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<td>DRAFT REPORT SUBMISSION REGARDING THE ARCHITECTURAL AND HISTORICAL RESOURCES RESPONSE TO CECR COMMENT #1 IF MAY 12, 1988</td>
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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.

-1-
Legend

- - - - - Study Area

Block of Proposed Rezoning

Location Plan

Figure: 1
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.

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 Pietr 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: 1332, New York City's early chronicler of Native American sites, noted

---

2/ Bolton, Reginald


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

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 on 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 to plan of 1879 will be
utilized for consistency purposes throughout the discussion. This section is
subdivided into six subsections indicating the development history of the proposed site block in chronological order.

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

<table>
<thead>
<tr>
<th>Lot #s</th>
<th>Year</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
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<td>1854</td>
<td>vacant land (figure 2B)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1859</td>
<td>vacant except lot #14 (figure 2C)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1879</td>
<td>No alterations (figure 3A)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1883</td>
<td>vacant land (figure 3B)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1890</td>
<td>No alterations (figure 3C)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1899</td>
<td>No alterations (figure 3D)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1905</td>
<td>No alterations (figure 3E)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1911</td>
<td>No alterations (figure 3F)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1913</td>
<td>No alterations (figure 3G)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1920</td>
<td>All structures demolished, railroad tracks constructed (figure 4)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1932</td>
<td>No alterations, central platform constructed with 1-story office (figure 9)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1957</td>
<td>No alteration (figure 10A)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1967</td>
<td>No alterations (figure 10B)</td>
</tr>
<tr>
<td>5, 6, 7, 8, 9, 10, 11, 12, 13, 14</td>
<td>1970</td>
<td>Railroad tracks removed, land was filled, at-grade parking facility to present (figure 11)</td>
</tr>
</tbody>
</table>
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 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 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 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 constructed, 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 feet.
**Figure: 13**

- **Layer 1**: El. 7.1
  - Block River Mud
- **Layer 2**: El. 10
  - Block Mud, Cinders & Brick
- **Layer 3**: El. 40
  - Mud & Wood
- **Layer 4**: El. 45
  - Coarse Sand & Cobbles
- **Layer 5**: El. 45.6
  - Rock
- **Layer 6**: El. 45.8
  - Rock (Granite)

- **Layer 7**: El. 5.4
  - Cinder Fill
- **Layer 8**: El. 3.4
  - Soft Fill
- **Layer 9**: El. 3.1
  - Sand Fill
- **Layer 10**: El. 1.6
  - Fine Sand & Gravel
- **Layer 11**: El. 1.0
  - Hard Dry Blue Mud
- **Layer 12**: El. 0.6
  - Blue Mud Wet & Soft
- **Layer 13**: El. 0.8
  - Med. Coarse Sand & Small Boulders
- **Layer 14**: El. 0.5
  - Rock

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**Source**: NYC 6.637 443

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**NYC**: 6.637 443

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**Figure**: 13
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-I)

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

#### BLOCK 1089

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

(continued)

<table>
<thead>
<tr>
<th>Date</th>
<th>Mortgagor(s)</th>
<th>Mortgagor(s)</th>
<th>Lots if Subdivided</th>
</tr>
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<tbody>
<tr>
<td>May 10, 1840</td>
<td>Graham, Hector</td>
<td>Colden, David</td>
<td>29-36</td>
</tr>
<tr>
<td>Apr. 3, 1841</td>
<td>Rapelse, George &amp; Susanna &amp; Elizabeth</td>
<td>Smith, Ann</td>
<td>29-36</td>
</tr>
<tr>
<td>Feb. 14, 1844</td>
<td>Ruggles, Philo (Master in Chancery)</td>
<td>Skidmore, Walter</td>
<td>1-64</td>
</tr>
<tr>
<td>Jan. 25, 1845</td>
<td>Ruggles, Philo</td>
<td>Skidmore, Walter</td>
<td>1-64</td>
</tr>
<tr>
<td>Mar. 25, 1854</td>
<td>The Mayor, Aldermen and Commonality of the City of New York</td>
<td>Appleley, Charles</td>
<td>1-64</td>
</tr>
<tr>
<td>Mar. 25, 1854</td>
<td>Robinson, Lucius (Referee)</td>
<td>Appleley, Charles</td>
<td>1-64</td>
</tr>
<tr>
<td>July 20, 1880</td>
<td>Stuart, Robert &amp; Ellen Elisa Cairns, William (trustee)</td>
<td>Appley, Charles</td>
<td>29-36</td>
</tr>
<tr>
<td>July 20, 1880</td>
<td>Appley, Charles</td>
<td>The Metropolitan Gas and Light Co. of the City of New York</td>
<td>1-64</td>
</tr>
<tr>
<td>Sept. 23, 1883</td>
<td>The Mayor, Aldermen and Commonality of the City of New York</td>
<td>Jordan, Conrad</td>
<td>-</td>
</tr>
<tr>
<td>Sept. 23, 1883</td>
<td>Jordan, Conrad</td>
<td>West Shore and Ontario Terminal Co.</td>
<td>-</td>
</tr>
<tr>
<td>Apr. 27, 1883</td>
<td>Court of Chancery, State of New York</td>
<td>Decree</td>
<td>29-36</td>
</tr>
<tr>
<td>Sept. 23, 1883</td>
<td>West Shore and Ontario Terminal Co.</td>
<td>Central Trust Co. of New York</td>
<td>-</td>
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<tr>
<td>Jan. 30, 1883</td>
<td>The Metropolitan Gas and Light Co.</td>
<td>Consolidated Gas Co.</td>
<td>1-64</td>
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<tr>
<td>Mar. 23, 1899</td>
<td>Consolidated Gas Co.</td>
<td>42nd Street Manhattanville &amp; St. Nicholas Ave. Railroad Co.</td>
<td>1-64</td>
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<td>Mortgagor(s)</td>
<td>Mortgagee(s)</td>
<td>Lots if Subdivided</td>
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<tr>
<td>--------------</td>
<td>---------------------------------------------</td>
<td>---------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Apr. 21, 1914</td>
<td>Haner )</td>
<td>Mid Crosstown Railway Inc.</td>
<td>1-64</td>
</tr>
<tr>
<td></td>
<td>Doan )</td>
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<td></td>
<td>Tayler )</td>
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<td></td>
<td>Heppnermer )</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Loxley )</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb. 25, 1929</td>
<td>Hagan</td>
<td>Ace Wood Petroleum</td>
<td>33-37</td>
</tr>
<tr>
<td>July 29, 1929</td>
<td>S.M.E.E. Realty Co.</td>
<td>Aguerment Company</td>
<td></td>
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<tr>
<td>1930</td>
<td>N.Y. Central Railroad Inc.</td>
<td>Bankers Trust</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bank of Ireland</td>
<td></td>
</tr>
<tr>
<td>Dec. 29, 1930</td>
<td>N.Y. Central Railroad Inc.</td>
<td>Cockrum, John B.</td>
<td>1-64</td>
</tr>
<tr>
<td>Apr. 29, 1934</td>
<td>N.Y. Central Railroad Inc.</td>
<td>Bankers Trust</td>
<td>1-64</td>
</tr>
<tr>
<td></td>
<td>Central Hanover Bank and Trust Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct. 21, 1927</td>
<td>New York Edison Company</td>
<td>New York State Realty and</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Terminal Company</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>466 Lexington Ave.</td>
<td></td>
</tr>
<tr>
<td>Dec. 29, 1932</td>
<td>New York Central Railroad Co.</td>
<td>Central Hanover Bank and Trust Company</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Bankers Trust Company</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Guaranty Trust Company</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Cockrum, John B.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Trustees under Agreement</td>
<td></td>
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<tr>
<td>Apr. 9, 1934</td>
<td>New York Central Railroad Co.</td>
<td>Central Hanover Bank and Trust Company</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Company, Trustee</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Mortgagor(s)</td>
<td>Mortgagee(s)</td>
<td>Lots if Subdivided</td>
</tr>
<tr>
<td>----------------</td>
<td>--------------------------------------------------</td>
<td>--------------------------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>July 6, 1962</td>
<td>The New York Central Railroad Co.</td>
<td>Cola Realty Corp.</td>
<td>84 William St., New York</td>
</tr>
<tr>
<td>July 6, 1982</td>
<td>Cola Realty Corp.</td>
<td>Railway Express Agency Inc.</td>
<td>219 E. 42nd St., New York</td>
</tr>
<tr>
<td>June 7, 1967</td>
<td>Railway Expressway Agency Inc.</td>
<td>Keenan, Joseph D., Tr.</td>
<td>2727 29th St., N.W.</td>
</tr>
<tr>
<td></td>
<td>Keenan, Joseph D. Tr.</td>
<td>Peed, Roger Tr.</td>
<td>Washington, D.C.</td>
</tr>
<tr>
<td></td>
<td>Peed, Roger Tr.</td>
<td>Railway Express Agency Inc.</td>
<td></td>
</tr>
<tr>
<td>July 18, 1969</td>
<td>Keenan, Joseph D. Tr.</td>
<td>Chrysler Realty Corp.</td>
<td>341 Massachusetts Ave.</td>
</tr>
<tr>
<td></td>
<td>Peed, Roger Tr.</td>
<td>Highland Park, Michigan</td>
<td></td>
</tr>
<tr>
<td>July 18, 1969</td>
<td>Railway Express Agency Inc.</td>
<td>Chrysler Realty Corp.</td>
<td></td>
</tr>
<tr>
<td>July 24, 1984</td>
<td>Ivory Forty-Two Realty Co.</td>
<td>Silverstein</td>
<td>42 Street Assoc.</td>
</tr>
</tbody>
</table>
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.
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
Date: 6/28/85

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

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 (Archaeology)

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 - 423nd, @ 11th & 12th Avenue.

The following permits were filed:

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

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

<table>
<thead>
<tr>
<th>Occupancy</th>
<th>Height Stories</th>
<th>Feet</th>
<th>Dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ft. Front</td>
</tr>
<tr>
<td>1 Demolition</td>
<td>Office</td>
<td>2</td>
<td>65</td>
</tr>
<tr>
<td></td>
<td>Platform</td>
<td>1</td>
<td>65</td>
</tr>
<tr>
<td></td>
<td>Garage</td>
<td>1</td>
<td>197</td>
</tr>
</tbody>
</table>

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.
OBJECTIONS

APPLICATION No. 537
LOCATION 600-650 West 42 St.

DISAPPROVED 4-12-1983

NOTE: Plans may be corrected to meet objections without filing amendments. Amendments need be filed only when reconsideration of objections is requested and then only if required by the Superintendent or his assistants.

After approval no changes on approved plans are permitted. New plans accompanied by amendment sheets must then be filed to cover changes.

2-1) As per Sec 13-462 & Sec 74-52 of Zoning Resolution, the City Planning Commission may by Special Permit allow public parking lots in M2-3 Districts for more than 150 parking spaces.

DENIED
FOR APPEAL TO THE BOARD OF ESTIMATES AND APPEALS

DATE JUL 25 1983

Examiner

Borough Superintendent.
That the said land and premises above referred to are situated, bounded and described as follows:

(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)

Running thence E 800' 0" feet; thence N 200' 0" feet; (Direction)

to the point or place of beginning, being designated on the plan 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.

Signature of Owner or Officer of Corp.

Falsification of any statement is a misdemeanor under Section 643-10 of the Administrative Code and is punishable by a fine of not more than five hundred dollars or imprisonment for not more than six months or both.

Department of

House Number ___________ Unit ___________ 19 ___________ Bureau of

PLOT DIAGRAM must be drawn to indicate: (1) the correct street lines from the survey plan; the plan to be built upon at least 1/4 inch per foot; the portion of the lot to be occupied by the building; the legal grade and the existing grade, properly identified, of street at nearest points from the proposed building in each direction; the house numbers and the block and lot numbers. 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

West 42 St.

800'

12th Av

11th Ave

200'

West 41 St

(For N-Tv 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

The north point of the diagram must agree with the arrow.
AMENDMENT

NOTICE—This Amendment must be TYPEWRITTEN and filed in TRIPLETS.

Alt. APPLICATION No. 537 1983 BLOCK 1089 LOT 1

LOCATION 600-650 W. 42nd Street Entire Block Manhattan

House Number Street Distance from Nearest Corner Borough

Date April 6 1983

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 thereof contained.

Applicant Donald B. Knox Signature

Address 150 Washington Street Jersey, L.I. 0772

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 pages can be considered.

EXAMINED AND RECOMMENDED FOR APPROVAL ON 19

APPROVED 19

Examiner

Borough Superintendent
This Application must be TYPEWRITTEN and filed in DUPLICATE. APR 1 1983.

ALTERED BUILDING APPLICATION

Application for ☐ Approval of Plans ☐ Acceptance under Directive "NO WORK PERMIT. A PERMIT MUST be obtained BEFORE work is started.

CITY OF NEW YORK

Borough of Manhattan

DEPARTMENT OF BUILDINGS

600-650 West 42nd Street (Entire Block)

<table>
<thead>
<tr>
<th>Lot</th>
<th>Zoning Dist.</th>
<th>Map No.</th>
<th>Height</th>
<th>No. of Stories</th>
<th>Application Number</th>
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<tr>
<td>1</td>
<td>BC</td>
<td>8C</td>
<td>0'-0&quot;</td>
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<td>3-31-83</td>
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ALT. 637

DO NOT WRITE IN THIS SPACE

态: 1

EIGHTH AVE. ARThUR AVENUE

EXISTING C. O. NO. 71943

PENDING UNSAFE

PENDING APPLICATIONS

☐ LANDMARK AREA/SITE

OCCUPANCY IN DETAIL

<table>
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<tr>
<th>USE</th>
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<tbody>
<tr>
<td>Public parking lot for 150 motor vehicles</td>
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<td>Public parking lot for 150 motor vehicles</td>
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<td>Public parking lot for 150 motor vehicles</td>
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PENDING VIOATIONS

OCCUPANCY IN DETAIL

<table>
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<tr>
<th>USE</th>
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<td>Public parking lot for 8.67 motor vehicles use group 2</td>
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PENDING VIOATIONS

 MITATIONS OR RESTRICTIONS

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<th>WORK AND EQUIPMENT TO BE INSTALLED</th>
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<tbody>
<tr>
<td>ELEVATOR</td>
</tr>
<tr>
<td>MATERIAL</td>
</tr>
<tr>
<td>HEATING</td>
</tr>
<tr>
<td>SYSTEM FUEL</td>
</tr>
<tr>
<td>MISCELLANEOUS (DESIGN)</td>
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</table>

FIRE DETECTION AND EXTINGUISHING SYSTEMS

| STANDPIPE SYSTEM | YARD HYDRANT | PRIVATE HYDRANT |
| SMOKETECTOR SYSTEM | AUTOMATIC SPRINKLER SYSTEM | DOMESTIC WATER |
| TWO AUTOMATIC SOURCES | AUTOMATIC SPRINKLER SYSTEM | SIGNAL SYSTEM |

PERMITTED ALTERNATES TO BE INSTALLED

| Hand or Portable Fire Extinguishers Subject to FIRE DEPT. APPROVAL |
| AUTOMATIC SPRINKLER SYSTEM CONNECTED TO CENTRAL SUPERSISION STATION |
| AUTOMATIC DRY SPRINKLER |

☐ PARTIAL SYSTEM ICLARIFY EXTENT BELOW |

THEIR FIRE EXTINGUISHING SYSTEMS

ON THE LOT

<table>
<thead>
<tr>
<th>VOLUME OF BUILDING</th>
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<tbody>
<tr>
<td>TO BE CHANGED</td>
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</tbody>
</table>

COMPLETE THE FOLLOWING

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<tr>
<th>TOTAL FLOOR AREA-EXISTING</th>
<th>PROPOSED</th>
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</table>

<table>
<thead>
<tr>
<th>SO. FT.</th>
<th>SO. FT.</th>
</tr>
</thead>
</table>

ADDITIONAL VOLUME

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
</table>

scribe in what manner the building will be altered:

No work to be done.

This application is subject to Building Code Numbers: 70122, 70673, 70474, 71943 and to operate as a single parking facility.

Capacity: 876
<table>
<thead>
<tr>
<th>OWNER</th>
<th>ADDRESS</th>
<th>ZIP</th>
<th>TEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>EDISON FULTON PARKING CORP.</td>
<td>100 Washington St., Newark, NJ 07102</td>
<td>07102</td>
<td>201-349-037</td>
</tr>
<tr>
<td>OFFICER OF CORPORATION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jerome W. Gottesman</td>
<td>100 Washington St., Newark, NJ 07102</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADDRESS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LESSEE</td>
<td></td>
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</tr>
</tbody>
</table>

**OWNER’S STATEMENT REGARDING OCCUPIED HOUSING ACCOMODATIONS**

To the Borough Superintendent: The undersigned owner herewith certifies: (Check one box)
- [ ] That the building to be altered contains no occupied housing accommodations subject to control under Title "Y" of Chapter 51 of the Administrative Code.
- [ ] That the owner has notified the city rent agency of his intention to file this application and has complied with all requirements imposed by the regulations of such agency as prerequisites for such time.

**OWNER’S INSPECTION REQUEST** (Check if applicable)

In lieu of inspections by inspectors of the Department of Buildings, the owner authorizes the following:
- [ ] Registered Architect
- [ ] Professional Engineer
To make all inspections during the progress and upon completion of all work.

**AUTHORIZATION OF OWNER**

The undersigned owner herewith authorizes the applicant to file this application for the work specified herein.

**ARCHITECT/ENGINEER’S STATEMENT**

I will make inspections during the progress and upon completion of work. Controlled inspection reports and other reports relating to quality of concrete, ventilation, fire dampers and other requirements shall be filed with me before the work is reported completed.

Upon completion of the work and after my final inspection, I shall file a certification (B Form 21A) attesting to the fact that all work was performed and completed in accordance with the approved plans and with the provisions of the Building Code and other applicable laws and regulations. Any exceptions shall be noted promptly in writing.

Should my retention be terminated for any reason prior to the completion of the work, I shall immediately inform the Department of Buildings in writing. This notice of termination will be accompanied by a Certification (B Form 21A) and appropriate controlled inspection reports to the date of termination.

**APPLICANT’S STATEMENT:**

I hereby state: That I prepared or supervised the preparation of the following types of plans and specifications herewith submitted:
- [ ] Zoning
- [ ] Structural
- [ ] Architectural
- [ ] Electrical
- [ ] Mechanical
- [ ] Plumbing
- [ ] Drainage

That to the best of my knowledge and belief, the plans and work shown thereon comply with the provisions of the Building Code and other applicable laws and regulations, (Check if applicable). Except for practical difficulties set forth in the accompanying signed statement.

That I am authorized by the owner of all that certain lot, piece or parcel of land, shown on the diagram above to make application for the approval of such detailed statements of specifications and plans, other work (if any) and attachments thereto, in the said owner’s behalf.

**FALSIFICATION OF ANY STATEMENT IS A MISDEMEANOR UNDER SECTION 63-190 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.**

**SABOTAGE (A CRIME): A PERSON WHO GIVES OR OFFERS A BRIBE TO ANY EMPLOYEE OF THE CITY OF NEW YORK, OR AN EMPLOYEE WHO TAKES OR SOLICITS A BRIBE IS GUilty OF A FELONY PUNISHABLE BY IMPRISONMENT UP TO SEVEN YEARS OR A FINE, OR BOTH. PENAL LAW SEC. 200.00 AND 200.16.**

**EXEMPTION FROM PAYMENT OF FEE**

STATE BASIS IN ACCORDANCE WITH C36-20.0

<table>
<thead>
<tr>
<th>PAYMENTS</th>
<th>ESTIMATED COST</th>
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</thead>
<tbody>
<tr>
<td>INITIAL FEE PAYMENT:</td>
<td>$-150 18 9 79 357</td>
</tr>
<tr>
<td>2nd FEE PAYMENT:</td>
<td></td>
</tr>
<tr>
<td>CASHIER STAMP:</td>
<td></td>
</tr>
<tr>
<td>ADDITIONAL FEES REQUIRED:</td>
<td></td>
</tr>
<tr>
<td>CASHIER STAMP:</td>
<td></td>
</tr>
</tbody>
</table>

**APPROVAL**

APPROVED AND RECOMMENDED FOR APPROVAL: 

ACCEPTANCE UNDER DIR. 14/15.
STATEMENT "A"

BLOCK 1085 LOT 1

ALT 537/83

LOCATION 600 - 650 West 42 St.

TO THE COMMISSIONER:

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

1. 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, C26-110.9)

2. Work will not be commenced until the work permit is obtained (Administrative Code, C26-110.3)

3. 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, C26-110.3)

4. An application for a work permit shall be accompanied by satisfactory evidence of compliance with the provisions of the State and City's Compensation Law (Administrative Code, C26-110.1, C25-111.1, C25-112.1)

5. The work permit shall expire by limitation if the permitted work is not commenced within 12 months of the date of issuance (Administrative Code, C26-110.6)

6. Work will be inspected by architects, engineers and designated persons in accordance with administrative code C25-109.3

Donald B. Knox, P.E.

(Typewritten Name)

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

in the Borough of Newark

in the State of New Jersey

Architectural plans and specifications herewith submitted and made part heretofore.

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

Architectural plans and that to the best of his knowledge and belief, the plans and work shown hereto 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.; Address: 100 Washington St., Newark, N.J.

Harold Gottesman, President

Jerome Gottesman, Secretary

Lessee: Address: 100 Washington St., Newark, N.J.

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

Engineer: Address: 100 Washington St., Newark, N.J.

Superintendent: Address: 100 Washington St., Newark, N.J.

Date: November 9, 1923

Examined and Recommended for Approval on November 9, 1923.

EXAMINER

APPROVED

Borough Superintendent

NOTICE—This statement must be TYPEWRITTEN and filed in QUADRUPLE.
1. ALL EXISTING CONSTRUCTION TO BE DEMOLISHED AND NO WORK TO BE DONE UNDER THIS APPLICATION.
2. ENTIRE BLOCK TO BE CONSTRUCTED AS A SINGLE FACILITY WITH A DRIVEWAY.
3. 20' DRIVE ALONG S. E. CORNER TO ACCESS BUILDING AND MANEUVER MIDDLE BAY FOR ALL VEHICLES.

EDISON PARKING ASSOCIATES
CONSULTANTS

RECEIVED
DEPARTMENT OF BUILDINGS
APR 1, 1993
CITY OF NEW YORK
BOROUGH OF MANHATTAN

ALT 537/83
BOROUGH OF THE CITY OF NEW YORK

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 supersedes C.O. No. 70167, Town of

THIS CERTIFIES that the 

premises located at

670 West 2nd Street, 6-1 1st Street

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

BEGINNING at a point on the north side of West 2nd Street and 11th Avenue

distant 260 feet east from the corner formed by the intersection of

running thence 260 feet south

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 613 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

Date of completion— 7-23-1971

Located in Zoning District

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

PERMISSIBLE USE AND OCCUPANCY

Off-Street Parking Spaces

Off-Street Loading Berths

<table>
<thead>
<tr>
<th>STORY</th>
<th>LIVE LOADS (kips per no. ft)</th>
<th>PERSONS ACCOMMODATED</th>
<th>USE</th>
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<td>Ground</td>
<td>1 Public parking lot for one-hundred fifty (150) actor vehicles.</td>
<td>Attendant's shelter 6' x 3' x 7' high.</td>
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OFFICE COPY—DEPARTMENT OF BUILDINGS
PLUMBING, MECHANICAL EQUIPMENT AND TANK INSTALLATION

BLOCK 1069 LOT Pt. of 1

FEES REQUIRED FOR
N.B. ALT. No. 19

533-547 -12th Ave. S.W., 42nd St.

Owner
Railway Express Agency
Address 219 E. 42 St., N.Y.C.

Lease Address

Architect
H. Rosenthal
Address 34-20 56 St., Woodside, 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:

Application is hereby made on behalf of the owner-leasing 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 therein in effect on the date

Applicant
Frank Germain
Address 1143 E. 5th St., Mt. Vernon, N.

Examined and Recommended for Approval on

APPROVED

Borough Superintendents

Initial fee payment—

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

ADD'TIONAL FEES REQUIRED

VERIFIED BY

(Yes or No) AMOUNT $ DATE

Work Included Herein: Plumbing? Sprinkler? Stairpipe? Fuel Oil? or Fuel Oil (Bulk) gasoline

1. State in detail the work proposed to replace six existing gasoline tanks with a new 550 Gal. gasoline tank 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 187 Feet Deep 100

Storage Occupied garage & loading platform

No. of Families none

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

How to be occupied same

Estimated Cost $ 21,000

(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 refrigeration 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.
Note:
1. Tank subject to hydrostatic pressure test and shall be in per §§ 13, As L., 76.
2. Shall be insulated under jurisdiction of Code §§, for installing.
3. Tank to be 39" above floor.
4. Tank to be a steel tank, steel tank shall be a steel, steel plate, steel pipe, steel tank, or steel tank.
5. Tank to be a steel tank, steel tank shall be a steel, steel plate, steel pipe, steel tank, or steel tank.
6. Tank to be a steel tank, steel tank shall be a steel, steel plate, steel pipe, steel tank, or steel tank.
7. Tank to be a steel tank, steel tank shall be a steel, steel plate, steel pipe, steel tank, or steel tank.
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13. Tank to be a steel tank, steel tank shall be a steel, steel plate, steel pipe, steel tank, or steel tank.
14. Tank to be a steel tank, steel tank shall be a steel, steel plate, steel pipe, steel tank, or steel tank.
15. Tank to be a steel tank, steel tank shall be a steel, steel plate, steel pipe, steel tank, or steel tank.
All openings on top, not plugged by any means. 1/2" standard flanges 1/2" shell shell and heads. All connections electric welded.

SECTION

AS WELD

45° WELD

1. All subject to be hydrostatic pressure test and shall bear per side. Official inspection shall be made in accordance with Pres. Dept. requirements.
2. All shall be in accordance with specifications of Pres. Dept. requirements.
3. All shall be welded at all connections. ( seminar
4. All shell shall be fitted with all connections. (unsual
5. All shell shall be fitted with all connections. (unsual
6. All shell shall be fitted with all connections. (unsual
7. All shell shall be fitted with all connections. (unsual
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BOROUGH OF "1, THE CITY OF NEW YORK

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 supersedes C.O. No. 70167.

THIS CERTIFIES that the newly-constructed building—premises located at

670 West 42nd Street  5th 11th Street  Block 1689  Lot 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 42nd Street distant 100 feet west from the corner formed by the intersection of 42nd Street and 11th Avenue; running thence 300 feet west; thence south 39°7'6"; running thence 200 feet north; thence east 100 feet; thence north 39°7'6", to the point 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.


PERMISSIBLE USE AND OCCUPANCY

Off-Street Parking Spaces

Off-Street Loading Berths

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<td>1</td>
<td>Public parking lot for one-hundred-fifty (150) motor vehicles.</td>
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<td></td>
<td>Attendee's shelter 6' x 8' x 7' high.</td>
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NOTE: Permission to maintain a Temporary shelter is revocable at the discretion of the Commissioner.

OFFICE COPY—DEPARTMENT OF BUILDINGS