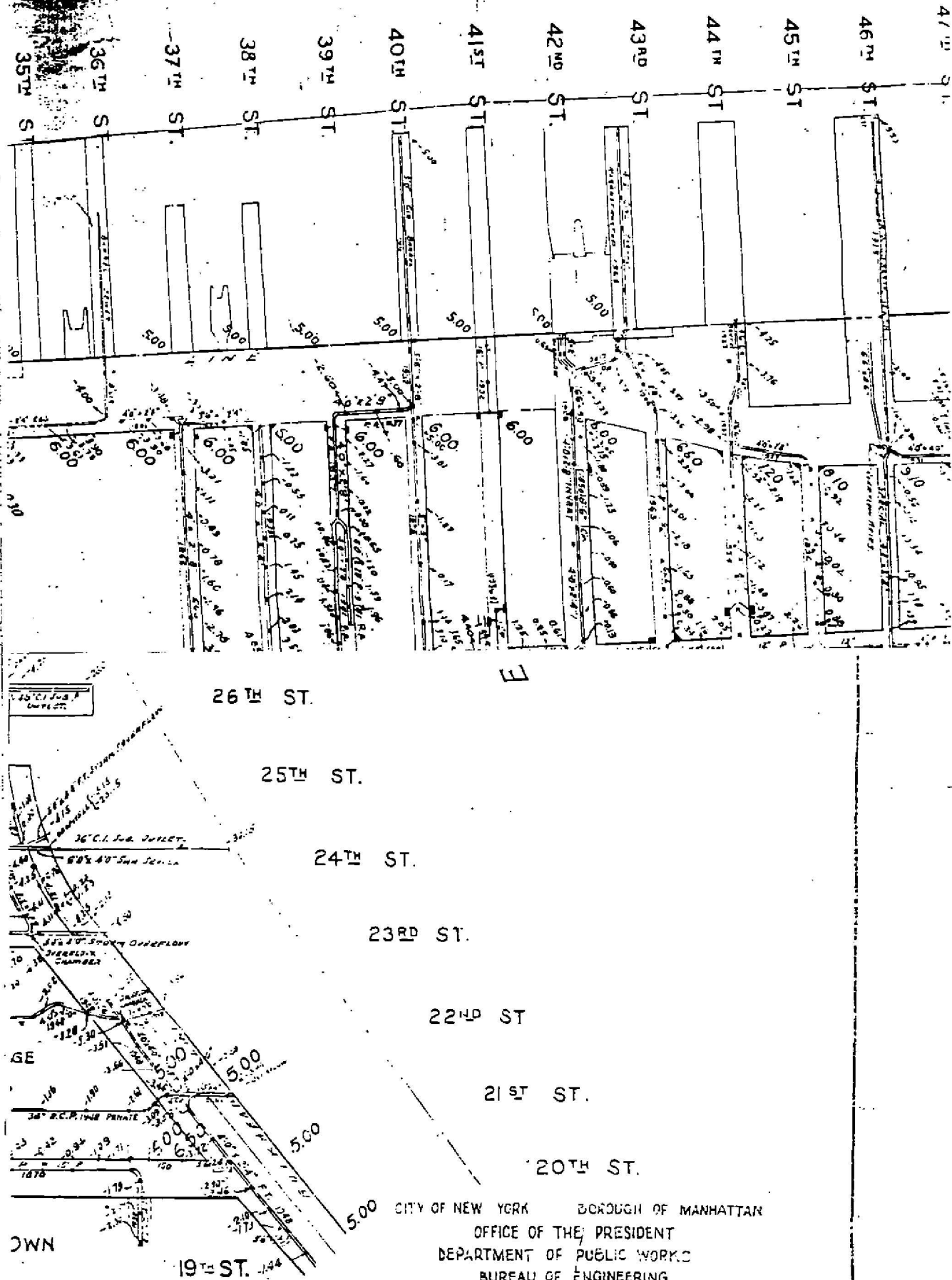
ALT APPLICATIONS FILED NYC DEPARTMENT OF BUILDINGS PREMISES 600/650 W. 42nd Street

		<u>Occupancy</u>	<u>Height Stories</u>	<u>Feet</u>	<u>Dimension</u>		
					<u>Ft. Front</u>	<u>Ft. Rear</u>	<u>Ft. Deep</u>
1	Demolition	Office	2	24	65	65	35
		Platform	1	15	65	65	670
		Garage	1	15	197	197	80

Addendum:

In May 1960 there existed at 42nd St & 12th Avenue 8 gasoline tanks. A request was made for replacement by Railway Express Agency Automotive Division 39th Street & Northern Boulevard, Long Island City, NY.

R I V E R



OFFICE RECORD PLAN OF SEWERS
19TH STREET TO 48TH STREET.

CITY OF NEW YORK BOROUGH OF MANHATTAN
OFFICE OF THE PRESIDENT
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

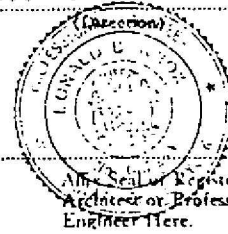
STATEN ISLAND ☐
Boro Hall,
St. George, N. Y. 10301
390-5202

Borough Superintendent.

That the said land and premises above referred to are situated, bounded and described as follows:
(Note—See diagram below.)

BEGINNING at a point on the South side of West 42 St.
distant 0'0" feet from the corner formed by the intersection of
West 42 St. and 11th Ave.
running thence W. 800'0" feet; thence S. 200'0" feet;
(Direction) (Direction)
thence E 800'0" feet; thence N 200'0" feet;
(Direction) (Direction)
to the point or place of beginning, being designated on the map as
Block No. 1089 Lot No. 1

(SIGN HERE)



Applicant

AUTHORIZATION OF OWNER: I hereby state that I have authorized the applicant to file this application for the work specified herein.

James G. Gotten (Signature of Owner or Officer of Corp.)

FALSIFICATION OF ANY STATEMENT IS A MISDEMEANOR UNDER SECTION 643-10.0 OF THE ADMINISTRATIVE CODE AND IS PUNISHABLE BY A FINE OF NOT MORE THAN FIVE HUNDRED DOLLARS OR IMPRISONMENT OF NOT MORE THAN SIX MONTHS OR BOTH.

IMPRISONMENT FOR UP TO SEVEN YEARS OR A FINE, OR BOTH. PENAL LAW SECTION 200.00 AND

19

Department of

House Number Dated 19 Bureau of

PLOT DIAGRAM must be drawn to indicated scale, showing the correct street lines from the city plan, the plot to be built upon in relation to the street lines, and the portion of the lot to be occupied by the building, the local grades and the existing grades, properly identified, at street or nearest points from the proposed buildings in each direction, the House numbers and the block and lot numbers. Obtain this data in each borough office. Show dimensions of lot, building, courts and yards.

Status of Street: private— ; public highway— ; other

The legal width of ft.; sidewalk width should be ft.

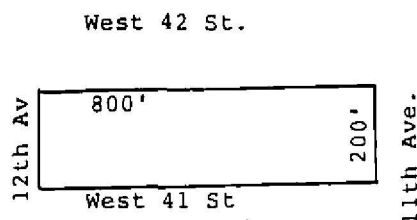
The legal width of ft.; sidewalk width should be ft.

The street lines as shown in the diagram are substantially correct. Proposed changes in street lines and grades, if any, are indicated in red. The legal grades and the existing grades are indicated on the diagram thus: Legal Grade, 25.00. Existing, 24.00.

Above house numbers, street status, street lines and grades shown below verified.

Dated 19 Bureau of

DIAGRAM

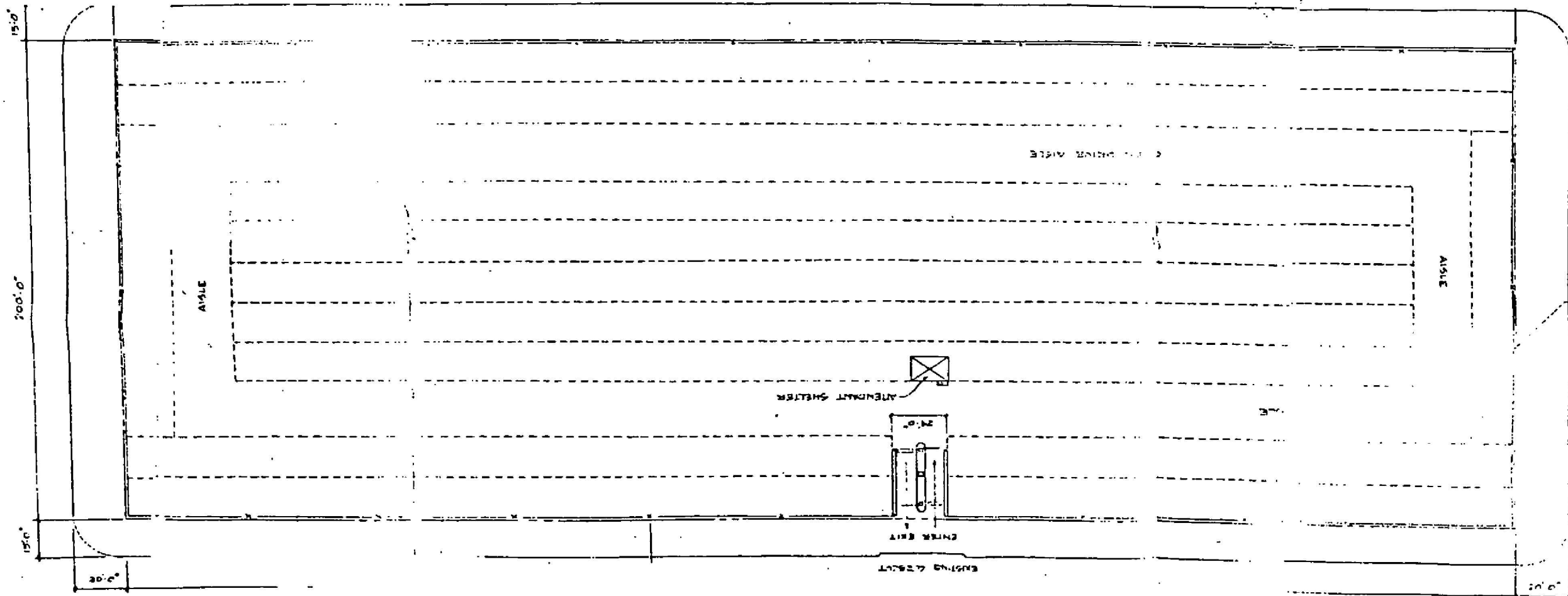


The north point of the diagram must agree with the arrow

(For N-y Buildings give information below:)

Size of BUILDINGS: At street level.....feet front.....feet deep.....feet rear
At typical floor level.....feet front.....feet deep.....feet rear

TWELFTH AVENUE



EXISTING 4'-0" HIGH
CONCRETE WALL W/
SHOULDERING
BEFORE EXISTING
ENTRANCE

ELIZABETH AVENUE

THE CITY OF NEW YORK
DEPARTMENT OF BUILDINGS

MANHATTAN ☐
Municipal Bldg.,
New York, N. Y. 10007
Tel.: 566-2383

BROOKLYN ☐
Municipal Bldg.,
Brooklyn, N. Y. 11201
643-7943

BRONX ☐
1932 Arthur Avenue,
Bronx, N. Y. 10457
583-5520 Ext. 6

QUEENS ☐
126-06 Queens Blvd.,
Kew Gardens, N. Y. 11415
520-3268

STATEN ISLAND ☐
Boro Hall,
St. George, N. Y. 10301
390-5202

AMENDMENT

NOTICE—This Amendment must be TYPEWRITTEN and filed in TRIPLICATE

Alt. APPLICATION No. 537 19 83 BLOCK 1089 LOT 1
(N. B., Alt., Elev., etc.)
LOCATION 600-650 W. 42nd Street Entire Block Manhattan
House Number Street Distance from Nearest Corner Borough
Date April 6 19 83

Application is hereby made to the Commissioner for approval of the following AMENDMENT to the specifications and plans filed with the above numbered application, with the stipulation that this amendment is to become a part of the aforesaid original application and subject to all the conditions, agreements and statements therein contained.

Applicant Donald B. Knox Signature
Address 120 Washington Street, Jersey City, N. J. 07102

Respectfully request expedited zoning review in order to pursue City Planning Commission approval.

Estimated Cost: This Amendment \$..... Fee Required \$..... Verified by.....

Fee Paid

Note—The applicant must not use the back of this sheet. If more space is needed, additional sheets must be used. No item must be continued over to another sheet; but each item must be complete on the sheet on which it appears. Only those items that appear above the endorsements at the bottom of the page can be considered.

EXAMINED AND RECOMMENDED
FOR APPROVAL ON..... 19

Examiner

APPROVED..... 19

Borough Superintendent

- This is NOT a Work Permit. A Permit MUST be obtained BEFORE work is started.

Capacity: 876

☐ OWNER'S USE

James F. Allen

INSPECTING ARCHITECT OR ENGINEER	ADDRESS	ZIP	TEL
RA or PE No.	AFFIX SEAL:		
INSPECTING ARCHITECT OR ENGINEER (SIGNATURE)	DATE		

APPLICANT	ADDRESS	CITY	STATE	ZIP	TEL.
Donald B. Knox, P.E.	100 Washington St., Newark, NJ	07102	201-349-03		
If Applicant is a Licensed Architect or Professional Engineer, enter RA or PE No. below.					
RA or PE No.			AFFIX SEAL		
PE# 057264			DATE		
APPLICANT (SIGNATURE)					

<input type="checkbox"/> EXEMPTION FROM PAYMENT OF FEE STATE BASIS IN ACCORDANCE WITH C36-30.0		ESTIMATED COST
		0

INITIAL FEE PAYMENT:	4PR-1-03 1 8 5 7 9 3 537 73 F10--
----------------------	-----------------------------------

IS	2nd FEE PAYMENT:	VERIFIED BY:	DATE

CASHIER STAMP:

PAYN	ADDITIONAL FEES REQUIRED:	VERIFIED BY:	DATE

CASHIER STAMP: _____ DATE _____

CLASSIFIED AND RECOMMENDED FOR ☐ APPROVAL ☐ ACCEPTANCE UNDER DIR. 14/75.

DATE _____

ADDITIONAL
CASHIER'S
STAMP

MANHATTAN ☒
Municipal Bldg.,
New York, N. Y. 10007
Tel.: 560-2383

BROOKLYN ☐
Municipal Bldg.,
Brooklyn, N. Y. 11201
643-7943

BRONX ☐
1932 Arthur Avenue,
Bronx, N. Y. 10457
583-5520 Ext. 6

QUEENS ☐
125-06 Queens Blvd.,
Kew Gardens, N. Y. 11413
570-3268

CITY OF NEW YORK
CITY OF BROOKLYN
CITY OF BRONX
CITY OF QUEENS
CITY OF RICHMOND
CITY OF STATEN ISLAND
Boro Hall,
St. George, N. Y. 10301
390-5202

STATEMENT "A"

BLOCK 1089 LOT 1

ALT 537/83

LOCATION 600 - 650 West 42 St SWC 11th Ave. Manh
House Number Street Distance from Nearest Corner Borough

TO THE COMMISSIONER:

APPLICATION IS HEREBY MADE FOR APPROVAL OF THE PLANS AND SPECIFICATIONS HERewith SUBMITTED FOR THE ERECTION OR ALTERATION OF THE STRUCTURE HEREIN DESCRIBED SUBJECT TO THE FOLLOWING CONDITIONS:

THIS APPLICATION SHALL BE DEEMED TO HAVE BEEN ABANDONED 12 MONTHS AFTER DATE OF SUBMISSION UNLESS IT HAS BEEN DILIGENTLY PROSECUTED AFTER REJECTION IN WHOLE OR IN PART (ADMINISTRATIVE CODE, C26-109.9)

WORK WILL NOT BE COMMENCED UNTIL THE WORK PERMIT IS OBTAINED (ADMINISTRATIVE CODE, C26-109.1)

APPROVAL OF PLANS SHALL BE VOIDED IF A WORK PERMIT APPLICATION IS NOT SUBMITTED WITHIN 12 MONTHS OF THE DATE OF PLAN APPROVAL (ADMINISTRATIVE CODE, C26-108.8)

AN APPLICATION FOR A WORK PERMIT SHALL BE ACCOMPANIED BY SATISFACTORY EVIDENCE OF COMPLIANCE WITH THE PROVISIONS OF THE STATE WORKMEN'S COMPENSATION LAW (ADMINISTRATIVE CODE, C26-110.1, C26-111.1, C26-112.1)

A WORK PERMIT SHALL EXPIRE BY LIMITATION IF THE PERMITTED WORK IS NOT COMMENCED WITHIN 12 MONTHS OF THE DATE OF ISSUANCE (ADMINISTRATIVE CODE, C26-118.6)

WORK WILL BE INSPECTED BY ARCHITECTS, ENGINEERS AND DESIGNATED PERSONS IN ACCORDANCE WITH ADMINISTRATIVE CODE C26-106.3

Donald B. Knox, P.E.
(Type/print Name)

states that he resides at 100 Washington St., Newark, N.J. 07102

in the Borough of in the City of Newark

in the State of New Jersey; that he is making this application for the approval of

Architectural plans and
(Architectural, Structural, Mechanical, Etc.)

specifications herewith submitted and made part hereof.

Applicant further states that he has prepared or supervised the preparation of such

Architectural plans and that to
(Architectural, Structural, Mechanical, Etc.)

the best of his knowledge and belief, the plans and work shown thereon comply with the provisions of the building code and other applicable laws and regulations, except for the following where there are practical difficulties, as set forth in accompanying documents:

A Special Permit will be required from the City Planning

Commission.

Applicant further states that he is duly authorized by Edison Fulton Parking Corp.
(Name of Owner)

who is the owner in fee of all that certain lot, piece or parcel of land, shown on the diagram annexed hereto and made a part hereof, to make application for the approval of such detailed statements of specifications and plans, elevator or plumbing work (if any) and amendments thereto, in the said owner's behalf.

Applicant further states that the full names and residences, street and number, of the owner or owners of the said land, and also of every person interested in said building or proposed structure, are as follows:

Owner's name Edison Fulton Parking Corp. 100 Washington St., Newark, N.J.
(If a corporation, give full name and address of at least two officers)

Harold Gottesman, President

Jerome Gottesman, Secretary

Lessee Address

Address

Architect Donald B. Knox Address 100 Washington St., Newark, N.J.

Engineer Address

Superintendent Address

EXAMINED AND RECOMMENDED
FOR APPROVAL ON 19

Examiner

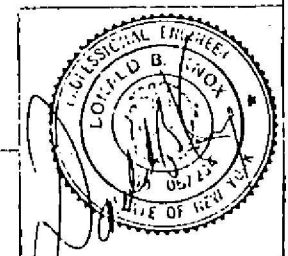
APPROVED 19

Borough Superintendent

NOTICE—This statement must be TYPEWRITTEN and filed in QUADRUPPLICATE

- ALT 537/83

APR 1 1983

[illegible]

DATE	FILE NO.	CLASS. BY
10/1/76	100-3-85	

1. 1982年 12月 10日 10:00
 2. 1982年 12月 10日 10:00
 3. 1982年 12月 10日 10:00

1000

1

Date

May 4, 1971

No. 70473

CERTIFICATE OF OCCUPANCY

NO CHANGES OF USE OR OCCUPANCY NOT CONSISTENT WITH THIS CERTIFICATE SHALL BE MADE UNLESS FIRST APPROVED BY THE BOROUGH SUPERINTENDENT

This certificate super-sedes C.O. No. 70107 1969.

THIS CERTIFIES that the ~~newly altered existing~~ building—premises located at

670 West 42nd Street; 681 West 11st Street Block 1089 Lot No. of 1

That the zoning lot and premises above referred to are situated, bounded and described as follows:

BEGINNING at a point on the south side of West 42nd Street distant 300 feet west from the corner formed by the intersection of West 42nd Street and 11th Avenue running thence south 127.61 feet; thence east 222 feet; thence north 127.61 feet; running thence south 127.61 feet; to the point or place of beginning, conforms substantially to the approved plans and specifications, and to the requirements of the Building Code, the Zoning Resolution and all other laws and ordinances, and of the rules of the Board of Standards and Appeals, applicable to a building of its class and kind at the time the permit was issued; and

CERTIFIES FURTHER that, any provisions of Section 646e of the New York Charter have been complied with as certified by a report of the Fire Commissioner to the Borough Superintendent.

Alt. No.— 1435-1970

Construction classification—

Occupancy classification—Public parking lot Height --- stories, --- feet.

Date of completion— May 4, 1971

Located in E 2-3

Zoning District.

at time of issuance of permit: 6410-1.71

This certificate is issued subject to the limitations hereinafter specified and to the following resolutions of the Board of Standards and Appeals: and The City Planning Commission:

(If calendar numbers to be inserted here)

PERMISSIBLE USE AND OCCUPANCY

Off-Street Parking Spaces

Off-Street Loading Berths

STORY	LIVE LOADS (lbs. per Sq. Ft.)	PERSONS ACCOMMODATED	USE
	On Ground	1	Public parking lot for one-hundred-fifty (150) motor vehicles. Attendant's shelter 6' x 3' x 7' high.
		With:	Permission to maintain a temporary shelter is revocable at the discretion of the Commissioner.

DEPARTMENT OF BUILDINGS

ORIGINAL

MANHATTAN
City Hall Bldg.
New York 7

BROOKLYN
Municipal Bldg.
Brooklyn 1

BRONX
1832 Arthur Ave.
New York 57

QUEENS
128-55 Queens Blvd.
Kew Gardens 24, L. I.

RICHMOND
Boro Hall
St. George 1, S. I.

PLUMBING, MECHANICAL EQUIPMENT AND TANK INSTALLATION

BLOCK 1089 LOT Part of 1

Misc. P.P.

FEES REQUIRED FOR

N.B.

ALT. No. 19

F.P.

1249

DEPARTMENT OF BUILDINGS

MAY 13 1960

CITY OF NEW YORK

DO NOT WRITE IN THIS SPACE

Street No. and 533-547 -12th Ave. S.W.C. 42nd St.

LOCATION 640 W. 42 St. S.W.C. 12 Ave.

Manhattan

Owner Railway Express Agency

Address 219 E. 42 St. N.Y.C.

Lessee

Address

Architect

Address

Contractor H. Rosenthal

Address 34-20 56 St. Woodside 77, N.Y.

COMPENSATION INSURANCE has been secured in accordance with the requirements of the Workmen's Compensation Law as follows:

Michigan Mutual Liability 31-903446

Exp. 12/ 31/ 60

To The Borough Superintendent:

City of New York, May 12, 1960

Application is hereby made on behalf of the owner-lessee for approval of the plans and specifications herewith submitted, and made a part hereof, for the erection, alteration or installation of the building therein described, with the understanding that if no work is performed hereunder within one year from the time of issuance, this approval shall expire by limitation as provided by law; and the applicant agrees to comply with the Building Code and all rules and regulations applicable thereto in effect at this date.

Applicant

Frank Germain

Address 443 E. 5th St. Mt. Vernon, N.

Examined and Recommended

for Approval on 12-11-1959 19

Examiner

APPROVED

19

Borough Superintendent

Initial fee payment—

2nd payment of fee to be collected before a permit is issued—Amount \$

Verified by Date

ADDITIONAL FEES REQUIRED

(Yes or No)

AMOUNT \$

VERIFIED BY

DATE

Work Included Herein: Plumbing? Sprinkler? Standpipe? Fuel Oil? Gasoline Tank Installation or Fuel Oil (Bulk) gasoline

1. State in detail the work proposed. To replace eight existing gasoline tanks with 8 new 550 Gal. gasoline tanks connected to existing approved pumps.

Is this a new or old building? old

Give character of construction brick

Class 1

Dimensions: Stories High 1 Feet High 20 Feet Front 197 Feet Deep 100

Storage garage & loading platform No. of Families none

Is application made to remove a violation or order of any Dept.? no Give No.

How to be occupied same

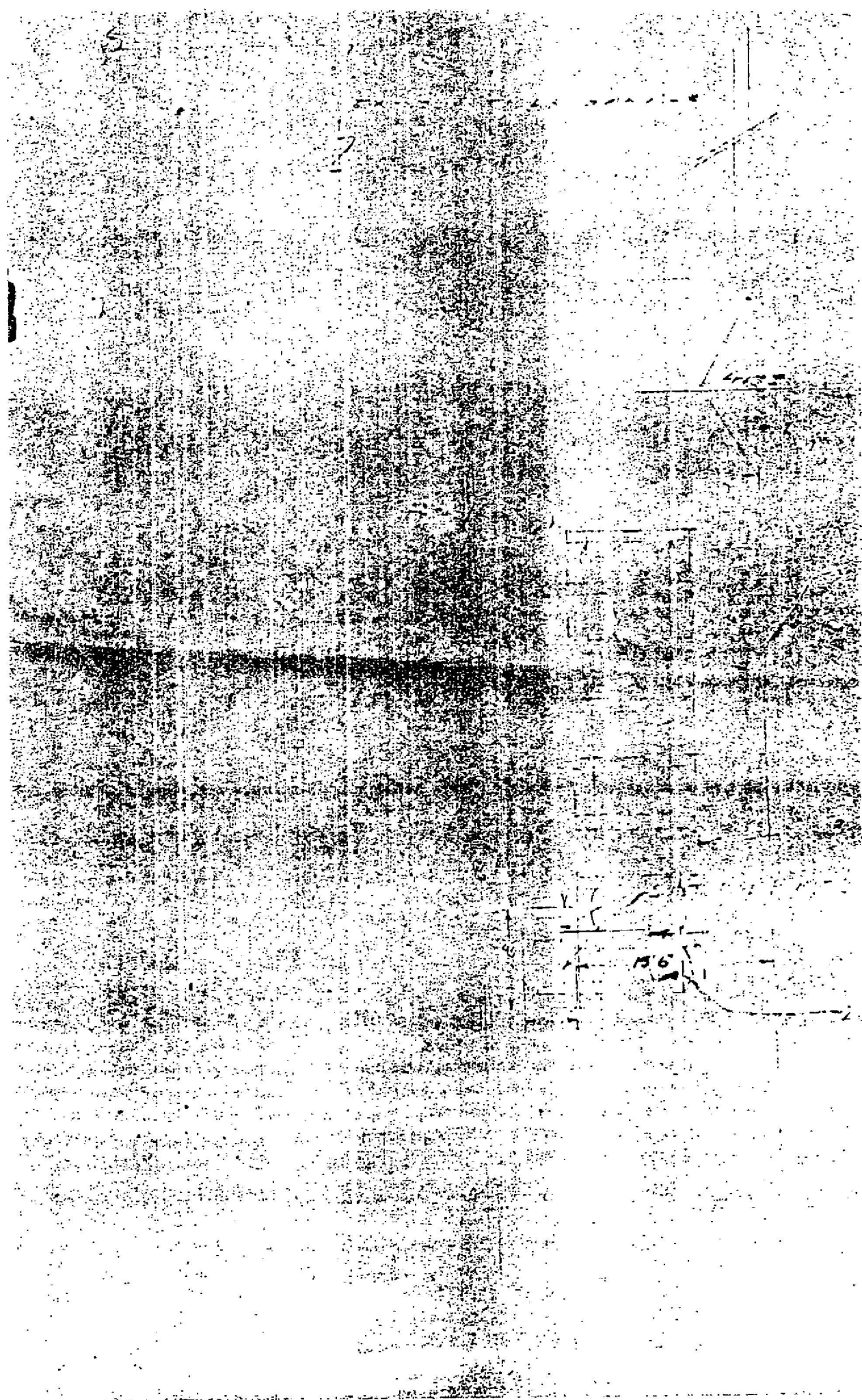
Estimated Cost \$ 2400

(Any variation in estimated cost shall be filed and recorded as an amendment.) C.O. 26520

Exemptions

If exemption from payment of fee is claimed, state clearly the basis of claim.

NOTICE—This application must be typewritten and filed in quadruplicate. All proposed work under this application must be shown on plans and section. All vertical lines of soil, waste, leader and refrigerator pipes should be designated by numbers or letters. A soil or waste line and its attendant vent line may be considered as one stack, and so numbered or lettered. In alterations, NEW WORK ONLY should be specified. When new fixtures are to be connected to present lines, the location and diameter of said lines must be shown on the plan. Minor alterations in connection with work described may be included in this form.



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156

1922 A

EXISTING 150
2nd STREET

CEMENT 150
CEMENT 150

OPEN YARD

2.50 ST 550 GAL
TASCHINATANA

2.50 ST 550 GAL
TASCHINATANA

150 ST 550 GAL
TASCHINATANA

150 ST 550 GAL
TASCHINATANA

150 ST 550 GAL
TASCHINATANA

150 ST 550 GAL
TASCHINATANA

ALL DIMENSIONS TO BE
VERIFIED ON AND BY CONTRACTOR

BLOCK 159

LOT 159

LOT 159

R. 150

150 ST 550 GAL
TASCHINATANA

150 ST 550 GAL
TASCHINATANA

EXPRESS COMPANY
WEST 2ND ST
NEW YORK

150 ST 550 GAL
TASCHINATANA

EAST 10th STREET

NEW YORK

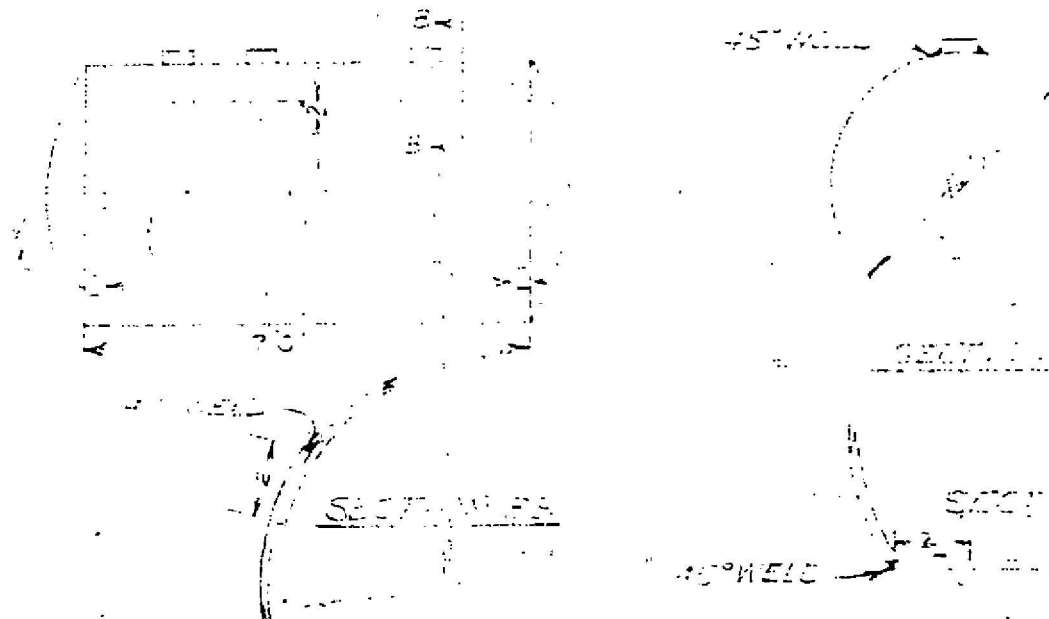
150 ST 550 GAL
TASCHINATANA

150 ST 550 GAL
TASCHINATANA

Ball & uniform on top, not placed by any one. 3 1/2" center to center.
1" steel shell and rods. All on top of car's wheels.

JOHN J. GILBERT
100 E. 4th St.
NY 10002

line on top, not flared by my arms. It's a simple, short and sturdy. All at or electric 1.1 km.



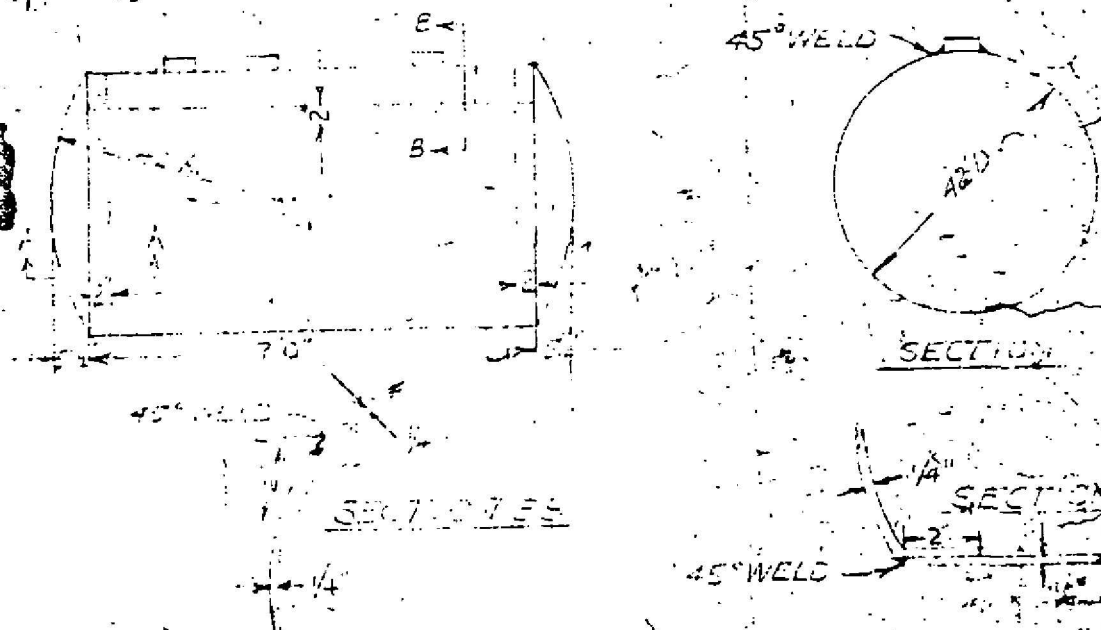
Note:

- [illegible]

440 EAST 57 STREET
NEW YORK, NEW YORK 10022

Detail of single shell 15" galleg. 200 gasoline tank, approved type.

All openings on top, not pierced by any seams. 3/4" standard flanged steel shell and heads. All seams electric welded.



- Notes: on 11/18/18.
1. Tank subject to hydrostatic pressure test and shall be as per Bldg. Code.
 2. Tank to be installed in accordance with Fire Dept. requirements.
 3. Tank shall be installed in accordance with Fire Dept. representative.
 4. No pipe, union or other fitting to be used.
 5. Electric welding to be done by electric.
 6. No unit or entrance to a public school, public school playground, public work, public assembly, public library, public square or hospital, or any other public institution on either side of street, between two adjacent streets or 100' from nearest exit or entrance to building, shall be used for storage of gasoline.
 7. Tank to be installed in accordance with Fire Dept. requirements.
 8. Tank to be installed in accordance with Fire Dept. requirements.
 9. Tank to be installed in accordance with Fire Dept. requirements.
 10. Tank to be installed in accordance with Fire Dept. requirements.
 11. Tank to be installed in accordance with Fire Dept. requirements.
 12. Tank to be installed in accordance with Fire Dept. requirements.
 13. Tank to be installed in accordance with Fire Dept. requirements.
 14. Tank to be installed in accordance with Fire Dept. requirements.
 15. Tank to be installed in accordance with Fire Dept. requirements.
 16. Tank to be installed in accordance with Fire Dept. requirements.
 17. Tank to be installed in accordance with Fire Dept. requirements.
 18. Tank to be installed in accordance with Fire Dept. requirements.
 19. Tank to be installed in accordance with Fire Dept. requirements.

Address 600/650/11/42
DWG. 141-2-1

NYC... with...
NYC... with...

WEST ARMS PUMP

NYC...
NYC...
NYC...

NYC...
NYC...
NYC...

WEST ARMS PUMP

NYC...
NYC...

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Date

May 4, 1971

No. 70473

CERTIFICATE OF OCCUPANCY

NO CHANGES OF USE OR OCCUPANCY NOT CONSISTENT WITH THIS CERTIFICATE SHALL BE MADE UNLESS FIRST APPROVED BY THE BOROUGH SUPERINTENDENT

This certificate super-sedes C. O. No. 70107 1 esp.

THIS CERTIFIES that the ~~new~~ altered ~~existing~~ building—premises located at

620 West 42nd Street; 601 West 11th Street Block 1689 Lot 1 of 1

That the zoning lot and premises above referred to are situated, bounded and described as follows:

BEGINNING at a point on the south side of West 42nd Street distant 200 feet west from the corner formed by the intersection of

and 11th Avenue
 running thence south 200 feet; thence south 127' 6" feet;
 thence east 200 feet; thence north 127' 6" feet;
 running thence feet; thence feet;

to the point or place of beginning, conforms substantially to the approved plans and specifications, and to the requirements of the Building Code, the Zoning Resolution and all other laws and ordinances, and of the rules of the Board of Standards and Appeals, applicable to a building of its class and kind at the time the permit was issued; and

CERTIFIES FURTHER that, any provisions of Section 646e of the New York Charter have been complied with as certified by a report of the Fire Commissioner to the Borough Superintendent.

N.Y.C. Alt. No. — 1433-1970

Occupancy classification—Public parking lot Height — stories, feet.

Date of completion— May 4, 1971 Located in M 2-3 Zoning District.

at time of issuance of permit. 6010-1971

This certificate is issued subject to the limitations hereinafter specified and to the following resolutions of the Board of Standards and Appeals:
 and The City Planning Commission: } (Calendar numbers to be inserted here)

PERMISSIBLE USE AND OCCUPANCY

Off-Street Parking Spaces

Off-Street Loading Berths

STORY	LIVE LOADS (lbs. per Sq. Ft.)	PERSONS ACCOMMODATED	USE
	On Ground	1	Public parking lot for one-hundred-fifty (150) motor vehicles. Attendant's shelter 6' x 8' x 7' high.
		NOTE:	Permission to maintain a Temporary shelter is revocable at the discretion of the Commissioner.

Borough Superintendent