

# ADDENDUM PHASE IA ARCHAEOLOGICAL SURVEY



## PROPOSED DRAINAGE FACILITIES, LAGUARDIA AIRPORT ACCESS IMPROVEMENT PROJECT Borough of Queens, City of New York, New York

Project Review No. 18PR05235

### PREPARED FOR:

Ricondo & Associates, Inc.  
20 N Clark Street, Suite 1500  
Chicago, Illinois 60602

DRAFT March 2020



RICHARD  
GRUBB &  
ASSOCIATES



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20 N Clark Street, Suite 1500  
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**On Behalf Of:**

US Department of Transportation  
Federal Aviation Administration  
New York Airports District Office  
159-30 Rockaway Blvd, Suite 111  
Jamaica, New York 11434

**For Submittal To:**

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

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**Date:**

March 16, 2020

## **MANAGEMENT SUMMARY**

SHPO Project Review Number: 18PR05235

Involved State or Federal Agencies: Federal Aviation Administration

Phase of Survey: IA

Location Information

**Location:** LaGuardia Airport  
**Minor Civil Division:** Borough of Queens  
**County:** Queens

Approximate Survey Area (Metric and English)

Operations, Maintenance, and Storage Facility (OMSF) Stormwater Pipeline, Outfall and Detention Basin:  
Length: 152.4 meters (500 feet)  
Width: 61.0 meters (200 feet)  
Number of Acres Surveyed: 1.4 (0.6 hectares)

Metropolitan Transportation Authority (MTA)/Tully Site Stormwater Outfall:  
Length: 61.0 meters (200 feet)  
Width: 30.5 meters (100 feet)  
Number of Acres Surveyed: 0.44 (0.2 hectares)

U.S.G.S. 7.5 Minute Quadrangle Map: Flushing, NY

### Cultural Resources Survey Overview

Pedestrian reconnaissance was conducted to examine the current conditions of the proposed OMSF Stormwater Outfall and Detention Basin and MTA/Tully Site Stormwater Outfall Area of Potential Effects.

**Number and Size of Units:** Not Applicable

**Width of Plowed Strips:** Not Applicable

### Results of Phase IA Archaeological Survey

**Number and Name of Prehistoric Sites Identified:** None

**Number and Name of Historic Sites Identified:** None

### Conclusions and Recommendations

The Areas of Potential Effects for the proposed OMSF Stormwater Outfall and Detention Basin and MTA/Tully Site Stormwater Outfall are assessed with low prehistoric and historic archaeological sensitivity. No further archaeological survey is recommended.

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**Date of Report:** March 16, 2020



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## **1.0 INTRODUCTION**

This Addendum Phase IA Archaeological Survey addresses the prehistoric and historic archaeological sensitivity of two possible drainage system locations that were added to the LaGuardia Airport Access Improvement Project Proposed Alternative. The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), in the Borough of Queens, Queens County, New York, is proposing to improve access to LGA through the construction and operation of a new automated people mover (APM) AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA (Figure 1.1). The Port Authority's Proposed Alternative would also ensure adequate parking for Airport employees. Since the initial Phase IA Archaeological Survey was completed in 2019 for the Proposed Alternative, a new stormwater outfall and detention basin has been proposed east of the Operations, Maintenance, and Storage Facility (OMSF) (referred to as OMSF Stormwater Outfall and Detention Basin in this report) (see Figure 1.1). In addition, a new stormwater outfall is proposed east of the Metropolitan Transportation Authority (MTA)/Tully site (referred to as MTA/Tully Site Stormwater Outfall in this report) (see Figure 1.1). The OMSF Stormwater Outfall and Detention Basin and the MTA/Tully Site Stormwater Outfall are collectively referred to as the proposed drainage facilities.

Because the Project includes federal involvement, the undertaking is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in, or eligible for listing in the National Register of Historic Places (NRHP), and afford the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) an opportunity to comment. In New York, the Commissioner of the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) serves as the SHPO.

The US Department of Transportation's Federal Aviation Administration (FAA), as lead federal agency for the undertaking, is responsible for ensuring compliance with Section 106, as well as the preparation of an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. § 4321 et seq.). The EIS is being prepared in accordance with Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508) and the procedures described in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, the EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of these cooperating and participating agencies. By letter dated June 17, 2019, the FAA notified both the SHPO and the ACHP that it will use the NEPA/EIS process to comply with Section 106, as outlined in 36 CFR § 800.8 (c) (Appendix A).

Richard Grubb & Associates, Inc. (RGA), cultural resource subconsultants working on behalf of Ricondo & Associates, Inc. (Ricondo), the prime environmental consultant for the FAA's EIS document, completed this Addendum Phase IA Archaeological Survey in support of the FAA's Section 106/EIS obligations and other permitting and licensing applications. RGA's Senior Archaeologist, Ilene Grossman-Bailey, Ph.D., R.P.A., served as Principal Investigator under the direction of RGA's Principal Senior Archaeologist, Mary Lynne Rainey M.A., R.P.A. (Appendix B). Dr. Grossman-Bailey and Ms. Rainey meet the National Park Service standards of 36 CFR 61. Dr. Grossman-Bailey and Ms. Rainey drafted this addendum report and completed background research. Ms. Rainey completed archaeological fieldwork on March 5, 2020. Geographic Information Systems (GIS) Analyst, David Strohmeier, prepared the survey mapping and report figures. Catherine Smyrski and Richard Grubb edited the report, and Ms. Smyrski formatted the report. All project documents are stored at RGA headquarters in Cranbury, New Jersey.

The survey complies with the Phase I Archaeological Report Format Requirements (2005) of the OPRHP/New York State Historic Preservation Office (also referred to as the SHPO) and the Standards for Cultural Resource Investigations devised by the New York Archaeological Council (1994).





Figure 1.1: The location of the Proposed Drainage Facilities and the Proposed Alternative APE-Archaeology overlaid on an aerial photograph.  
 (Ricordo & Associates, Inc. 2019, 2020; World Imagery, ESRI 2019b).



## **2.0 PROJECT DESCRIPTION AND AREA OF POTENTIAL EFFECTS**

Exclusive of a No Build alternative, the FAA is considering one Project alternative identified during its alternatives screening process: the Port Authority's Proposed Alternative (the Proposed Alternative). With the following exception, the Port Authority's Proposed Alternative and its various enabling projects and connected actions remain as described in the previously completed Phase IA Archaeological Survey dated October 10, 2019 (Richard Grubb & Associates, Inc. 2019a). The MTA/Tully Site was described in the previously completed Addendum Phase IA Archaeological Survey dated December 23, 2019 (Richard Grubb & Associates, Inc. 2019b).

This current Addendum Phase IA Archaeological Survey examined the potential for archaeological resources within the Area of Potential Effects (APE-Archaeology) for the proposed drainage facilities west of Flushing Creek. The OMSF Stormwater Outfall and Detention Basin is south of Roosevelt Avenue and east of the proposed APM OMSF and the MTA/Tully Site Stormwater Outfall is north of Roosevelt Avenue and east of the proposed MTA/Tully Site (Figures 2.1 and 2.2). The outfall structures for both drainage facilities would direct stormwater overflow, after treatment, into Flushing Creek.

### **OMSF Stormwater Outfall and Detention Basin**

The OMSF Stormwater Outfall and Detention Basin APE-Archaeology comprises 1.4 acres (60,984.6 square feet) or 0.6 hectares (5,665.6 square meters). The APM and OMSF require a drainage system for the discharge of excess water during storm events. Elements of the stormwater drainage facility will include a pipeline, an outfall at Flushing Creek, and a detention basin. Detailed design plans are not available, and depth of below-ground impacts are not yet known. The OMSF Stormwater Outfall and Detention Basin Site APE-Archaeology is currently devoid of above-ground structures and comprised primarily of wetlands. The APE-Archaeology for the OMSF Stormwater Pipeline, Outfall, and Detention Basin is shown in Figures 2.1 and 2.2.

### **MTA/Tully Site Stormwater Outfall**

The MTA/Tully Site Stormwater Outfall APE-Archaeology comprises 0.44 acres (19,166.4 square feet) or 0.2 hectares (1,780.6 square meters). The MTA Tully Site parking facility requires a drainage system for the discharge of excess water during storm events. Elements of the stormwater drainage facility will include a pipeline and an outfall at Flushing Creek. Detailed design plans are not available, and depth of below-ground impacts are not yet known. The MTA/Tully Site Stormwater Outfall is currently devoid of above-ground structures and comprised of wetlands. The APE-Archaeology for the OMSF Stormwater Pipeline, Outfall, and Detention Basin is shown in Figures 2.1 and 2.2.

### **Area of Potential Effects (APE)**

Under Section 106, the APE is defined in 36 CFR § 800.16(d) as follows: "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." The term "historic property" is defined as a cultural resource (resource or property) listed in or eligible for listing in the NRHP.

For this Addendum Phase IA Archaeological Survey, the APE-Archaeology is the anticipated construction limits of disturbance for two new drainage facilities, the OMSF Stormwater Outfall and Detention Basin and the MTA/Tully Site Stormwater Outfall, which have been added to the Port Authority's Proposed Alternative (see Figure 1.1). The APE-Archaeology takes into consideration the proposed work activities associated with the Port Authority's Proposed Alternative and its potential to affect cultural resources. Direct effects may include physical damage or destruction of a resource or its setting. Expected impacts for the OMSF Stormwater Outfall and Detention Basin include ground disturbance in the APE-Archaeology for the basin, stormwater pipe, and outfall structure. Expected impacts for the MTA/Tully Site Stormwater Outfall include ground disturbance in the APE-Archaeology for the stormwater pipe and outfall structure (see Figures 2.1 and 2.2). The original APE-Archaeology for the Proposed Alternative was delineated in consultation between the FAA and the SHPO and was approved by the SHPO in correspondence dated July 15, 2019 (see Appendix A).

### **3.0 ENVIRONMENTAL/PHYSICAL SETTING**

The APE-Archaeology for the Port Authority's Proposed Alternative includes a linear construction corridor for the AirTrain that extends along the northern shore of western Long Island in the Borough of Queens, adjacent to the Flushing Bay and East River, and continues southeast into Flushing Meadows-Corona Park (see Figure 1.1). The physical setting of the 1.4-acre OMSF Stormwater Outfall and Detention Basin APE-Archaeology is east of the Proposed Alternative AirTrain, APM, OMSF, and Willets Point Boulevard and south of Roosevelt Avenue (see Figures 3.1 and 3.2). The physical setting of the 0.44-acre MTA/Tully Site Stormwater Outfall APE-Archaeology is east of the Proposed Alternative AirTrain, APM, OMSF, and Willets Point Boulevard and north of Roosevelt Avenue (see Figures 3.1 and 3.2). The proposed drainage facilities are west of the Van Wyck Expressway (I-678) and west of the lower portion of Flushing Creek, into which they will drain. Flushing Creek, channelized during the nineteenth and twentieth centuries, empties into Flushing Bay approximately one-half-mile to the north. Topography within the proposed drainage facilities is relatively flat, with elevations ranging between five to 10 feet above mean sea level. Historic maps discussed in Section 4.0 indicate that small streams or tributary creeks flowing into Flushing Creek may have bisected a portion of the proposed drainage facilities prior to extensive shoreline filling episodes during the early part of the twentieth century. Historic maps and aerial photographs also show variation in the shape and size of the Flushing Creek shoreline within and adjacent to the APE-Archaeology over the nineteenth through twenty-first centuries.

The proposed drainage facilities lie within the Manhattan Prong portion of the Atlantic Coastal Plain Province, which is comprised of Cretaceous and Tertiary sediments underlain by metamorphic rocks of the Early Paleozoic period (Isachsen et al. 2000: 46). Specific geologic deposits in this part of Queens are mapped as glacial till and alluvium (Cadwell 1989; Fisher et al. 1970). The proposed drainage facilities are situated on tidal wetlands formed on or adjacent to made land that has been graded and filled during the twentieth and twenty-first centuries.

The United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) maps the areas of the proposed drainage facilities with three types of urban fill and a band of mucky fine sand soil adjacent to Flushing Creek (NRCS 2019). Urban fills include Urban land, tidal marsh substratum, 0 to 3 percent slopes (UMA) soils in the western portions of the proposed drainage facilities. To the east, an area of well drained, level Ebbets-Laguardia-Urban land complex, 0 to 3 percent slopes (ELUA) is mapped north of Roosevelt Avenue and well-drained, level Laguardia-Ebbets complex, 0 to 3 percent slopes (LEA) is mapped north of Roosevelt Avenue (NRCS 2019; see Richard Grubb & Associates, Inc. 2019a: Figure 4.1 and Table 4.1). LaGuardia soils are generally very deep, well-drained soils formed as a result of anthropogenic processes (i.e. filling). The soil horizons are formed in a thick mantle of construction debris intermingled and mixed with human transported soil materials on modified landscapes in and near major urbanized areas, primarily in the Northeast Region of the United States (USDA 2013). In the eastern portions of the proposed drainage facilities along the western bank of Flushing Creek, a very poorly drained Sandyhook mucky fine sand, 0 to 2 percent slopes, very frequently flooded (SaA) is mapped. Sandyhook mucky fine sand consists of layered mucky peat, sand, mucky coarse sand, and coarse sand formed in sandy marine deposits (NRCS 2019).



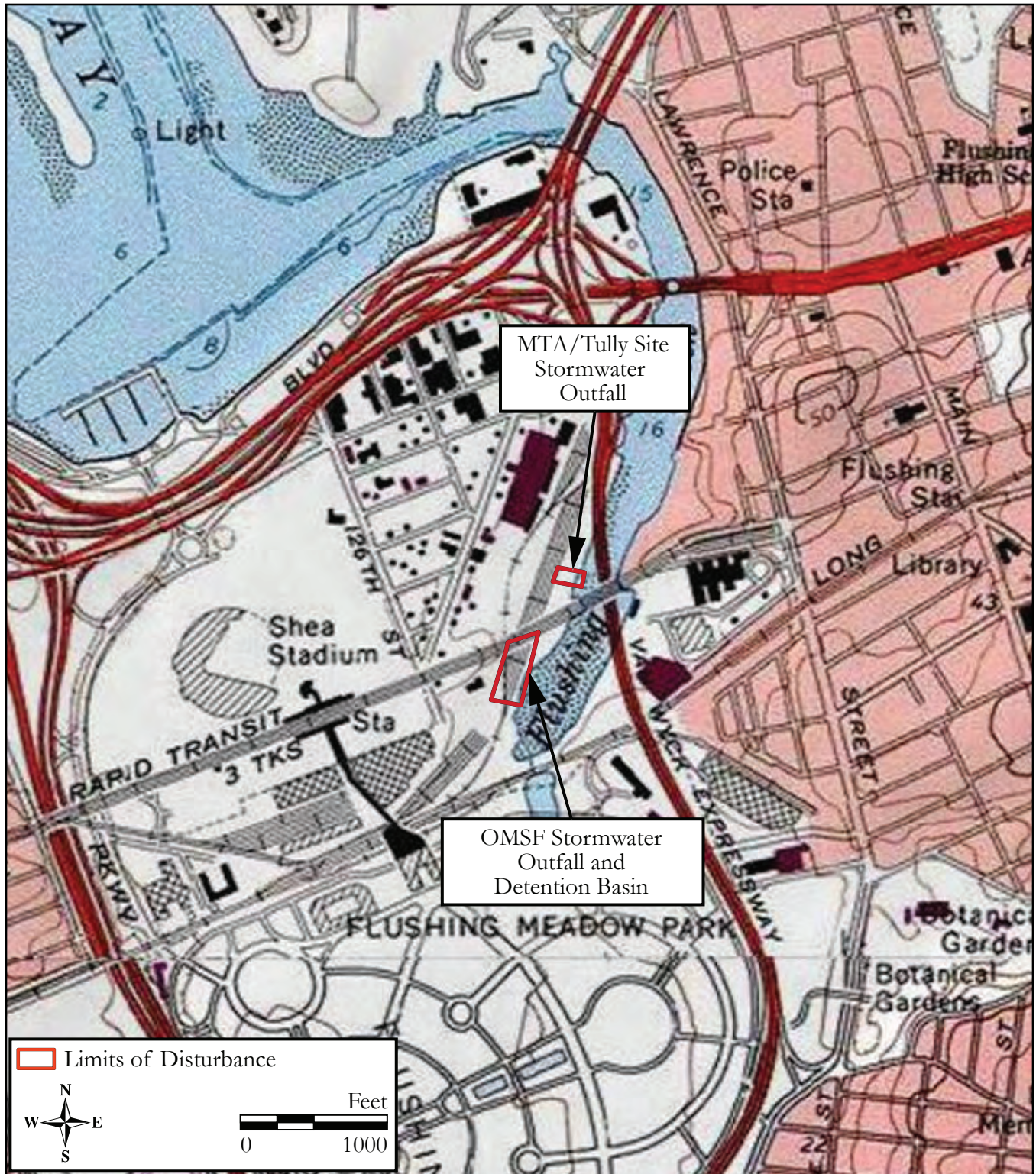


Figure 3.1: U.S.G.S. Map.  
(from U.S.G.S. 7.5' Quadrangles: 1995 Flushing, NY and 1994 Jamaica, NY).



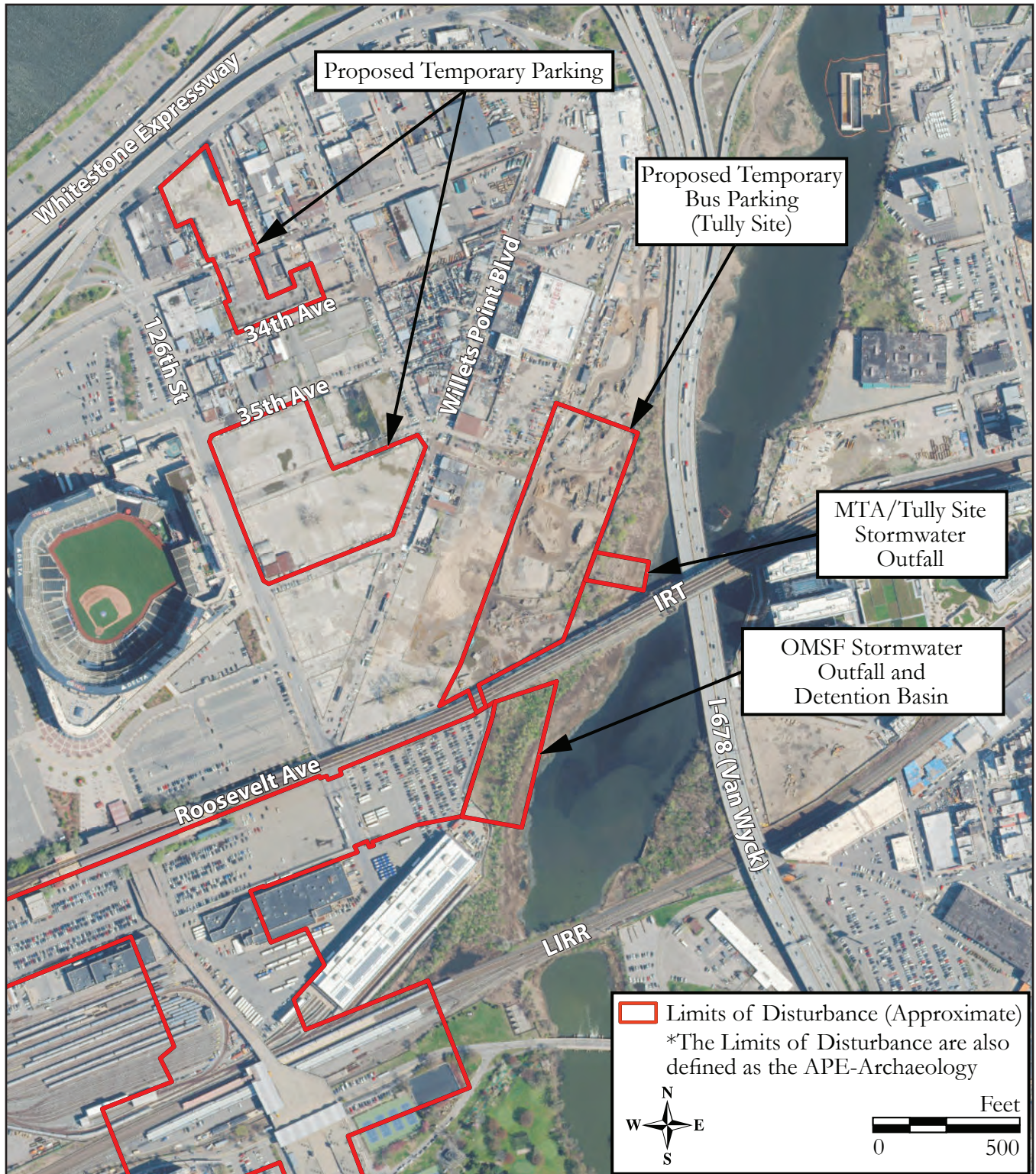


Figure 3.2: Detail of the Proposed Drainage Facilities and Proposed Alternative APE-Archaeology overlaid on an aerial photograph. (Ricondo & Associates, Inc. 2019, 2020; World Imagery, ESRI 2019b).



## **4.0 PREHISTORIC AND HISTORIC BACKGROUND**

### **4.1 Review of Archaeological Site Files and Prior Cultural Resources Surveys**

#### Research Methods

Prior to fieldwork, a review of the SHPO's CRIS web site files was conducted to identify previously registered archaeological sites within and proximate to the proposed drainage facilities and nearby portions of the APE-Archaeology. Previously conducted cultural resources surveys within and proximate to the proposed drainage facilities and nearby portions of the APE-Archaeology were identified. In addition, a review of historic atlases, maps, and historic and modern aerial photographs was undertaken. The results of the background research are presented below.

#### Archaeological Site File Review

No sites were previously registered within or adjacent to the proposed drainage facilities. Prehistoric New York State Museum (NYSM) Site # 4544 is the closest previously registered archaeological site located 655 meters (2,150 feet) south of the proposed drainage facilities. Although the SHPO's CRIS website does not list details about the site, it is elsewhere described as a camp site in the general area of the World's Fair location on the west side of Flushing Creek (Panamerican Consultants, Inc. 2003: 3-8). Sites proximate to Flushing Creek were likely situated on uplands adjacent to the tidal marsh (Panamerican Consultants, Inc. 2003: 3-9). A NYSM inventoried area associated with NYSM Site # 4544 includes the OMSF Stormwater Outfall and Detention Basin APE-Archaeology. In the 1940s, archaeologist Ralph Solecki indicated that a large prehistoric site adjacent to Flushing Creek was destroyed by World's Fair construction (Panamerican Consultants, Inc. 2003: 3-8). The Flushing Friends Meeting House Prehistoric Site (08101.011370) is 982 meters (3,250 feet) northeast of the proposed drainage facilities. Previously undertaken background research on the SHPO's CRIS web site identified eight prehistoric archaeological sites (including the two listed above) and one historic archaeological site registered within one mile of the Proposed Alternative APE-Archaeology (Richard Grubb & Associates, Inc. 2019a: Table 5.1). No sites were described as previously identified within or adjacent to the other portions of the APE-Archaeology (Richard Grubb & Associates, Inc. 2019: Table 5.1). Several prehistoric sites in the Flushing Bay area were recorded early in the twentieth century, two of which are within one mile of the proposed drainage facilities (Parker 1922; Smith 1950). Due to the location of the proposed drainage facilities adjacent to Flushing Creek and within 1,000 feet of known sites, the proposed drainage facilities fall within an area mapped by the SHPO's CRIS web site as "Archaeologically Sensitive."

#### Prior Cultural Resources Surveys Review

The SHPO's CRIS web site was consulted regarding previously conducted cultural resources surveys within or near the proposed drainage facilities. One previous survey included the location of the proposed drainage facilities (Panamerican Consultants, Inc. 2003). Seventeen cultural resources surveys with archaeological components were previously conducted within one mile of the overall APE-Archaeology (AECOM 2013a, 2013b, 2016; AKRF, Inc. 2010; Bergoffen 1999a, 1999b; Boesch 2008; Ceci 1985; Greenhouse Consultants Incorporated 1999; Historic Perspectives, Inc. 1985, 1988, 2000, 2001, 2005, 2012a, 2012b; Vanasse Hangen Brustlin, Inc. 2013). The nature and results of these studies were reviewed in the prior Phase IA archaeological survey report (Richard Grubb & Associates, Inc. 2019a).

Panamerican Consultants, Inc. (2003) conducted a Cultural Resources Baseline Study for the Flushing Bay Ecosystem Restoration Project, which examined 11 proposed ecosystem restoration areas within the Flushing Bay watershed. The study identified existing archaeological resources and provided an archaeological sensitivity assessment ranked from very low to low to moderate sensitivity for prehistoric archaeological resources and low to high sensitivity for historic resources for the areas proposed for restoration (Panamerican Consultants, Inc. 2003: Tables 3.1 and 3.2).

The proposed drainage facilities fall in Area 1, Lower Flushing Creek (Panamerican Consultants, Inc. 2003: Figures 2b and 3c). Other portions of the Proposed Alternative APE-Archaeology are included in the 2003 survey areas, including Area 2, Upper Flushing Creek, Area 6, Inner Flushing Bay; and Area 11, Flushing Bay Channel of the restoration project.

Area 1, Lower Flushing Creek included the western shoreline of Flushing Creek from Northern Boulevard to the Long Island Railroad (LIRR) embankment, which includes the locations of the proposed drainage facilities. The study considered wetlands and uplands adjacent to both creek banks where tidal marsh areas would be widened (Panamerican Consultants, Inc. 2003: 1-10). No previously documented prehistoric archaeological sites were within Area 1, which was assessed with low to moderate prehistoric sensitivity.

The overall Area 1, Lower Flushing Creek included nine historic resources dating from the nineteenth through twentieth century. Historic resources were identified in the technical report as two vehicular bridges, five railroad bridges, historic structures associated with hotels and industrial sites, and former or extant resources associated with the 1939 and 1964 World's Fairs (Panamerican Consultants, Inc. 2003: 3-54, Table 3.2). The two vehicular bridges include the nineteenth- and twentieth-century Flushing Bridge and the post-1926 Roosevelt Avenue Bridge. Railroad bridges include the post-1854 Flushing (Broadway)/ LIRR Bridge, the 1865-1950 F&WRR bridge, an 1895-1915 trestle/trolley line, the 1871 to post-1876 Newtown and Flushing Bridge, and an 1870s rail spur bridge. A portion of the Roosevelt Avenue Bridge is just south of the MTA/Tully Site Stormwater Outfall APE-Archaeology. The other resources are farther from the proposed drainage facilities. Pilings and an embankment associated with the late nineteenth-century F&WRR bridge and rail trestle remains were considered potentially NRHP-eligible under Criterion A or C (Panamerican Consultants, Inc. 2003: iii-iv; Table 3.2). Associated pilings were noted on the west bank of Flushing Creek during fieldwork by Panamerican Consultants, Inc.

(2003: Figures 19, 24, 25) but their location in relation to the proposed drainage facilities is not clear. Identified structural remains closest to the OMSF Stormwater Outfall and Detention Basin APE-Archaeology may be pilings and the remains of old stone pier footings described along the west bank of Flushing Creek adjacent to and north and south of Roosevelt Avenue Bridge. These are depicted on Figure 25 of the 2003 report (Panamerican Consultants, Inc. 2003: 3-18, 3-74). The stone pier remains may be associated with the original 1926 drawbridge (Panamerican Consultants, Inc. 2003: 3-18). The Flushing Bridge, Roosevelt Avenue Bridge, and the Flushing (Broadway)/ LIRR Bridge were recommended potentially NRHP-eligible by Panamerican Consultants, Inc. (2003). The trestle/trolley line, Newtown and Flushing Bridge, and rail spur bridge were considered unlikely to yield archaeological resources (Panamerican Consultants, Inc. 2003). The area was accordingly assessed with high historic archaeological sensitivity proximate to historic resources as described above (Panamerican Consultants, Inc. 2003: Table 3.2). The west bank of Flushing Creek was undeveloped marsh before 1850. During the nineteenth and twentieth centuries, Flushing Creek's west bank from Roosevelt Avenue to the LIRR, including the location of the OMSF Stormwater Outfall and Detention Basin APE-Archaeology, was filled and built up using dredge spoils and other materials. None of the discussed historic resources are within or adjacent to the OMSF Stormwater Outfall and Detention Basin APE-Archaeology or the MTA/Tully Site Stormwater Outfall APE-Archaeology (Panamerican Consultants, Inc. 2003: Table 3.2).

## 4.2 Prehistoric Context

The cultural history of the Pre-Contact period Native inhabitants in New York City is divided into three broad time periods: Paleo-Indian 10,000-6000 B.C., Archaic 6000-1000 B.C., and Woodland 1000 B.C.-A.D. 1600 (Ritchie 1969; Cantwell and Wall 2001). Studies of Native American habitation in New York date from the mid-nineteenth century to the present (Squier 1849; Beauchamp 1900; Bolton 1922; Parker 1922; Ritchie 1932, 1944, 1969; Smith 1950; Ritchie and Funk 1973; Granger 1978; Funk 1988; Hasenstab 1990; Engelbrecht 1995; Abel and Fuerst 1999; Abel 2002). A summary of major traits for each time period is provided in Table 4.1.

Table 4.1: New York Prehistory.

Time Frame	Period	Characteristics
1000-1600 A.D.	Late Woodland	<ul style="list-style-type: none"> <li>- Occupation of unfortified hamlets, camps</li> <li>- Long houses and wigwams</li> <li>- Foraging with limited agriculture</li> <li>- Flexed burials</li> <li>- Collarless, cord-decorated ceramic vessels</li> <li>- Triangular projectile points</li> </ul>
1000 B.C.-1000 A.D.	Early/Middle Woodland	<ul style="list-style-type: none"> <li>- Hunter-gatherers, spring/summer congregation and fall/winter dispersal</li> <li>- Large and small camps</li> <li>- Band-level society with first evidence of community identity</li> <li>- Mortuary ceremonialism</li> <li>- Extensive trade networks for exotic raw materials</li> <li>- Shellfish exploitation</li> </ul>
1000-7000 B.C.	Archaic	<ul style="list-style-type: none"> <li>- Hunter-gatherers</li> <li>- Large and small camps</li> <li>- Band level society</li> <li>- Mortuary ceremonialism</li> <li>- Extensive trade networks for exotic raw materials</li> <li>- First use of ceramic vessels</li> </ul>
7000-9000 B.C.	Paleo-Indian	<ul style="list-style-type: none"> <li>- First human occupation of New York</li> <li>- Hunters of caribou and now-extinct Pleistocene mammals</li> <li>- Fluted projectile points</li> <li>- Small camps</li> <li>- Band level society</li> </ul>

Prehistoric occupation of Queens and the vicinity of the proposed drainage facilities and the APE-Archaeology began at the end of the Pleistocene when New York City became habitable (Cantwell and Wall 2001: 37; Ritchie 1980). Native American inhabitants would have likely exploited the vast natural resources, including abundant marine resources, along the East River, Atlantic Ocean, and Long Island Sound coastlines, and coastal bays like Flushing Bay. Once estuarine settings stabilized circa 5000 B.P., habitats for shellfish were created, providing access to an important food resource exploited by Native Americans during the Late Archaic to Late Woodland periods. Habitats for *Crassostrea virginica* (oyster) existed in the brackish waters of the East River and Flushing Bay and *Mercenaria mercenaria* (hard shell clam or quahog) in the greater salinity of the Long Island Sound and Raritan Bay. Prehistoric sites that contain shell-bearing features are found along the coastal plain of the Lower Hudson Valley, particularly after the Middle Archaic period (Smith 1950; Ritchie



1969; Cantwell and Wall 2001). Given the record of early Contact and seventeenth-century settlement in this area, Contact period sites would be expected in the vicinity of the proposed drainage facilities; however, none have been documented (see Richard Grubb & Associates, Inc. 2019a: Table 4.1)

### 4.3 Historic Context

A full historic context for the Proposed Alternative APE-Archaeology was included in the previously completed Phase IA archaeological survey report (Richard Grubb & Associates, Inc. 2019a). This Addendum Phase IA Archaeological Survey context focuses on the proposed drainage facilities and environs. Up to and including the late nineteenth century, the proposed drainage facilities and the west bank of Flushing Creek were largely undeveloped and characterized by marshland (Figures 4.1 and 4.2; Sidney 1849; Wolverston 1891; see Richard Grubb & Associates, Inc. 2019: Figures 5.1-5.5).

In the seventeenth century, the proposed drainage facilities were part of Newtown, one of the original Queens County townships (Queens Historical Society 2019; AKRF 2019). In the seventeenth and eighteenth centuries, Flushing Creek was a broad body of water fed by several tributary streams that meandered through a wide area (Seyfried 1986: 1). There is no evidence of development within the larger Proposed Alternative APE-Archaeology during the seventeenth and eighteenth centuries, and the proposed drainage facilities were marshland during that time (see report cover; see Richard Grubb & Associates, Inc. 2019a: Figure 5.1; Martin 1779). Few roads traversed the area until 1801, when the Flushing and Newtown Turnpike and Bridge Company established a toll road (now 37th Avenue) connecting the two towns via a bridge over Flushing Creek, north of the proposed drainage facilities (Seyfried 1986:6). Mills were established on tributaries to Flushing Creek by the eighteenth century and may date to the seventeenth century including the Hamilton Mill on Mill Creek, Bowne's Mill on Ireland Creek, and Coe Mill on Horse Brook (Panamerican Consultants, Inc. (2003: 3-16, 3-17). These mills are shown on mid-nineteenth-century maps and were not near the proposed drainage facilities (see Figure 4.1; see Richard Grubb & Associates, Inc. 2019a: Figure 5.3). The closest, Bowne's Mill, was located approximately 4,000 feet to the southeast on the east side of Flushing Creek. Development of the surrounding built environment centered on drier uplands in Flushing east of Flushing Creek and other portions of Newtown Township (see Figure 4.1; see Richard Grubb & Associates, Inc. 2019: Figures 5.1-5.4).

The expansion of railroad networks throughout Queens during the second half of the nineteenth century fueled the development of smaller villages and communities within Newtown, such as West Flushing (later renamed Corona). In 1854, the Flushing Railroad (FRR) extended from Flushing across Newtown to the East River (Seyfried 1963: 12). In 1859, the FRR was reincorporated as the New York & Flushing Railroad Company (NY&FRR). In 1864, the Woodside and Flushing Railroad (W&FRR) formed as a rival route to the NY&FRR, with a rail line extending from the LIRR Woodside Station through Corona to Flushing (Seyfried 1986: 20). The W&FRR and NY&FRR eventually merged to form the Flushing & North Side Railroad (F&NSRR) (Panamerican Consultants Inc. 2003: 3-19). By 1873, a feeder track from the F&NSRR was west of the MTA/Tully Site Stormwater Outfall APE-Archaeology (see Figure 4.2) (Richard Grubb & Associates, Inc. 2019a). In 1874, the F&NSRR consolidated with other lines to form the Flushing, North Shore & Central Railroad (FNS&CRR) and joined the LIRR in 1876. During a reorganization of the LIRR system in the late 1870s, service on the former W&FRR right-of-way was terminated and at least some of its tracks were removed sometime during the 1880s (Seyfried 1986:146).

By the last quarter of the nineteenth century, Corona had become a well-established and populous village; however, the Flushing Meadow and Willets Point neighborhoods east of present-day 114th Street generally remained undeveloped (Figure 4.3; Hyde 1903; see Figure 4.2). In 1891, the OMSF Stormwater Outfall and Detention Basin APE-Archaeology was bisected by the circa 1873 railroad spur and land between the railroad and Flushing Creek (see Figure 4.2). The MTA/Tully Site Stormwater Outfall APE-Archaeology was adjacent to the railroad alignment and fell partly in Flushing Creek (see Figure 4.2). In 1903, the two parcels that contained the proposed drainage facilities were owned by M. Richter along with several tracts west of the former FNS&CRR spur, by then part of the LIRR Whitestone Branch (see Figure 4.3). The OMSF Stormwater Outfall and Detention Basin APE-Archaeology is shown east of the railroad in 1903 but was bisected by a tributary to Flushing Creek (see Figure 4.3). The MTA/Tully Site Stormwater Outfall APE-Archaeology fell largely in the open waters of Flushing Creek at that time (see Figure 4.3). Roosevelt Avenue had not been built.

By the early twentieth century, multiple neighborhoods or sub-villages, including Loudna Park and North Corona, formed within the larger area designated as Corona (Seyfried 1986:50). The neighborhood of Flushing Meadows was an undeveloped salt marsh until the early twentieth century. By 1907, developer and engineer Michael Degnon purchased large tracts of marshland along Flushing Creek for development, which may have included present-day upland areas in or near the proposed drainage facilities (Seyfried 1986:67). Degnon arranged to have fill placed to raise the level of the meadows up to city grade for development. Sources for the fill included dredge spoils from Flushing Bay and urban refuse such as coal ash and street sweepings. These filling episodes created an area that became known as the Corona Dump (Borhanuddin et al. 2015: 5).

By 1924, the Roosevelt Avenue portion of the Interborough Rapid Transit Company (IRT) had been extended to a point north of the OMSF Stormwater Outfall and Detention Basin APE-Archaeology and southeast of the MTA/Tully Site Stormwater Outfall APE-Archaeology (Figure 4.4). The IRT extended its line from the 104th Street Station to Main Street in Flushing by 1926. The IRT opened the Willets Point Station in 1927 on the extended IRT line at Willets Point Boulevard, east of the present-day Mets-Willets Point Subway Station between the proposed drainage facilities (New



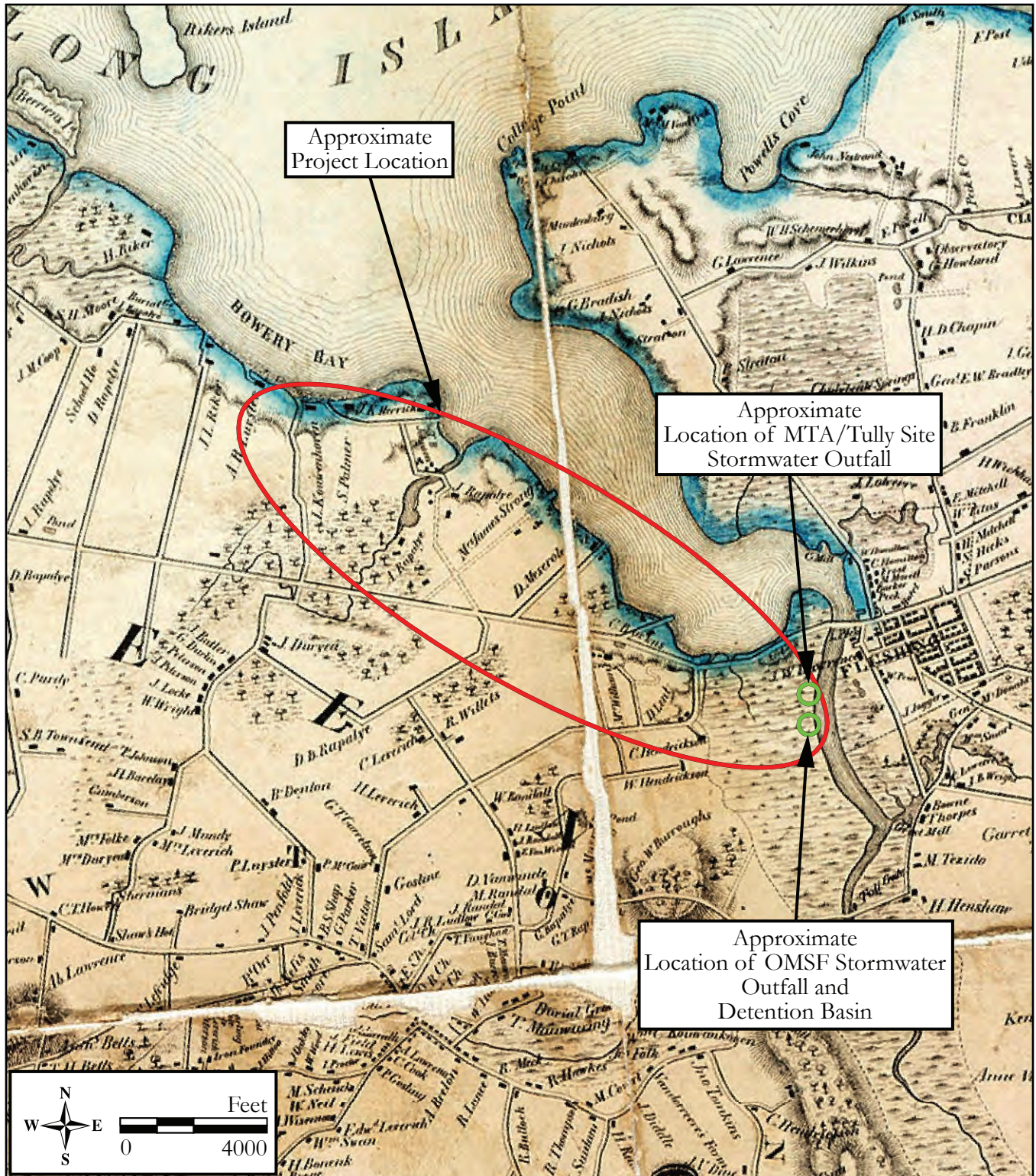


Figure 4.1: 1849 J.C. Sidney, *Sidney's Map of Twelve Miles Around New-York*. (J.C. Sidney, New York, New York).



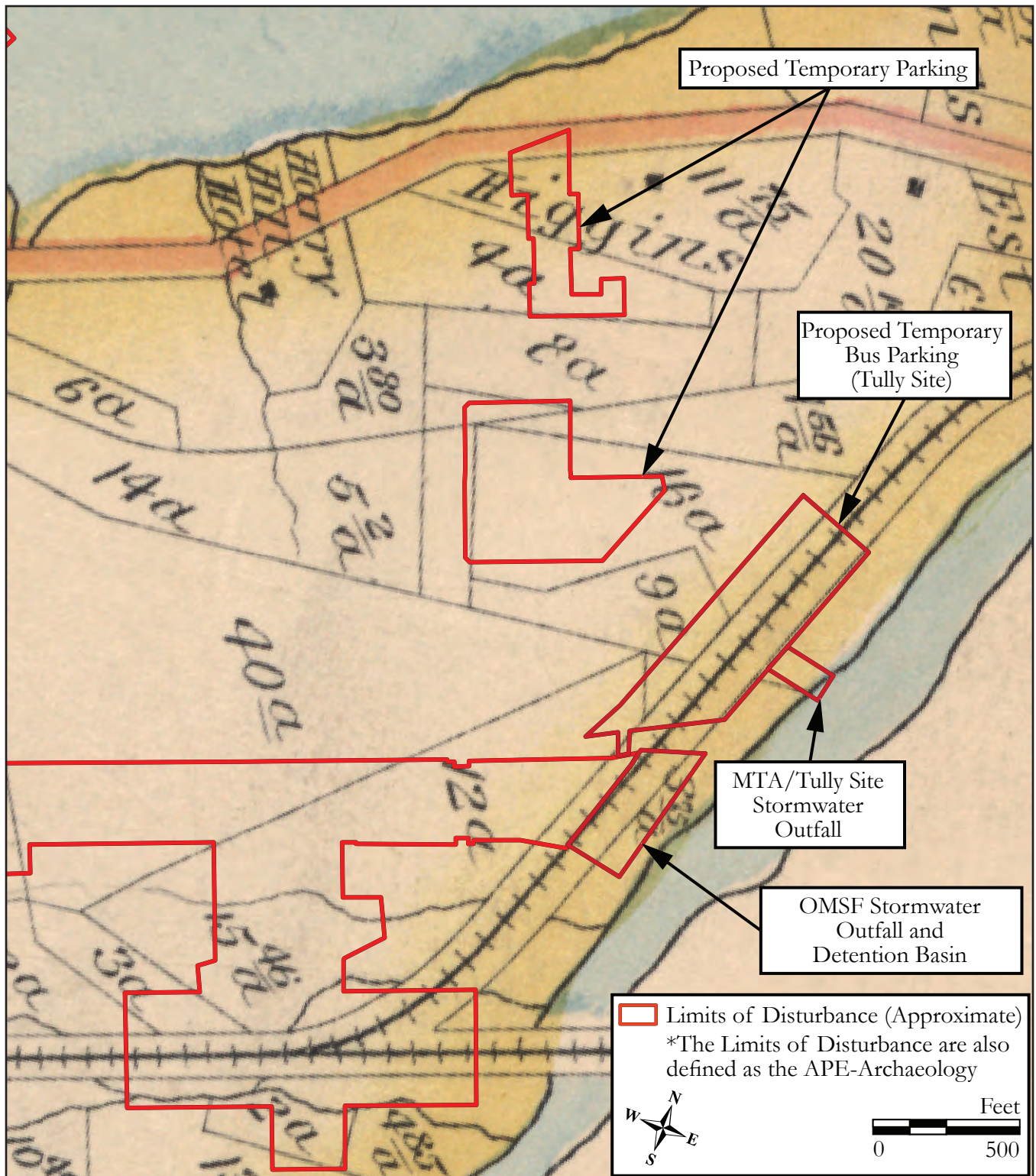


Figure 4.2: 1891 Chester Wolverton, *Atlas of Queens Co., Long Island, New York*, Plate 30 Newtown, Chester Wolverton, New York.



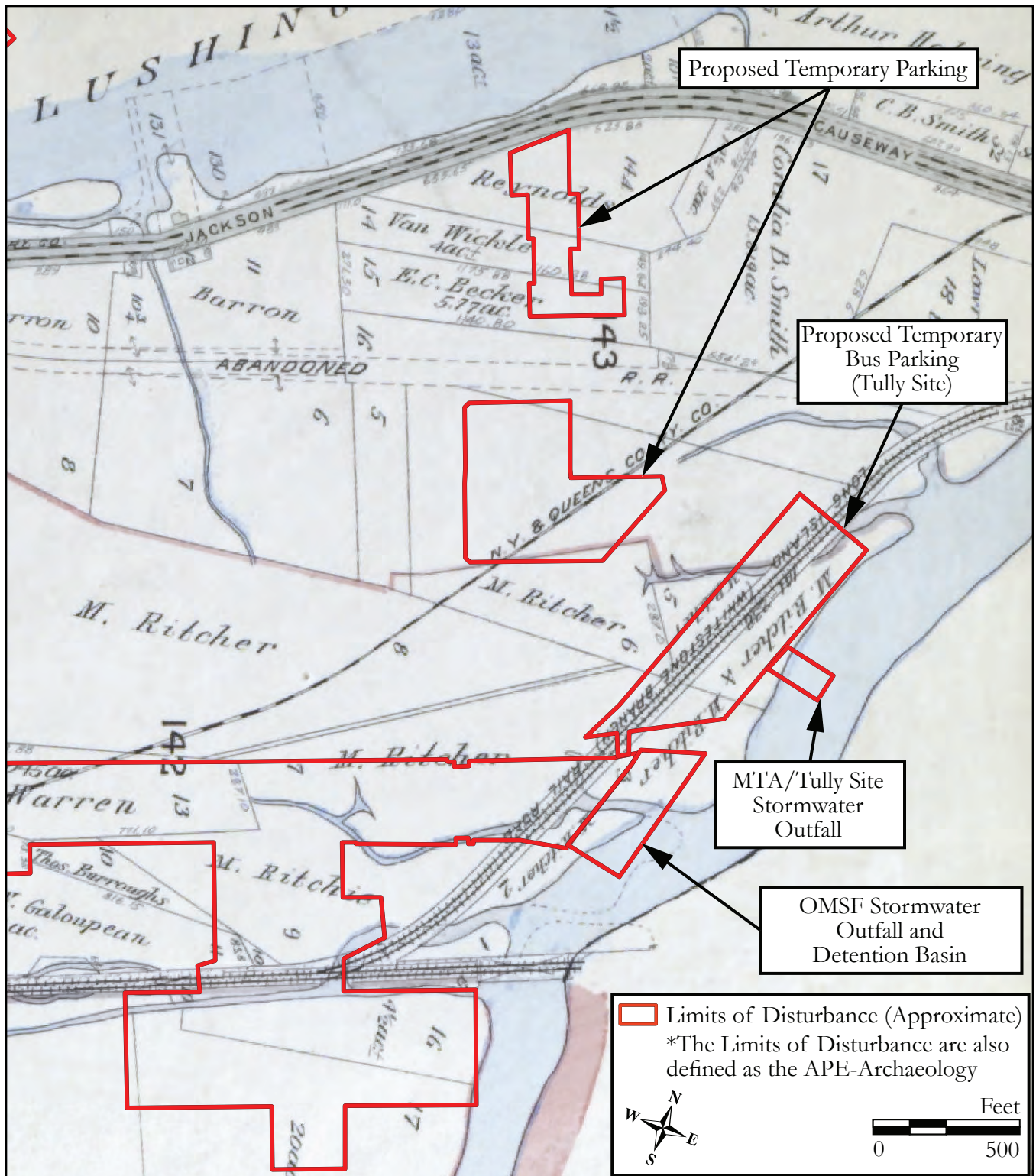


Figure 4.3: 1903 E. Belcher Hyde, *Atlas of the Borough of Queens, City of New York*, Volume 2, Plate 28, New York. (E. Belcher Hyde, Brooklyn, New York. Composite view).



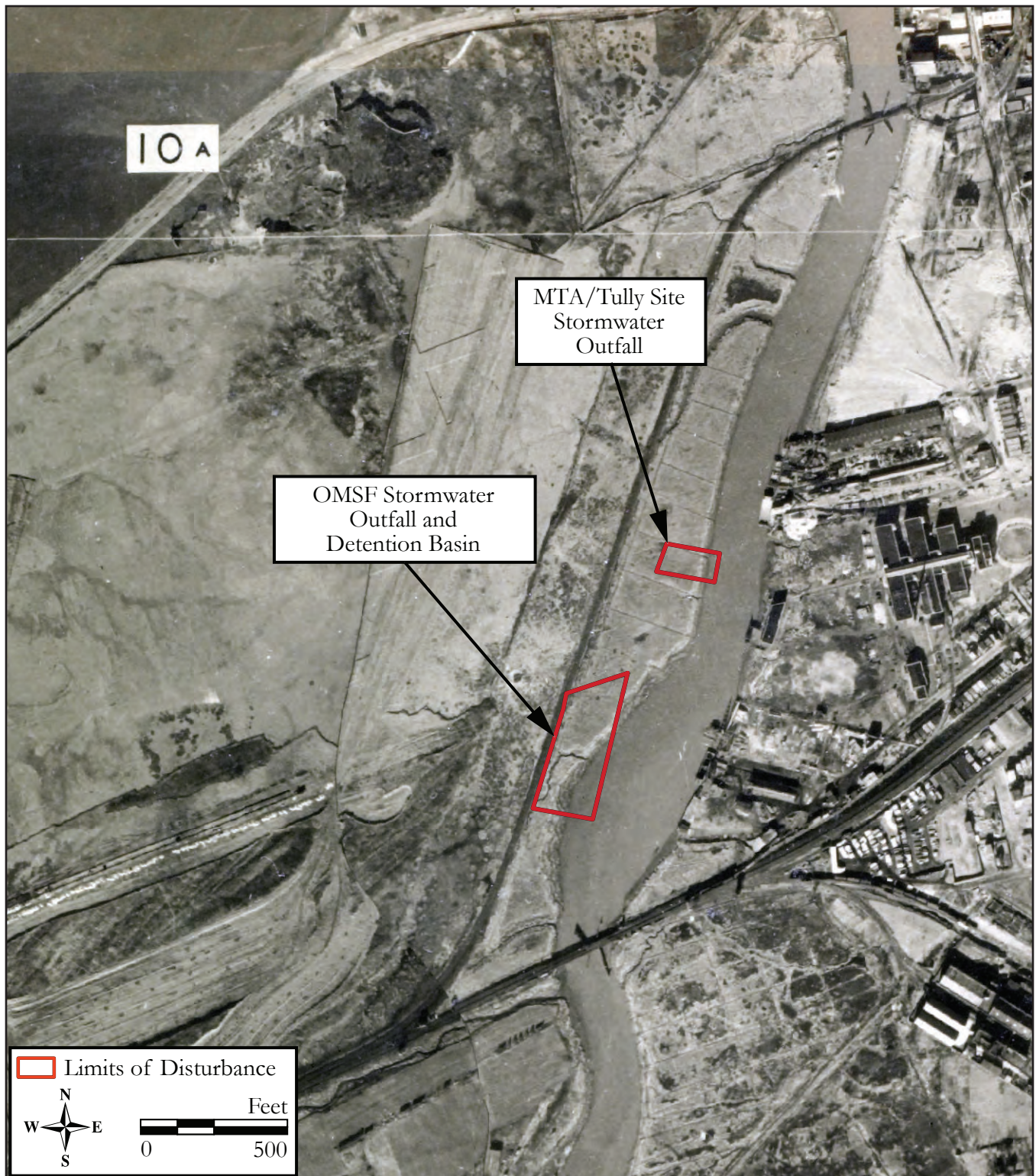


Figure 4.4: 1924 historic aerial photograph.  
(City of New York Board of Estimate and Apportionment 1924).

York City Transit Authority 2012; Panamerican Consultants, Inc. 2003). The 1924 photograph shows drainage ditches in the marshland bordering Flushing Creek and bisecting the MTA/Tully Site Stormwater Outfall APE-Archaeology. The OMSF Stormwater Outfall and Detention Basin APE-Archaeology was bisected by a tributary or drainage ditch and fell partly in Flushing Creek as did the MTA/Tully Site Stormwater Outfall APE-Archaeology (see Figure 4.4). Except for a LIRR rail spur through the OMSF Stormwater Outfall and Detention Basin APE-Archaeology, the proposed drainage facilities remained undeveloped in 1931 (Figure 4.5). Although streets had been laid out in neighboring Willets Point, the Willets Point neighborhood remained largely undeveloped by the early 1930s (see Figure 4.5; Sanborn Map Company 1931). Although not shown on the Sanborn map, the Roosevelt Avenue (Grand Avenue) Bridge (1926) was built by then.

In the late 1930s, World's Fair development of a portion of Flushing Meadows to the west of the OMSF Stormwater Outfall and Detention Basin APE-Archaeology and southwest of the MTA/Tully Site Stormwater Outfall APE-Archaeology represented an important change with long term ramifications to the area. New York City Parks Commissioner Robert Moses advocated for Flushing Meadows to be used as the site of New York's first World's Fair in 1939. Moses saw the New York World's Fair as the impetus for the creation of a permanent New York City park. The World's Fair plan, developed by a team that included Moses, Gilmore D. Clarke, and William Lamb, created a monumental Beaux Art campus to the north and two large excavated artificial lakes to the south (Howe 2018). The fairgrounds were converted to a city park in 1940 (Borhanuddin et al. 2015:12). At the northern end of the park, the IRT relocated its Willets Point Station westward from Willets Point Boulevard to its present location and rebuilt the station with larger ramps and entrances for the fair (New York City Transit Authority 2012). By 1947, Roosevelt Avenue and the elevated IRT line had been completed and extended to the north of the OMSF Stormwater Outfall and Detention Basin APE-Archaeology and south of the MTA/Tully Site Stormwater Outfall APE-Archaeology, bridging the Flushing Creek (River) between the proposed drainage facilities (Figure 4.6). A spur of the LIRR was shown in the OMSF Stormwater Outfall and Detention Basin APE-Archaeology in 1947 but the MTA/Tully Site Stormwater Outfall APE-Archaeology east of the railroad remained undeveloped (see Figure 4.6).

After World War II, the population of Queens increased as new housing was built in several areas. By the early 1950s, East Elmhurst, North Corona, and Corona neighborhoods had been further urbanized and developed, and residential housing and commercial development expanded in the Willets Point neighborhood near the proposed drainage facilities.

A 1954 historic aerial photograph of the area illustrates the early twentieth-century transportation improvements made in the vicinity of the proposed drainage facilities, including the IRT Flushing Line and the completion of the Grand Central Parkway (GCP) (Figure 4.7). In 1954, rail tracks remained in the OMSF Stormwater Outfall and Detention Basin APE-Archaeology; the MTA/Tully Site Stormwater Outfall APE-Archaeology remained undeveloped and fell partly in Flushing Creek (see Figure 4.7). A LIRR rail line or rail spur is present to the west of the MTA/Tully Site Stormwater Outfall APE-Archaeology (see Figure 4.7). Improvements to transportation networks throughout Queens continued throughout the mid-twentieth century. In 1959, the GCP underwent a \$40 million dollar reconstruction (Hitt 2017). In preparation for the 1964 World's Fair, improvements were made to the main entrance at the northern portion of the park, including to the Mets-Willets Point Subway Station. To the north of the bridge and subway station, west of the MTA/Tully Site Stormwater Outfall APE-Archaeology, construction began on a stadium for the New York Mets (Mets) baseball team and the New York Jets (Jets) football team. Dedicated in 1964, Shea Stadium served as the home park for the Mets until 2009, and the Jets played there until the early 1980s. The LIRR rail spur is still evident in the OMSF Stormwater Outfall and Detention Basin APE-Archaeology on a 1966 aerial photograph (Figure 4.8). Parking, large industrial buildings, and storage areas appear along the western side of the OMSF Stormwater Outfall and Detention Basin APE-Archaeology. The MTA/Tully Site Stormwater Outfall APE-Archaeology remained undeveloped and partly in Flushing Creek in 1966. The Van Wyck Expressway, crossing Flushing Creek and Roosevelt Avenue, was built by 1966 (see Figure 4.8).

Twentieth- to early twenty-first century aerial photographs show changes and variations in the shoreline of the west bank of Flushing Creek (NETR 1954, 1966, 1980, 1994, 2004, 2006; see Figures 4.7 and 4.8). In 1980, tracks still extend through the OMSF Stormwater Outfall and Detention Basin APE-Archaeology but are no longer evident by 2006 (NETR 1980, 1994, 2004, 2006). Filling and placement of possible dredge spoils can be seen in twenty-first-century images (NETR 2004, 2006, 2008). By 2004, large industrial buildings seen on earlier photographs on the western side of the OMSF Stormwater Outfall and Detention Basin APE-Archaeology are no longer evident and were replaced with parking areas (NETR 2004). The MTA/Tully Site Stormwater Outfall APE-Archaeology remained undeveloped but shoreline changes are evident and it may have been used for further deposition of dredge spoils or other materials in the 2000s (NETR 2004, 2006, 2008). By 2006, additional shoreline filling placed the MTA/Tully Site Stormwater Outfall APE-Archaeology on the built up landform and it no longer appears to fall in Flushing Creek (NETR 1980, 1994, 2004, 2006, 2008; see Figures 4.7 and 4.8). Shea Stadium was demolished in 2009 and was replaced with Citi Field, the current Mets baseball stadium.



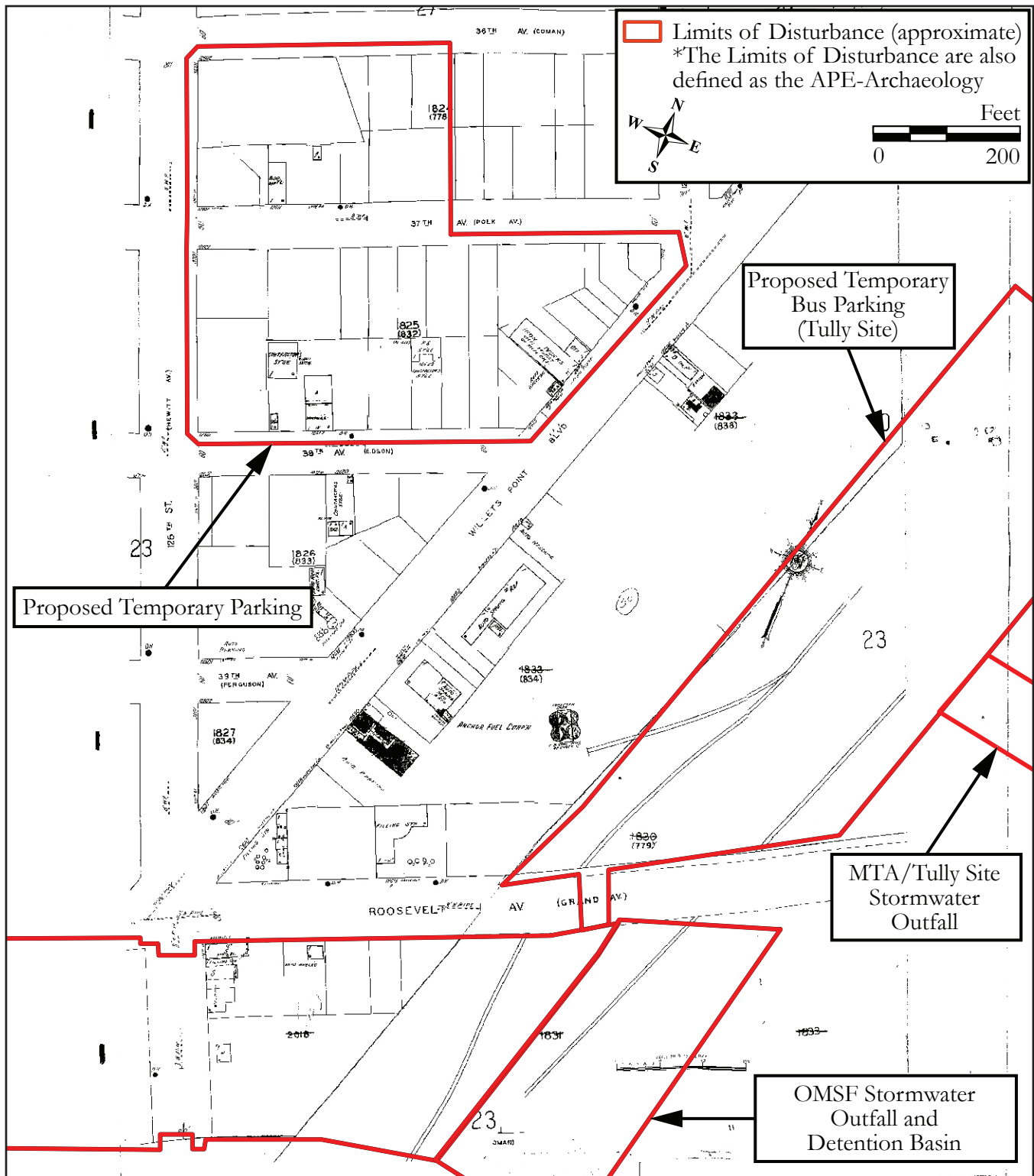


Figure 4.5: 1931 Sanborn Map Company, *Insurance Maps of Borough of Queens, City of New York*, Volume 19, Sheet 28, New York.

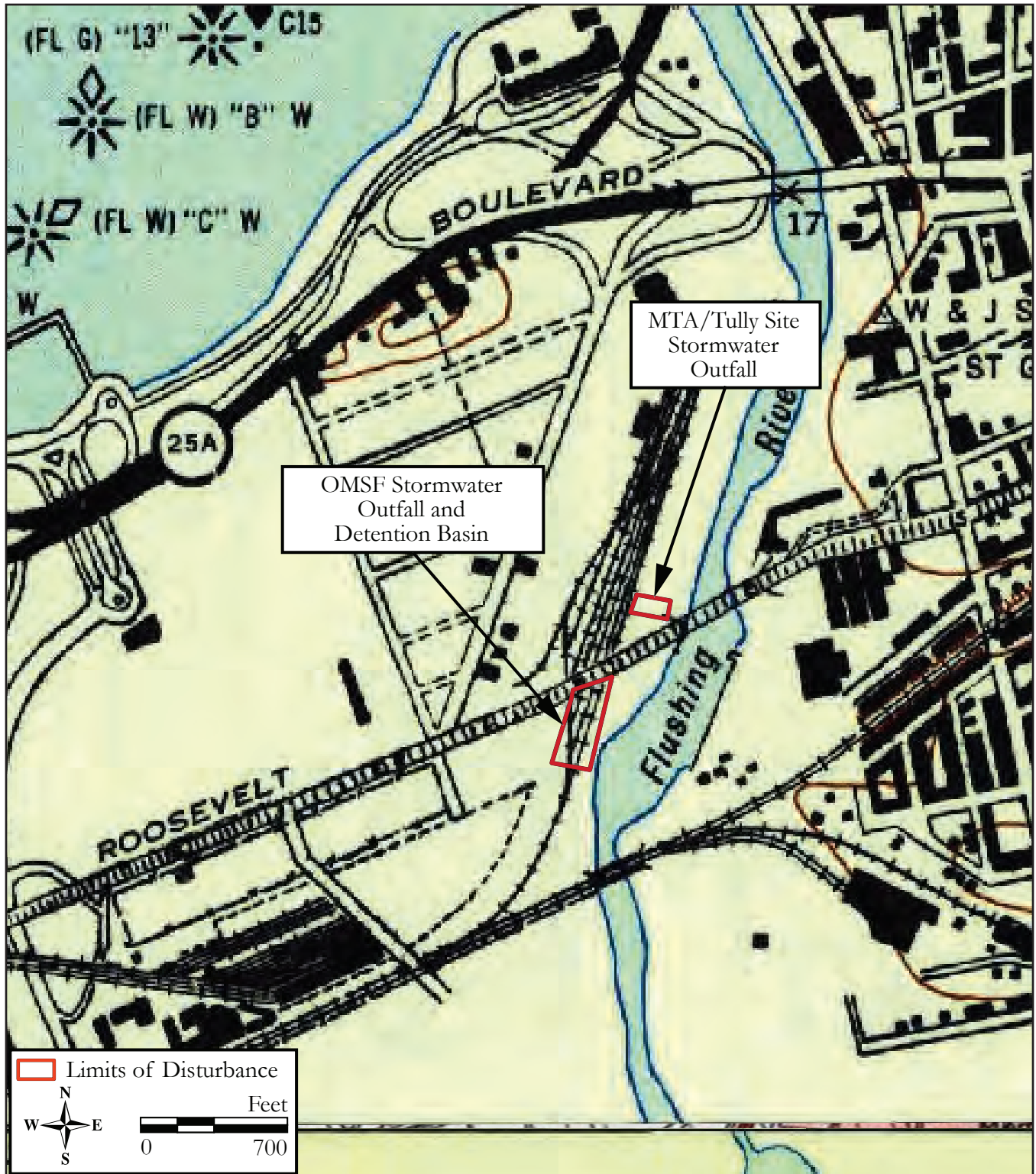


Figure 4.6: 1947 U.S.G.S. 7.5' Quadrangles: Flushing, NY and Jamaica, NY.



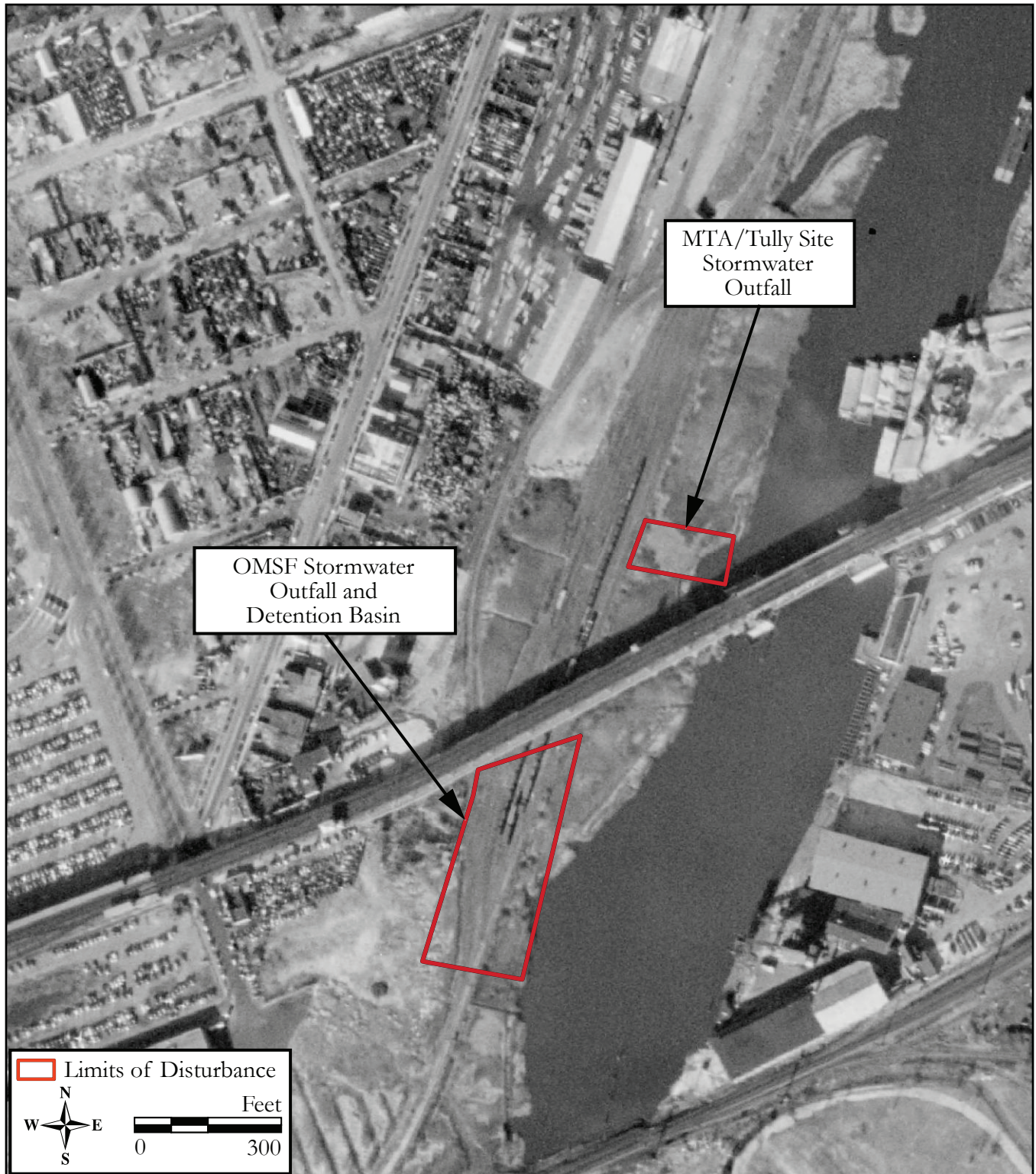


Figure 4.7: 1954 historic aerial photograph.  
(NETR 1951).



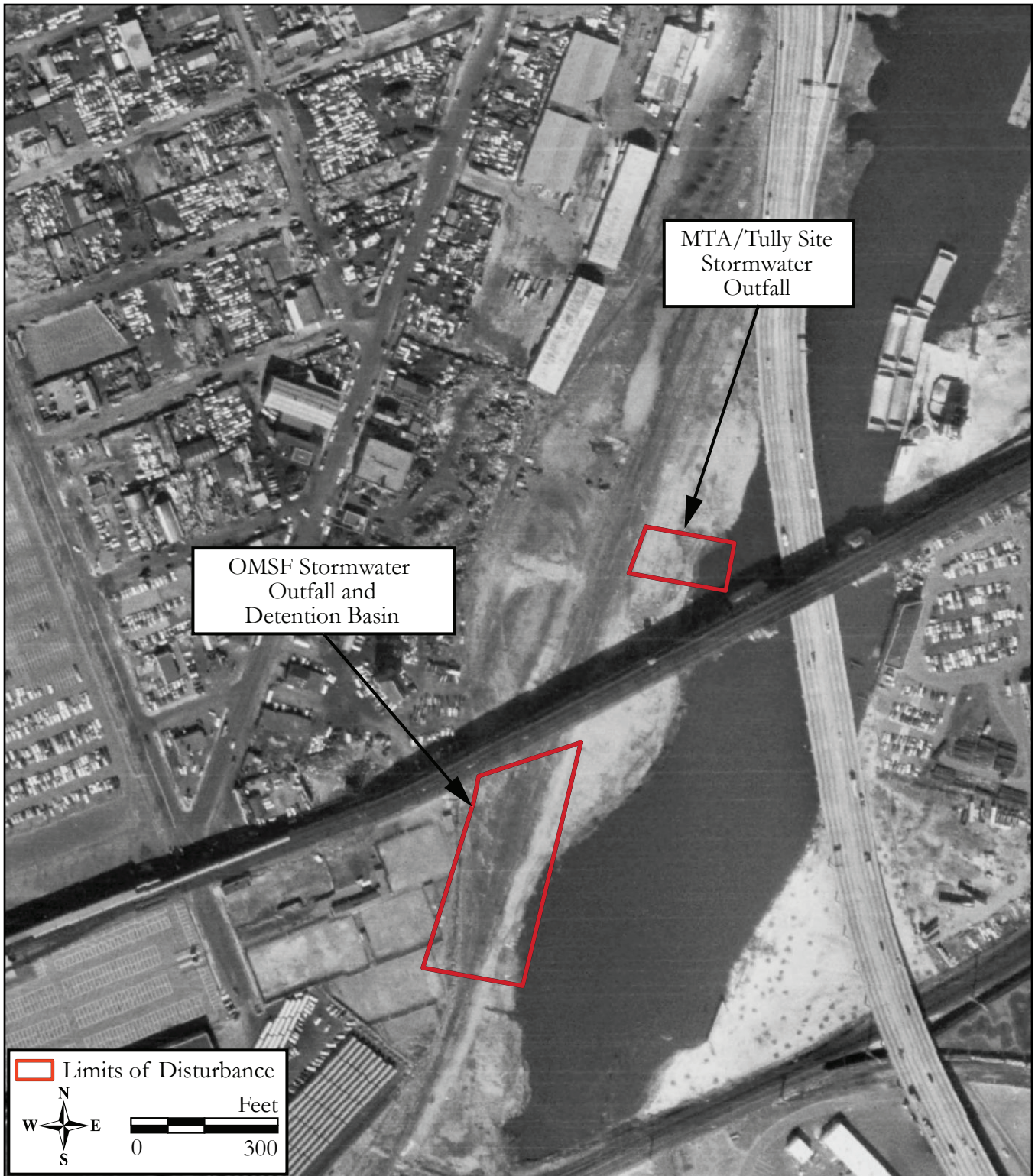


Figure 4.8: 1966 historic aerial photograph.  
(NETR 1966).

## 5.0 RESULTS

### 5.1 Archaeological Survey Methods

Fieldwork consisted of pedestrian reconnaissance conducted by Mary Lynne Rainey on March 5, 2020 to examine existing conditions within the APE-Archaeology for the two drainage facilities. The work was coordinated with Matrix New World Engineering who were conducting wetlands mapping for both locations. In addition, the work was coordinated with personnel from the Long Island Railroad (LIRR) who insured safety protocols and escorted the team across the active LIRR corridor to access the OMSF Stormwater Outfall and Detention Basin APE-Archaeology. There was no physical access to the MTA/Tully Site Stormwater Outfall APE-Archaeology due to locked gates; however, the location is clearly visible from the Roosevelt Avenue Bridge pedestrian walkway. The field visit was documented by photography and brief field notes. All survey notes and a complete set of digital photographs are on file at RGA's Cranbury, New Jersey office.

### 5.2 Pedestrian Reconnaissance

#### OMSF Stormwater Outfall and Detention Basin APE-Archaeology

The 1.4-acre OMSF Stormwater Outfall and Detention Basin APE-Archaeology is located south of Roosevelt Avenue and east of the OMSF on the west bank of the Flushing Creek, and will be used for stormwater runoff and drainage (Figure 5.1; see Figure 1.1, 3.1, and 3.2). The APE-Archaeology for this facility is bounded to the north by the elevated Roosevelt Avenue and IRT, on the west and southwest by a double fence and elevated parking lots associated with the Casey Stengel Bus Depot, and to the east and southeast by tidal marshland and Flushing Creek (Plates 5.1-5.4). The APE-Archaeology falls within former marshlands on the west side of Flushing Creek that historic maps indicate were filled by 1873 in conjunction with the construction of a feeder track or spur from the F&NSRR (see Figure 4.1; Sidney 1849; Dripps 1852; Beers 1873; see Richard Grubb & Associates, Inc. 2019a: Figures 5.2-5.4). The F&NSRR became part of the LIRR by 1876 and the portion crossing the APE-Archaeology is shown as the LIRR Whitestone Branch on a 1903 map (see Figure 4.3). During the twentieth century, adjacent areas appear to have remained undeveloped marshland but for the railroad spur (see Figures 4.3-4.8). Filling of adjacent marshland and deposition of dredge spoils and other materials took place during the mid-twentieth century (see Figures 4.4-4.6). North of the OMSF Stormwater Outfall and Detention Basin APE-Archaeology, construction of Roosevelt Avenue with its elevated IRT track was underway by 1924 and completed by 1926 (see Figures 4.4 and 4.5; Panamerican Consultants, Inc. 2003). Rails associated with the spur line remained in place through the twentieth century (see Figures 4.6-4.8; NETR 1980, 1994, 2004) but were mostly removed by 2006 (NETR 2006). Filling and placement of possible dredge spoils continued in this area during the twenty-first century (NETR 2004, 2006, 2008).

Current conditions within the OMSF Stormwater Outfall and Detention Basin APE-Archaeology are predominantly tidal marsh, wetlands, muck, and some slightly elevated and dry overgrown areas with modern refuse. During the field investigation, a portion of the 1873 rail spur was visible under thick overgrowth on the easterly side of the railroad maintenance building and Casey Stengel Bus Depot near the active LIRR corridor. The remnant railroad spur corridor runs along the Flushing Creek tidal wetlands is flanked by dense phragmites stands. The slightly elevated corridor was used to navigate around the fence line of the maintenance building and access the APE-Archaeology (see Figure 5.1; Plates 5.1-5.4). The portion of the APE-Archaeology that was not tidal wetlands is presumed to be fill over muck. The density of phragmites prevented any visibility of Flushing Creek. Additionally there was no access to the southern side of Roosevelt Avenue from the street or bridge.

#### MTA/Tully Site Stormwater Outfall APE-Archaeology

The 0.44-acre MTA/Tully Site Stormwater Outfall APE-Archaeology is located east of Willets Point Boulevard, north of Roosevelt Avenue, and on the west bank of Flushing Creek west of the Van Wyck Expressway. The site is east of the proposed Tully Site temporary bus parking lot. The MTA/Tully Site Stormwater Outfall will provide drainage relief for the new temporary bus parking facility during storm events (see Figures 1.1, 3.1, 3.2, and 5.1).

The MTA/Tully Site Stormwater Outfall APE-Archaeology is a tidal marsh bounded by Flushing Creek on the east and the MTA/Tully Site to the west, which is characterized by empty lots or construction staging areas. The APE-Archaeology is immediately east of the feeder track or spur from the F&NSRR that became part of the LIRR by 1876 (see Figures 4.1-4.3; Sidney 1849; Dripps 1852; Beers 1873; see Richard Grubb & Associates, Inc. 2019a: Figures 5.2-5.4). From the twentieth to the twenty-first century, the MTA/Tully Site Stormwater Outfall APE-Archaeology appears to have remained undeveloped marshland or inundated by Flushing Creek (see Figures 4.3-4.8). Filling of marshland and deposition of dredge spoils and other materials took place during the mid-twentieth century in this general area (see Figures 4.4-4.6). Roosevelt Avenue and the elevated IRT track was constructed by 1926 (see Figures 4.4 and 4.5; Panamerican Consultants, Inc. 2003). Dredge spoils or other deposition continued in the late twentieth century and twenty-first century (see Figure 4.8; NETR 1966, 1974, 1980, 1994, 2004, 2009, 2011, 2012, 2015).

Currently, the MTA/Tully Site Stormwater Outfall APE-Archaeology is tidal marsh comprised entirely of phragmites (see Figure 5.1; Plates 5.5-5.7). Several isolated wooden moorings were observed from the Roosevelt Avenue Bridge in the creek adjacent to the outfall location (see Plate 5.7). Although pier remains were documented proximate to the MTA/



Tully Site Stormwater Outfall APE-Archaeology in 2003 (Panamerican Consultants, Inc. 2003), the precise location of those remains is unknown; nothing resembling an intact pier was observed in or adjacent to the APE-Archaeology from the bridge.

### 5.3 Prehistoric and Historic Archaeological Sensitivity

The assessment of archaeological sensitivity considers the environmental setting, background research, and prior disturbances within the proposed drainage facilities to identify locations likely to contain prehistoric and historic archaeological sites.

#### Sensitivity Assessment

An evaluation of archaeological potential is based upon environmental factors (topography and hydrology), the presence of recorded cultural resources in the files at the New York State Museum and the SHPO, a review of historic maps, and a site visit.

#### Prehistoric Resources Archaeological Sensitivity

No prehistoric sites are located in or close to the proposed drainage facilities. The prior Phase IA Archaeological Survey determined that there are two sites (NYSM Site # 4544 and Flushing Friends Meeting House Prehistoric Site [08101.011370]) within 1,000 meters of the proposed drainage facilities and they fall in areas mapped by SHPO's CRIS website as Archaeologically Sensitive (see Section 4.1; see Richard Grubb & Associates, Inc. 2019a: Table 5.1). Historic documentary research indicated that this region, particularly the area surrounding Flushing Creek, the East River, and Flushing Bay, would have been attractive to prehistoric groups. Historically, the proposed drainage facilities were located within low-lying salt marsh adjacent to the west bank of Flushing Creek. The wetlands/marshland setting was significantly altered due to the land reclamation and filling activities associated with the construction of roads, highways, and railroads; and the deposition and in-filling of the "Corona Dumps," as well as urban development.

The proposed drainage facilities fall within Area 1, Lower Flushing Creek of an extensive ecosystem restoration project, which was assessed with moderate subsurface prehistoric archaeological sensitivity by Panamerican Consultants, Inc. (2003: 3-14, Table 3.1). However, it is also stated that high potential for prehistoric sites is most likely on uplands overlooking low-lying tidal marsh (Panamerican Consultants, Inc. 2003: 3-8). As stated, the proposed drainage facilities fall within an area mapped as archaeologically sensitive. However, the OMSF Stormwater Outfall and Detention Basin APE-Archaeology falls in areas formerly mapped as tidal marsh and wetlands and/or open waters. Nineteenth-century to twenty-first-century grading, filling, and construction of a rail spur in former marshland renders the prehistoric archaeological sensitivity of the OMSF Stormwater Outfall and Detention Basin APE-Archaeology as low. Similarly, the MTA/Tully Site Stormwater Outfall APE-Archaeology falls in areas formerly mapped as tidal marsh and wetlands and/or open waters. The low-lying wetlands setting coupled with later grading and filling of former marshland renders the prehistoric archaeological sensitivity as low. The depth of the below-ground impacts are not yet known. Although the prehistoric natural environment of this part of Queens would have been conducive to Native American settlement, both locations of the proposed drainage facilities are assessed with low sensitivity for intact prehistoric archaeological resources.

#### Historic Resources Archaeological Sensitivity

No historic archaeological sites are within or adjacent to the proposed drainage facilities. One previously recorded historic archaeological resource (seventeenth- to nineteenth-century John Bowne House [08101.011590]) is within one mile of the proposed drainage facilities and the APE-Archaeology (see Richard Grubb & Associates, Inc. 2019a: Table 5.1). As mentioned above, the proposed drainage facilities are set on urban fill in former marshland associated with Flushing Creek prior to the twentieth century (see Figures 4.1-4.2). Based on the historic map review, background research, and a site file search, by 1873, the OMSF Stormwater Outfall and Detention Basin APE-Archaeology was filled and bisected by the F&NSRR, which became part of the LIRR by 1876 (see Figures 4.1-4.3). The rail line was removed during the twenty-first century (see Figures 4.4-4.8; NETR 1980, 1994, 2004, 2006). The MTA/Tully Site Stormwater Outfall APE-Archaeology was never developed and partly fell in Flushing Creek as the shoreline varied due to filling, channelization, and natural occurrences such as erosion and storms.

The proposed drainage facilities were part of Area 1, Lower Flushing Creek of the ecosystem restoration project, where several areas were assessed with high historic archaeological sensitivity by Panamerican Consultants, Inc. (2003: 3-54, Table 3.2). These areas contained a range of possible historic resource types, most of which are not within or adjacent to the proposed drainage facilities. The 1926 Roosevelt Avenue Bridge and associated pilings and pier remains or other pier/piling remains along the shoreline of Flushing Creek may be proximate to the proposed drainage facilities. As discussed above in the section on prehistoric archaeological sensitivity, prior impacts have largely affected the proposed drainage facilities and both are currently characterized as predominantly tidal marsh. No historic uplands were present and no development took place historically other than the construction of the F&NSRR, later the LIRR, and its subsequent abandonment and partial removal. Although portions of the track are still intact, they are not considered potentially significant historic resources. Therefore, the proposed drainage facilities are assessed with low sensitivity for intact historic archaeological resources.



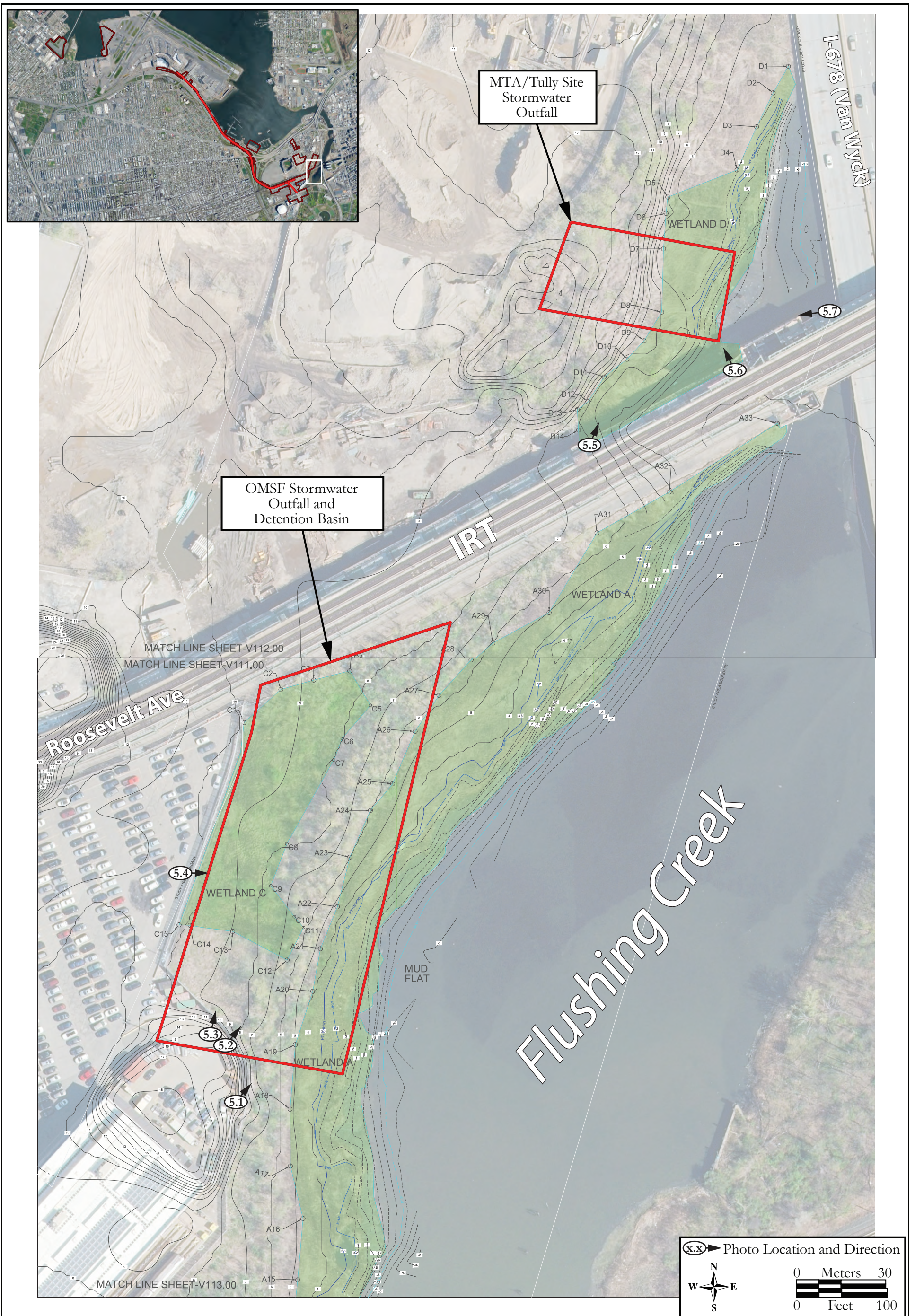


Figure 5.1: Existing conditions of the proposed drainage facilities (APE-Archaeology) overlaid on an aerial photograph with photograph locations and angles.  
(Matrix New World Engineering 2020; World Imagery, ESRI 2019b).





Photo 5.1: Overview of existing conditions in the proposed OMSF Stormwater Outfall and Detention Basin APE-Archaeology, view toward Flushing Creek.

Photo view: Northeast

Photographer: Mary Lynne Rainey

Date: March 5, 2020





Photo 5.2: Overview of existing conditions in the proposed OMSF Stormwater Outfall and Detention Basin APE- Archaeology.

Photo view: Northeast

Photographer: Mary Lynne Rainey

Date: March 5, 2020



Photo 5.3: Overview of existing conditions in the proposed OMSF Stormwater Outfall and Detention Basin APE-Archaeology.

Note, Roosevelt Avenue and a NYCT7 subway train are in the background.

Photo view: Northwest

Photographer: Mary Lynne Rainey

Date: March 5, 2020





Photo 5.4: Overview of existing conditions in the proposed OMSF Stormwater Outfall and Detention Basin APE-Archaeology and the MTA/Tully Site Stormwater Outfall APE-Archaeology facing Flushing Creek.

Photo view: East

Photographer: Mary Lynne Rainey

Date: March 5, 2020



Photo 5.5: Overview of the MTA/Tully Site Stormwater Outfall APE-Archaeology from the Roosevelt Avenue Bridge.

Note, the Van Wyck Expressway (I-678) is in the background.

Photo view: North

Photographer: Mary Lynne Rainey

Date: March 5, 2020





Photo 5.6: Overview of existing conditions of the MTA/Tully Site Stormwater Outfall APE-Archaeology from the Roosevelt Avenue Bridge.

Note, the Van Wyck Expressway (I-678) is to the right in the photograph.

Photo view: Northwest

Photographer: Mary Lynne Rainey

Date: March 5, 2020



Photo 5.7: Wooden mooring structure (dolphin) in the tidal wetlands adjacent to Flushing Creek adjacent to the MTA/Tully Site Stormwater Outfall APE- Archaeology at Flushing Creek, observed from the Roosevelt Avenue Bridge.

Photo view: West

Photographer: Mary Lynne Rainey

Date: March 5, 2020



## **6.0 CONCLUSIONS AND RECOMMENDATIONS**

Richard Grubb & Associates, Inc., cultural resources subconsultants working on behalf of Ricondo & Associates, Inc. and the Federal Aviation Administration, completed this Addendum Phase IA Archaeological Survey to assist the FAA in compliance with Section 106 of the National Historic Preservation Act, as amended. As part of the Proposed Alternative Area of Potential Effects for archaeology (APE-Archaeology) for the LaGuardia Airport Access Improvement Project this Addendum Phase IA Archaeological Survey assessed the prehistoric and historic archaeological sensitivity of two proposed drainage facilities on the western shore of Flushing Creek north and south of Roosevelt Avenue: the Operations, Maintenance, and Storage Facility (OMSF) Stormwater Outfall and Detention Basin APE-Archaeology; and the Metropolitan Transportation Authority (MTA)/Tully Site Stormwater Outfall APE-Archaeology.

The Addendum Phase IA Archaeological Survey methods consisted of a review of the relevant environmental and cultural contexts and background information compiled for the original Proposed Alternative APE-Archaeology, a site visit, a sensitivity assessment, and report writing. Based on these efforts, it was concluded that the natural marshland setting of the OMSF Stormwater Outfall and Detention Basin APE-Archaeology was partially filled by 1873, and subsequently altered through construction and partial removal of the Flushing & North Side Railroad and Long Island Rail Road spur along Flushing Creek. No other historic development took place in this location and after the railroad was no longer in operation, the property was used for the deposition of dredge spoils. Most of the APE-Archaeology for this facility is tidal wetlands. The MTA/Tully Site Stormwater Outfall APE-Archaeology remained undeveloped but appears to have been filled through the placement of dredge spoils and other materials in the twentieth and twenty-first centuries. The location is currently a tidal marsh. The likelihood of significant archaeological resources within the proposed drainage facilities is considered low. The depth of ground disturbance impacts associated with the proposed drainage facilities has not yet been determined. Based upon the results of the Addendum Phase IA Archaeological Survey, no further archaeological work is recommended.

The report and associated Geographic Information Systems shapefiles will be uploaded into the Cultural Resource Information System according to New York State Historic Preservation Office guidelines.

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## APPENDIX K.4

# Historic Architecture Reconnaissance Survey

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# HISTORIC ARCHITECTURE RECONNAISSANCE SURVEY



## LAGUARDIA AIRPORT ACCESS IMPROVEMENT PROJECT

Borough of Queens, City of New York, New York

Project Review No. 18PR05235

### PREPARED FOR:

Ricondo & Associates, Inc.  
20 N Clark Street, Suite 1500  
Chicago, Illinois 60602

July 2019; Revised October 2019



RICHARD  
GRUBB &  
ASSOCIATES



# HISTORIC ARCHITECTURE RECONNAISSANCE SURVEY

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20 N Clark Street, Suite 1500  
Chicago, Illinois 60602

**On Behalf Of:**

US Department of Transportation  
Federal Aviation Administration  
New York Airports District Office  
159-30 Rockaway Blvd, Suite 111  
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**For Submittal to:**

New York State Historic Preservation Officer  
New York State Office of Parks, Recreation, and Historic Preservation  
Historic Preservation Field Services Bureau  
Peebles Island Resource Center, PO Box 189  
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**Date:**

July 25, 2019; Revised October 18, 2019

Cover Image: A circa 1964 historic photograph showing the main entrance to the New York World's Fair (On file: New York State Office of Parks, Recreation, and Historic Preservation, Waterford, New York).

## **EXECUTIVE SUMMARY**

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport) in the Borough of Queens, Queens County, New York, is proposing to improve access to LGA through the construction and operation of a new automated people mover (APM) AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

The undertaking includes federal involvement and is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations at 36 Code of Federal Regulations [CFR] § 800. The US Department of Transportation's Federal Aviation Administration (FAA), as lead federal agency for the undertaking, is responsible for ensuring compliance with Section 106, as well as the preparation of an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. § 4321 et seq.). Section 106 requires the FAA to take into account the effect of its undertaking on historic properties, which are defined as resources listed in or eligible for listing in the National Register of Historic Places (NRHP). The FAA is utilizing the NEPA/EIS process to comply with Section 106, as outlined in 36 CFR § 800.8 (c).

Richard Grubb & Associates, Inc. (RGA), cultural resource subconsultants working on behalf of Ricondo & Associates, Inc. (Ricondo), the prime environmental consultant for the FAA's EIS document, completed this Historic Architecture Reconnaissance Survey in support of the FAA's Section 106/EIS obligations and other permitting and licensing applications. RGA is preparing a concurrent Phase IA Archaeological Survey under separate cover.

Exclusive of a No Build alternative, the Historic Architecture Reconnaissance Survey examined one Project alternative identified by the FAA during its alternatives screening process: the Port Authority's Proposed Alternative. The survey considered 17 of the previously recorded resources and 127 newly identified resources over 45 years of age (i.e., built in 1974 or earlier and the FAA age standard for Section 106 undertakings) inside the Area of Potential Effects for architectural resources. Of all identified resources, RGA, on behalf of the FAA, recommends seven historic properties eligible for listing in the NRHP. These include the individually eligible Flushing Meadows-Corona Park Historic District (USN 08101.012611) and five contributing elements: the Passerelle Bridge (USN 08101.012570), the Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612), the Main Gate Entrance (USN 08101.012586), the Passerelle Buildings at Main Entrance (USN 08101.012608), and the Concrete Arches (USN 08101.012595). Additionally, they include the individually eligible Porpoise Bridge (USN 08101.012178), which is also a key contributing resource to the Flushing Meadows-Corona Park Historic District.

Upon FAA's approval of the findings of this report, the document, associated Geographic Information Systems (GIS) shapefiles, and individual survey records will be uploaded into the New York State Cultural Resources Information System (CRIS) for the New York State Historic Preservation Officer's (SHPO's) review and concurrence. Copies of the survey report also will be circulated among the other consulting parties for review and comment.

Following FAA's final identification of historic properties, the agency will assess the effects of the Port Authority's Proposed Alternative on historic properties in consultation with the SHPO and other consulting parties, including consideration of ways to avoid or minimize adverse effects, if present. If adverse effects are unavoidable, then RGA recommends that the FAA, SHPO, and other consulting parties consult to develop a Memorandum of Agreement (MOA) or Project Programmatic Agreement (PA) to resolve the adverse effects and conclude the Section 106 consultation process.

If the FAA identifies additional alternatives with the potential to affect cultural resources, RGA recommends further reconnaissance-level architectural survey to identify, evaluate, and assess project effects on historic properties, as warranted.



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#### **APPENDICES:**

- Appendix A: SHPO Consultation and Public Scoping Comments
- Appendix B: Qualifications of the Investigators
- Appendix C: National Register of Historic Places Criteria
- Appendix D: Individual Evaluation Tables for Surveyed Resources within the APE-Architecture
- Appendix E: Mapping of All Surveyed Resources within the APE-Architecture
- Appendix F: Annotated Bibliography

## **1.0 INTRODUCTION**

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport) in the Borough of Queens, Queens County, New York, is proposing to improve access to LGA through the construction and operation of a new automated people mover (APM) AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA (Figures 1.1-1.3). The Port Authority's proposal would also ensure adequate parking for Airport employees.

Because the Project includes federal involvement, the undertaking is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in, or eligible for listing in the National Register of Historic Places (NRHP), and afford the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) an opportunity to comment. In New York, the Commissioner of the New York State Office of Parks, Recreation, and Historic Preservation serves as the SHPO.

The US Department of Transportation's Federal Aviation Administration (FAA), as lead federal agency for the undertaking, is responsible for ensuring compliance with Section 106, as well as the preparation of an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. § 4321 et seq.). The EIS is being prepared in accordance with Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508) and the procedures described in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, the EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of these cooperating and participating agencies. By letter dated June 17, 2019, the FAA notified both the SHPO and the Advisory Council on Historic Preservation (ACHP) that it will use the NEPA/EIS process to comply with Section 106, as outlined in 36 CFR § 800.8 (c) (Appendix A).

Richard Grubb & Associates, Inc. (RGA), cultural resource subconsultants working on behalf of Ricondo & Associates, Inc. (Ricondo), the prime environmental consultant for the FAA's EIS document, completed this Historic Architecture Reconnaissance Survey in support of the FAA's Section 106/EIS obligations and other permitting and licensing applications. A concurrent Phase IA Archaeological Survey will be prepared under separate cover. RGA's Architectural Historian Chelsea Troppauer, M.S., served as Principal Investigator and co-authored the report with Architectural Historian Lauren Szeber, M.S. Principal Senior Architectural Historian Philip A. Hayden, M.A., provided additional content, analysis, and editorial contributions throughout the document. All three exceed the Secretary of the Interior's professional qualifications standards (36 CFR § 61) for Historians and Architectural Historians (Appendix B). Geographic Information Systems (GIS) Analyst David Strohmeier provided essential support and prepared the survey mapping. Patricia McEachen and Laura Hundesmarck prepared report figures. Catherine Smyrski served as report editor and formatted the report. Related project records, including photographic documentation, are on file at RGA's offices in Cranbury, New Jersey.



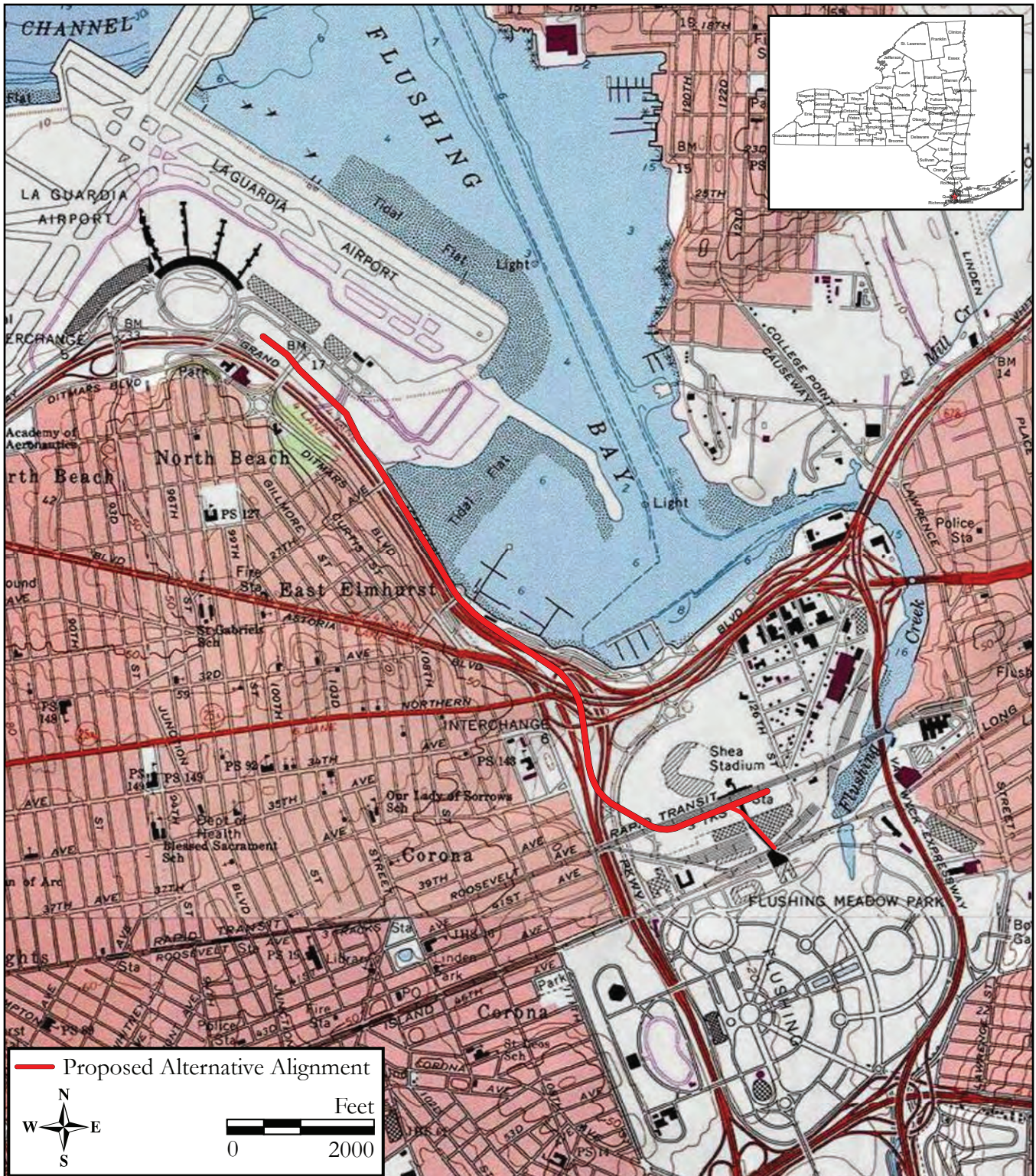


Figure 1.1: U.S.G.S. Map showing the Proposed Alternative alignment.  
(from U.S.G.S. 7.5' Quadrangles: 1995 Flushing, NY; 1994 Jamaica, NY; 1995 Brooklyn, NY; and 1995 Central Park, NY).





Figure 1.2: County Map showing the Proposed Alternative alignment.  
(World Street Map, ESRI 2019a).





Figure 1.3: Aerial photograph showing the Proposed Alternative alignment.  
(World Imagery, ESRI 2019b).

## **2.0 ALTERNATIVES, PROJECT DESCRIPTION, AND AREA OF POTENTIAL EFFECTS**

Exclusive of a No Build alternative, the Historic Architecture Reconnaissance Survey examined one Project alternative identified by the FAA during its alternatives screening process: the Port Authority's Proposed Alternative (the Proposed Alternative).

### Port Authority Proposed Alternative

The Port Authority's Proposed Alternative encompasses the following Project components:

- Construction of an elevated dual-lane fixed guideway APM system approximately 2.3 miles in length that extends from the LGA Central Hall (Terminal B) Building (currently under unrelated construction), along LaGuardia Road, the northern edge of the Grand Central Parkway (GCP), and the west and south sides of Citi Field parking facilities, to the Metropolitan Transit Authority (MTA) Long Island Rail Road (LIRR) Mets-Willets Point Station and the New York City Transit (NYCT) 7 Line Mets-Willets Point Station;
- Construction of two on-Airport APM stations (Central Hall [Terminal B] APM Station; East [Terminal C and East Garage] APM Station);
- Construction of one off-Airport (Willets Point) APM station at Mets-Willets Point that provides connections to the Mets-Willets Point LIRR and NYCT 7 Line stations;
- Construction of a multi-level above ground APM operations, maintenance, and storage facility (OMSF) with integrated garage for 1,000 parking spaces to accommodate APM employees (50 spaces) and others that would be affected by the Port Authority's Proposed Alternative. This includes Airport employees (approximately 500 replacement spaces relocated from Parking Lot P10), MTA employees (approximately 250 spaces), and Mets replacement parking (approximately 200 spaces);
- Construction of passenger walkway systems compliant with the Americans with Disabilities Act to connect the APM stations to the Airport passenger terminals, ground transportation facilities; and parking facilities at the OMSF;
- Construction of three traction power substations (TPSS) to provide power to the APM guideway: TPSS #1 would be an approximately 2,100 square foot facility located on the guideway near the East APM Station. TPSS #2 would be an approximately 2,800 square foot facility located at-grade adjacent to Roosevelt Avenue in the vicinity where the AirTrain guideway crosses over the NYCT 7 Line. TPSS #3 would be an approximately 3,100 square foot facility located on the guideway level of the OMSF;
- Construction of a 27kV main substation located within the OMSF structure on MTA property; and
- Construction of utilities infrastructure, both new and modified, as needed, to support the proposed Project.

The elevated fixed guideway, APM stations, and OMSF would vary in height, depending on conditions and required clearances. The guideway would be supported on circular columns at intervals of approximately 120 feet on average and constructed using typical common deep pile foundation systems, including drilled shafts and tapertube piles. Overall, the guideway would range in height approximately 45 to 85 feet above sea level, corresponding to approximately 30 to 75 feet above current grade. The standard width of the dual-lane guideway would measure 35 feet and diverge at the



APM stations to accommodate station platforms. The tops of the on-Airport APM station facilities would measure approximately 102 feet in height. The tops of the Willets Point APM Station and OMSF facility would stand approximately 106 feet in height.

The Proposed Alternative also includes various enabling projects and connected actions. These consist principally of: utility relocation and demolition of certain existing facilities; utilization of existing temporary parking at the Ingraham's Mountain Site for construction personnel; construction of new temporary parking facilities; and alteration, demolition, reconstruction and/or relocation of the previously identified NRHP-eligible Passerelle Bridge (USN 08101.012570), the Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612), the Main Gate Entrance (USN 08101.012586), and the Passerelle Buildings at Main Entrance (USN 08101.012608), all contributing elements to the NRHP-eligible Flushing Meadows-Corona Park Historic District (USN 08101.012611).

With respect to the Passerelle Bridge and its appurtenances, Project plans call for removing the existing steel and wood pedestrian bridge structure between the Mets-Willets Point Subway Station and the Mets-Willets Point LIRR Station and replacing it with a new structure on a largely new alignment to the east of the existing structure. Related work would either rehabilitate or replace the two canopy structures located above the LIRR and at the entrance to Flushing Meadows-Corona Park (Pavilion on the Passerelle Bridge over the LIRR [USN 08101.012612] and Main Gate Entrance [USN 08101.012586]). It would also modify the existing south ramp descending from the bridge to the park grade at the main entrance to meet ADA standards. Finally, plans call for repairing the roof and structure of the two buildings (Passerelle Buildings at Main Entrance [USN 08101.012608]) flanking the ramp with possible modifications to the roof deck area to accommodate pedestrian use.

Additional connected actions would impact the Mets-Willets Point LIRR Station and the World's Fair Marina (Marina) facilities. Planned improvements to the station include service changes on the LIRR Port Washington Line to provide for Airport-bound ridership; increased platform space; track bypass capabilities; signal modifications; and buildings to accommodate support services and ticketing. Changes to the Marina include relocation of the 2,000 square foot Marina and Boat Operations Office and demolition/relocation of the Marine Travelift Finger Piers and connected timber floating dock and boat lift that extend 100 feet into Flushing Bay, the Operations Shed, and relocation of parking and boatyard storage. Replacement facilities would be constructed at a site approximately 1,600 feet to the southeast of the current location.

Project maps and renderings depicting the Port Authority's Proposed Alternative appear in Figures 2.1a-m.

#### Area of Potential Effects (APE)

Under Section 106, the APE is defined in 36 CFR § 800.16(d) as follows: "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." The term "historic property" is defined as a cultural resource (resource or property) listed in or eligible for listing in the NRHP.

For this survey, the APE for architectural resources (APE or APE-Architecture) has been developed to assess the Port Authority's Proposed Alternative. The APE may change in the future as the FAA further refines project elements. The APE-Architecture is based on the proposed work activities associated with the Proposed Alternative and their potential to affect cultural resources, including potential direct and indirect effects caused by the construction and operation of the proposed Project. Direct effects may include physical damage or destruction of a resource or its setting. Indirect effects may include the introduction of visual, audible, or atmospheric elements that alter the characteristics or use of a historic property that qualify it for inclusion in the NRHP.

The portion of the APE-Architecture in which the Port Authority's Proposed Alternative may cause direct effects includes all locations subject to physical disturbance. To account for potential indirect effects from proximate construction activities, as well as wider visual, atmospheric, and audible effects, the APE-Architecture extends beyond the actual construction limits to include those properties that may be impacted by visual changes, patterns of use, or may experience a change in historic character associated with the construction of the proposed Project.

As proposed, the Port Authority's Proposed Alternative alignment would extend along the edge of the GCP and Flushing Bay. The GCP in this location runs approximately at sea level. A high bluff rises immediately to the west, which is densely developed with primarily twentieth-century residential properties, mainly along the east side of Ditmars Boulevard. Moving to the west side of Ditmars Boulevard, the density of the development, intervening construction, and existing vegetation limits visibility of the proposed guideway, except for certain areas along several cross streets. Accordingly, the APE-Architecture has been delineated to account for potential indirect visual effects along the east side of Ditmars Boulevard, portions of several cross streets, and various open areas with possible views of the guideway.

As the Port Authority's Proposed Alternative alignment rises to cross the interchange of the GCP and Northern Boulevard and the 7 Line, the APE-Architecture expands outward to account for potential increased visibility further afield. Again, development density, intervening construction, building heights, vegetation, and the optical effects of distance and diminishing perspective, serve to limit the APE-Architecture in this area to properties fronting on the GCP, several cross streets, and miscellaneous open areas with possible views of the guideway.

Generally, resources not likely to fall within the direct line of sight of the proposed guideway are excluded from the APE-Architecture, subject to verification in the field. Resources located partially within the viewshed or adjoining a line-of-sight boundary are generally included in the APE-Architecture out of an abundance of caution.

Regarding the previously identified NRHP-eligible Flushing Meadow-Corona Park Historic District (USN 08101.012611), the size of this historic district is such that including the entire park property within the proposed APE-Architecture would extend the survey boundaries well beyond the limits of the Project's potential indirect visual effects. Accordingly, the APE-Architecture boundary line has been drawn to provide a substantial buffer around the proposed Project elements, including the nearest previously identified contributing resources, but does not embrace the entire park property. Because a large portion of the park is included inside the proposed APE-Architecture, any impacts to the park as a whole would be addressed as part of the overall architectural survey effort.

With respect to parking facilities, the Project will utilize an existing temporary Airport employee parking area called the Ingraham's Mountain Site for construction employee parking. Additional existing Airport employee parking at Lot P10 will be relocated to the OMSF, freeing up space at Lot P10 for other unrelated Airport maintenance operations. Because impacts to these non-contiguous parking areas are limited to parking, with little potential to create indirect visual effects, the APE-Architecture has been defined as the parking areas only. Finally, two new temporary parking facilities are proposed to be located to the east of Citi Field in areas currently undergoing unrelated demolition and construction. Because the expected impacts are temporary and limited to parking, with little potential for indirect effects, the APE-Architecture has been delineated to include a buffer extending one lot out from the proposed parking areas.

Finally, the proposed Project includes plans to relocate an existing boat launch and related marina facilities to a new location along the Flushing Bay shoreline. The elevated portions of the adjoining Northern Boulevard/Whitestone Expressway (I-Route 678) create a strong physical and visual buffer from neighboring areas to the south and therefore provide reasonable and justifiable boundaries for the APE-Architecture near the proposed marina area.



The FAA, in consultation with RGA, prepared an initial APE-Architecture pursuant to 36 CFR § 800.4(1) based on the Port Authority's Proposed Alternative and submitted the same to the SHPO for concurrence via its Cultural Resources Information System (CRIS) on June 17, 2019. SHPO concurred with the initial APE-Architecture in correspondence dated July 15, 2019 (Appendix A). During subsequent field verification, portions of the initial APE-Architecture boundary were found to include resources clearly outside the direct line of sight of the proposed guideway and other Project elements. These select resources were located mainly along the western edge of the initial APE-Architecture, behind large intervening buildings that blocked all views of the Project. Accordingly, the APE-Architecture depicted in the current report has been modified from the original SHPO submission to exclude the extraneous resources and to address refinements in the Proposed Alternative, including consideration of Parking Lot P10. The refined version of the APE-Architecture appears in Figures 2.2a-f.





Figure 2.1a: Key map showing the direct project impacts of the Proposed Alternative overlaid on an aerial photograph.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).





Figure 2.1b: Aerial photograph showing the direct project impacts of the Proposed Alternative at the Ingraham's Mountain Site and Parking Lot P10.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).





Figure 2.1c: Aerial photograph showing the locations of the Proposed Alternative and Project components.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).





Figure 2.1d: Aerial photograph showing the locations of the Proposed Alternative and Project components.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).



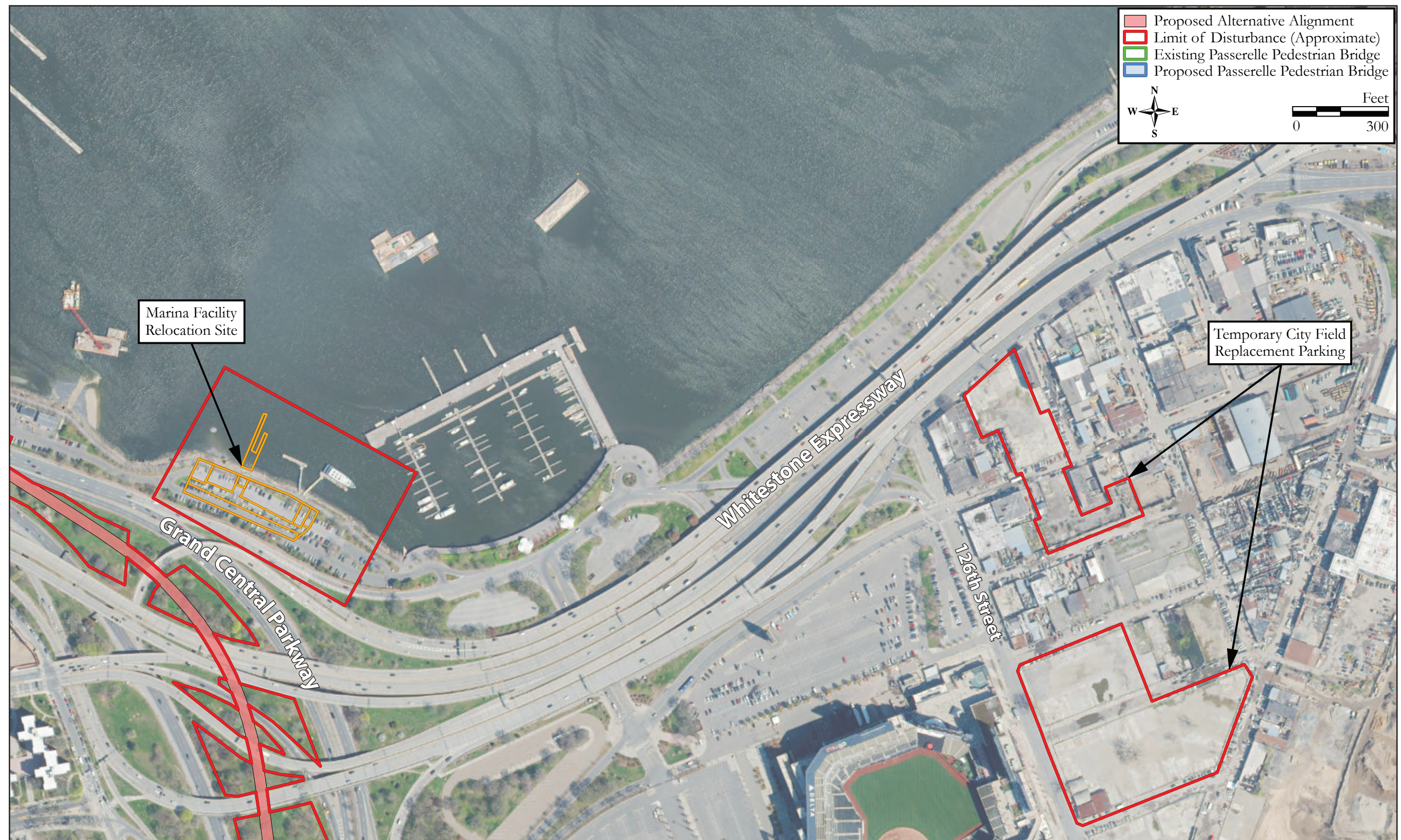


Figure 2.1e: Aerial photograph showing the locations of the Proposed Alternative and Project components.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).



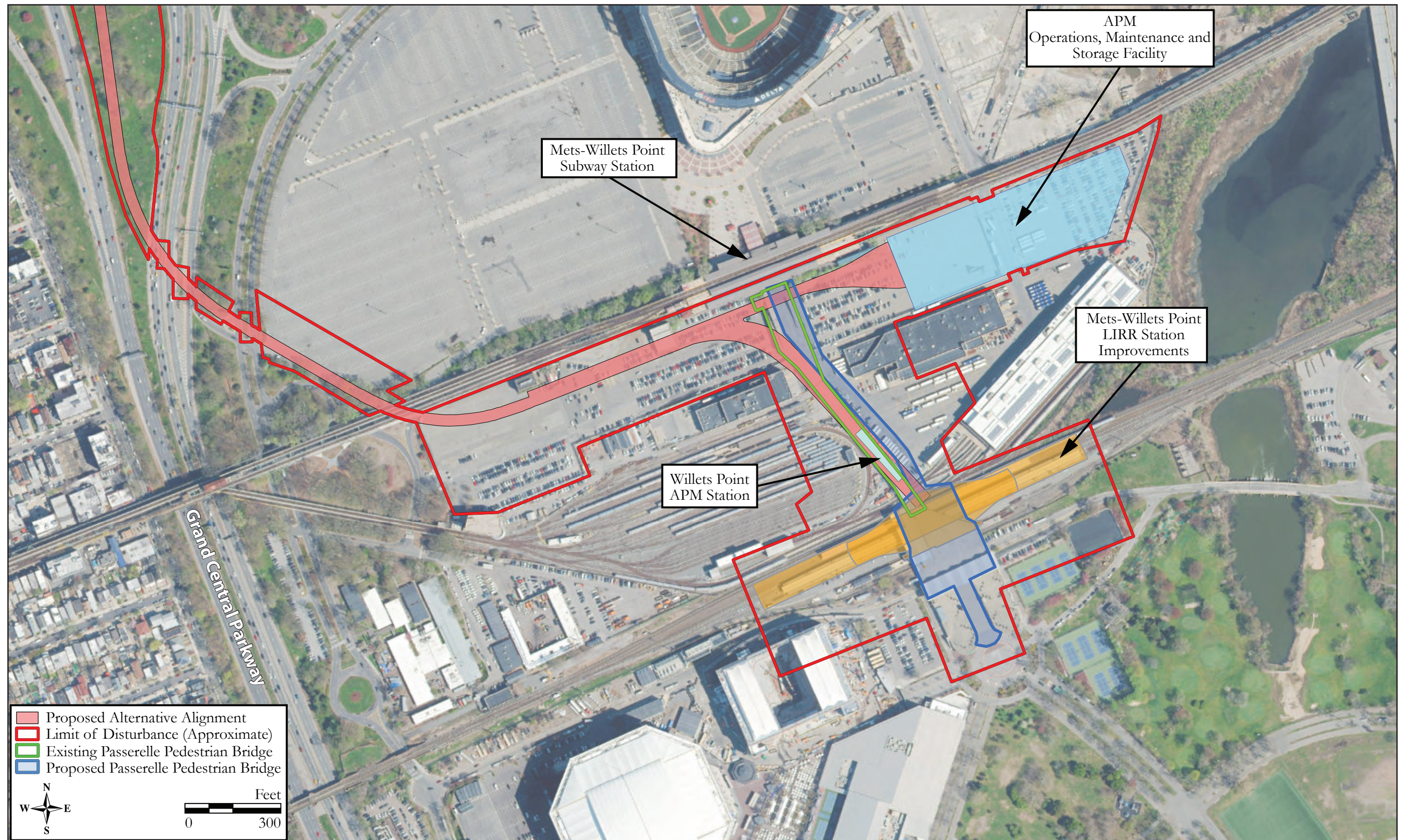
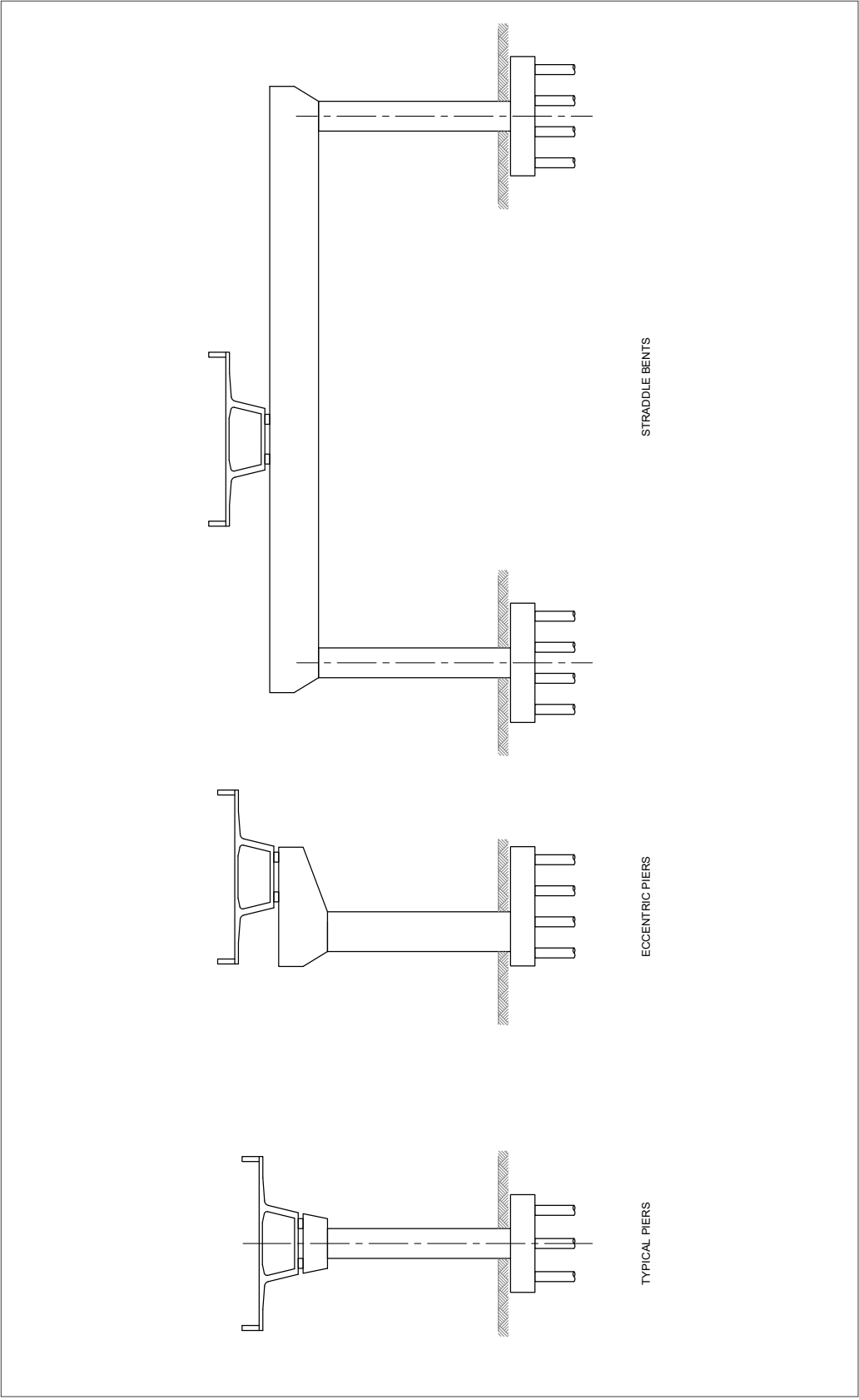


Figure 2.1f: Aerial photograph showing the locations of the Proposed Alternative and Project components.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).





SOURCE: Port Authority of New York and New Jersey, "LaGuardia AirTrain FAA Concept Design Submittal," January 2019.

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LGA Access Improvement Project ES

Project Description

**EXHIBIT 5**  
**TYPICAL APM GUIDEWAY AND COLUMN SECTION**

Figure 2.1g: Rendering of a typical APM guideway and column section.  
(FAA 2019).  
2-11



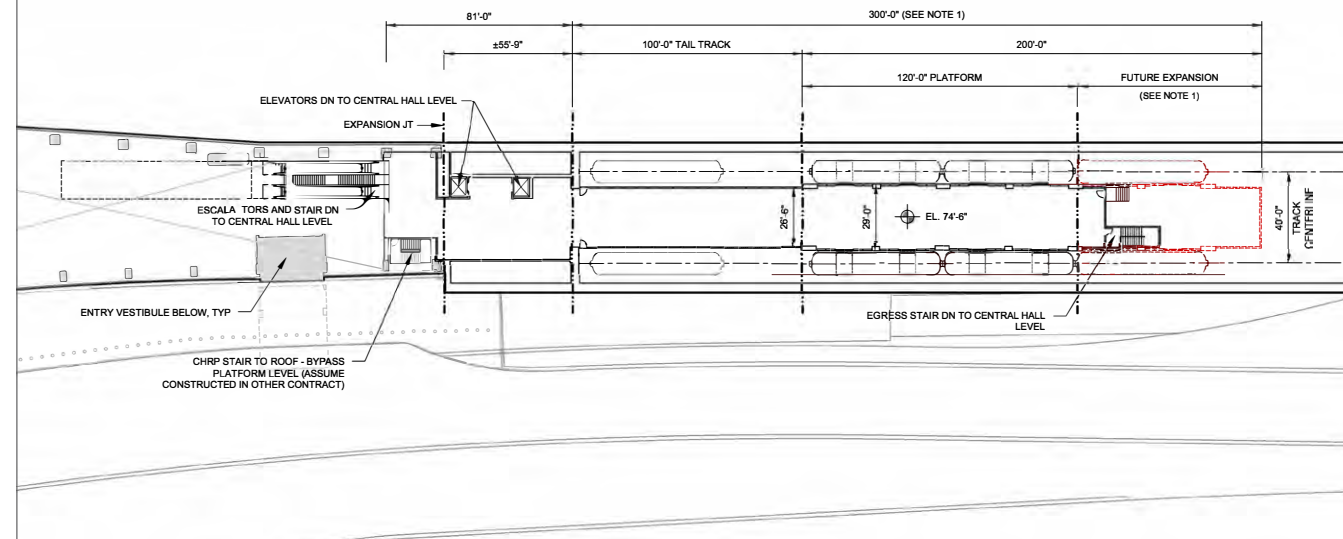


FEDERAL AVIATION ADMINISTRATION

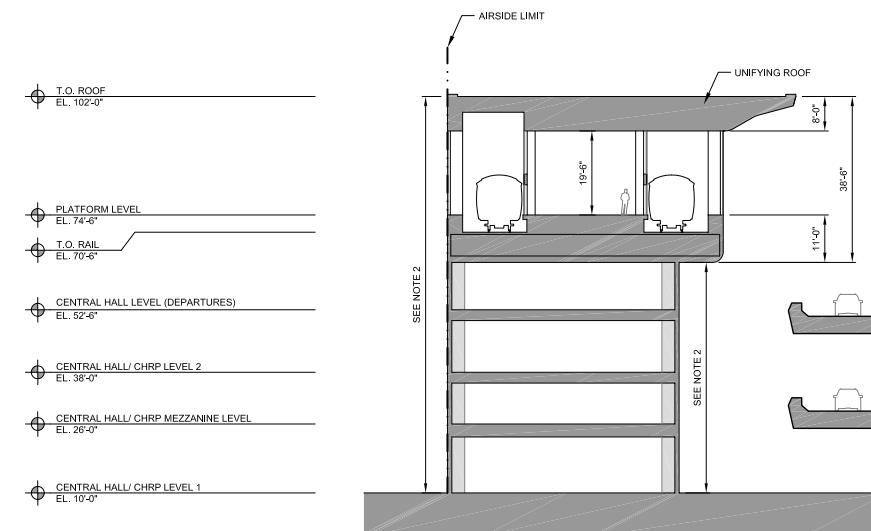
MAY 2019

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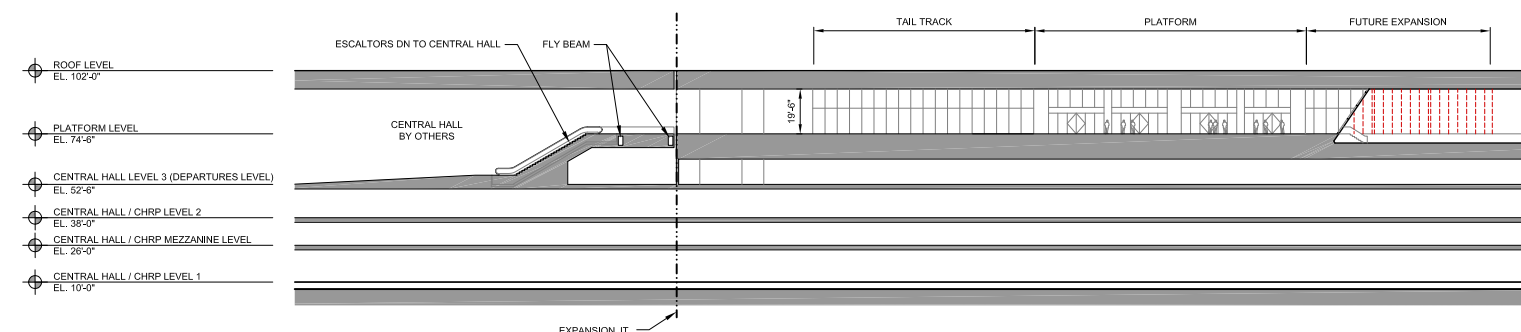
### FLOOR PLAN



### CROSS SECTION VIEW



### LONGITUDINAL SECTION VIEW



SOURCE: Port Authority of New York and New Jersey, "LaGuardia AirTrain FAA Concept Design Submittal," January 2019.

EXHIBIT 6

CENTER HALL APM STATION CONCEPTUAL FLOOR PLAN AND SECTION VIEWS

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LGA Access Improvement Project EIS

Project Description

Figure 2.1h: Conceptual floorplans and section views of the proposed Central Hall APM Station. (FAA 2019).

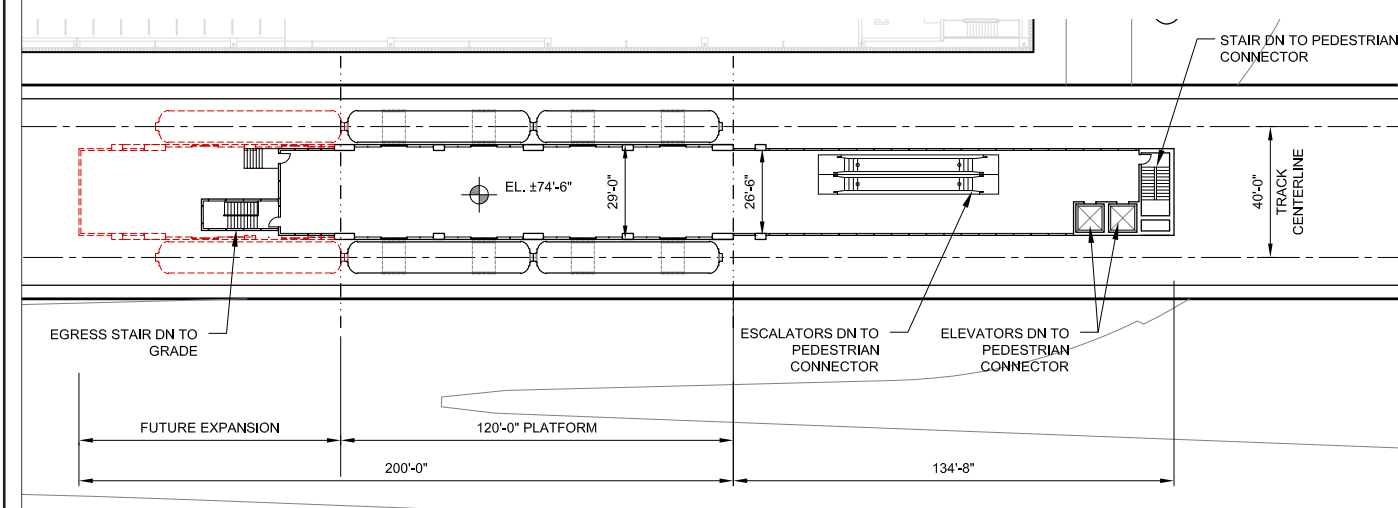


FEDERAL AVIATION ADMINISTRATION

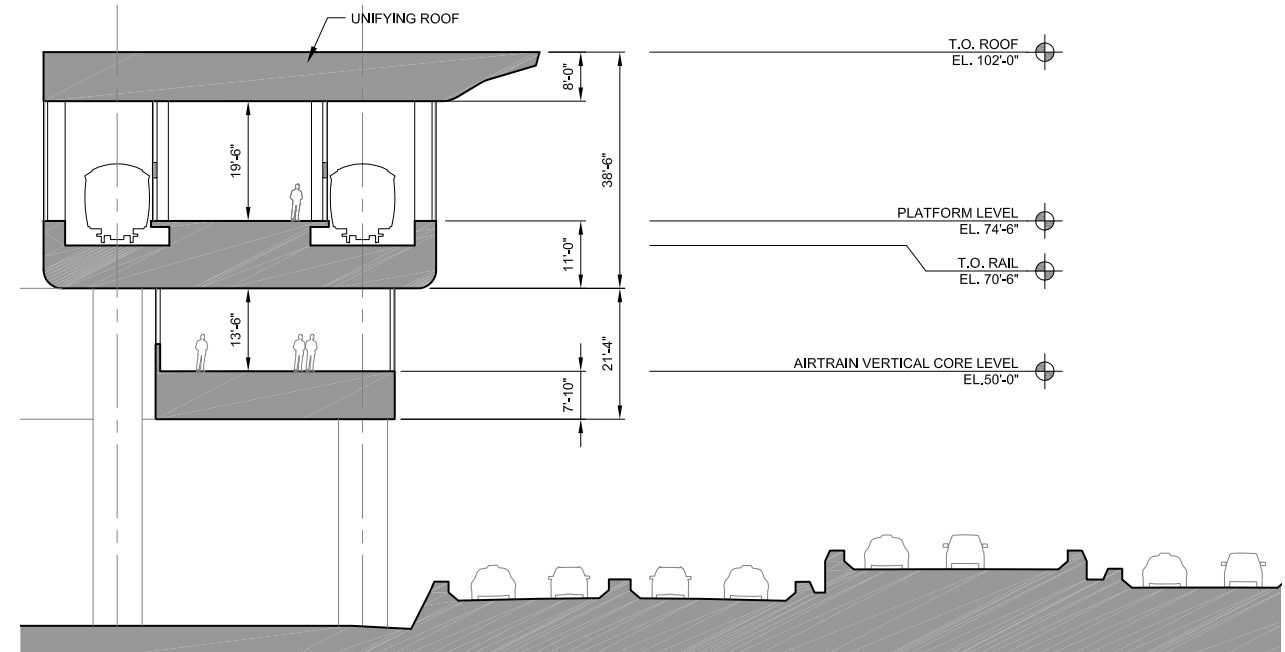
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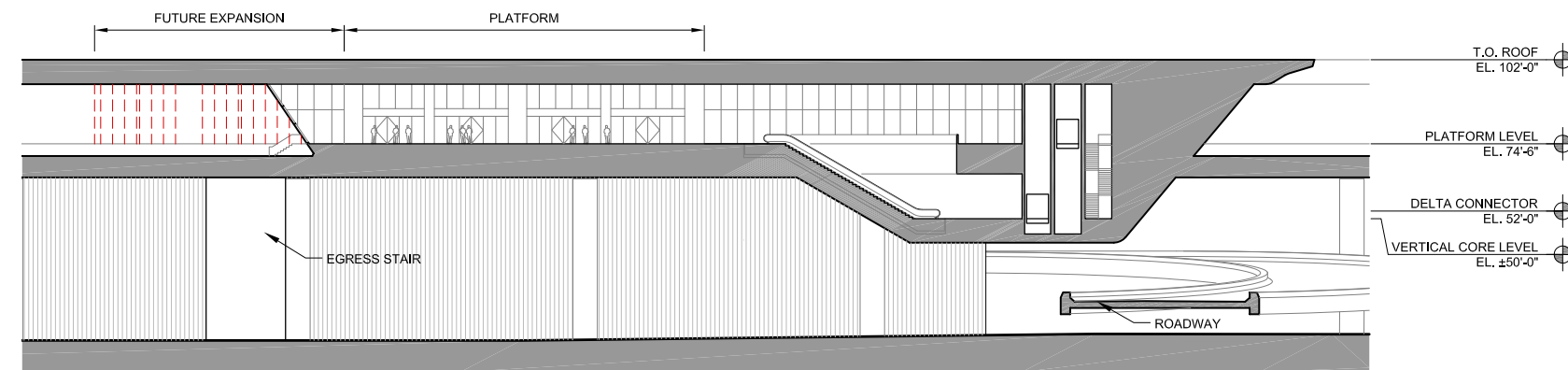
### FLOOR PLAN



### CROSS SECTION VIEW



### LONGITUDINAL SECTION VIEW



SOURCE: Port Authority of New York and New Jersey, "LaGuardia AirTrain FAA Concept Design Submittal," January 2019.

EXHIBIT 7

EAST APM STATION CONCEPTUAL FLOOR PLAN AND SECTION VIEWS

Figure 2.1i: Conceptual floorplans and section views of the proposed East APM Station. (FAA 2019).

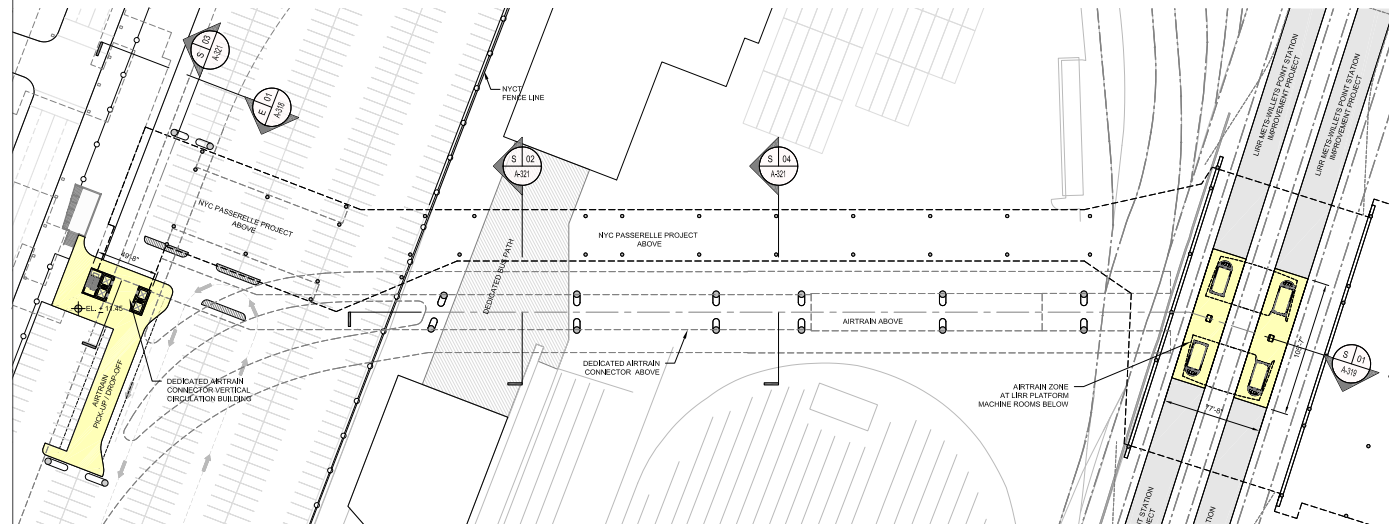




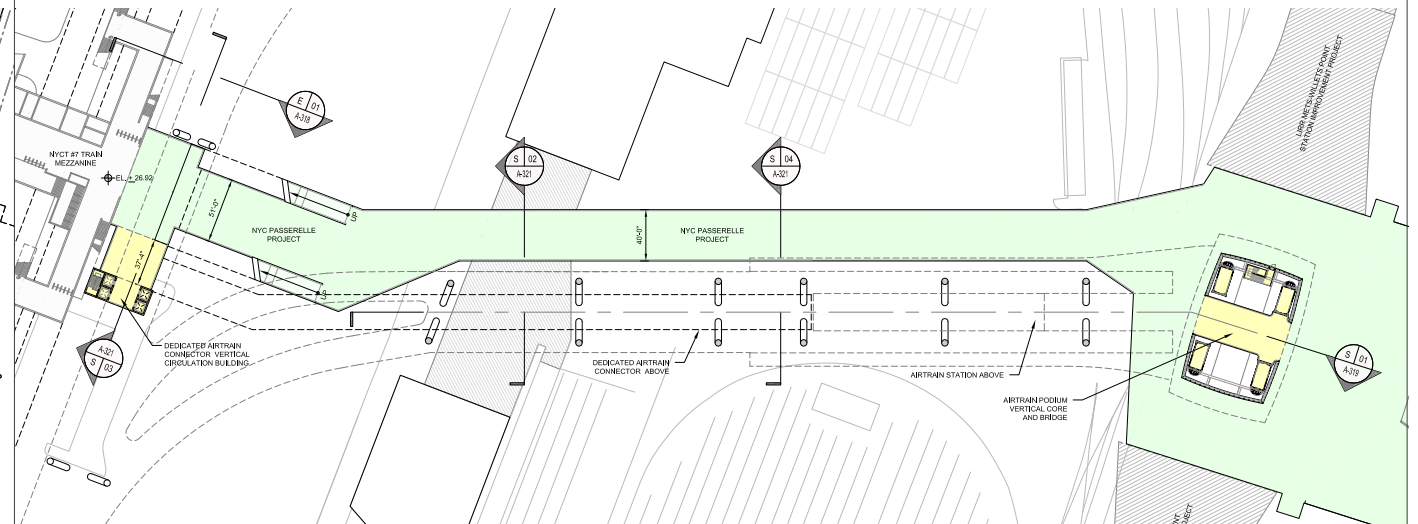
FEDERAL AVIATION ADMINISTRATION

MAY 2019

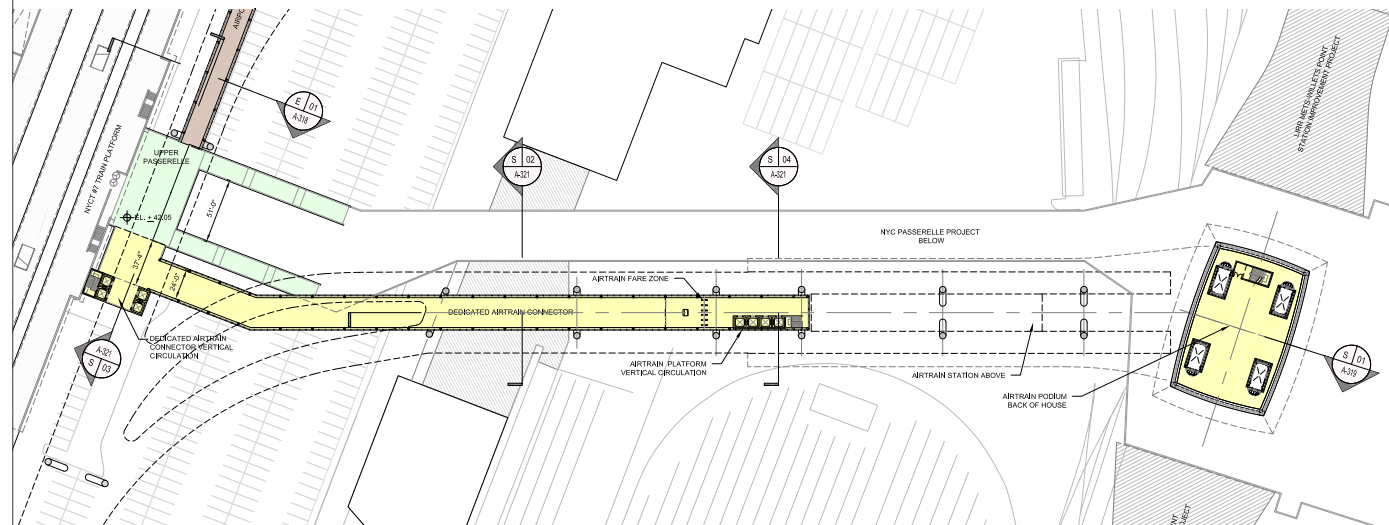
STREET LEVEL FLOOR PLAN



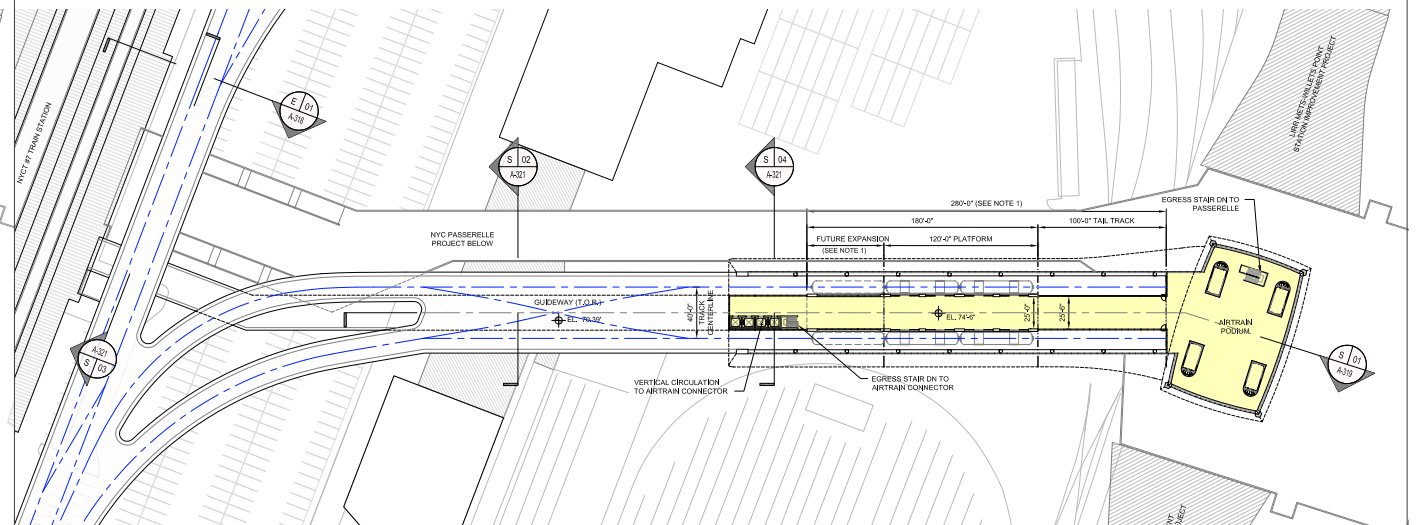
PASSERELLE LEVEL FLOOR PLAN



CONNECTOR LEVEL FLOOR PLAN



PLATFORM LEVEL FLOOR PLAN



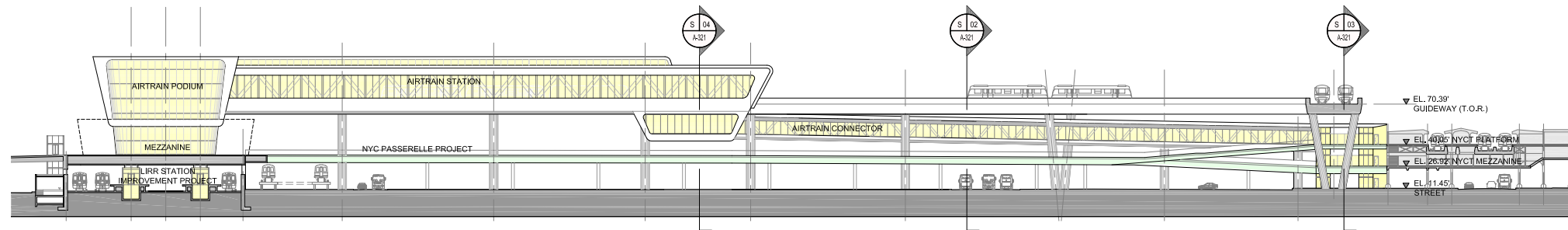
SOURCE: Port Authority of New York and New Jersey, "LaGuardia AirTrain FAA Concept Design Submittal," January 2019.

EXHIBIT 8

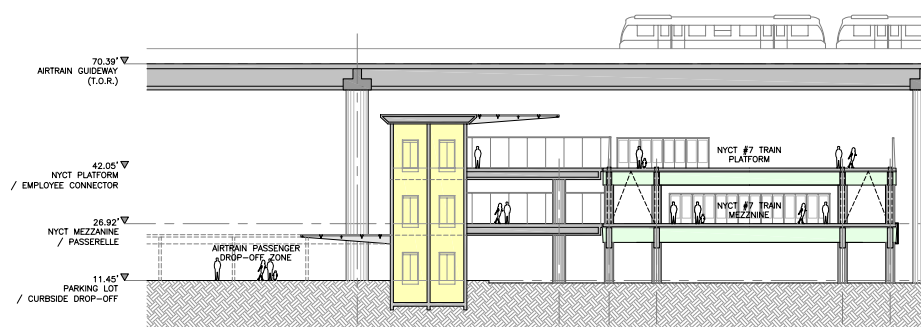
WILLETS POINT APM STATION CONCEPTUAL FLOOR PLANS

Figure 2.1j: Conceptual floorplans of the Willets Point APM Station.  
(FAA 2019).

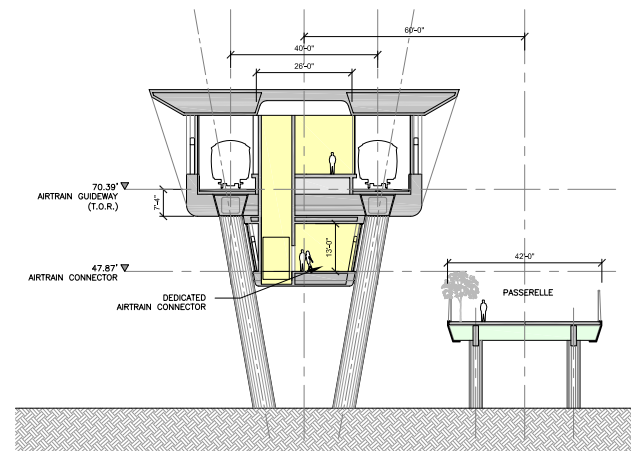
### LONGITUDINAL SECTION VIEW



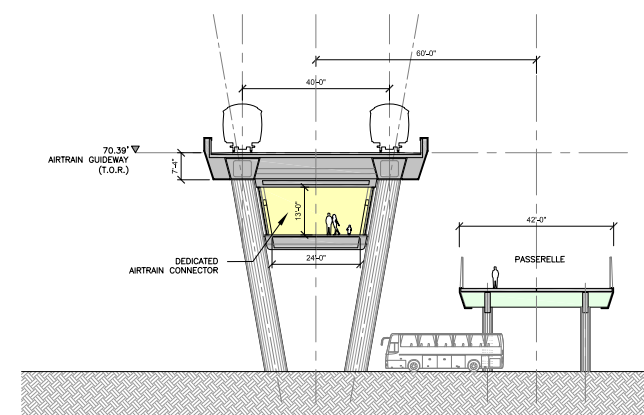
### NYCT #7 TRAIN INTERFACE CROSS SECTION VIEW



### AIRTRAIN STATION CROSS SECTION VIEW



### AIRTRAIN CONNECTOR CROSS SECTION VIEW



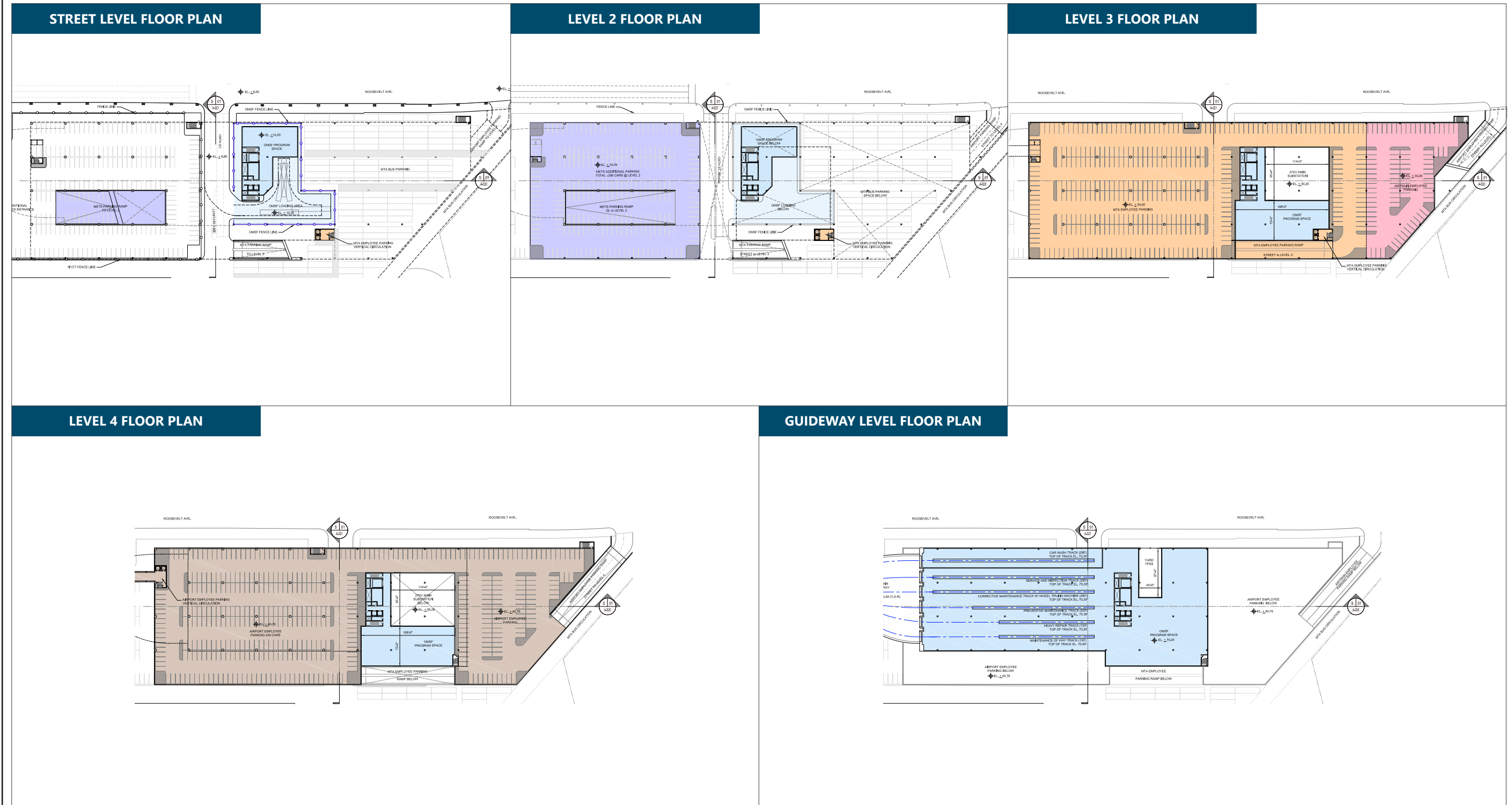
SOURCE: Port Authority of New York and New Jersey, "LaGuardia AirTrain FAA Concept Design Submittal," January 2019.

EXHIBIT 9

WILLETS POINT APM STATION CONCEPTUAL SECTION VIEWS

Figure 2.1k: Conceptual section views of the Willets Point APM Station.  
(FAA 2019).





SOURCE: Port Authority of New York and New Jersey, "LaGuardia AirTrain FAA Concept Design Submittal," January 2019.

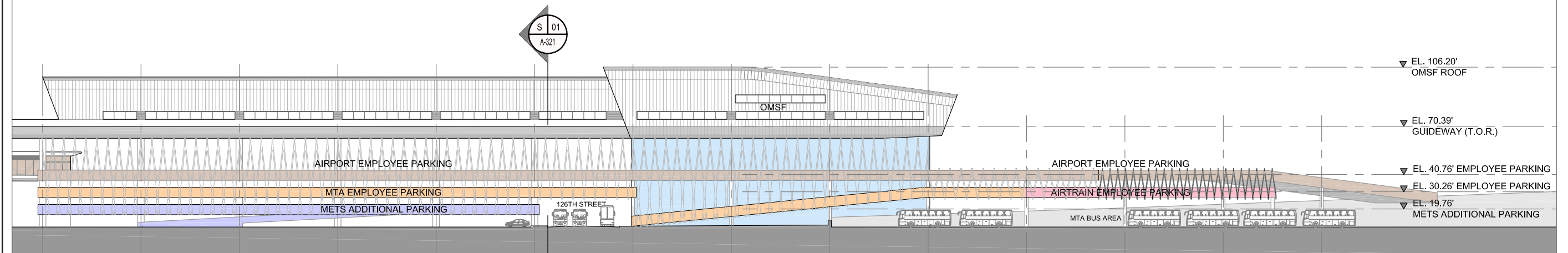
EXHIBIT 11

APM OPERATIONS, MAINTENANCE AND STORAGE FACILITY CONCEPTUAL FLOOR PLANS

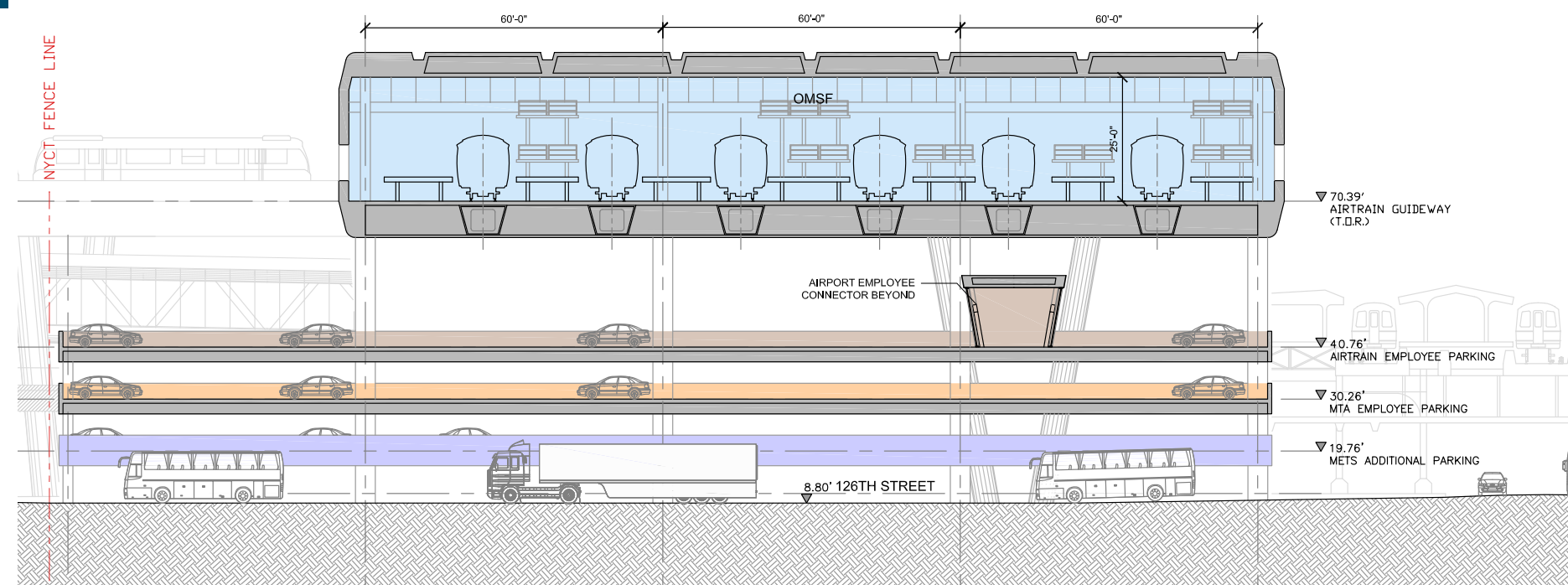
Figure 2.11: Conceptual floorplans of the APM Operations, Maintenance and Storage Facility. (FAA 2019).



LONGITUDINAL SECTION VIEW



CROSS SECTION VIEW



SOURCE: Port Authority of New York and New Jersey, "LaGuardia AirTrain FAA Concept Design Submittal," January 2019.

EXHIBIT 12

APM OPERATIONS, MAINTENANCE AND STORAGE FACILITY CONCEPTUAL SECTION VIEWS

Figure 2.1m: Conceptual section views of the APM Operations, Maintenance and Storage Facility.  
(FAA 2019).





Figure 2.2a: Key map showing the direct project impacts of the Proposed Alternative and APE-Architecture overlaid on an aerial photograph.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).



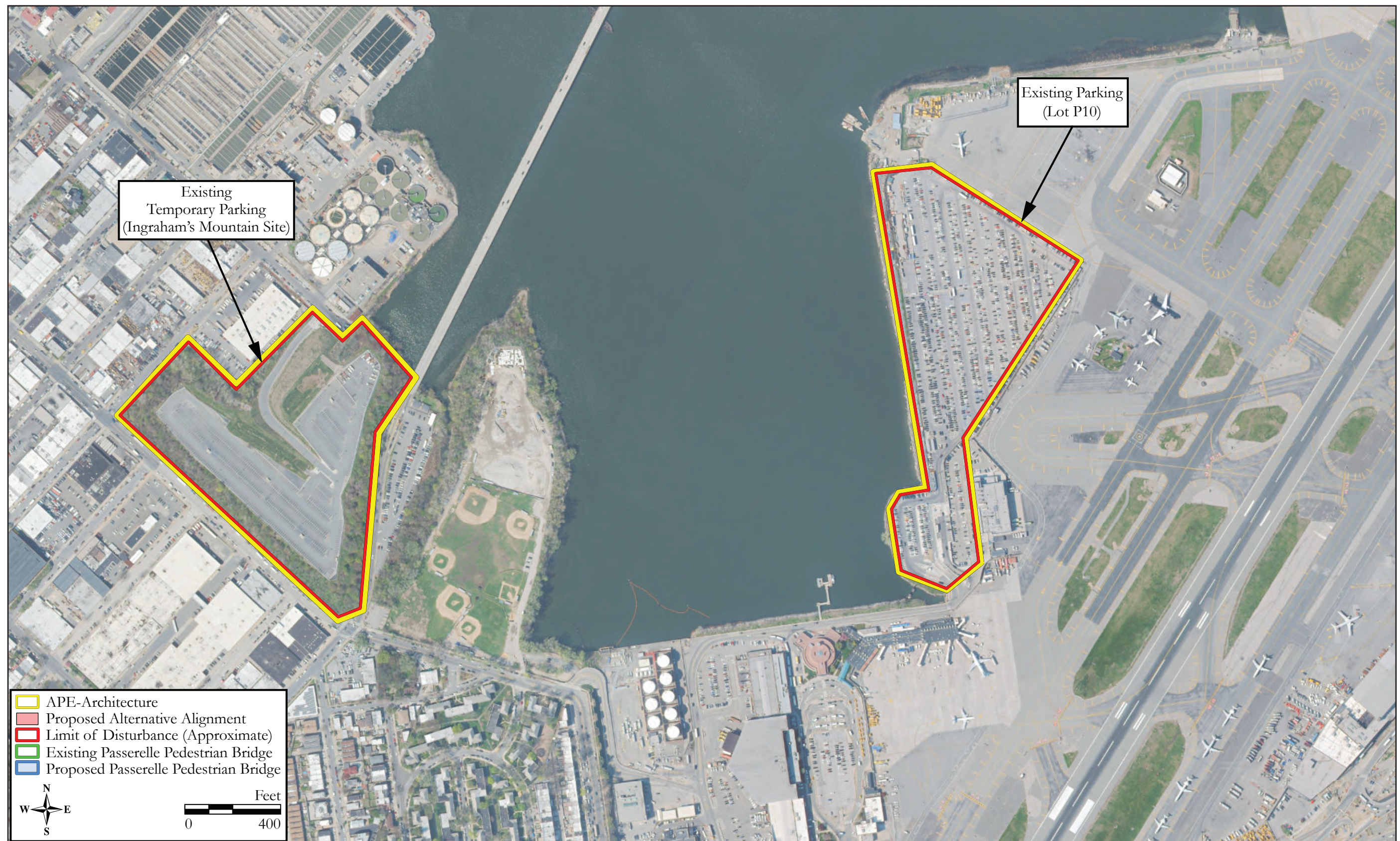


Figure 2.2b: Aerial photograph showing the direct project impacts of the Proposed Alternative and APE-Architecture at the Ingram's Mountain Site and Parking Lot P10. (Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).





Figure 2.2c: Aerial photograph showing the locations of the Proposed Alternative, Project components, and the APE-Architecture.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).





Figure 2.2d: Aerial photograph showing the locations of the Proposed Alternative, Project components, and the APE-Architecture.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).



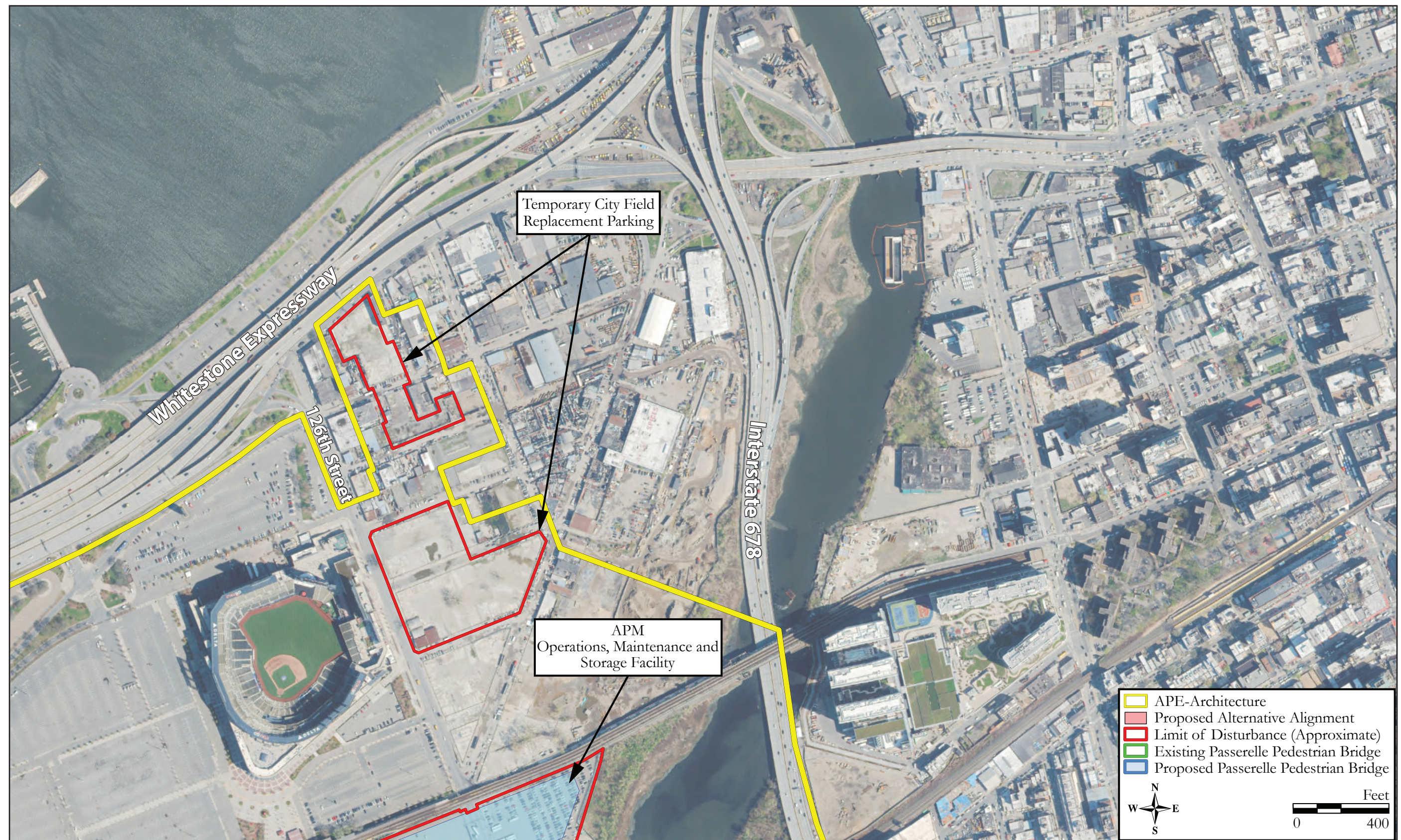


Figure 2.2e: Aerial photograph showing the locations of the Proposed Alternative, Project components, and the APE-Architecture. (Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).



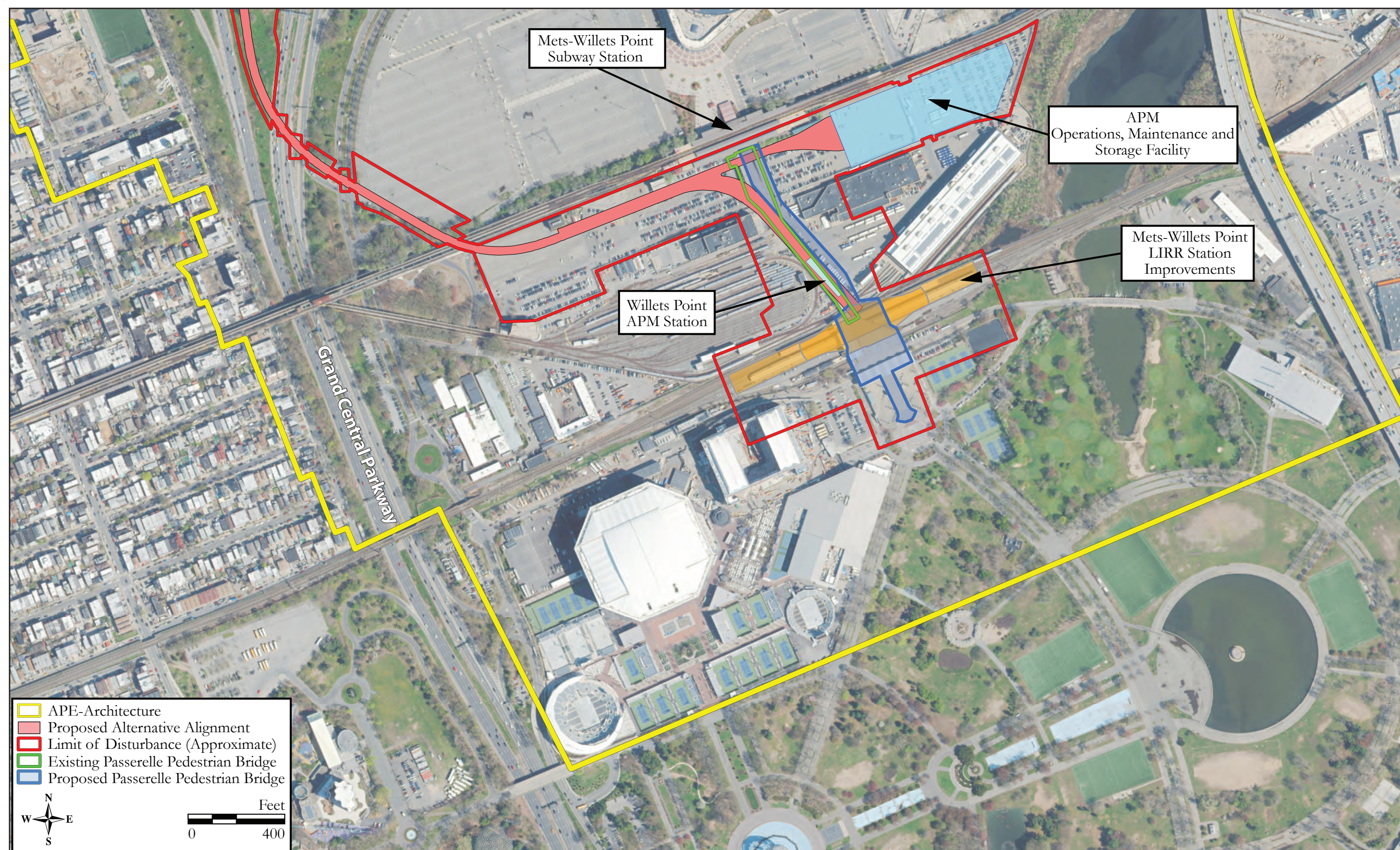


Figure 2.2f: Aerial photograph showing the locations of the Proposed Alternative, Project components, and the APE-Architecture.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).



## **3.0 CONSULTATION AND PUBLIC INVOLVEMENT**

### **3.1 SHPO Coordination**

As noted above, the FAA initiated formal Section 106 consultation with the SHPO by letter dated June 17, 2019 (see Appendix A). Prior informal coordination addressed various topics concerning cultural resources compliance. On August 18, 2018, the FAA initiated Project review (Project No. 18PR05235) utilizing CRIS. In electronic correspondence between R. Daniel Mackay of the SHPO and Andrew Brooks of the FAA dated August 29, 2018, the SHPO outlined the need for both archaeological and historic architectural surveys. Additional correspondence between Beth Cumming (SHPO) and Marie Jenet (FAA) on December 27, 2018 addressed SHPO review periods and previously recorded resources within the vicinity of the Port Authority's proposed Project, including LGA Terminals C, D, and B (Central Terminal); Flushing Meadows-Corona Park; and the contributing Passerelle Bridge, pavilions, and related buildings. The above information was reiterated in additional electronic correspondence dated March 8, 2019, between Beth Cumming and Stephen Culberson of Ricondo. With FAA approval, RGA held an informal conference call with SHPO project reviewers Nancy Herter (archaeology) and Kathy Howe (historic architecture) on April 9, 2019, to discuss the Port Authority's Proposed Alternative, to review SHPO survey and reporting requirements, and to discuss likely approaches for cultural resources studies for the Project. With respect to this Historic Architecture Reconnaissance Survey, the discussion touched on the following general topics:

- Previously completed cultural resources investigations carried out in the vicinity of the proposed Project;
- Previously recorded NRHP-listed and/or eligible historic properties, previously recorded unevaluated resources, and previously recorded resources determined not eligible for listing in the NRHP;
- SHPO resource identification preferences permitting professionally qualified architectural historians to choose which resources to record and evaluate based on their potential to meet the NRHP integrity criteria;
- SHPO survey digital photography preferences; and
- SHPO reporting preferences utilizing brief historic contexts; focused discussions on existing resources, figures, tables; and preliminary recommendations for further work and NRHP eligibility.

### **3.2 Consulting Parties and the Public**

In addition to the FAA, the Port Authority, and the SHPO, other consulting parties under Section 106 include the ACHP, local governments, federally recognized Indian tribes, and invited individuals and organizations with a demonstrated interest in the undertaking. The FAA initiated formal consultation with the SHPO and the ACHP on June 17, 2019 and provided a list of identified regular consulting parties and entities with a demonstrated interest in historic preservation for possible invitation to participate in the consultation process. In its response to the FAA's consultation, the SHPO, by letter dated July 15, 2019, requested the FAA consider adding the Alliance for Flushing Meadows Corona Park to the list of potential consulting parties. The ACHP provided procedural guidance by letter dated August 7, 2019 and formally agreed to participate in consultation by letter dated August 12, 2019.

On July 18, 2019, the FAA also initiated consultation by letter with 13 Indian tribes, including the Cayuga Nation, Delaware Tribe, Delaware Nation, Oneida Indian Nation, Onondaga Nation, Seneca-Cayuga Nation of Oklahoma, Seneca Nation of Indians, Shinnecock Indian Nation, Stockbridge-

Munsee Community of Mohican Indians of Wisconsin, St. Regis Mohawk Tribe, Tonawanda Seneca Nation, Tuscarora Nation, and Unkechaug Nation. Tribes identified with traditional interests in Queens include the Delaware Tribe, the Delaware Nation, the Shinnecock Indian Nation, and the Stockbridge-Munsee Community of Mohican Indians of Wisconsin. Invitations to other potential consulting parties were distributed on August 21, 2019. Coordination with all consulting parties is underway and will continue during future meetings.

As noted above, the FAA's public involvement responsibilities under Section 106 are being conducted as part of the concurrent NEPA/EIS process. During the EIS scoping comment period, the FAA received several public comments regarding above-ground cultural resources in relation to the Port Authority's Proposed Alternative. The Mayor's Office of Environmental Coordination (EO00003, June 17, 2019) requested coordination with New York City's parallel environmental review process. Referenced cultural resources of particular interest included Flushing Meadows-Corona Park (USN 08101.012611) and the Passerelle Bridge (USN 08101.012570) and its appurtenances. Other resources referenced in the communication included service stations and pedestrian bridge crossings associated with the GCP. An accompanying Environmental Review memorandum from the New York Landmarks Preservation Commission (LPC) dated June 12, 2019, noted that there are no LPC designated properties along the Proposed Alternative. The nearest LPC designated properties are the Marine Air Terminal (USN 08101.006415; interior and exterior designations), the Louis Armstrong House at 34-55 107th Street (USN 08101.006403), and the Unisphere and reflecting pool (USN 08101.007212) located in Flushing Meadows Corona Park. The Waterfront Alliance (LO00010, June 6, 2019) expressed concern over access to parks and marina facilities with specific references to the World's Fair Marina, Flushing Meadows Corona Park, and pedestrian bridges over the GCP. Two additional comments received from interested citizens (PC00267, June 17, 2019 and PC00294, June 17, 2019) focused on ecological and park concerns. One (PC00267) described the Flushing Bay Promenade as a "unique and historical waterfront park." Copies of the public scoping comments received related to historic or cultural resources are included in Appendix A.



## **4.0 HISTORIC CONTEXT**

### **Early Development**

The APE-Architecture encompasses multiple neighborhoods in the New York City Borough of Queens, including East Elmhurst, North Corona, Corona; and Willets Point. Europeans began to establish settlements in present-day Queens County after 1639, when Dutch Director-General William Keift purchased the majority of the area from local Native Americans (AKRF 2019: 2-2). English immigrants quickly outnumbered the Dutch population within Queens and the larger colony of New Netherland (later renamed New York) and eventually gained firm control of the colony by the late seventeenth century.

During British control, Queens experienced significant expansion. The passage of the Dongan Charter of 1683 officially recognized it as a county and further divided it into five townships: Flushing, Newtown, Jamaica, Hempstead, and Oyster Bay (AKRF 2019: 2-2). Although Jamaica served as the seat of Queens County, Newtown became more populated due to its close proximity to Manhattan. In contrast, the township east of Newtown known as Flushing remained a relatively rural community, in large part due to its inaccessibility. During the colonial era, Flushing Creek consisted of a broad body of water fed by several tributary streams that meandered through a wide area and the uplands to the west and south of Flushing Bay and the East River, into which the creek flows (Figure 4.1; Seyfried 1986: 1).

During the Revolutionary War, early British military success in New York resulted in military occupation of Queens throughout the war's duration. No documented activities related to Revolutionary War skirmishes took place within or proximate to the APE-Architecture, although many of the farmsteads along Flushing Bay were utilized for shelter or plundered at the hands of the British (John Milner Associates 1978).

### **Nineteenth-century Development**

Following the British surrender in 1783, the local economy gradually rebounded and included maritime trade and agriculture. In 1801, the Flushing and Newtown Turnpike and Bridge Company was incorporated and established a toll road (now 37th Avenue) that connected the two towns via a bridge over Flushing Creek (Seyfried 1986:6). By the mid-nineteenth century, the APE-Architecture was still considered part of Newtown and consisted of large tracts of farmland and country estates (Figures 4.2 and 4.3). These farmsteads were linked by roads, including portions of present-day Northern Boulevard, Astoria Boulevard, and 37th Avenue. The areas in the eastern portion of the APE-Architecture, now known as Flushing Meadows and Willets Point, remained marshland until the early twentieth century.

The expansion of railroad networks throughout Queens during the second half of the nineteenth century facilitated the development of smaller villages and communities within Newtown, such as West Flushing (later renamed Corona). In 1854, the Flushing Railroad (FRR) opened from Flushing across Newtown to the East River through an unsettled area known as Hunter's Point (Seyfried 1963: 12). In anticipation of the railroad, a group of New York real estate speculators established the West Flushing Land Company, purchased multiple farm tracts west of the APE-Architecture, and laid out building lots and graded streets (Seyfried 1963: 12). In the same year that the FRR opened through the area, the West Flushing Land Company erected two stations in Corona, one to serve villagers and the other to accommodate a newly opened race course erected between 97th and 105th Streets and 34th Avenue and 37th Avenue (Seyfried 1986).

In 1859, the FRR was reincorporated as the New York & Flushing Railroad Company (NY&FRR). The NY&FRR established a subsidiary known as the "North Shore Railroad" to extend service from Flushing to Great Neck (Seyfried 1963: 21). In 1864, the Flushing & Woodside Railroad (F&WRR) formed as a rival route to the NY&FRR, with a route extending from the Long Island Rail Road (LIRR) Woodside Station through Corona to Flushing (Seyfried 1986: 20). Legal, financial, and political problems postponed the opening of the F&WRR. By the early 1870s, the F&WRR tracks had



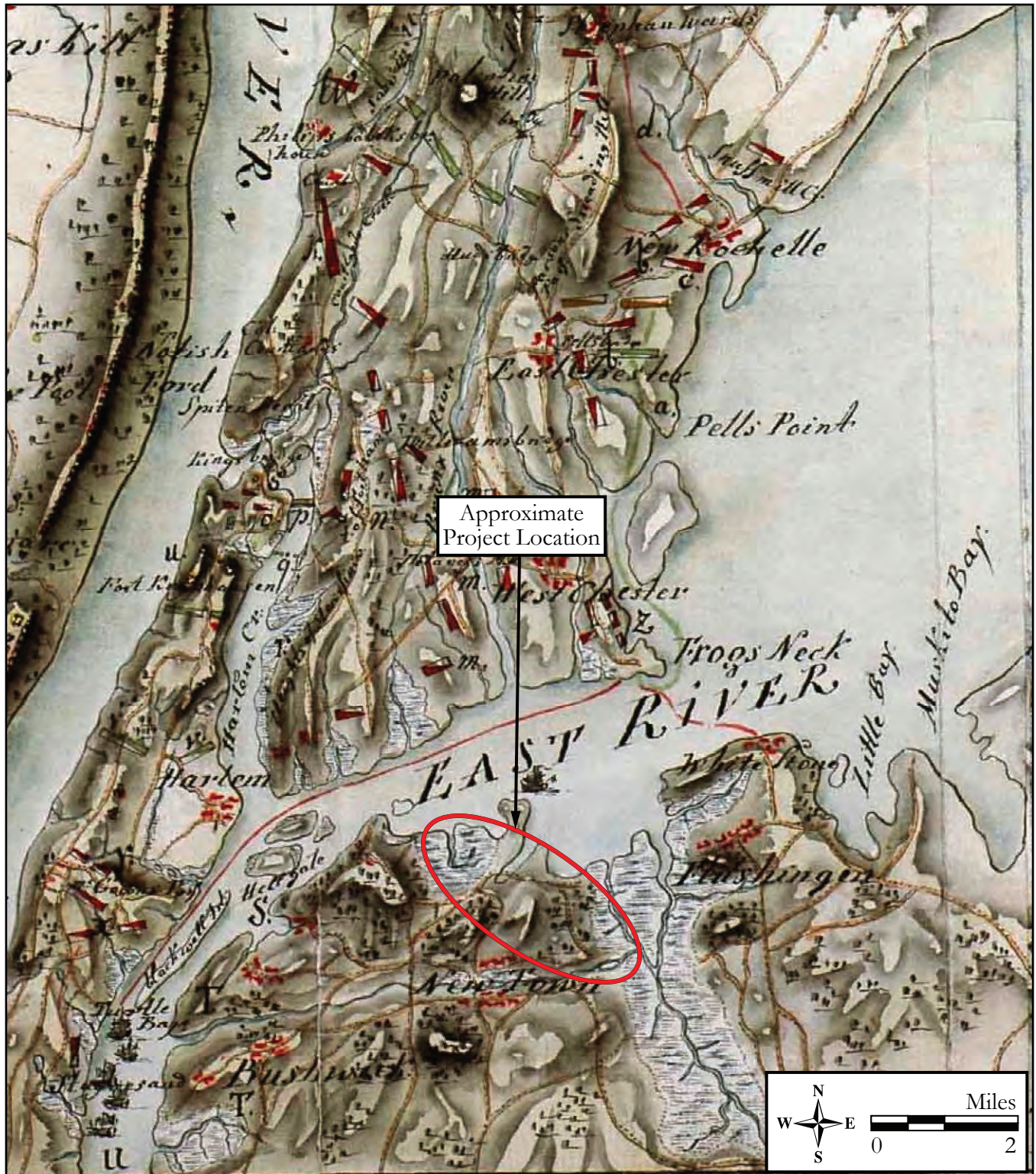


Figure 4.1: 1779 Capitaine Martin, *Plan General des Operations de L'Armée Britannique Contre les Rebelles dans L'Amerique depuis L'Arrivée des Troupes Hessoises.*



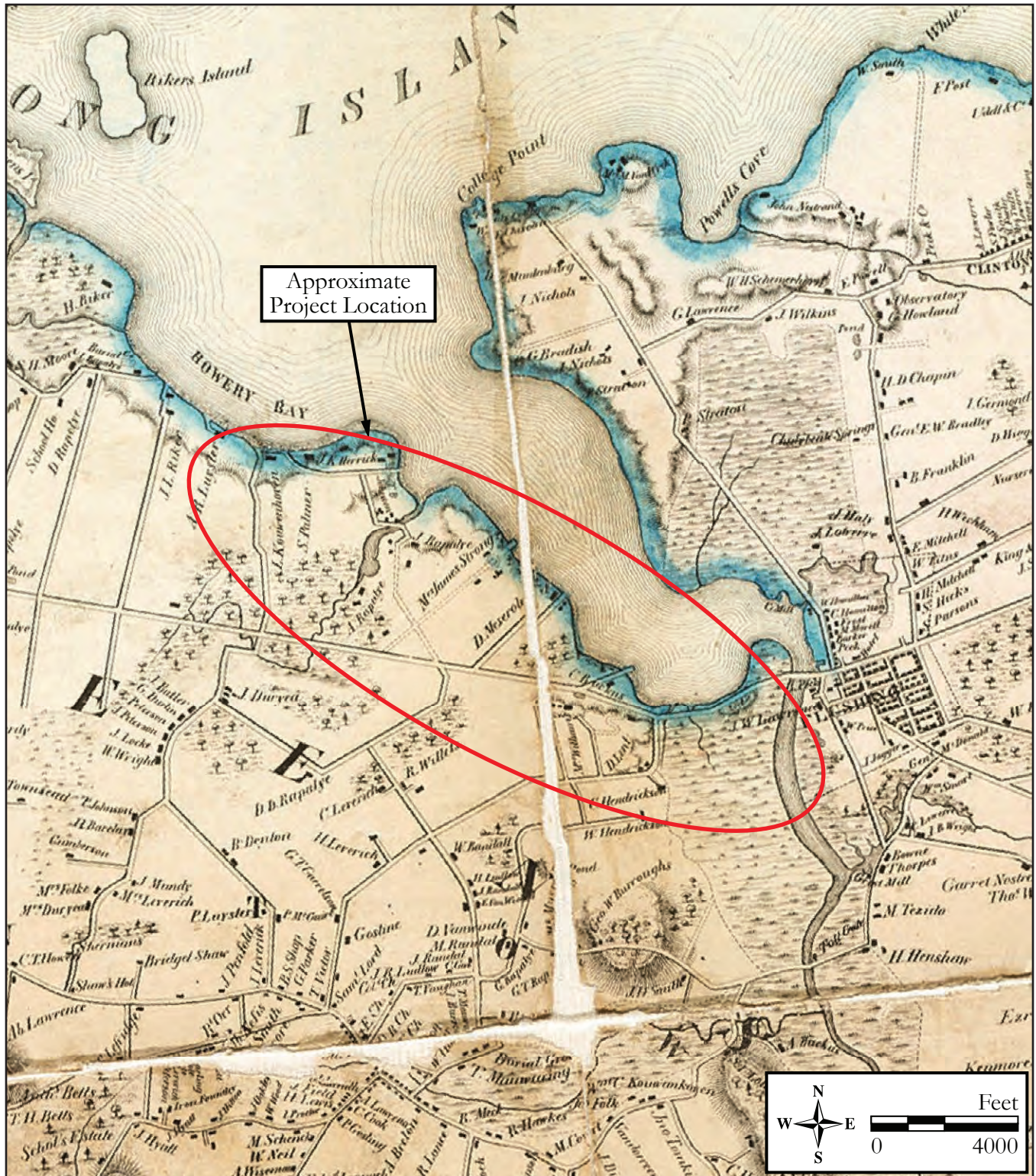


Figure 4.2: 1849 J.C. Sidney, *Sidney's Map of Twelve Miles Around New-York* (J.C. Sidney, New York, New York).



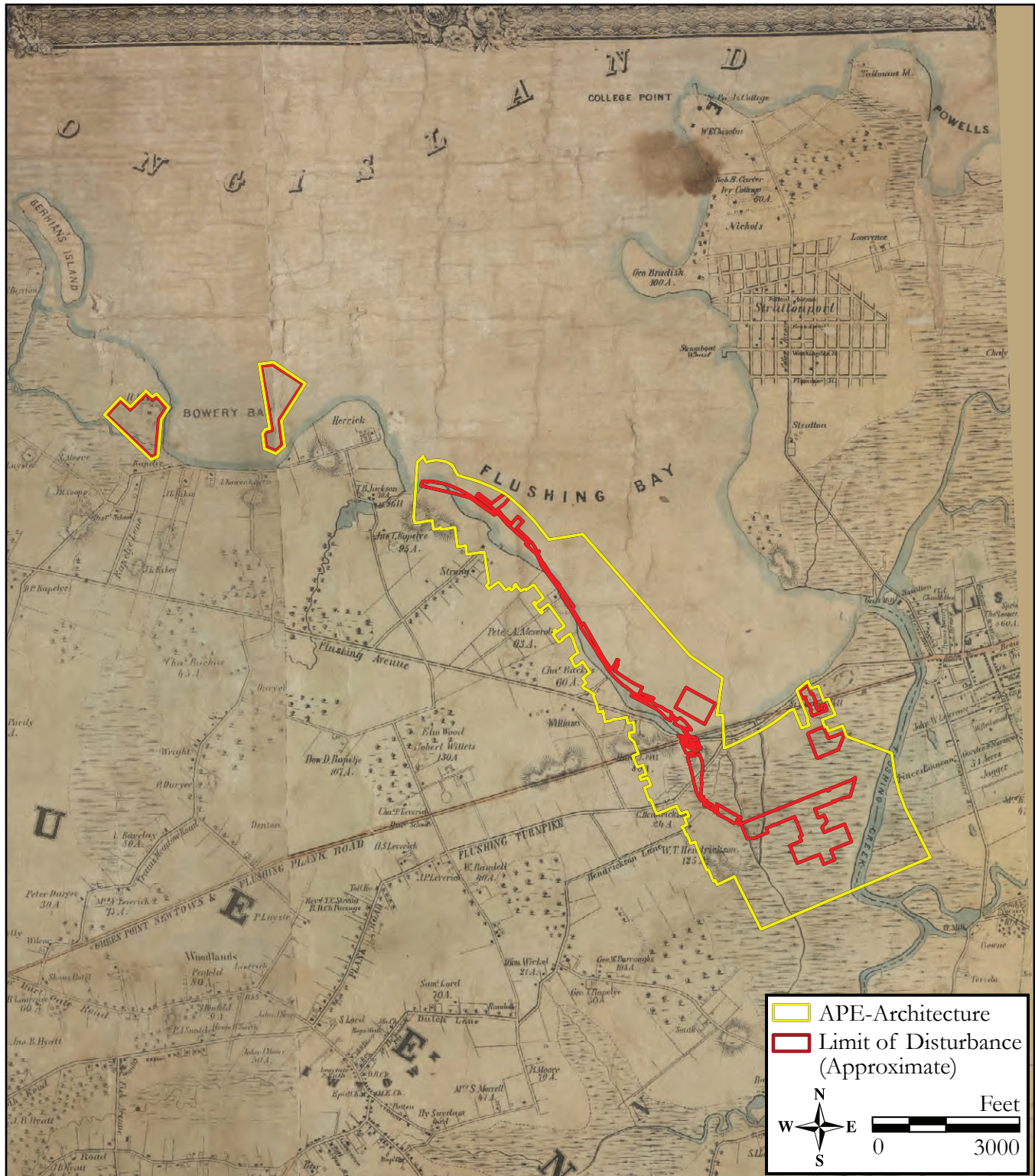


Figure 4.3: 1852 M. Dripps, *Map of Kings and part of Queens Counties, Long Island N.Y.*



been laid parallel to the NY&FRR route, including a portion through the old race track oval (Figure 4.4). Eventually, the F&WRR and NY&FRR merged to form the Flushing & North Side Railroad (F&NSRR) (Panamerican Consultants Inc. 2003: 3-19). In 1874, the F&NSRR consolidated with other lines to form the Flushing, North Shore & Central Railroad (FNS&CRR). Two years later in 1876, the FNS&CRR and other competing rail lines on Long Island joined the LIRR system. During a reorganization of the LIRR system in the late 1870s, service on the former F&WRR was terminated and its tracks were removed sometime during the 1880s (Seyfried 1986:146; Figure 4.5).

During the last quarter of the nineteenth century, Corona had become a well-established village growing from approximately 600 people in 1873 to 2,500 residents in 1898 (Seyfried 1986: 31, 50). Its population primarily consisted of white, middle-class residents, of English/Anglo-Saxon, German, Irish, Italian, and Jewish backgrounds (Seyfried 1986: 44, 52). While the sections of Corona west of the APE-Architecture continued to develop as a residential village, the areas north of present-day Northern Boulevard and east of present-day 114th Street (now known as East Elmhurst, Flushing Meadow, and Willets Point neighborhoods) generally remained undeveloped and part of larger landholdings in the early twentieth century (Figures 4.5 and 4.6).

#### Twentieth-century Development

During the first half of the twentieth century, the APE-Architecture experienced exponential growth and development, spurred by transportation improvements and the establishment of the New York World's Fair site in Flushing Meadows. In 1912, the Interborough Rapid Transit Company (IRT), operators of Manhattan's elevated roads and the Lexington Avenue and 7th Avenue subways, entered into a Dual Contract with the Brooklyn Rapid Transit Company. Among other things, the Dual Contract provided for extensions of Manhattan's rapid transit system into Queens via Astoria and Corona (Seyfried 1986:63). The IRT line between Grand Central Station in Manhattan and Corona at 104th Street (west of the APE-Architecture) opened between 1915 and 1917.

By the 1910s, multiple neighborhoods or sub-villages formed within the larger area designated as Corona (Seyfried 1986:50). In the APE-Architecture, these neighborhoods included Louona Park and North Corona. Today, Louona Park is considered a part of North Corona. The northwest section of the APE-Architecture above present-day Northern Boulevard became known as East Elmhurst. Development in East Elmhurst started sometime during the 1900s (Figures 4.6 and 4.7a-b). By 1924, residential development was firmly established on Northern Boulevard (Figure 4.8). In contrast, the northern portion of the East Elmhurst neighborhood near the present-day LGA remained comprised of large, undeveloped tracts.

During the late 1920s, the IRT extended its line through the APE-Architecture above present-day Roosevelt Avenue from the 104th Street Station to Main Street in Flushing. The Willets Point Station opened in 1927 on the extended IRT line at Willets Point Boulevard, east of the present-day Mets-Willets Point Subway Station (Parsons Brinckerhoff Quade & Douglas, Inc. et al. 1995). The Corona Yard opened the following year, in 1928, between the present-day Mets-Willets Point Subway Station and the Mets-Willets Point LIRR Station. The yard was one of the 15 yards built under the Dual Contract agreement (Parsons Brinckerhoff Quade & Douglas, Inc. et al. 1995).

#### *LaGuardia Airport*

The opening of Corona Yard in 1928 coincided with the expansion of another transportation option for the New York Metropolitan area. That year, the Newark Metropolitan Airport (now the Newark Liberty International Airport [EWR]) opened in New Jersey. In 1931, New York City opened its first municipal airport in Brooklyn known as Floyd Bennett Field. This airfield was a commercial failure due to its long distance from Manhattan and lack of direct rail transportation and highway access. As a result, EWR continued to dominate air travel in the metropolitan area through the 1930s (Gordon 2008).



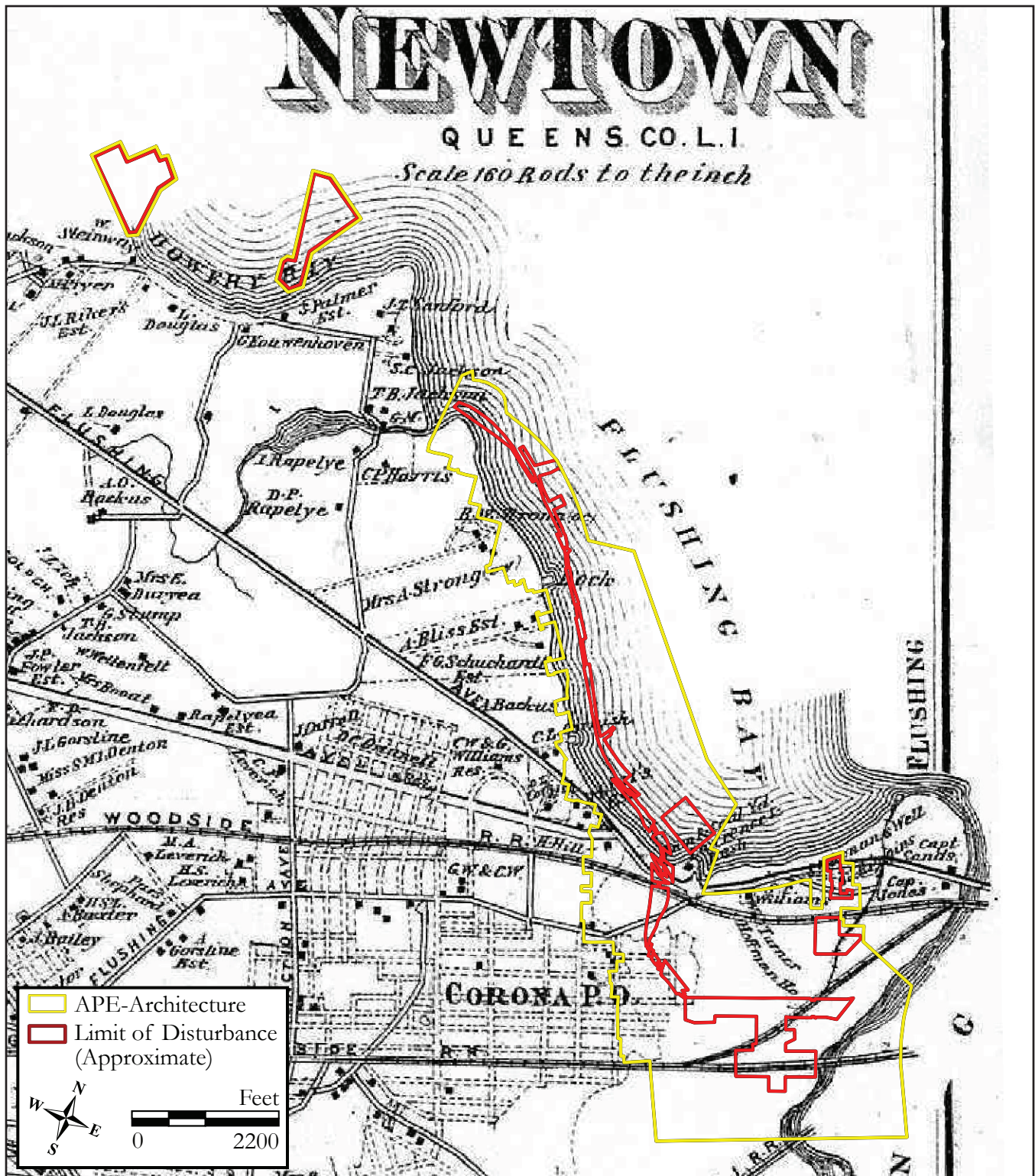


Figure 4.4: 1873 F.W. Beers *Atlas of Long Island, New York* (Beers, Comstock and Cline, New York).







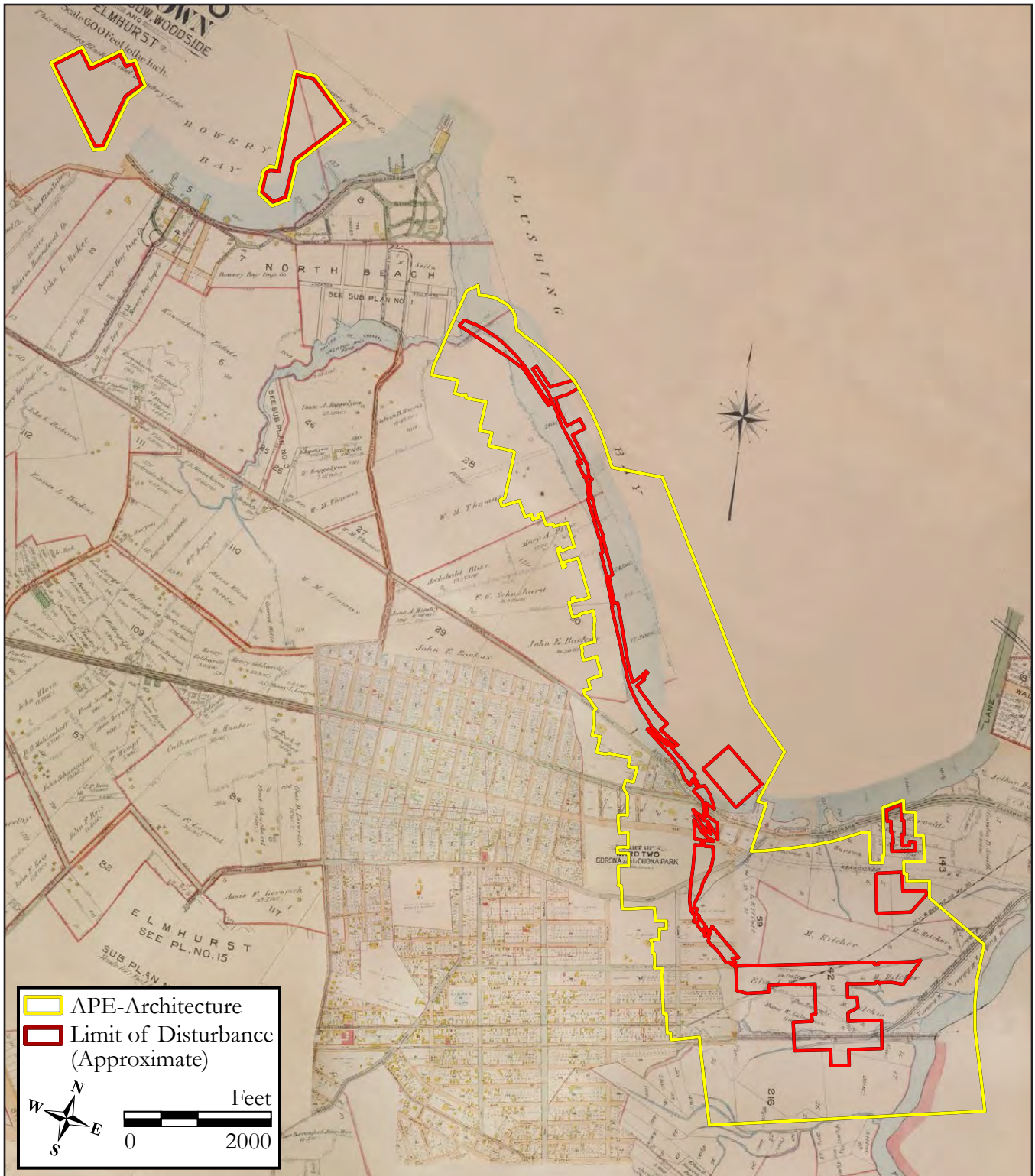


Figure 4.6: 1903 E. Belcher Hyde, *Atlas of the Borough of Queens, City of New York*, Volume 2, Plates 30, 16, 17, 18, and 28, New York (E. Belcher Hyde, Brooklyn, New York. Composite view).



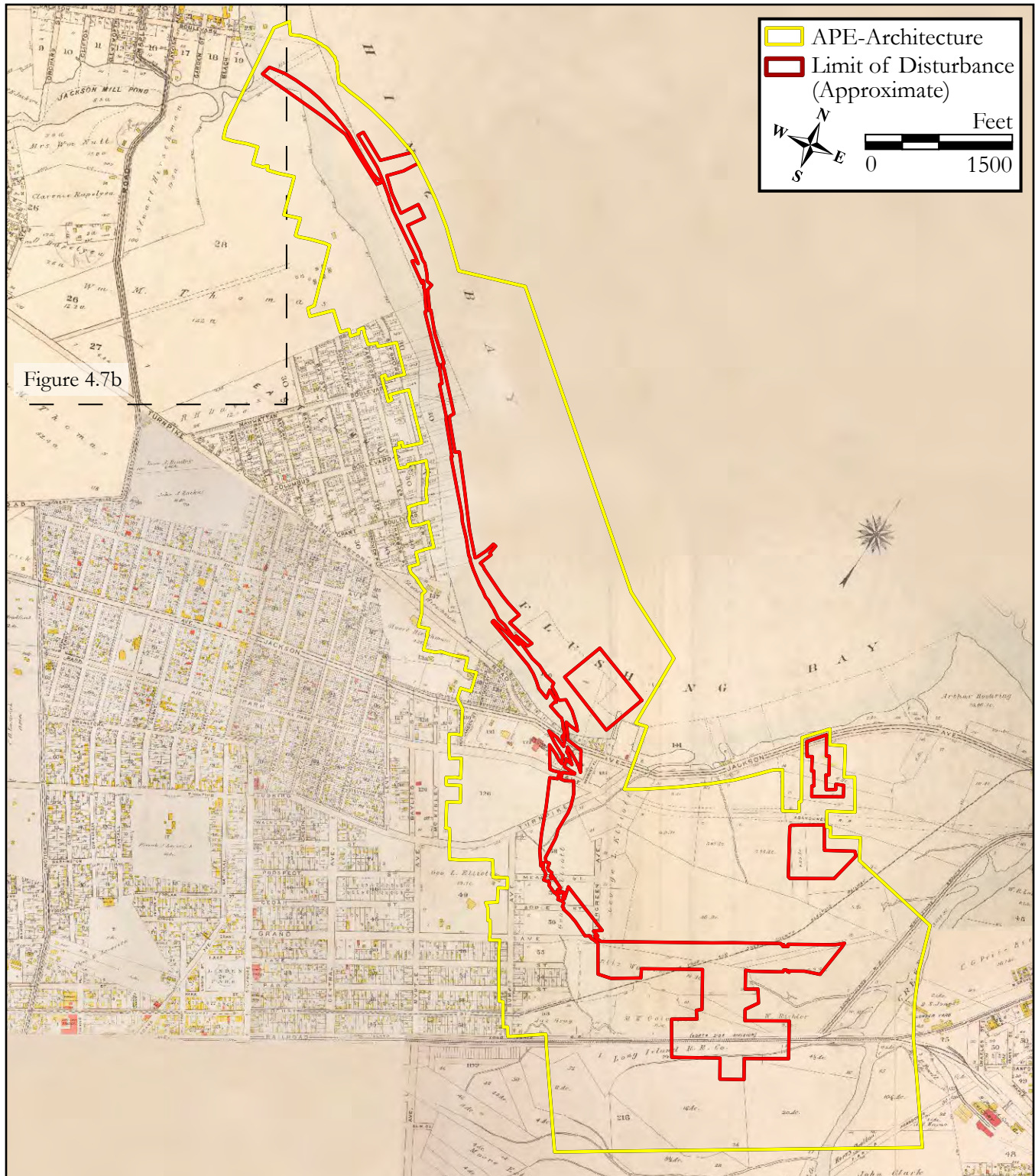


Figure 4.7a: 1909 George W. and Walter S. Bromley, *Atlas of the City of New York, Borough of Queens*, Plates 16, 17, and 19 (G.W. Bromley and Co., Philadelphia, Pennsylvania. Composite view).



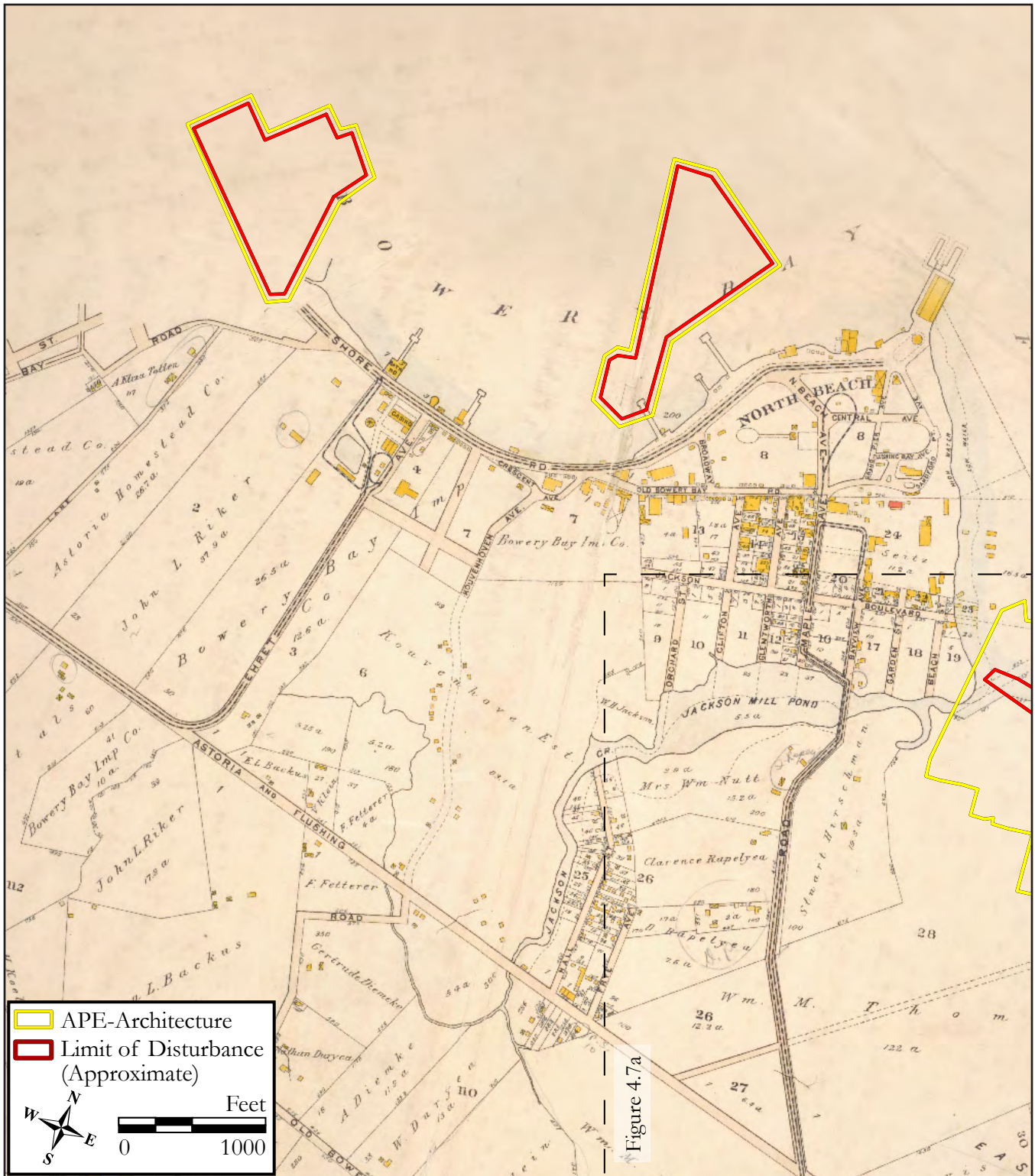


Figure 4.7b: 1909 George W. and Walter S. Bromley, *Atlas of the City of New York, Borough of Queens*, Plate 17 (G.W. Bromley and Co., Philadelphia, Pennsylvania. Composite view).



New York's lack of a sufficient municipal airport did not go unnoticed by its mayor, Fiorello LaGuardia. Following an outburst over the arrival of his flight in Newark, not New York, LaGuardia aimed to establish an airport that was easily accessible to Manhattan and a rival to EWR. The site selected was the privately owned Glenn Curtis Airport in an area at the northern tip of the APE-Architecture known as North Beach. Prior to its 1928 development as an aviation field, North Beach was the site of the popular Gala Amusement Park (Stoff 2008:18).

The location chosen for the future LGA offered multiple transportation options to Manhattan via the Triborough Bridge (now Robert F. Kennedy Bridge) and the Grand Central Parkway (GCP). Constructed between 1931 and 1936, the GCP was originally designed as one component of New York City Parks Commissioner Robert Moses' park and parkway plan for the New York metropolitan area (Hitt 2017). The six-lane section of the GCP built through the APE-Architecture was part of the northern extension of the parkway completed in 1936 to connect Kew Gardens to the Triborough Bridge. In addition to highway accessibility, the nearby subway lines and waterfront location for seaplanes offered additional transportation options (Gordon 2008; Stoff 2008).

Construction of the new airport commenced in 1937, utilizing funds from the city and the federal government's Works Progress Administration (WPA). The \$40 million airport was the single largest project undertaken by the WPA up to that time (Stoff 2008:7). Construction of the new airport required an enormous landfill project and enlarged the existing field from 105 to 605 acres (Stoff 2008:7). The New York based architectural firm of Delano & Aldrich designed the airport, which featured two Art Deco-style terminals: the Marine Air Terminal and Central Terminal. Seven hangers were constructed to the east and west of the Terminals. The majority of the airport was completed in 1939 and was dedicated on October 15 of that year as the New York Municipal Airport. By the second anniversary of the New York Municipal Airport (later renamed LaGuardia Airport [LGA or Airport]), more than two million passengers arrived or departed from the airport annually (Halmos Jr. 1941).

#### *Flushing Meadows and the 1939 New York World's Fair*

As work commenced on LGA, plans were in development at the south end of the APE-Architecture in Flushing Meadows. Bordering the neighborhoods of Corona and Flushing, Flushing Meadows was primarily a salt marsh until the early twentieth century. In 1907, Michael Degnon, a contractor known for his work on the New York subway system and Williamsburg Bridge, purchased large tracts of marshland along Flushing Creek with the intention of creating land for development (Seyfried 1986:67). Degnon utilized a two-pronged approach to bring the meadows up to city grade, which included hydraulic pumping to dredge the floor of Flushing Bay and active infill through dumping of urban refuse (Borhanuddin et al. 2015: 5). Through the work of the Brooklyn Ash Company, daily shipments of coal ash, street sweepings and other debris from Brooklyn were deposited onto the marsh, which quickly transformed the area into a dump. The Brooklyn Ash Company continued to use the marsh as a dumping ground until 1934, when the city slowly began to acquire portions of land.

Parks Commissioner Robert Moses wanted to transform the "Corona Dump" into a world-class park with recreational spaces and park facilities utilized by all five boroughs. Unable to secure public funding, Moses envisioned the World's Fair as a means to fund his park, and he successfully advocated for Flushing Meadows as the site of New York's first World's Fair in 1939. The World's Fair plan, developed by a team that included Moses, Gilmore D. Clarke, and William Lamb, created a monumental Beaux-Arts campus to the north and two large excavated artificial lakes to the south: Meadow (originally called Liberty) Lake and Willow Lake. The axial plan at the northern end of the park centered on the "Trylon and Perisphere," a modernist structure that anchored a mall and lagoon. Exhibition avenues fanned from the central axis and were lined with architecturally modern buildings constructed out of temporary or inexpensive materials (Howe 2018).

At the northern end of the park, the IRT relocated its Willets Point Station westward from Willets Point Boulevard to its present location and rebuilt the station with larger ramps and entrances for the fair (New York City Transit Authority 1994a). Although streets had been laid out in Willets Point, the majority of the neighborhood remained largely undeveloped (Sanborn Map Company 1931a). By





Figure 4.8: 1924 historic aerial photograph showing the built environment within and surrounding the APE-Architecture.  
(City of New York Board of Estimate and Apportionment 1924).  
4-12



1930, the Willets Point area witnessed initial development along Northern Boulevard. These buildings consisted generally of single-story automotive garages and repair shops. As the decade progressed, more auto repair and garage businesses emerged along 34th Avenue and Willets Point Boulevard (Sanborn Map Company 1931b).

Following the closure of the fair in late 1940, Moses intended to convert the grounds into a new city park. Moses retained elements of the fair layout, including major promenades, landscaping and subsurface utilities, as well as certain fair structures. When the first portion of the new park opened in 1941, it included additional recreational features, such as playgrounds, baseball diamonds, parking areas, and a public pool (Borhanuddin et al. 2015:12). Due to lack of funding and ongoing maintenance issues, the park deteriorated through the 1950s.

After World War II, Queens saw an influx of population growth and new housing. Local African American families, transplants from other Boroughs, and newcomers from the South all began purchasing homes in East Elmhurst. Doctors, realtors, entertainers, and other members of Corona's black community bought properties on Ditmars Boulevard, which became known as the "Black Gold Coast" (Gregory 2011: 64). Prominent African American musical artists who may have owned properties along Ditmars Boulevard within the APE-Architecture included Ella Fitzgerald, Ray Brown, and Bill Kenny (Berger 2005).

By the early 1950s, the portions of the APE-Architecture containing the East Elmhurst, North Corona, and Corona neighborhoods had been further urbanized and infilled with residential housing (Figure 4.9). The Dorie Miller Cooperative Houses along Northern Boulevard offered high-density apartment-style living. Originally conceived exclusively for African American residents, the complex became an integrated, "open housing" development, with its earliest residents consisting of a mix of African American, Jewish, Caucasian and interracial families (Historic District Council 2018). In contrast, Willets Point, the neighborhood northeast of the World's Fair site, witnessed further commercial and light industrial development along its secondary streets. This consisted chiefly of small manufacturing and automotive maintenance and repair shops in modest utilitarian buildings of brick, concrete, and glass.

A 1951 historic aerial photograph of the area illustrates the early twentieth-century transportation improvements made within the APE-Architecture, including the IRT Flushing Line, LGA, and the GCP (see Figure 4.9). Improvements to these transportation networks continued throughout the mid-twentieth century. During the late 1950s, LGA underwent a redevelopment program that resulted in the demolition of the original terminal (AECOM 2016:15). In 1959, the GCP underwent a \$40 million reconstruction (Hitt 2017). In the APE-Architecture, these changes included an expansion of lanes from six to eight, the removal of pedestrian pathways as part of widening projects, and improvements and widening of medians and shoulders.

#### *1964 New York World's Fair*

In 1959, plans began for a second World's Fair in New York. The fair was planned to open in 1964 to coincide with the 25th anniversary of the 1939 World's Fair and the 300th anniversary of the city's naming (Borhanuddin et al. 2015: 13). As president of the New York World's Fair Corporation, Moses proposed to reuse the original Beaux-Arts plan. The focal point of the 1939 World's Fair, the Trylon and Perisphere, was removed and replaced with a new symbol and centerpiece for the 1964 fair, the Unisphere. Unlike its predecessor exposition, the 1964 World's Fair lacked any overarching design guidelines, so architects could design their buildings based on their preferences. The architectural variety of the new buildings coupled with the reuse of a few existing structures gave this Fair a more diverse appearance, tied together only by a spatial plan.

In preparation for the 1964 World's Fair, improvements were made to the main entrance at the northern portion of the park, including the Mets-Willets Point Subway Station. The Passerelle Pedestrian Bridge, originally built for the 1939 World's Fair to carry visitors across Corona Yard from the subway and adjacent parking areas, was reconstructed during the early 1960s, which involved the complete



replacement of the superstructure and construction of the Passerelle Building (now the NYC Parks Administration Building) to the south of the bridge. To the north of the bridge and subway station, construction began on a new multi-purpose stadium for the New York Mets and the New York Jets sports teams (Figures 4.10- 4.11). Dedicated in 1964, Shea Stadium served as the home park for the Mets until 2009, and the Jets played there until the early 1980s.

At the conclusion of the fair, some of the buildings and structures were retained as permanent fixtures in the park. In the APE-Architecture, these resources include the Passerelle Pedestrian Bridge, the Passerelle Bridge Pavilion, the Main Gate Entrance, the Passerelle Buildings, the Porpoise Bridge, the concrete arches, the former U.S. Post Office building and exhibition hall, and two maintenance-related buildings located near the northeast corner of the park. In 1967, Flushing Meadows was returned to the city as a public park, renamed Flushing Meadows-Corona Park (Borhanuddin et al. 2015: 5).

Since the 1970s, sections of the APE-Architecture have undergone changes to its built environment. For the airport, these alterations include the construction of the existing parking garage and road network, Terminals C and D (now Terminal C), a new air traffic control center, and a pedestrian bridge (AECOM 2016:16). At the south end of the APE-Architecture in Flushing Meadows, the 1964 World's Fair's Singer Bowl was converted into two venues for the United States Tennis Association (USTA) in 1978. The two venues later underwent major renovations between 1995 and 1997, including the construction of a new stadium (AKRF 2019: 2-9). Today this complex is known as the USTA Billie Jean King National Tennis Center. In 2009, Shea Stadium was demolished, and the site is currently used as a parking lot for the present-day Mets baseball stadium, called Citi Field.





Figure 4.9: 1951 historic aerial photograph showing the built environment within and surrounding the APE-Architecture.  
(NE/TR 1951).  
4-15



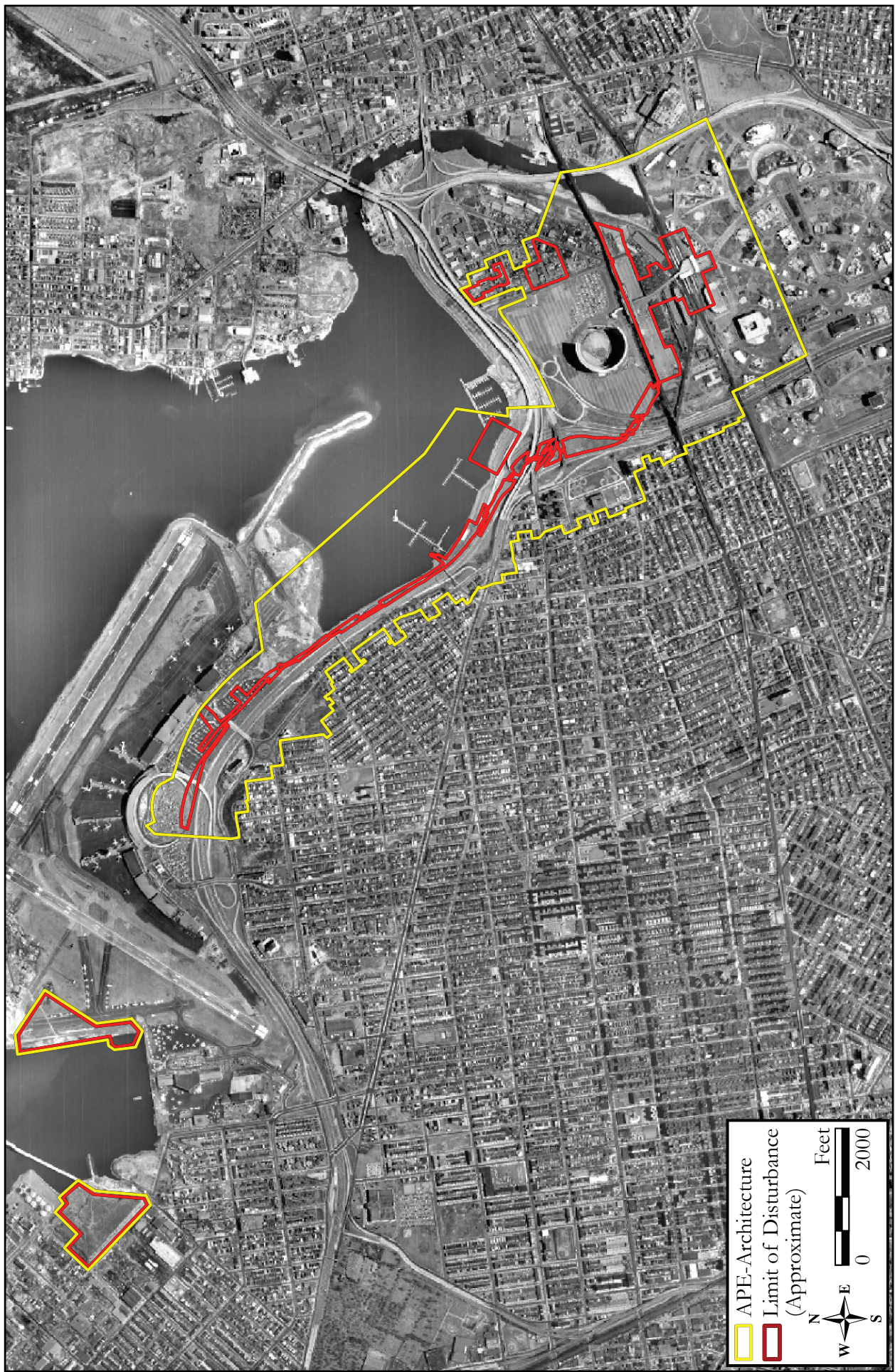


Figure 4.10: 1966 historic aerial photograph showing the built environment within and surrounding the APE-Architecture.  
(NETR 1966).  
4-16



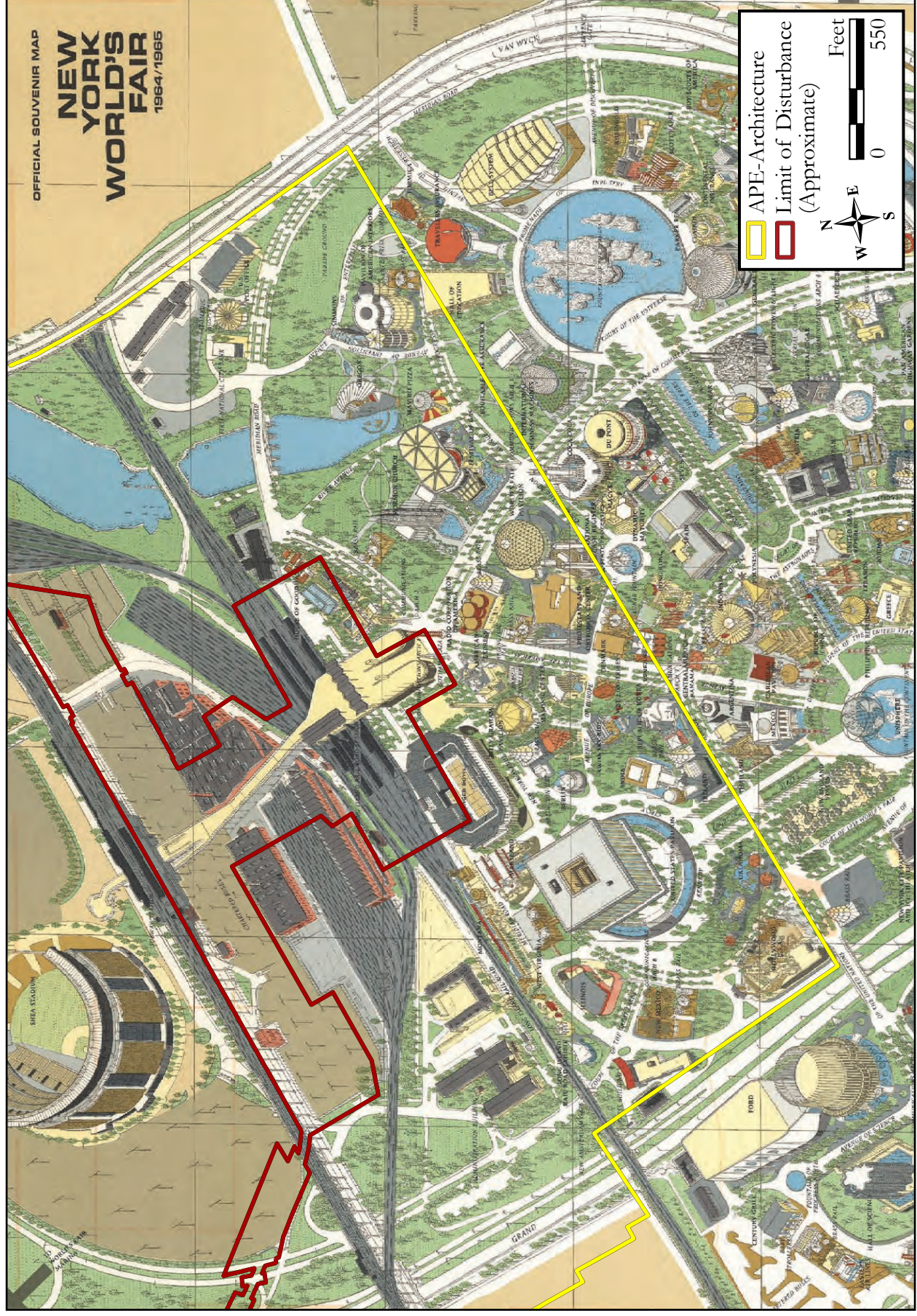


Figure 4.11: Official souvenir map of the 1964 New York World's Fair showing the buildings and structures present within the APE-Architecture. (Bollmann 1964).  
4-17



## **5.0 METHODS**

### **5.1 Previous Investigations**

RGA identified three previous cultural resources investigations with an historic architecture component conducted inside the APE-Architecture. The first cultural resources investigation was part of a larger multi-phased project initiated by the NYCT in 1990 to document their transit system (SHPO Survey 94SR0031). Phase I of this effort encompassed the drafting of a contextual history on the development of New York City's rapid transit system and a reconnaissance-level survey of over 1,800 NYCT resources (Howe 2004; Parsons Brinckerhoff Quade & Douglas, Inc. et al. 1991). Based on the Phase I reconnaissance-level survey recommendations, certain resources were further evaluated in the Phase II intensive-level survey completed between 1994 and 1995 (Parsons Brinckerhoff Quade & Douglas, Inc. et al. 1995). Specific resources surveyed at the intensive level were recorded on inventory forms. These included two resources within the APE-Architecture: Corona Yard (USN 08101.007206) and the Mets-Willets Point Station (USN 08101.007202). Both resources were noted as having a lack of architectural integrity (Parsons Brinckerhoff Quade & Douglas, Inc. et al. 1995).

The final phase of the rapid transit survey project was the preparation of a NRHP Multiple Property Documentation Form (MPDF) on the "Historic Resources on the New York City Subway System", utilizing the information gathered during the previous phases (Howe 2004). While the MPDF identified property types and general registration criteria for eligibility, it made no reference to specific resources within the APE-Architecture or provided any individual recommendations of eligibility. A full copy of the NYCT System Survey (Phase I and Phase II), was unavailable at the time of this writing; therefore it could not be consulted in connection with any possible subway resources identified during the present Historic Architecture Reconnaissance Survey.

Panamerican Consultants, Inc. conducted the second cultural resources investigation covering a portion of the APE-Architecture in 2003. Titled, The Cultural Resources Baseline Study for the Flushing Bay Ecosystem Restoration Project, the report examined eleven proposed ecosystem restoration areas within the Flushing Bay watershed. Although the Phase IA cultural resources investigation dealt primarily with archaeological resources, it identified the Porpoise Bridge (USN 08101.012178), as potentially eligible and recommended a Phase II evaluation study (Panamerican Consultants, Inc. 2003: 4-3). No further investigation of the bridge took place at that time.

The third cultural resources investigation previously performed within the current APE-Architecture was completed in 2019. AKRF completed a reconnaissance-level and intensive-level architectural resources survey summary on particular waterfront neighborhoods throughout Queens that were deemed vulnerable to storm damage (AKRF 2019). This effort was part of a SHPO project known as Historic Resources Survey of Selected Waterfront Communities on Long Island and New York City. Of the neighborhoods surveyed by AKRF, only Flushing Meadows fell within the APE-Architecture for the investigation and was surveyed at the reconnaissance level. The work completed as part of the AKRF survey led to the SHPO Opinion of Eligibility for the Flushing Meadows-Corona Park Historic District and the identification of many of its contributing elements.

The AKRF reconnaissance-level survey identified the following 13 resources within the current APE-Architecture: the Flushing Meadows-Corona Park Historic District (USN 08101.012611); the Passerelle Bridge (USN 08101.012570); the Main Gate Entrance (USN 08101.012586); the Entrance Building (presumably the Passerelle Buildings; USN 08101.012608); the Concrete Arches (USN 08101.012595); the Tidal Gate Bridge (also known as the Porpoise Bridge; USN 08101.012178); the David Dinkins Circle (no USN recorded); the Kiosk (USN 08101.012591); the Flushing Meadows-Corona Park Aquatic Center (USN 08101.012594); the Park Support Building-Electric (USN 08101.012593); the Buzz Vollmer Playground (USN 08101.012604); the Saturn Playground (USN 08101.012603); and the USTA Billie Jean King Tennis Center (USN 08101.012568). With the exception of the Tennis Center, all of the resources were located within the Flushing Meadows-Corona Park Historic District. No forms or specific eligibility recommendations were included in this summary report; however, a results table did identify some of the associated park resources as non-contributing. These non-contributing



resources included the David Dinkins Circle, the Kiosk, the Flushing Meadows Corona Park Aquatic Center, the Park Support Building-Electric, the Buzz Vollmer Playground, and the Saturn Playground. Although not expressly stated in the AKRF report, it is presumed that the remaining five resources were considered contributing resources to the Flushing Meadows-Corona Park Historic District. These include: the Passerelle Bridge, the Main Gate Entrance, the Entrance Building, the Concrete Arches, and the Tidal Gate Bridge.

Other individual investigations, carried out in conjunction with various past undertakings, resulted in individual survey forms for specific resources but no comprehensive survey documents. Records associated with these studies and all previous cultural resources investigations are on file with the SHPO. Currently, there are three open consultation projects underway within the APE-Architecture to which RGA does not have access to related documents. They include: Delta Air Lines Reconfiguration Project at LaGuardia Airport (SHPO Project 16PR01506); Flushing Meadows Corona Park - NYS Pavilion Structural Evaluation (SHPO Project 14PR05282); and Reconstruction of Porpoise Bridge (SHPO Project 18PR00148).

## **5.2 Pre-fieldwork Research**

In order to locate previously identified resources, RGA conducted a desktop analysis within the APE-Architecture utilizing the SHPO's CRIS and NRHP online databases. The initial review of CRIS identified a total of 23 previously identified resources inside the APE-Architecture. Of those 23 resources, 7 were identified in CRIS as NRHP-eligible historic properties. Two of the seven historic properties are individually eligible: Porpoise Bridge (USN 08101.012178) and Flushing Meadows-Corona Park Historic District (USN 08101.012611). The remaining five resources are eligible as contributing elements to the historic district. The Porpoise Bridge is also a key contributing resource to the district. None of the previously identified resources were NRHP-listed historic properties or National Historic Landmarks.

The remaining 16 out of 23 previously identified resources in the CRIS database include 10 determined not eligible for the NRHP, and six that are neither individually eligible for listing in the NRHP nor contributing resources to the historic district. They are located inside the Flushing Meadows-Corona Park Historic District (USN 08101.012611) and include: Kiosk (USN 08101.012591) and Mosaics (USN 08101.012587) at the David Dinkins Circle, Buzz Vollmer Playground (USN 08101.012604), Saturn Playground (USN 08101.012603), Park Utility Shed (USN 08101.012593), and the Flushing Meadows-Corona Park Aquatic Center (USN 08101.012594). All six resources are examples of new construction and postdate the defined period of significance for the historic district (1939-1967). Although all were previously identified for NRHP evaluation, assigned a USN identifier, and marked as eligible in CRIS, the symbology used in the on-line mapping system does not distinguish between contributing and non-contributing elements located inside eligible historic districts. For the purposes of this Section 106 investigation, and to avoid confusion over the eligibility status of these six resources, RGA treats them as not eligible for listing in the NRHP and excludes them from the total resource count and further consideration.

In summary, of the 23 previously identified resources listed in CRIS inside the APE-Architecture, six were eliminated from further consideration because they are modern buildings that neither meet the NRHP age criteria nor contribute to the Flushing Meadows-Corona Park Historic District. The remaining 17 resources were all reexamined as part of the present survey. Table 5.1 lists all previously identified eligible and contributing historic properties inside the APE-Architecture. Table 5.2 lists all previously identified not eligible resources within the APE.

Preparatory to fieldwork, RGA compared historic aerial photographs, 1960s-era U.S.G.S. maps, and modern aerial photographs to accurately predict and pre-map the locations of resources over 45 years of age (i.e., built in 1974 or earlier) requiring survey. Building ages were then confirmed or corrected in the field based on a combination of visual observations, stylistic evidence, construction materials, historic photographs, personal communications with property owners, and the City of New York tax assessor's records.



Table 5.1: Previously identified eligible and contributing historic properties.

Item No.	USN No. (Alt. USN No.)	Type	Name	Address	City/Town	County	Current NRHP Status
1	08101.012611	Historic District	Flushing Meadows-Corona Park	N/A	Flushing Meadows	Queens	Individually Eligible
2	08101.012570	Structure	Passerelle Bridge	Flushing Meadows-Corona Park, between Roosevelt Avenue and Perimeter Road	Flushing Meadows	Queens	Eligible/Contributing to Flushing Meadows-Corona Park
3	08101.012612	Structure	Pavilion on the Passerelle Bridge - over the LIRR	Flushing Meadows-Corona Park, over the LIRR	Flushing Meadows	Queens	Eligible/Contributing to Flushing Meadows-Corona Park
4	08101.012586	Structure	Main Gate Entrance	David Dinkins Circle at Flushing Meadows- Corona Park, near Perimeter Road	Flushing Meadows	Queens	Eligible/Contributing to Flushing Meadows-Corona Park
5	08101.012608	Building	Passerelle Buildings at Main Entrance	David Dinkins Circle at Flushing Meadows- Corona Park	Flushing Meadows	Queens	Eligible/Contributing to Flushing Meadows-Corona Park
6	08101.012178	Structure	Porpoise Bridge (tidal gate bridge)- BIN 2270690	Meridian Road over Flushing Creek, Flushing Meadows- Corona Park	Flushing Meadows	Queens	Individually Eligible/Key contributing to Flushing Meadows-Corona Park
7	08101.012595	Structure	Concrete Arches- 1964 Ruin	Meridian Road, west of Flushing Creek in Flushing Meadows- Corona Park	Flushing Meadows	Queens	Eligible/Contributing to Flushing Meadows-Corona Park

Note: SHPO non-contributing resources are not included in this identification table and are treated by RGA as not eligible.

NRHP – National Register of Historic Places

USN – SHPO Unique Site Number



Table 5.2: Previously identified not-eligible resources.

Item No.	USN No. (Alt. USN No.)	Type	Name	Address	City/Town	County	Current NRHP Status
1	08101.009514	Building	102-05 Ditmars Boulevard	102-05 Ditmars Boulevard	East Elmhurst	Queens	Not Eligible
2	08101.009546	Building	Wynham Garden Hotel	100-15 Ditmars Boulevard	East Elmhurst	Queens	Not Eligible
3	08101.011559 (08101.000039)	Building	Terminal D (Delta, 1983), LaGuardia Airport	LGA, Grand Central Parkway	East Elmhurst	Queens	Not Eligible
4	08101.011893	Structure	37 <sup>th</sup> Avenue Pumping Station	37 <sup>th</sup> Avenue at 114 <sup>th</sup> Street	Corona	Queens	Not Eligible
5	08101.000054	Structure	Roosevelt Avenue Bridge; Bin 2-24050-7/8	Roosevelt Avenue	Willeys Point	Queens	Not Eligible
6	08101.007202	Building	Mets-Willeys Point Subway Station	Roosevelt Avenue	Willeys Point	Queens	Not Eligible
7	08101.013090	Building	Corona Yard Substation	Roosevelt Avenue	Willeys Point	Queens	Not Eligible
8	08101.012568	Complex	USTA Billie Jean King Tennis Center	Meridian Road	Flushing Meadows-Corona Park	Queens	Not Eligible
9	08101.012153	Highway	Grand Central Parkway	N/A	Multiple neighborhoods	Queens	Not Eligible
10	08101.007206	Railroad Yard	Corona Yard	Between Roosevelt Avenue and LIRR Port Washington Line	Flushing Meadows	Queens	Not Eligible

NRHP – National Register of Historic Places

USN – SHPO Unique Site Number



## **6.0 SURVEY RECONNAISSANCE**

RGA completed fieldwork for the Historic Architecture Reconnaissance Survey on June 13, 14 and August 20, 2019. The goal of the survey was two-fold. First was a revisit of all previously identified eligible historic properties and not eligible resources to reassess NRHP eligibility based on existing conditions. Second was the identification and documentation of all above-ground resources 45 years of age or older as of the date of the survey, according to FAA's current survey practice, and evaluation of their eligibility for listing in the NRHP. The discontinuous existing temporary parking areas known as the Ingraham's Mountain Site and Parking Lot P10 did not contain above-ground resources; therefore, no resources associated with either location were identified or surveyed as part of this Historic Architecture Reconnaissance Survey.

Each identified resource was documented via photography and brief field notes to record forms, styles, current conditions, and locations. In cases of potential historic districts, all potential contributing elements within justifiable boundaries were recorded. If the identified boundaries of a potential historic district extended outside the APE-Architecture for the present investigation, the architectural survey identified an overall district boundary but limited survey efforts only to resources located inside the APE-Architecture. All survey records and a complete set of digital photographs of every surveyed resource are on file and available at RGA's Cranbury, New Jersey office.

### **6.1 Evaluation Criteria**

Criteria and guidelines used in the evaluation process are specified in the Secretary of the Interior's procedures for listing properties in the NRHP (36 CFR § 60.4) and in National Register Bulletin 15, *How to Apply the National Register Criteria of Evaluation* (36 CFR 800.4 (c) (1)). RGA evaluated all resources against the standard two-part test of significance and integrity. To be eligible for listing in the NRHP, a historic property must be at least 45 years old (following FAA survey practice) and possess the quality of significance in American history, architecture, archaeology, engineering, or culture present in districts, sites, buildings, structures, and objects and:

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

Several additional criteria considerations can apply. These pertain to religious properties, such as churches, moved properties, birthplaces or gravesites, cemeteries, reconstructed buildings, commemorative properties, and properties that have achieved significance within the past 45 years.

In addition to significance, a historic property must also possess enough integrity to convey its significance. The seven aspects of integrity include: location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property will always possess several, and usually most, of the seven aspects. Historic properties either retain integrity (that is, convey their significance) or they do not. The full text of the Evaluation Criteria is located in Appendix C.



## 6.2 Summary of Surveyed Resources

Fieldwork involved revisiting each of the seven previously identified eligible historic properties in order to ascertain their current condition and re-evaluate their NRHP-eligible status. Fieldwork also involved revisiting the previously identified not-eligible resources to reassess their significance and integrity and to provide updated eligibility recommendations according to the NRHP Criteria. For all previously identified not-eligible resources, RGA concurred with SHPO's original findings of ineligibility.

Based on pre-fieldwork investigations and preliminary mapping, RGA preceded to systematically travel every accessible road and public walkway within the APE-Architecture in order to locate, record, and evaluate newly identified resources over 45 years of age (i.e., constructed in 1974 or earlier) for NRHP eligibility. Any resources not previously identified and targeted for survey during the pre-fieldwork research and mapping phase but clearly meeting the FAA's 45-year threshold for possible eligibility were also located, recorded, and evaluated according to NRHP Criteria. In total, the survey examined 127 newly identified resources. These included single- and two-family residences; apartment buildings; light industrial and commercial buildings; institutional buildings; transportation-related buildings and infrastructure; and one potential residential historic district, summarized below.

### *6.2.1 Single-family and Two-family Residences*

Among the surveyed resources, the APE-Architecture was largely comprised of single-family and two-family residences. Along Ditmars Boulevard in the western portion of the APE-Architecture, there are several notable early twentieth-century dwellings with examples of revival styles including Mission, Tudor, Dutch Colonial, and Foursquare (Plates 6.1-6.4). While most of these buildings retain their original massing and form, substantial loss of historic fabric and other modifications have diminished their integrity of workmanship, design, and materials. Common alterations include the application of synthetic sidings and the replacement of windows and doors. More commonly found throughout the APE-Architecture were simple, early twentieth-century vernacular residences, typically two-bays wide and featuring front-gabled roofs and full-width porches, many of which have been enclosed (Plate 6.5). More distinguished examples were identified along 112th and 114th Streets, where resources retained original brick and masonry detailing and castellated parapets (Plate 6.6). Several rowhouses were also identified, specifically along 34th Avenue in Corona. These feature round bays, brick detailing, and decorative cornices and doorframes (Plate 6.7).

The majority of the surveyed resources in this category can be characterized as mid-twentieth-century vernacular houses, either of brick or frame construction. Although fewer in number, Minimal Traditional and Split-level houses were present, particularly around 99th and 100th Streets and Ditmars Boulevard. Two-family houses, which all largely date to this time period, consist of simple two-story dwellings with side-gable roofs and mirroring fenestration patterns. These buildings are not architecturally distinguished and are common examples of their type. Almost all clearly lacked the sufficient level of integrity to meet NRHP Criteria and were not examined in detail.

### *6.2.2 Apartment Buildings*

While the majority of surveyed resources consisted of single-family residences, the APE-Architecture contained some examples of apartment buildings, such as the Elm York Assisted Living building in East Elmhurst (RGA09) and the Dorie Miller Cooperative Houses in Corona (RGA112) (Plates 6.8-6.9). Both buildings date to the mid-twentieth century, when Queens experienced an influx in population after World War II. These multi-family blocks range in height between six and seven stories and feature concrete slab construction and brick veneer walls. Unlike Elm York Assisted Living, the Dorie Miller Co-op features a campus layout with multiple buildings of either an H- or T-shaped plan.

### *6.2.3 Light Industrial and Commercial Buildings*

Since the majority of the APE-Architecture developed primarily as residential neighborhoods, there were only a handful of surveyed light industrial and commercial properties. These buildings were located in the southern portion of the APE-Architecture within the North Corona and Willets Point neighborhoods. In North Corona, the surveyed resources date to the 1930s and include a





Photo 6.1: View of a Colonial Revival-style residence located along Ditmars Boulevard (RGA100), looking northeast.

Note, this is one of several notable early twentieth-century dwellings found within the APE-Architecture.

Photo view: Northeast

Photographer: Lauren Szeber

Date: June 13, 2019



Photo 6.2: View of a Mission-style residence located along Ditmars Boulevard (RGA101), looking northeast.

Note, this is one of several notable early twentieth-century dwellings found within the APE-Architecture.

Photo view: Northeast

Photographer: Lauren Szeber

Date: June 13, 2019





Photo 6.3: View of a Mission-style residence located along Ditmars Boulevard (RGA103), looking northeast.

Note, this is one of several notable early twentieth-century dwellings found within the APE-Architecture.

Photo view: Northeast

Photographer: Lauren Szeber

Date: June 13, 2019



Photo 6.4: View of a Tudor Revival-style dwelling located along Ditmars Boulevard (RGA102), looking northeast.

Note, this is one of several notable early twentieth-century residences found within the APE-Architecture.

Photo view: Northeast

Photographer: Lauren Szeber

Date: June 13, 2019





Photo 6.5: View showing a typical type of early twentieth-century vernacular dwelling (RGA54-55) commonly found throughout the APE-Architecture.

Photo view: Southwest

Photographer: Lauren Szeber

Date: June 13, 2019



Photo 6.6: View of the dwelling at 41-08 114th Street (RGA120), looking southwest.

Photo view: Southwest

Photographer: Lauren Szeber

Date: June 13, 2019





Photo 6.7: View showing some of the row houses identified in the APE-Architecture, looking south from 34th Avenue.

Note, these buildings are located at 112-02 and 112-04 34th Avenue (RGA113-114).

Photo view: South

Photographer: Lauren Szeber

Date: June 13, 2019



Photo 6.8: View of the Elm York Assisted Living Building (RGA09), looking southwest from Ditmars Boulevard.

Note, this is one of two apartment buildings found in the APE-Architecture.

Photo view: Southwest

Photographer: Lauren Szeber

Date: June 13, 2019



free standing, two-story brick building at 32-26 112th Street (RGA62) and a row of four, two-story commercial buildings at 112-51, 112-49, 112-47, and 112-45 Roosevelt Avenue (RGA73-76) (Plates 6.10-6.12). All of the buildings were surrounded by residential development. The building on 112th Street exhibited some extant architectural details of note near the roofline, including a castellated parapet and polychrome brick course. In Willets Point, the resources generally date between circa 1930 and 1970 and consist mainly of one-to-two-story light industrial buildings, often associated with small-scale manufacturing or the automotive service and repair industry and containing large garage bays (Plates 6.13-6.14). These buildings feature a variety of exterior materials including, brick, concrete block, concrete slab, and/or corrugated metal siding. Most consist of standardized industrial forms, characterized by rectangular massing and regular articulation of bays, piers, and fenestration. Aesthetics rely on function and structural expression. All of these light industrial buildings have been extensively altered with replacement sash, blocked-up window and door openings, and changes in siding materials.

#### *6.2.4 Institutional Buildings*

This survey identified one institutional building within the APE-Architecture, Public School (PS) 143 (also known as the Louis Armstrong School) on 113th Street in North Corona (RGA119; Plate 6.15). Built between 1928 and 1929, the construction of the school coincided with an influx of early twentieth-century residential development in the area. The main, three-story E-shaped brick building was designed in the Classical Revival-style. Since its construction, the building has undergone multiple expansions, including the addition of a circa 1955, two-story northern block and a circa 1980, three-story L-shaped southern block. A modern, multi-story addition is currently under construction to the south of the school.

#### *6.2.5 Transportation-Related Buildings and Infrastructure*

Multiple transportation networks are represented within the APE-Architecture, including the LGA, MTA LIRR, Flushing Line (7 Line), and the GCP.

##### Airport

The entire Airport is a previously identified but unevaluated resource (USN 08101.000039) located partly within the APE-Architecture and is presently under near total reconstruction. While the Airport as a whole under this USN number has not been fully evaluated for NRHP eligibility as a possible historic district, most of the Airport's individual buildings and structures located outside of the APE-Architecture have been previously evaluated separately. For the purposes of the present Historic Architecture Reconnaissance Survey, RGA did not investigate LGA (USN 08101.000039) as a distinct resource. Instead, RGA only considered individual LGA resources within the APE-Architecture.

The Delta Terminal (also known as Terminal D; USN 08101.011559) is the only LGA building located inside the APE-Architecture (Plate 6.16). Built in 1983 near the southeast corner of the LGA property, the two-story terminal building is less than 45 years of age and was previously identified as not eligible for listing in the NRHP.

##### Highways

The GCP (USN 08101.012153) is a major highway traversing the APE-Architecture. The portion built through the APE-Architecture was part of a northern extension of the highway completed in 1936. During the 1950s, the GCP was reconstructed with expanded lanes and improvements to its median and shoulders. The GCP as a whole was previously determined not eligible, due to an overall loss of integrity. In the APE-Architecture, a number of vehicular and pedestrian bridges over the highway were surveyed near LGA and Flushing Meadows-Corona Park (RGA25, RGA47, and RGA93; Plates 6.17-6.19). These bridges tended to be multi-span, deck girder or encased concrete structures of no architectural or engineering significance. For the bridges near Flushing Meadows-Corona Park, the piers and abutments were covered with a rusticated ashlar veneer.

Two, single-story rest stop buildings (RGA107, RGA108) were identified along the eastbound and westbound lanes of the GCP near LGA (Plate 6.20-6.21). Both buildings are clad in stone and topped by a gable roof covered in slate shingles. The design of the westbound rest stop building varies slightly





Photo 6.9: View of the Dorie Miller Cooperative Houses (RGA112), one of two apartment-style buildings found in the APE-Architecture.

Photo view: Southeast

Photographer: Lauren Szeber

Date: June 13, 2019



Photo 6.10: View showing an example of the commercial properties found within the APE-Architecture.

Note, this photograph shows the building at 32-26 112th Street, looking west.

Photo view: West

Photographer: Chelsea Troppauer

Date: June 13, 2019





Photo 6.11: View showing the commercial properties along Roosevelt Avenue within the APE-Architecture, looking north.

Note, this photograph shows the buildings at 112-51, 112-49, and 112-47 Roosevelt Avenue (RGA73-75)

Photo view: North

Photographer: Lauren Szeber

Date: June 13, 2019



Photo 6.12: View showing the commercial properties along the north side of Roosevelt Avenue within the APE-Architecture.

Note, this photograph shows the buildings at 112-47 and 112-45 Roosevelt Avenue (RGA75-76).

Photo view: North

Photographer: Lauren Szeber

Date: June 13, 2019





Photo 6.13: View showing one type of commercial building found in Willets Point at 126-05 36th Avenue (RGA66), looking northeast.

Photo view: Northeast

Photographer: Lauren Szeber

Date: June 13, 2019



Photo 6.14: View showing one type of commercial building found in Willets Point at 126-10 34th Avenue (RGA65), looking southeast.

Photo view: Southeast

Photographer: Lauren Szeber

Date: June 13, 2019





Photo 6.15: View of the PS 143 School (RGA119) located at 34-40 113th Street, looking southwest.

Note, this building is the only type of institutional property found within the APE-Architecture.

Photo view: Southwest

Photographer: Lauren Szeber

Date: June 13, 2019



Photo 6.16: View of the Delta Terminal (USN 08101.011559) at LaGuardia Airport, as seen from the Flushing Bay Marina.

Photo view: Northwest

Photographer: Lauren Szeber

Date: August 20, 2019





Photo 6.17: View showing the 27th Avenue Pedestrian Bridge (RGA25) from the Grand Central Parkway, looking west.

Photo view: West

Photographer: Lauren Szeber

Date: August 20, 2019



Photo 6.18: View of the 31st Avenue Pedestrian Bridge over the Grand Central Parkway (RGA47), looking northwest.

Photo view: Northwest

Photographer: Lauren Szeber

Date: August 20, 2019





Photo 6.19: View of the multi-span bridge carrying Roosevelt Avenue over the Grand Central Parkway (RGA93).

Photo view: Northwest

Photographer: Lauren Szeber

Date: August 20, 2019



Photo 6.20: View showing the rest stop on the westbound side of Grand Central Parkway (RGA 108), looking northeast.

Photo view: Northeast

Photographer: Lauren Szeber

Date: June 13, 2019



and features a central gable bay and chimney. Both resources likely date to the mid-twentieth century, when the GCP underwent expansion.

### Rail Transit Lines

The MTA Flushing Line (7 Line) and LIRR run parallel to each other and through the southern end of the APE-Architecture. The Flushing Line (7 Line) is an elevated subway dating to the late 1920s, when the IRT expanded its service from the 114th Street Station in Corona to Flushing. There are five rail-related resources within the APE-Architecture associated with the Flushing Line (7 Line), including a rail yard, substation, two interlocking towers, and a station.

The Corona Yard (USN 08101.007206) is a multi-track storage and maintenance railroad yard operated by the MTA between the present Mets-Willets Point Subway Station and Mets-Willets Point LIRR Station (Plate 6.22). The resource dates to 1928, around the time that the Flushing Line opened for service. Since its opening, the yard has undergone two expansions: once in 1939 for the World's Fair and again in 1978. All of the buildings on the property are of modern construction and less than 45 years of age as of the date of this survey. To control the interlocking between Corona Yard and the Flushing Line, the IRT installed an interlocking tower west of the yard on top of the main elevated viaduct structure above Roosevelt Avenue and the GCP. Dating to circa 1930, the IRT Interlocking Tower (RGA122) is an altered, two-story, hipped roof vernacular building (Plate 6.23).

To the north of Corona Yard, along the south side of Roosevelt Avenue, there is a single-story concrete and brick utilitarian substation formerly known as the IRT Company's Substation 28 (RGA121; Plate 6.24). As a substation, this building supplied power to a section of the Flushing Line and Corona Yard, until the late twentieth century, when it was replaced by the present-day Corona Yard Substation (USN 08101.01390), which lies further east. In 1938, a substation known as IRT Substation 35 was built near the present location of Substation 28 (Sanborn Map Company 1931). The description provided by Sanborn Fire Insurance Maps for Substation 35 does not correspond to the appearance of the extant IRT Substation 28, suggesting that the 1938 substation may have been replaced by the existing building shortly after the map was published. A full copy of the NYCT System Survey (SHPO Survey 94SR0031) was not available to consult for possible additional information on the history of Substation 28.

East of IRT Substation is the Mets-Willets Point Subway Station (USN 08101.007202). The IRT's original Willets Point Station was relocated to the existing site in 1938 for the 1939 World's Fair. It was later improved and modified for the 1964 World's Fair. The resource is an elevated station over Roosevelt Avenue and consists of an extensive system of approach ramps and staircase to provide access from Roosevelt Avenue, Citi Field to the north, and the Flushing Meadows-Corona Park to the south (Plate 6.25). Immediately southwest of the station along an adjacent track is a circa 1950 two-story interlocking tower topped by a hipped roof (RGA126; Plate 6.26).

The LIRR line runs south of the Flushing Line (7 Line). One surveyed resource was identified as part of the LIRR line, a single-span deck plate girder bridge over Shea Road (RGA97). The railroad corridor as a whole was not surveyed as a potential linear historic district.

### *6.2.6 Parks*

Queens contains a number of parks throughout the borough that provide recreational space to the public. The northern portion of the Flushing Meadows-Corona Park (USN 08101.012611) falls within the APE-Architecture. Flushing Meadows-Corona Park was the site of two former New York World's Fairs in 1939 and 1964 and is NRHP-eligible as a historic district under Criteria A and C. According to current SHPO records, the historic district covers 897 acres and contains 52 contributing elements and 5 non-contributing elements. Within the APE-Architecture, there are a combination of six contributing and key contributing elements that reflect the major period of the park's development, ranging from its initial creation for the first World's Fair in 1939 to the end of the 1964 World's Fair (Plates 6.27-6.32). These contributing elements include the Passerelle Bridge (USN 08101.012570), the Pavilion on the Passerelle Bridge (USN 08101.012612), the Main Gate Entrance (USN 08101.012586), the Passerelle





Photo 6.21: View showing the rest stop on the eastbound side of Grand Central Parkway (RGA107), looking northwest.

Photo view: Northwest

Photographer: Lauren Szeber

Date: June 14, 2019



Photo 6.22: View of Corona Yard (USN 08101.007206), as seen from the Passerelle Bridge, looking west.

Photo view: West

Photographer: Chelsea Troppauer

Date: June 14, 2019





Photo 6.23: View of the interlocking tower (RGA122) over the Grand Central Parking, looking southeast from 114th Street.

Photo view: Southeast

Photographer: Chelsea Troppauer

Date: June 14, 2019



Photo 6.24: View of IRT Company Substation 28 (RGA121) located along the south side of Roosevelt Avenue, looking southwest.

Photo view: Southwest

Photographer: Chelsea Troppauer

Date: June 14, 2019





Photo 6.25: View showing the Mets-Willets Point Subway Station (USN 08101.007202) from Citi Field, looking south.

Note, SHPO previously identified this resource as not-eligible for listing in the NRHP.

Photo view: South

Photographer: Chelsea Troppauer

Date: June 14, 2019



Photo 6.26: View of the interlocking tower (RGA126) near the Mets-Willets Point Subway Station, looking northwest from the Passerelle Bridge.

Photo view: Northwest

Photographer: Lauren Szeber

Date: June 14, 2019





Photo 6.27: View of the Passerelle Bridge (USN 08101.012570), looking south towards the Flushing Meadows-Corona Park.

Note, SHPO previously identified this resource as eligible as a contributing resource to the Flushing Meadows-Corona Park Historic District (USN 08101.012611).

Photo view: South

Photographer: Lauren Szeber

Date: June 14, 2019



Photo 6.28: View showing the Pavilion on the Passerelle Bridge (USN 08101.012612), looking northwest.

Note, SHPO previously identified this resource as eligible as a contributing resource to the Flushing Meadows-Corona Park Historic District (USN 08101.012611).

Photo view: Northwest

Photographer: Chelsea Troppauer

Date: June 14, 2019





Photo 6.29: View of the Main Gate Entrance (USN 08101.012586), looking southwest from the Passerelle Bridge.

Note, SHPO previously identified this resource as eligible as a contributing resource to the Flushing Meadows-Corona Park Historic District (USN 08101.012611).

Photo view: Southwest

Photographer: Chelsea Troppauer

Date: June 14, 2019



Photo 6.30: View showing the Passerelle Buildings at Main Entrance (USN 08101.012608), looking north from the David Dinkins Circle.

Note, the SHPO previously identified this resource as eligible as a contributing resource to the Flushing Meadows-Corona Park Historic District (USN 08101.012611).

Photo view: North

Photographer: Lauren Szeber

Date: June 14, 2019





Photo 6.31: View of the Porpoise Bridge (USN 08101.012178), looking north from Avenue of Progress.

Note, SHPO previously identified this resource as individually eligible and as a key contributing resource to the Flushing Meadows-Corona Park Historic District (USN 08101.012611).

Photo view: North

Photographer: Lauren Szeber

Date: June 14, 2019



Photo 6.32: View of the Concrete Arches (USN 08101.012595), looking northeast from Meridian Road.

Note, the SHPO previously identified this resource as eligible as a contributing resource to the Flushing Meadows-Corona Park Historic District (USN 08101.012611).

Photo view: Northeast

Photographer: Chelsea Troppauer

Date: June 14, 2019



Buildings at Main Entrance (USN 08101.012608), the Porpoise Bridge (USN 08101.012178), and the Concrete Arches (USN 08101.012595). In addition, RGA recorded three newly identified buildings related to the 1964 World's Fair in the northeast corner of the park. They comprised two operational support facilities (RGA123-124) and the fair's post office and exhibition hall (RGA125) (Plates 6.33-35). As noted above, a number of previously identified resources located within the APE-Architecture and identified in the SHPO records were determined to be of modern construction and postdate the period of significance for the historic district. These consist of the Kiosk (USN 08101.012591), the Mosaics (USN 08101.012587), two playgrounds (USN 08101.012604 and 08101.012603), the park utility shed (USN 08101.012593), and Flushing Meadows-Corona Park Aquatic Center (USN 08101.012594) (Plates 6.36-6.41).

East of PS 143 is Hinton Park (RGA70). Hinton Park developed during the 1960s as a replacement for the nearby Flushing Meadows-Corona Park Playground, eliminated in order to widen the GCP during the 1964 World's Fair (New York City Department of Parks & Recreation n.d.). In 1976, the park was named in honor of a local pastor and active community member, Reverend George Warren Hinton. The park consists of a large, open playfield flanked by planned green spaces containing paths, trees, benches, and a flagpole.

#### *6.2.7 Potential Residential Historic District*

The survey also considered, but ultimately rejected, the possibility of one potential residential historic district in East Elmhurst. The examined resource consists of a collection of early to mid-twentieth-century suburban residential properties in an eclectic assortment of popular architectural styles with potential associations to prominent African American music artists, including Ella Fitzgerald, Ray Brown, and Bill Kenny. The investigation considered several possible areas of significance for analysis. These include Architecture, Community Planning and Development, Ethnic Heritage, and Social History under Criteria A, B, and/or C, as a potentially significant and distinguishable entity whose constituent components lack individual distinction. The boundaries of the potential district are defined roughly as the east side of Ditmars Boulevard, between 25th and 27th Avenue and on 27th Avenue, between Ditmars Boulevard and Butler Street. It includes a total of 16 residences, of which two are less than 45 years of age and two are located outside the boundaries of the APE-Architecture for the present undertaking. RGA surveyed the remaining 12 resources, both individually and as possible contributing elements to a potential residential historic district. They include on Ditmars Boulevard house numbers 104-47 (RGA 99), 105-05 (RGA100), 105-11 (RGA101), 105-19 (RGA102), 105-33 (RGA103), 105-39 (RGA20), 105-43 (RGA21), 105-51 (RGA22), and 106-17 (RGA104), and on 27th Avenue house numbers 106-08 (RGA24), 106-09 (RGA23), and 106-18 (RGA105).

Five resources within the potential district boundaries (RGA20 through RGA24) are significantly altered and no longer retain any integrity of design, materials, workmanship, feeling, or association. They are not capable of conveying significance as part of an early intact neighborhood. The remaining seven resources (RGA99 through RGA105) also lack sufficient integrity of design, materials, and workmanship for individual eligibility, but they form the core of the distinguishable entity under consideration and include a variety of noteworthy revival architectural styles of the period, including Craftsman, Colonial Revival, Tudor, and Mission.

Based on the survey results, the portion of the potential residential historic district located inside the APE-Architecture would contain seven non-contributing elements and seven contributing elements. The high number of non-contributing resources, interspersed among the contributing elements, diminishes the potential district's overall integrity of design, materials, workmanship, feeling, and association. This also detracts from the potential historic district's general sense of visual cohesion, while the wider streetscape is filled with late twentieth-century residences that diminish the block's sense of location, setting, and overall historic character. Regardless of the resource's possible associations with architecture, community planning and development, ethnic heritage, and/or important African American performers, the potential residential historic district lacks sufficient integrity under NRHP criteria to convey significance. Accordingly, the resource was not advanced for additional analysis as a potential historic district.





Photo 6.33: View showing a one-story corrugated metal building (RGA123), located in the northeast corner of the Flushing Meadows-Corona Park.

Note, this newly surveyed resource was built as a paint shed for the 1964 New York World's Fair.

Photo view: North

Photographer: Chelsea Troppauer

Date: June 14, 2019



Photo 6.34: View showing a one-story industrial building (RGA124), located in the northeast corner of Flushing Meadows-Corona Park, looking southwest.

Note, this newly surveyed resource was built as a maintenance building for the 1964 New York World's Fair.

Photo view: Northwest

Photographer: Chelsea Troppauer

Date: June 14, 2019





Photo 6.35: View showing the concrete block building (RGA125), located in the northeast corner of Flushing Meadows-Corona Park, looking southeast.

Note, this newly surveyed resource was built in 1964 as the U.S. Post Office for the New York World's Fair.

Photo view: Southeast

Photographer: Chelsea Troppauer

Date: June 14, 2019



Photo 6.36: View of the kiosk at the David Dinkins Circle in Flushing Meadows-Corona Park (USN 08101.012591).

Note, SHPO previously identified this resource as non-contributing to the Flushing Meadows-Corona Park Historic District (USN 08101.012611).

Photo view: East

Photographer: Chelsea Troppauer

Date: June 14, 2019





Photo 6.37: View of the late twentieth-century mosaics at the David Dinkins Circle in Flushing Meadows-Corona Park (USN 08101.012587).

Note, SHPO previously identified this resource as non-contributing to the Flushing Meadows-Corona Park Historic District (USN 08101.012611).

Photo view: East

Photographer: Chelsea Troppauer

Date: June 14, 2019



Photo 6.38: View of the late twentieth-century Buzz Volmer Playground (USN 08101.012604).

Note, this resource postdates the period of significance for the Flushing Meadows-Corona Park Historic District (USN 08101.012611) and is considered a non-contributing resource.

Photo view: South

Photographer: Chelsea Troppauer

Date: June 14, 2019





Photo 6.39:  
View of the late  
twentieth-century  
Saturn Playground  
(08101.012603).

Note, this resource  
postdates the period  
of significance for the  
Flushing Meadows-  
Corona Park Historic  
District (USN  
08101.012611) and  
is considered a non-  
contributing resource.

Photo view: South

Photographer: Lauren  
Szeber

Date: June 14, 2019



Photo 6.40: View of  
the circa 1970 electric  
utility shed found in  
Flushing Meadows-  
Corona Park. (USN  
08101.012593).

Note, this resource  
postdates the period  
of significance for the  
Flushing Meadows-  
Corona Park Historic  
District (USN  
08101.012611) and  
is considered a non-  
contributing resource.

Photo view: Southwest

Photographer: Lauren  
Szeber

Date: June 14, 2019





Photo 6.41: View of the Flushing Meadows-Corona Park Aquatic Center (USN 08101.012594), looking northeast.

Note, this resource postdates the period of significance for the Flushing Meadows-Corona Park Historic District (USN 08101.012611) and is considered a non-contributing resource.

Photo view: Northeast

Photographer: Lauren Szeber

Date: June 14, 2019



## **7.0 IDENTIFICATION OF HISTORIC PROPERTIES**

Of the seven previously identified eligible historic properties re-evaluated for this survey, RGA finds that all continue to possess sufficient significance and integrity, either individually or as contributing elements, to Flushing Meadows-Corona Park Historic District (USN 08101.012611) for eligibility for listing in the NRHP. RGA, on behalf of the FAA, recommends these seven historic properties and contributing elements remain eligible for listing in the NRHP. Individual re-evaluations for these historic properties appear in Appendix D, Table 1.

Of the previously identified not-eligible resources, RGA concurs with SHPO's findings of non-eligibility (see Appendix D, Table 2).

Of the 127 newly identified resources, RGA selected 30 for more detailed analysis and evaluation based on their potential significance and apparent degree of integrity. Of the 30 selected, RGA finds none meet the NRHP eligibility Criteria. RGA, on behalf of the FAA, recommends these 30 resources not eligible for listing in the NRHP. Individual evaluations for all newly identified resources selected for special consideration appear in Appendix D, Table 3.

RGA finds that the remaining 97 newly identified resources do not possess the required significance and/or integrity under the NRHP Criteria. These consist of common forms with little or no significance and extensive losses to integrity. RGA, on behalf of the FAA, recommends these 97 resources not eligible for listing in the NRHP. Individual evaluations for all newly identified resources not selected for special consideration appear in Appendix D, Table 4.

In sum, RGA identified seven historic properties (two individual and five contributing elements) eligible for listing in the NRHP inside the APE-Architecture, described below:

### **Flushing Meadows-Corona Park Historic District (USN 08101.012611)**

The former site of two World's Fairs, the 897-acre park is a complex designed landscape composed of landscape elements, structures, buildings, sculptures, recreational spaces, and passive green areas. The historic property is eligible for listing in the NRHP under Criterion A in the areas of Social History, Entertainment/Recreation, Community Planning and Development, and Landscape Architecture, as an embodiment of the nineteenth- and early twentieth-century trend in World's Fairs as sites of international renown, technical innovation, and cultural exchange. It preserves a piece of American history and provides a varied landscape and recreational spaces distributed throughout its acreage. The park is also eligible under Criterion C as a collection of structures and a designed landscape that reflects multiple design phases from the various periods of the park's development, constituting a significant and distinguishable entity whose constituent components sometimes lack individual distinction. The identified period of significance (1939-1967) encompasses the various layers of the park's history, including the 1939-1940 and 1964-1965 New York World's Fairs, the public park development between the fairs, and the time immediately after the close of the last fair and its conversion back into a city park. The boundary of the historic district is roughly defined by Meridian Road and the Passerelle Bridge over the LIRR and Corona Yard to the north; the Van Wyck Expressway (I-678) to the east; the south end of Willow Lake to the south; and the GCP and 111th Street to the west. The area comprising the USTA Billie Jean King Tennis Center (USN 08101.012568) is excluded from the boundaries of this district due to major modern renovations and the associated loss of integrity.

Identified contributing elements to the Flushing Meadows-Corona Park Historic District within the APE-Architecture include the Passerelle Bridge (USN 08101.012570), the Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612), the Main Gate Entrance (USN 08101.012586), the Passerelle Buildings at Main Entrance (USN 08101.012608), and the Concrete Arches (USN 08101.012595).

### **Porpoise Bridge (USN 08101.012178)**

Also known as the Flushing Meadows Corona Park Tidal Gate Bridge, the Porpoise Bridge was constructed around 1936-37, prior to the 1939 World 's Fair, to carry a planned perimeter road over a tidal basin created from part of Flushing Creek and to prevent high tides and floodwaters from



inundating the park grounds. The structure is eligible for listing in the NRHP under Criterion C in the area of Engineering as an intact example of a tidal gate bridge in New York City. It includes a floodwater flow control apparatus consisting of upper and lower tide gates, stop log slots, and a trash rack system. The bridge design is suggestive of the larger Art Deco cityscape embodied by the 1939 World's Fair. The period of significance has not been formally determined, but is assumed to correspond to the bridge's construction (1936-1937). The boundary of the historic property is also undefined. For the purposes of this survey, the boundary is considered the structure's footprint.

Because the Porpoise Bridge is located inside the NRHP-eligible Flushing Meadows-Corona Park Historic District, the individually eligible historic property is also a key contributing element to the district. The Porpoise Bridge is currently slated for demolition and reconstruction as part of a separate, unrelated federal undertaking called the Reconstruction of Porpoise Bridge Project (SHPO Project 18PR00148), led by the Federal Emergency Management Agency.

Table 7.1 summarizes the identification of all historic properties for the present undertaking. Unless otherwise specified, the boundaries of all eligible historic properties are assumed to comprise the associated current tax parcel(s) or resource footprint. Appendix D, Tables 1 through 4 list all surveyed resources and the outcome of the NRHP evaluation. The locations of all surveyed resources are depicted on the maps in Appendix E.



Table 7.1: Summary of identified historic properties.

Item No.	RGA Survey No.	USN No. (Alt. USN No.)	Type	Name	Address	City/Town	County	Current NRHP Status	Current/ Recommended NRHP Criteria/ Significance	RGA Recommended NRHP Status
1	N/A	08101.012611	Historic District	Flushing Meadows-Corona Park	N/A	Flushing Meadows	Queens	Individually Eligible	Criteria A & C/Social History; Entertainment/Recreation; Community Planning and Development; Landscape Architecture	Individually Eligible
2	N/A	08101.012570	Structure	Passerelle Bridge	Flushing Meadows-Corona Park, between Roosevelt Avenue and Perimeter Road	Flushing Meadows	Queens	Eligible/Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment/Recreation; Community Planning and Development; Landscape Architecture <sup>1</sup>	Eligible/Contributing to Flushing Meadows-Corona Park
3	N/A	08101.012612	Structure	Pavilion on the Passerelle Bridge - over the LIRR	Flushing Meadows-Corona Park, over the LIRR	Flushing Meadows	Queens	Eligible/Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment/Recreation; Community Planning and Development; Landscape Architecture <sup>1</sup>	Eligible/Contributing to Flushing Meadows-Corona Park
4	N/A	08101.012586	Structure	Main Gate Entrance	David Dinkins Circle at Flushing Meadows-Corona Park, near Perimeter Road	Flushing Meadows	Queens	Eligible/Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment/Recreation; Community Planning and Development; Landscape Architecture <sup>1</sup>	Eligible/Contributing to Flushing Meadows-Corona Park
5	N/A	08101.012608	Building	Passerelle Buildings at Main Entrance	David Dinkins Circle at Flushing Meadows-Corona Park	Flushing Meadows	Queens	Eligible/Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment/Recreation; Community Planning and Development; Landscape Architecture <sup>1</sup>	Eligible/Contributing to Flushing Meadows-Corona Park
6	N/A	08101.012178	Structure	Porpoise Bridge (tidal gate bridge)- BIN 2270690	Meridian Road over Flushing Creek, Flushing Meadows-Corona Park	Flushing Meadows	Queens	Individually Eligible/Key contributing to Flushing Meadows-Corona Park	Criterion C/ Engineering	Individually Eligible/Key Contributing to Flushing Meadows-Corona Park
7	N/A	08101.012595	Structure	Concrete Arches- 1964 Ruin	Meridian Road, west of Flushing Creek in Flushing Meadows-Corona Park	Flushing Meadows	Queens	Eligible/Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment/Recreation; Community Planning and Development; Landscape Architecture <sup>1</sup>	Eligible/Contributing to Flushing Meadows-Corona Park

<sup>1</sup> Not all criteria and significance are expressly stated in CRIS. Assumed here for the purposes of future effects assessments, based on nature of resource and current fieldwork.  
RGA – Richard Grubb & Associates, Inc.; NRHP – National Register of Historic Places; USN – SHPO Unique Site Number



## **8.0 CONCLUSIONS AND RECOMMENDATIONS**

As a result of the Historic Architecture Reconnaissance Survey, Richard Grubb & Associates, Inc. (RGA, Inc.), on behalf of the US Department of Transportation's Federal Aviation Administration (FAA), identified seven historic properties eligible for listing in the National Register of Historic Places (NRHP) inside the Area of Potential Effects for architectural resources (APE-Architecture). The APE encompasses one Project alternative identified by the FAA during its alternatives screening process: the Port Authority of New York and New Jersey's (Port Authority's) Proposed Alternative.

Upon FAA's approval of the findings of this report, the document and associated Geographic Information Systems (GIS) shapefiles will be uploaded into the New York State Cultural Resources Information System (CRIS) according to state guidelines for the State Historic Preservation Officer's (SHPO's) review and concurrence. Individual records and photographs of all previously identified eligible historic properties, as well as newly identified resources selected for special study will be entered separately into CRIS. Individual records of all other newly identified resources recommended not eligible will not be uploaded individually into the CRIS system, pursuant to SHPO survey consultation but are included with this report in tabular form. Copies of the survey report will be circulated among the consulting parties for review and comment.

Following FAA's final identification of historic properties, the agency will assess the effects of the Port Authority's Proposed Alternative on historic properties in consultation with the SHPO and other consulting parties, including consideration of ways to avoid or minimize adverse effects, if present. The assessment of effects will apply the *Secretary of the Interior's Standards for the Treatment of Historic Properties* in combination with the Advisory Council on Historic Preservation's Criteria of Adverse Effect (36 CFR § 800.5). Additional guidance derives from the Council of Environmental Quality's Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR §§ 1500 – 1508). If adverse effects are unavoidable, then RGA recommends that the FAA, SHPO, and other consulting parties consult to develop a Memorandum of Agreement (MOA) or Project Programmatic Agreement (PA) to resolve the adverse effects and conclude the Section 106 consultation process.

If the FAA identifies additional alternatives with the potential to affect cultural resources, RGA recommends further reconnaissance-level architectural survey to identify, evaluate, and assess project effects on historic properties, as warranted.



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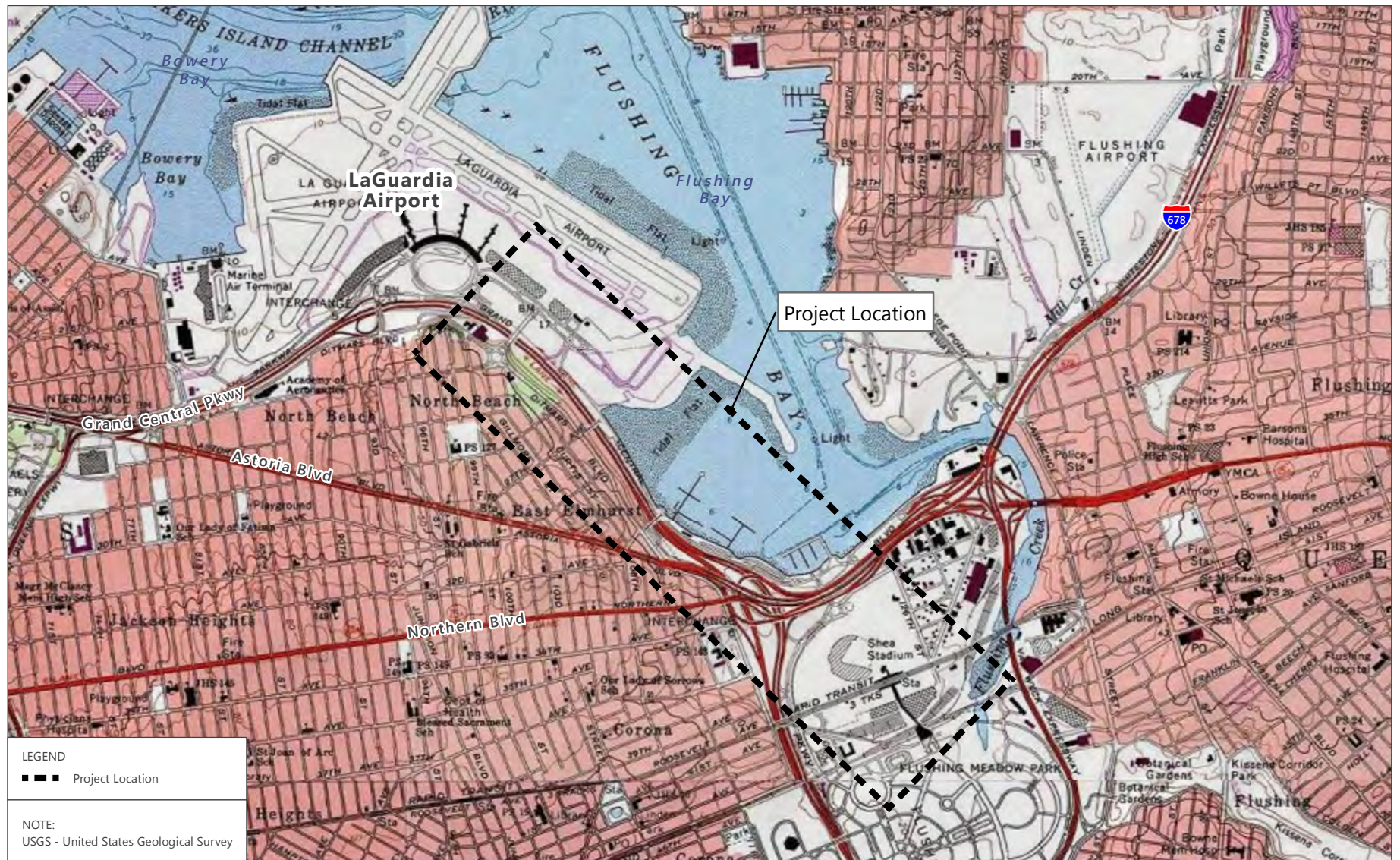
1994 7.5' Quadrangle: Flushing, NY.

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SOURCES: Port Authority of New York & New Jersey, LGA Access Improvement Project Purpose and Objectives and Analysis of Alternatives Report, October 2018; USGS Topographic Map, ESRI, National Geographic Society, i-cubed, 2019 (basemap); Ricondo & Associates, Inc., June 2019.

**EXHIBIT 1**

PROJECT LOCATION USGS TOPOGRAPHIC MAP

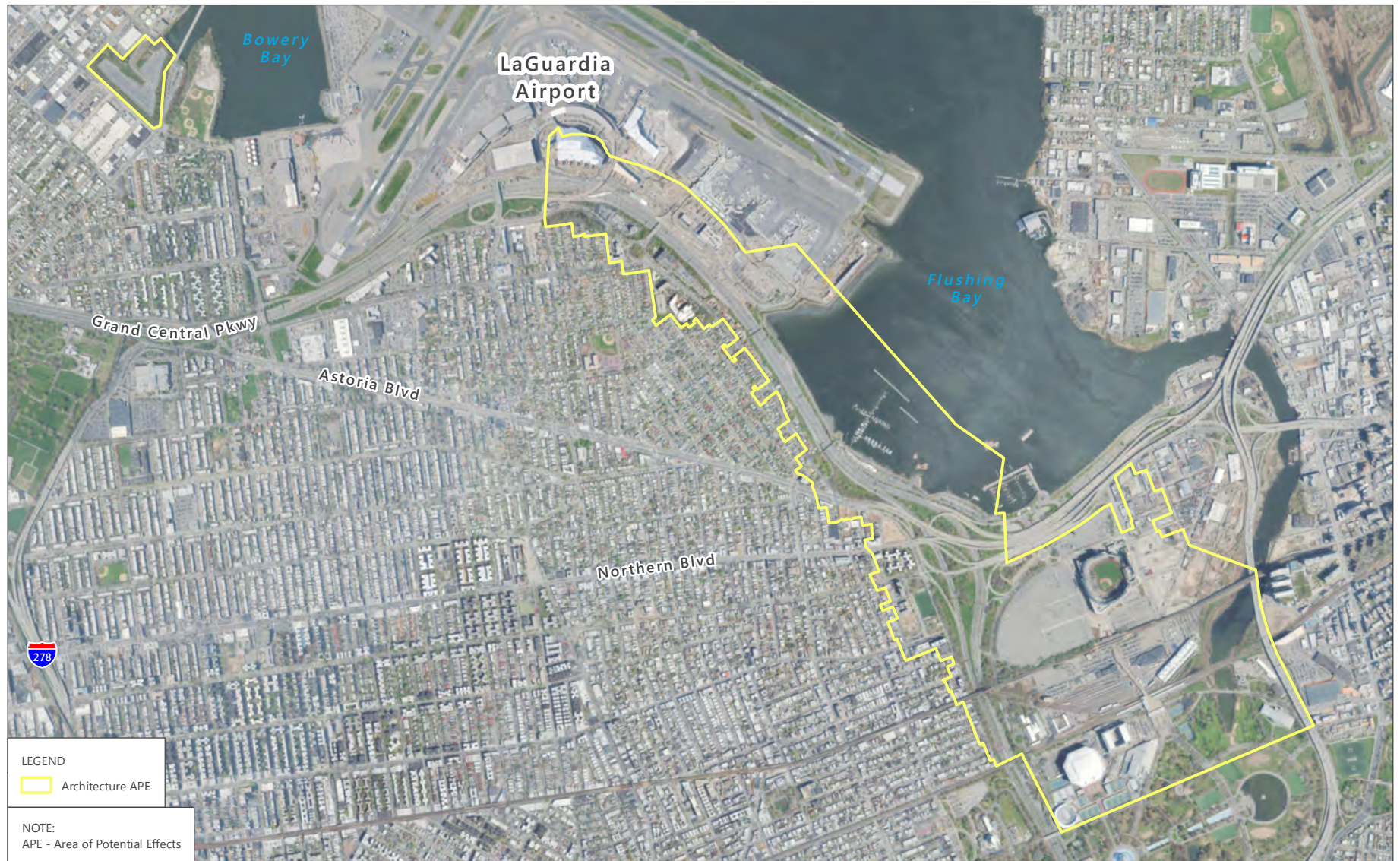




SOURCES: Port Authority of New York & New Jersey, LGA Access Improvement Project Purpose and Objectives and Analysis of Alternatives Report, October 2018; USGS Topographic Map, ESRI, National Geographic Society, i-cubed, 2019 (basemap); Ricondo & Associates, Inc., June 2019.

**EXHIBIT 2****AREA OF POTENTIAL EFFECTS - ARCHAEOLOGY**



**EXHIBIT 3****AREA OF POTENTIAL EFFECTS - ARCHITECTURE**



**LaGuardia Airport Access Improvement Project  
Section 106 Prospective Consulting Parties List**

**AGENCIES AND APPLICANT**

Federal Aviation Administration (Designated Lead Federal Agency)

Advisory Council on Historic Preservation

New York State Historic Preservation Officer

Port Authority of New York and New Jersey

**REPRESENTATIVES OF LOCAL GOVERNMENTS**

Office of the Mayor, New York City

Queens Borough President

Queens Community Board 3

Queens Community Board 4

New York City Landmarks Preservation Commission

**FEDERALLY RECOGNIZED NATIVE AMERICAN TRIBES**

(<https://parks.ny.gov/shpo/environmental-review/documents/IndianNationAreasofInterest.pdf>)

Delaware Nation

Delaware Tribe

Shinnecock Indian Nation

Stockbridge-Munsee Community of Mohican Indians of Wisconsin

**PROPERTY OWNERS**

METS

Metropolitan Transportation Authority

New York City Department of Transportation

New York State Department of Transportation

New York City Department of Parks and Recreation



USTA Billie Jean King National Tennis Center  
Flushing Meadow - Corona Park  
Flushing, NY 11368

**OTHER IDENTIFIED INDIVIDUALS AND ORGANIZATIONS WITH A DEMONSTRATED INTEREST**

Corona-East Elmhurst Historic Preservation Society  
P.O. Box 690304  
East Elmhurst, NY 11369-0304

DOCOMOMO  
US New York/Tri-State  
PO Box 250532  
New York, NY 10025

Historic Districts Council  
232 East 11th Street  
New York, NY 10003

The Municipal Art Society of New York  
488 Madison Ave, Suite 1900  
New York, NY 10022

National Trust for Historic Preservation  
2600 Virginia Avenue NW  
Suite 1100  
Washington, DC 20037

New York Buildings Congress  
1040 Avenue of the Americas, 21st Fl  
New York, NY 10018

The New York Landmarks Conservancy  
One Whitehall Street  
New York, NY 10004

Partnership for New York City  
One Battery Park Plaza, 5th Floor  
New York, NY 10004

Professional Archaeologists of New York City (PANYC)  
c/o S. Spritzer  
P.O. Box 1503  
Murray Hill Station  
New York, NY 10156-1503



Queens Historical Society  
143-35 37th Avenue  
Flushing, NY 11354

Queens Museum  
New York City Building  
Flushing Meadows Corona Park  
Queens, NY 11368



## APPENDIX C: NATIONAL REGISTER OF HISTORIC PLACES CRITERIA

Significant historic properties include districts, structures, objects, or sites that are at least 50 years of age and meet at least one National Register criterion. Criteria used in the evaluation process are specified in the Code of Federal Regulations, Title 36, Part 60, National Register of Historic Places (36 CFR 60.4). To be eligible for inclusion in the National Register of Historic Places, a historic property(s) must possess:

the quality of significance in American History, architecture, archaeology, engineering, and culture [that] is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history, or
- B. that are associated with the lives of persons significant in our past, or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction, or
- D. that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

There are several criteria considerations. Ordinarily, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register of Historic Places. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. a religious property deriving primary significance from architectural or artistic distinction or historical importance, or
- B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event, or
- C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his/her productive life, or
- D. a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events, or
- E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived, or
- F. a property primarily commemorative in intent if design, age, tradition, or symbolic



- value has invested it with its own historic significance, or
- G. a property achieving significance within the past 50 years if it is of exceptional importance. (36 CFR 60.4)

When conducting National Register evaluations, the physical characteristics and historic significance of the overall property are examined. While a property in its entirety may be considered eligible based on Criteria A, B, C, and/or D, specific data is also required for individual components therein based on date, function, history, and physical characteristics, and other information. Resources that do not relate in a significant way to the overall property may contribute if they independently meet the National Register criteria.





A contributing building, site, structure, or object adds to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. A non-contributing building, site, structure, or object does not add to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was not present during the period of significance, b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.



**APPENDIX D: INDIVIDUAL EVALUATION TABLES  
FOR SURVEYED RESOURCES WITHIN THE APE-  
ARCHITECTURE**



Table 1: Re-evaluation of previously identified listed/eligible historic properties.

Item No.	RGA Survey No.	Image	USN No.	Resource Name	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	Current or Proposed NRHP Criteria/ Recommended Significance/Integrity	RGA Recommended NRHP Status
1	N/A		08101.012611	Flushing Meadows-Corona Park	Site	1939-1967	The park is the former site of two World's Fairs and borders the Queens Borough neighborhoods of Corona and Flushing. The resource is a complex landscape composed of landscape elements, structures, buildings, sculptures, and passive green/ recreational spaces.	N/A	Flushing Meadows	Queens	Individually Eligible	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture  POS: 1939-1967  Retains overall integrity	Individually Eligible
2	N/A		08101.012570	Passerelle Bridge	Structure	c. 1939; Rebuilt 1964	Multi-span, steel trestle structure topped by a boardwalk timber and concrete decking.	Flushing Meadows-Corona Park, between Roosevelt Boulevard and Perimeter Road	Flushing Meadows	Queens	Eligible/ Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture <sup>1</sup>  Retains overall integrity	Eligible/ Contributing to Flushing Meadows-Corona Park
3	N/A		08101.012612	Pavilion on the Passerelle Bridge (over the LIRR)	Structure	1964	Open pavilion with zig-zag roof located above entrance to LIRR station.	Flushing Meadows-Corona Park, over the LIRR	Flushing Meadows	Queens	Eligible/ Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture <sup>1</sup>  Retains overall integrity	Eligible/ Contributing to Flushing Meadows-Corona Park
4	N/A		08101.012586	Main Gate Entrance	Structure	1964	Zig-zag roof structure located at the main entrance of the Flushing Meadows- Corona Park.	David Dinkins Circle at Flushing Meadows-Corona Park, near Perimeter Road	Flushing Meadows	Queens	Eligible/ Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture <sup>1</sup>  Retains overall integrity	Eligible/ Contributing to Flushing Meadows-Corona Park

Item No.	RGA Survey No.	Image	USN No.	Resource Name	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	Current or Proposed NRHP Criteria/ Recommended Significance/Integrity	RGA Recommended NRHP Status
5	N/A		08101.012608	Passerelle Buildings at Main Entrance	Building	1964	Pair of curved brick buildings at the entrance to the Flushing Meadows-Corona Park.	David Dinkins Circle at Flushing Meadows-Corona Park	Flushing Meadows	Queens	Eligible/ Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture <sup>1</sup>  Retains overall integrity	Eligible/ Contributing to Flushing Meadows-Corona Park
6	N/A		08101.012178	Porpoise Bridge (tidal gate bridge)- BIN 2270690	Structure	c. 1936-1937	A 14-span rigid frame structure supported by reinforced concrete piers and pile foundation. Underneath the north fascia, there is a floodwater flow control structure.	Meridian Road over Flushing Creek, Flushing Meadows-Corona Park	Flushing Meadows	Queens	Individually Eligible/key contributing to Flushing Meadows-Corona Park	Criterion C/ Engineering  POS: c. 1936-1937  Retains overall integrity	Individually Eligible/key contributing to Flushing Meadows-Corona Park
7	N/A		08101.012595	Concrete Arches- 1964 Ruin	Structure	c.1964	Five concrete arches, likely the remains of Substation No. 3 building erected for the 1964 World's Fair on the north side of Meridian Road.	Meridian Road, west of Flushing Creek in Flushing Meadows-Corona Park	Flushing Meadows	Queens	Eligible / Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture <sup>1</sup>  Retains overall integrity	Eligible/ Contributing to Flushing Meadows-Corona Park

Note: SHPO previously identified non-contributing resources were not included in this identification table. For the purpose of this Section 106 investigation, Richard Grubb & Associates, Inc. (RGA) treated non-contributing resources as not eligible.

NRHP – National Register of Historic Places

USN – SHPO Unique Site Number



POS – Period of Significance

<sup>1</sup> Not all criteria and significance are expressly stated in CRIS. Assumed for the purposes of future effects assessments, based on nature of resource and current fieldwork






Table 2: Re-evaluation of previously identified not eligible resources.

Item No.	RGA Survey No.	Image	USN No.	Resource Name	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/ Recommended Significance/Integrity	RGA Recommended NRHP Status
1	N/A		08101.009514	102-05 Ditmars Boulevard	Building	1981	Multi-story Marriott hotel with an L-shaped footprint and attached, one-story ballroom space.	102-05 Ditmars Boulevard	East Elmhurst	Queens	Not Eligible	Criterion C/Architecture  Building is less than 45 years old. Not architecturally or historically significant	Not Eligible
2	N/A		08101.009546	Wynham Garden Hotel	Building	1960	Multi-story, newly renovated hotel now known as Aloft.	100-15 Ditmars Boulevard	East Elmhurst	Queens	Not Eligible	Criterion C/Architecture  Does not appear to possess architectural and/or historical significance. Major renovations have diminished the overall integrity.  Lacks significance/integrity	Not Eligible
3	N/A		08101.011559 (08101.000039)	Terminal D (Delta, 1983), LaGuardia Airport	Building	1983	Two story airport terminal used by Delta Airlines passengers.	LaGuardia Airport, North of Grand Central Parkway	East Elmhurst	Queens	Not Eligible	Criteria A & C/ Transportation & Architecture  Building is less than 45 years old. Not architecturally or historically significant	Not Eligible



Item No.	RGA Survey No.	Image	USN No.	Resource Name	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/ Recommended Significance/Integrity	RGA Recommended NRHP Status
4	N/A		08101.011893	37 <sup>th</sup> Avenue Pumping Station	Structure	1939	Below grade pumping station that currently contains an above-ground temporary corrugated metal structure.	37 <sup>th</sup> Avenue at 114 <sup>th</sup> Street	Corona	Queens	Not Eligible	Criteria A & C/Health & Engineering  Not visible; not accessible.  Appears to lack significance.	Not Eligible
5	N/A		08101.000054	Roosevelt Avenue Bridge; Bin 2-24050-7/8	Structure	1925	Steel, double deck truss bridge over Flushing Creek.	Roosevelt Avenue	Willets Point	Queens	Not Eligible	Criteria A & C/ Transportation & Engineering  Appears to lack integrity.	Not Eligible
6	N/A		08101.007202	Mets-Willets Point Subway Station	Building	1939	Built in 1939 as the new, relocated Willets Point Station.	Roosevelt Avenue	Willets Point	Queens	Not Eligible	Criteria A & C/ Transportation & Engineering  Resource previously identified as retaining little of its architectural integrity due to periodic modifications.  Continues to lack significance/Integrity.	Not Eligible
7	N/A		08101.012153	Grand Central Parkway	Highway	1936; reconstructed 1950s	A 14.6-mile long highway that extends from the Robert F. Kennedy Bridge (formerly known as the Triborough Bridge) to the Northern State Parkway in Queens.	N/A	Multiple neighborhoods	Queens	Not Eligible	Criteria A & C/ Transportation, Community Planning and Development & Engineering  Resource was previously determined not-eligible, due to an overall loss of integrity.  Continues to lack integrity.	Not Eligible





Item No.	RGA Survey No.	Image	USN No.	Resource Name	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/ Recommended Significance/Integrity	RGA Recommended NRHP Status
8	N/A		08101.012568	USTA Billie Jean King Tennis Center	Complex	1978	Complex containing tennis courts and recreational facilities, including the Arthur Ashe Stadium	124-02 Roosevelt Avenue	Flushing Meadows	Queens	Not Eligible	Criteria A & C/ Entertainment/ Recreation & Architecture  Buildings within the complex are less than 45 years old. Not architecturally or historically significant.	Not Eligible
9	N/A		08101.013090	Corona Yard Substation	Structure	c. 1990	Two-story brick substation on the south side of Roosevelt Avenue, near the Willets Point Station.	Roosevelt Avenue	Willets Point	Queens	Not Eligible	Criteria A & C/ Transportation & Engineering  Resource is less than 45 years old. Not architecturally or historically significant.	Not Eligible
10	N/A		08101.007206	Corona Yard	Railroad Yard	c. 1928	An approximately 15-acre railroad yard with storage tracks and maintenance facilities located between Citi Field and Flushing Meadows-Corona Park.	Between Roosevelt Avenue and LIRR Port Washington Line	Flushing Meadows	Queens	Not Eligible	Criteria A & C/ Transportation, Architecture.  Resource was previously determined not-eligible, due to an overall loss of integrity.  Continues to lack integrity.	Not Eligible



NRHP – National Register of Historic Places  
RGA – Richard Grubb & Associates, Inc.  
USN – SHPO Unique Site Number

Table 3: Evaluation of newly identified resources selected for special consideration.

Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
1	RGA44	1677/9		N/A	Residence	c. 1935	109-04 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criteria B/Person and C/Architecture.</p> <p>The 1.5-story Craftsman-style brick residence stands on a high terrace retained by rubble stone walls with two subterranean garages. It features a gabled roof, multiple cross-gables, vinyl terra cotta roofing, eaves and returns, stone window sills and 1/1 vinyl sash, a pedimented front door surround, and side porch with exposed rafters, wood posts, braces, and turned balustrade. A 1.5-story brick addition projects westward.</p> <p>Initial research suggests African American singer Bill Kenny (1914-1978) owned this dwelling during his tenure with the Ink Spots, a popular vocal group in the 1940s (Criterion B). Although the dwelling may have associations with Kenny, his occupancy could not be firmly established at this time. As a work of architecture, the building reflects common forms popularized through pattern books (Criterion C). Alternations diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76229347760	-73.86172725340
2	RGA98	1648/23		N/A	Residence	C. 1910	104-44 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>Constructed circa 1910, this 2.5-story Foursquare dwelling features a decorative front-porch and prominent cantilevered bay window on its primary (east) elevation. Although the building retains its original form, the house has been highly altered, particularly with the addition of the front porch, asbestos shingle siding, and the replacement of the windows and doors. The building is an unremarkable example of a common early-twentieth century residential type and alternations diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76694248880	-73.86581164350





Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
3	RGA99	1641/50		N/A	Residence	C. 1910	104-47 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>Built circa 1910, this 2.5-story, three-bay Dutch Colonial Revival residence features a pedimented front gambrel roof with overhanging eaves, single and paired 1/1 vinyl sash windows, projecting three-sided oriel, hipped-roof front porch, and stucco siding.</p> <p>As a work of architecture, the building reflects common forms popularized through pattern books and mail-order suppliers and is neither architecturally distinguished nor a rare example of its type (Criterion C). Alternations diminish its integrity of design, materials, workmanship, feeling, and association. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76717049260	-73.86519069930
4	RGA100	1657/20		N/A	Residence	C. 1925	105-05 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>This 1.5-story, three-bay brick Colonial Revival-style residence features a steep gabled roof, full-width shed dormer, combined vinyl tile and asphalt shingle roof, stone window sills, vinyl 1/1 sash and casement bow windows, and parged foundation. The entry features a projecting vestibule with gabled roof, brick pilasters, and modern door with leaded side lights and fanlight. A 1-story brick wing with attached trellis and roof-top sleeping porch (enclosed) and a 1-story concrete block addition project from the south elevation. The resource is nearly identical to 106-17 27th Avenue (RGA 104).</p> <p>As a work of architecture, the building reflects common forms popularized through pattern books and mail-order suppliers and is neither architecturally distinguished nor a rare example of its type (Criterion C). Alternations diminish its integrity of design, materials, workmanship, feeling, and association. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76693649250	-73.86475871530



Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
5	RGA101	1657/17		N/A	Residence	C. 1925	105-11 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>Built circa 1925, this 2-story, Mission-style residence features a low-pitched, hipped, terra cotta-tile roof, shaped rafter tails, exterior stucco chimney, stucco siding, brick lintels and sills, vinyl casement sash, and an arched front entry with keystone, brick surround, and modern glazed door. A half-round balcony railing frames a narrow window above the door. A brick and concrete front stoop includes an iron handrails. A 1-story wing with roof-top porch and iron balustrade projects from the south elevation and includes arched windows.</p> <p>As a work of architecture, the building reflects common forms popularized through pattern books and mail-order suppliers and is neither architecturally distinguished nor a rare example of its type (Criterion C). Alternations diminish its integrity of design, materials, workmanship, feeling, and association. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76678383780	-73.86461487310
6	RGA102	1657/14		N/A	Residence	C. 1925	105-19 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criteria B/Person and C/Architecture</p> <p>This starkly geometrical, 2-story, brick Tudor Revival-style residence features steeply pitched rooflines, slate shingles, corbelled chimney, telescoping shed dormers, vinyl casement windows, arched door with iron stud decoration, and depressed drive leading to a basement garage. One leaded window holds stained glass. Blocked window openings appear at first and attic levels.</p> <p>Initial research places vocal artist Ella Fitzgerald (1917-1996) and her musician husband Raymond Brown (1926-2002) in residence between 1948 and 1952 (Criterion B). Other records list Fitzgerald living at Murdock Avenue, Queens, between 1949 and 1967 (Addisleigh Park Historic District, NY LPC: 2/1/2011). Although the dwelling may be linked to Fitzgerald and Brown, a clear connection could not be firmly established at this time. As a work of architecture, the building is a striking, streamlined version of the Tudor style (Criterion C). Alternations diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76666929690	-73.86446468650





Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
7	RGA103	1657/9		N/A	Residence	C. 1920	105-33 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>This circa 1920, 2-story, Mission-style residence features a side-gable roof with projecting cross-gable, terra cotta-tile roof, gabled brick chimney/dovecote, terra cotta tile attic vents, 6/6 vinyl sash, shed extension with sloped corner buttress, and ornate Baroque-style door surround with scored mortar lines, foliate scrolls, volutes, and circular window light with iron grill. A decorated iron gate covers a modern wood door. A detached, hipped roof garage stands south of the dwelling.</p> <p>As a work of architecture, the building reflects common forms popularized through pattern books and mail-order suppliers and is neither architecturally distinguished nor a rare example of its type (Criterion C). Alternations diminish its integrity of design, materials, workmanship, feeling, and association. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76646411410	-73.86422694070
8	RGA104	1656/48		N/A	Residence	C. 1925	106-17 27 <sup>th</sup> Avenue	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>This 1.5-story, three-bay brick Colonial Revival-style residence features a steep gable roof, full-width shed dormers, green tile roof, exterior gable end brick chimney, quarter-round attic windows, stone windowsills, vinyl 4/1 and 6/1 sash, and parged foundation. The entry features a projecting vestibule with gabled roof, brick pilasters, and modern door with leaded side lights and fanlight fronting onto a brick stoop and steps. A 1-story brick wing with attached trellis and roof-top sleeping porch and pergola project south. The terraced lot is surrounded by a low brick wall, iron fence, and brick corner piers with scrolled stone supports. The resource is nearly identical to 105-05 Ditmars Blvd (RGA 100).</p> <p>As a work of architecture, the building reflects common forms popularized through pattern books and is neither distinguished nor a rare example of its type (Criterion C). Alternations diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76571149030	-73.86446036820



Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
9	RGA105	1665/7		N/A	Residence	C. 1925	106-18 27 <sup>th</sup> Avenue	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>This 1.5-story brick Craftsman-style bungalow features a low -pitched front-gable roof, full-width shed dormers, shed attic dormer, terra cotta tile, decorative wood shutters, tiled window hoods, stone sills, multi-paned wood and vinyl sash, and a full-width projecting shed fitted with a glazed vestibule supported by wood Tuscan columns and capped by a hipped roof. The primary roof slopes eastward to cover a recessed, glazed side porch supported by wood Tuscan columns resting on brick plinths. A detached garage features patterned brickwork and an original door.</p> <p>As a work of architecture, the building retains many original elements, but represents a common form popularized through pattern books and is not an exceptionally distinctive example of its type or period (Criterion C). Alternations to several windows detract from its integrity of materials and workmanship. The resource lacks overall significance.</p>	Not Eligible	40.76545509490	-73.86423369820
10	RGA106	1657/75		N/A	Residence	C. 1910	106-33 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>This dwelling is a 2-story, Mission-style residence constructed circa 1910 capped by a flat, red-tile roof and faced in stucco. The building features glazed lozenge windows and decorative brackets. Several of the windows, including the first-story bay, have been replaced with modern units. The house is not architecturally distinguished or a remarkable example of its type. Alternations diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76507247190	-73.86304368610






Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
11	RGA107	N/A		N/A	Commercial	C. 1960	Grand Central Parkway, Westbound	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>This compact, 1-story Minimal Traditional-style stone building features a cross-gable roof clad in slate shingles. Built circa 1960, the building is associated with the construction of the Grand Central Parkway, a previously determined non-eligible resource. The structure has been altered to support the occupation of a commercial enterprise with the replacement of windows and the front entry. Alternations diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76539281190	-73.86194624000
12	RGA108	N/A		N/A	Commercial	C. 1960	Grand Central Parkway, Eastbound	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>This compact, 1-story Minimal Traditional-style stone building features a side-gable roof clad in slate shingles. Built circa 1960, the building is associated with the construction of the Grand Central Parkway, a previously determined non-eligible resource. The structure has been altered to support the occupation of a commercial enterprise with the infill of the windows with glass blocks and the modification of the front entry. Alternations diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76739778540	-73.86498184330



Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
13	RGA109	1657/88		N/A	Residence	C. 1920	106-61 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>The 2-story, 3-bay-wide Four Square residence features a low hipped roof, hipped dormers, wide eaves, stucco siding, triple 9/1 wood-sash windows, and a three-sided bay on the south elevation. The central entry porch includes fluted Tuscan columns supporting a second-story balcony with solid paneled parapet wall fronting a recessed second-floor central bay with flanking pilasters and accessed by a glazed door with sidelights. The front door features a replacement door with flanking sidelights and a blank transom. A depressed drive leads to a later concrete garage addition.</p> <p>As a work of architecture, the building reflects common forms popularized through pattern books and mail-order suppliers and is neither architecturally distinguished nor a rare example of its type (Criterion C). Alternations diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.76447021590	-73.86249653840
14	RGA110	1657/92		N/A	Residence	C. 1970	106-65 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>The building is a modern 1-story, Contemporary-style U-shaped dwelling featuring an enclosed (fenced) courtyard and two flanking wings fitted with garage units constructed circa 1970. It includes a flat roof, projecting eaves with aluminum cladding, vertical wood plank siding, and narrow ribbons windows beneath the eaves.</p> <p>As a work of architecture, the building reflects contemporary architectural ideas drawn from the International style but with a greater use of natural materials. The building is neither architecturally distinguished nor a rare example of its type (Criterion C). Alternations in the form of the aluminum cladding diminish its integrity of design, materials, and workmanship. The resource lacks overall significance.</p>	Not Eligible	40.76432704550	-73.86231665040






Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
15	RGA111	1657/104		N/A	Residence	C. 1920	108-19 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>Constructed circa 1920, the dwelling is a 2-story, 3-bay asymmetrical Four Square building with Mission-style influences capped by a hipped roof, shed attic dormers, interior stucco chimney, deep eaves, and stucco facing. A two-story, three-sided bay projects from the primary (west) elevation. A one-story bay projects from the south wall. All the windows appear to be the original wood-casement units. A hipped hood shelters the main entry and concrete stoop. A depressed drive leads to a later concrete garage addition.</p> <p>As a work of architecture, the building reflects common forms popularized through pattern books and mail-order suppliers and is neither architecturally distinguished nor a rare example of its type (Criterion C). Alternations diminish its integrity of design, materials, and workmanship. The resource lacks overall significance.</p>	Not Eligible	40.76376656580	-73.86183993470
16	RGA112	1727/8		N/A	Apartment Complex	1953	112-50 Northern Blvd	Corona	Queens	N/A	<p>Potentially eligible under Criteria A/Community Planning/Development; Social History and C/Architecture</p> <p>The resource is an International-style residential complex consisting of 3, 6-story, brick blocks. Brickwork, staggered wall plains, geometric massing, and rigid fenestration provide the only ornamentation. Windows are single and paired metal replacement units. The cornice has been altered.</p> <p>Originally planned, according to initial research, as an exclusively African American complex, the buildings became an early integrated, “open housing” development. Named for Doris “Dorie” Miller, a World War II hero and the first African American recipient of the Navy Cross, the complex’s early residents included African American, Jewish, Caucasian and interracial families (Criterion A). As a work of architecture, the building typifies mid-twentieth century public housing units (Criterion C). Alternations to the cornice, windows, and doors diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.75741177890	-73.85630951920

Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
17	RGA113	1756/1		N/A	Residence	C. 1910	112-02 34 <sup>th</sup> Avenue	Corona	Queens	N/A	Potentially eligible under Criterion C/Architecture  This 2-story brick row house was constructed circa 1910 as part of a unified block in the Classical Revival style, with projecting cornice and entablature (clad in vinyl), two-story rounded bay, shallow segmental arched windows, rusticated stone sills, 1/1 vinyl sash, denticulated brick belt course, bracketed door hood, and modern door. Alternations to the cornice and windows diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.	Not Eligible	40.75664103060	-73.85680467140
18	RGA114	1756/2		N/A	Residence	C. 1910	112-04 34 <sup>th</sup> Avenue	Corona	Queens	N/A	Potentially eligible under Criterion C/Architecture  This 2-story brick rowhouse was constructed circa 1910 as part of a unified block in the Classical Revival style, with projecting stamped metal cornice, ornamental entablature, two-story rounded bay, shallow segmental arched windows, rusticated stone sills, 1/1 vinyl sash, denticulated brick belt course, bracketed door hood, and modern door. The door surround is framed in a modern stone veneer. Alternations to the windows and door surround diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.	Not Eligible	40.75669755380	-73.85675363430
19	RGA115	1756/3		N/A	Residence	C. 1910	112-06 34 <sup>th</sup> Avenue	Corona	Queens	N/A	Potentially eligible under Criterion C/Architecture  This 2-story brick rowhouse was constructed circa 1910 as part of a unified block in the Classical Revival style, with projecting cornice and entablature (clad in vinyl), two-story rounded bay, shallow segmental arched windows, rusticated stone sills, 1/1 vinyl sash, denticulated brick belt course, bracketed door hood, and modern door. Alternations to the cornice and windows diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.	Not Eligible	40.75666764960	-73.85665578400








Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
20	RGA116	1756/4		N/A	Residence	C. 1910	112-08 34 <sup>th</sup> Avenue	Corona	Queens	N/A	Potentially eligible under Criterion C/Architecture  This 2-story perma-stone faced brick rowhouse was constructed circa 1910 as part of a unified block in the Classical Revival style, with projecting stamped metal cornice, ornamental entablature, two-story rounded bay, shallow segmental arched windows, 1/1 vinyl sash, bracketed door hood, and modern door. Alternations to the cornice, window surrounds, sash, and exterior finish diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.	Not Eligible	40.75671822110	-73.85660867610
21	RGA117	1755/24		N/A	Residence	C. 1920	34-30 112 <sup>th</sup> Street	Corona	Queens	N/A	Potentially eligible under Criterion C/Architecture  Constructed circa 1920, this Neo-Classical dwelling is a 2-story, 3-bay brick residential building with decorative brick detailing. Identical to neighboring 34-32 112 <sup>th</sup> Street (RGA118). The dwelling is a typical and altered example of a common vernacular building type of the early twentieth century that is not architecturally distinguished. Recent replacement of the door and windows has diminished its integrity of materials, workmanship, and design. The resource lacks sufficient integrity to convey potential significance.	Not Eligible	40.75599474380	-73.85679822770
22	RGA118	1755/25		N/A	Residence	C. 1920	34-32 112 <sup>th</sup> Street	Corona	Queens	N/A	Potentially eligible under Criterion C/Architecture  Constructed circa 1920, this Neo-Classical dwelling is a 2-story, 3-bay brick residential building with decorative brick detailing. Identical to neighboring 34-30 112th Street (RGA117). The dwelling is a typical and altered example of a common vernacular building type of the early twentieth century that is not architecturally distinguished. The building lacks sufficient integrity of design, materials, and workmanship to convey potential significance.	Not Eligible	40.75592031720	-73.85682188690



Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
23	RGA119	1756/25		N/A	School	1928-1929	34-40 113 <sup>th</sup> Street	Corona	Queens	N/A	<p>Potentially eligible under Criteria A/Education and C/Architecture</p> <p>An example of a Classical Revival-style school building, the original block of Public School 143 (Louis Armstrong School) features a symmetrical design with flat roof, parapet walls, stone cornice, belt course, quoining, window keystones, patterned brick spandrels, replacement metal windows, and classical stone door surrounds with rounded pediments, pilasters, and carved cartouches. Includes large modern additions.</p> <p>The resource exhibits standard elements of Progressive-era approaches to public schooling as temples of education (Criterion A). As a work of architecture, the building reflects common classically inspired motifs with ample dimensions, multiple entries, and expansive windows for light and ventilation (Criterion C). Alternations to the windows and doors, and large additions diminish its integrity of design, setting, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.75588023190	-73.85572534220
24	RGA120	2014/45		N/A	Residence	C. 1925	41-08 114 <sup>th</sup> Street	Corona	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>This building is a 2-story, 3-bay patterned brick dwelling that features a castellated brick parapet with intricate polychrome brick detailing. The front-gable porch has been enclosed with multiple vinyl windows, diminishing its integrity of workmanship, design, and materials. Although the building presents decorative architectural brick details, alterations have modified it to the point that it no longer reflects its original early twentieth century appearance. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.75148950430	-73.85227808080
25	RGA121	N/A		N/A	Substation	C. 1940	N/A	Corona	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>Built circa 1940, this utilitarian IRT Company Substation 28 features brick walls, minimalistic limestone cornice and details, large arched wall recesses, industrial metal window sash, and blocked doors. Inscribed a above east entry, "I.R.T.CO./ Sub Station No. 28." The building is highly altered, specifically with the modifications to the doors. The building is no longer intact, lacks sufficient integrity to convey potential significance, and does not meet the criteria established by the National Register Nomination for the New York Subway System.</p>	Not Eligible	40.75275055420	-73.85186171720



Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
26	RGA122	N/A		N/A	Interlocking Tower	C. 1930	N/A	Corona	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>Constructed circa 1930, this IRT interlocking tower features Mission-style influences and was built to control the rapid transit lines between Corona Yard and the Flushing Line-7 Line. The building lacks sufficient integrity to convey potential significance and does not meet the high-level integrity standards established for such structures in the National Register Nomination for the New York Subway System.</p>	Not Eligible	40.75362514260	-73.84833500610
27	RGA123	N/A		N/A	Industrial	1964	Flushing Meadows Corona Park	Corona	Queens	N/A	<p>Potentially eligible under Criteria A/Social History and C/Architecture</p> <p>This small corrugated metal building features a low-pitched gable roof, ribbon windows (blocked), and a large metal roof vent. It was constructed for the 1964 World's Fair to serve as a paint shed. Although associated with the exposition (Criterion A), the building is part of the industrial structures meant to support the behind-the-scenes operation of the fair and was not intended as a public space representative of the celebration of mid-twentieth century culture and technology. As a work of architecture, the building is an unremarkable and a common example of its type (Criterion C). The resource lacks sufficient significance.</p>	Not Eligible	40.75381937020	-73.83872179240
28	RGA124	N/A		N/A	Industrial	1964	Flushing Meadows Corona Park	Corona	Queens	N/A	<p>Potentially eligible under Criteria A/Social History and C/Architecture</p> <p>This metal structure features a low-pitched gable roof, ribbon windows, multiple vehicular bays, and additions. It was constructed for the 1964 World's Fair to serve as a maintenance building. Although associated with the exposition (Criterion A), the building is part of the industrial structures meant to support the behind-the-scenes operation of the fair and was not intended as a public space representative of the celebration of mid-twentieth century culture and technology. As a work of architecture, the building is an unremarkable and common example of a utilitarian structure. Alterations, including the replacement of several doors and windows and modifications to the fenestration pattern have diminished the building's integrity of workmanship, design, and materials. The resource lacks sufficient significance and integrity to convey potential significance.</p>	Not Eligible	40.75351808240	-73.83795177400

Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	Latitude	Longitude
29	RGA125	N/A		N/A	Industrial	1964	Flushing Meadows Corona Park	Corona	Queens	N/A	<p>Potentially eligible under Criteria A/Social History and C/Architecture</p> <p>Constructed in 1964, this concrete block building features alternating projecting blocks between full-height narrow window openings (blocked). The south end has been rebuilt with flush concrete block walls. It served as the post office and exhibition hall for the 1964 World's Fair. Despite its association with the exposition (Criterion A), the building has been highly altered, specifically with changes to the fenestration pattern and unsympathetic alterations. It no longer reflects its original appearance as a mid-twentieth century International-style post office that served the visitors of the 1964 World's Fair (Criterion C). Alterations have diminished the building's integrity of design, materials, workmanship, feeling, and association. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	40.75274535560	-73.83740849700
30	RGA126	N/A		N/A	Interlocking Tower	C. 1950	Corona Yard	Corona	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>Constructed circa 1950, this IRT interlocking tower was built to control the main line on the Flushing Line-No. 7. It features Mission-style influences with a modern roof and replacement windows. The building lacks sufficient integrity to convey significance and does not meet the high-level integrity standards established for such structures in the National Register Nomination for the New York Subway System.</p>	Not Eligible	40.754255	-73.846696

NRHP – National Register of Historic Places  
RGA – Richard Grubb & Associates, Inc.  
USN – SHPO Unique Site Number



Table 4: Evaluation of newly identified resources not selected for special consideration.





Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
1	RGA01	1075/11		Residence	C. 1925	1.5-story dwelling with exaggerated shed-roof dormer and cantilevered bay window.	22-10 99 <sup>th</sup> Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.77027020330	-73.87214622520
2	RGA02	1075/15		Residence	C. 1925	2-story, two-bay Foursquare dwelling with gabled front porch.	22-20 99 <sup>th</sup> Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.77003190320	-73.87210907590
3	RGA03	1075/17		Residence	C. 1930	Minimal Traditional house clad in asbestos shingle, featuring awnings and a front porch supported on a brick balustrade.	22-24 99 <sup>th</sup> Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76993419630	-73.87209046020
4	RGA04	1074/155		Residence	C. 1950	1.5-story brick house with front-gable roof.	22-15 99 <sup>th</sup> Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.77005986320	-73.87154178680

Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
5	RGA05	1074/153		Residence	C. 1950	1-story, 3-bay brick dwelling capped with a hipped roof.	22-19 99 <sup>th</sup> Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76993353380	-73.87149502210
6	RGA06	1074/111		Residence	C. 1940	1.5-story house capped by a front-gable roof and featuring a full-width front porch.	22-10 99 <sup>th</sup> Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76996642780	-73.87108128470
7	RGA07	1632/1		Residence	C. 1960	2-story residence with prominent brick chimney and brick garage addition.	100-04 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76983717800	-73.87055504190
8	RGA08	1632/7		Residence	C. 1960	2-story, 2-bay house with pent eave and clad in a mix of brick and aluminum siding.	100-18 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76966542060	-73.87036734300







Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
9	RGA09	1632/9R		Apartment Building	1961	7-story yellow brick apartment building.	100-30 Ditmar Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76944349430	-73.87006065590
10	RGA10	1637/9		Residence	C. 1920	2-story, 3-bay house clad in faux stone, featuring a parapet and full-width front porch.	100-20 23 <sup>rd</sup> Avenue	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76855560300	-73.86972706880
11	RGA11	1638/1		Residence	C. 1955	1-story Minimal Traditional residence clad in brick and aluminum siding.	101-04 23 <sup>rd</sup> Avenue	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76860280760	-73.86933211400
12	RGA12	N/A		Traffic Circle	C. 1950	Landscaped traffic circle at Ditmars Square.	N/A	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76930786760	-73.86916776980







Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
13	RGA13	1639/1		Apartment Building	C. 1960	4-story, former motel building accented with breeze blocks.	102-110 Ditmar Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76836809380	-73.86826080870
14	RGA14	1648/34		Residence	C. 1925	2.5-story house capped by a front-gable roof, features an enclosed brick hipped-roof front porch.	24-31 Butler Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76680013630	-73.86604396580
15	RGA15	1648/32		Residence	C. 1930	2-story house with exaggerated shed-roof dormer, features a full-width open front-porch.	24-31 Butler Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76670770640	-73.86595405670
16	RGA16	1641/46		Residence	C. 1930	Highly-modified 2-story, 3-bay brick house with Federal accents and capped by a hipped roof.	104-41 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76732656650	-73.86542790480



Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
17	RGA17	1656/19		Residence	C. 1950	2-story twin house capped by a hipped roof, features identical gabled, brick, enclosed front porches.	25-03 Butler Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76649595550	-73.86569986730
18	RGA18	1656/129		Residence	C. 1960	2-story, 2-bay twin house (right) faced in brick and asbestos shingle, capped by a hipped roof.	105-04 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76662961930	-73.86539405850
19	RGA19	1656/30		Residence	C. 1960	2-story, 2-bay twin house (left) faced in brick and asbestos shingle, capped by a hipped roof.	105-08 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76656996770	-73.86531975290
20	RGA20	1657/7		Residence	C. 1940	Heavily-altered 2-story, 2-bay house with eyebrow dormer and bay windows; the first floor is clad in faux stone.	105-39 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76633686310	-73.86412940960

Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
21	RGA21	1657/5		Residence	C. 1920	2-story, 2-bay Dutch-Colonial dwelling capped by a gambrel roof.	105-43 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76624743300	-73.86405908340
22	RGA22	1657/1		Residence	C. 1920	2.5-story cross-gable house with overhanging eaves, clad in aluminum siding.	105-51 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76604174080	-73.86389498360
23	RGA23	1656/52		Residence	C. 1940	1.5-story, 2-bay brick dwelling with exaggerated shed-roof dormer and enclosed, hipped-roof porch.	106-09 27 <sup>th</sup> Avenue	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76563768860	-73.86473407130
24	RGA24	1665/4		Residence	C. 1925	2-story, 2-bay Foursquare house faced in brick with full-width, enclosed front porch.	106-08 27 <sup>th</sup> Avenue	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76527988640	-73.86438225980



Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
25	RGA25	N/A		Bridge	C. 1960	Metal pedestrian bridge over Grand Central Parkway.	27 <sup>th</sup> Avenue over Grand Central Parkway	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76624942840	-73.86322864390
26	RGA26	1657/78		Residence	C. 1950	1-story brick house capped by a hipped-roof with open front patio and garage addition.	106-33 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76493863420	-73.86291797000
27	RGA27	1665/42		Residence	C. 1925	2-story Dutch Colonial house capped by a gambrel roof with exaggerated shed-roof dormer and enclosed brick front porch.	107-01 29 <sup>th</sup> Avenue	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76394854710	-73.86331797630
28	RGA28	1665/40		Residence	C. 1925	2-story, 2-bay Foursquare house with enclosed brick front porch.	107-07 Butler Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76408246060	-73.86322761000

Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
29	RGA29	1665/38		Residence	C. 1960	2-story, 2-bay house capped by a flat roof with a garage at the basement level.	106-60 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76413873980	-73.86296897090
30	RGA30	1672/6		Residence	C. 1920	2-story, 3-bay brick dwelling with full-width, brick, enclosed front porch.	108-02 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76387334600	-73.86269140930
31	RGA31	1657/95		Residence	C. 1920	2-story brick twin house (left) featuring a large dormer and Classical front porch.	108-01 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76421226120	-73.86218541390
32	RGA32	1657/97		Residence	C. 1920	2-story brick twin house (right) featuring a large dormer and Classical front porch.	108-05 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76412281110	-73.86209942450




Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
33	RGA33	1657/109		Residence	C. 1920	Highly-modified, 2.5-story Mission-style house accented with red tiles and a tower.	108-35 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76354456450	-73.86170892280
34	RGA34	1657/115		Residence	C. 1910	2.5-story brick house capped by a hipped roof featuring three dormers and cantilevered bays.	108-45 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76313928030	-73.86150608210
35	RGA35	1657/120		Residence	C. 1950	2-story, 3-bay brick house capped by a hipped roof and featuring a second-story terrace.	108-55 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76291488060	-73.86134993590
36	RGA36	1672/31		Residence	C. 1900	Large 2.5-story, 3-bay house capped by a hipped roof with full-width open porch supported on columns.	29-53 Butlers Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76263684620	-73.86195685640

Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
37	RGA37	1657/122		Residence	C. 1950	Split-level house faced in stone and aluminum siding.	108-59 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76279685770	-73.86127967660
38	RGA38	1657/124		Residence	C. 1950	Split-level house faced in brick and aluminum siding.	108-36 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76268239170	-73.86119530910
39	RGA39	1657/127		Residence	C. 1950	2-story brick dwelling capped by a hipped-roof; the first story is sheltered by an awning.	109-03 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76257152210	-73.86112973570
40	RGA40	1657/129		Residence	C. 1950	2-story split-level dwelling faced in brick and asbestos shingle.	109-09 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76245705030	-73.86104066850







Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
41	RGA41	1657/131		Residence	C. 1950	2-story split-level dwelling faced in brick and vinyl siding.	109-15 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76234256710	-73.86094220100
42	RGA42	1657/134		Residence	C. 1950	2-story split-level house faced in brick and aluminum siding with a front patio.	109-19 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76223883380	-73.86086721280
43	RGA43	1657/136		Residence	C. 1950	2-story split-level house faced in brick and aluminum siding with a front patio.	109-23 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76214582210	-73.86079220250
45	RGA45	1677/29		Residence	C. 1955	1-story, 2-bay brick house capped by a low-pitched hipped roof with a garage at the basement level.	109-38 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76156405760	-73.86109243250

Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
46	RGA46	1677/30		Residence	C. 1965	2-story, 3-bay brick dwelling with a garage at the basement level.	109-44 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76145530280	-73.86100241470
47	RGA47	N/A		Bridge	C. 1960	Metal pedestrian bridge over Grand Central Parkway.	31 <sup>st</sup> Avenue over Grand Central Parkway	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76192446070	-73.85964775700
48	RGA48	Marina		Commercial	C. 1960	Large marina building capped by a low-pitched front-gable roof clad in corrugated metal and stucco.	1 Marina Road	Flushing	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76120456870	-73.85771226020
49	RGA49	1679/8		Residence	C. 1950	2-story, front-gable house with wrap around front porch.	107-14 31 <sup>st</sup> Drive	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76080315700	-73.86068155120







Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
50	RGA50	1679/23		Residence	C. 1935	2-story twin (right) house capped by a hipped roof and faced in stucco.	110-12 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76089336910	-73.86041188440
51	RGA51	1679/24		Residence	C. 1935	2-story twin (left) house capped by a hipped roof and faced in stucco.	110-14 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76084301270	-73.86038215940
52	RGA52	1679/25		Residence	C. 1925	2-story, 2-bay hipped roof dwelling clad in vinyl siding.	110-16 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76079532150	-73.86034967130
53	RGA53	1679/28		Residence	C. 1925	2-story, 2-bay dwelling capped by a front-gable roof with a hipped-roof, enclosed front porch.	110-22 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76065984160	-73.86022712390






Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
54	RGA54	1679/29		Residence	C. 1925	2-story, 2-bay dwelling capped by a front-gable roof with a shed-roof, enclosed front porch.	110-24 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76061785030	-73.86017958350
55	RGA55	1679/30		Residence	C. 1925	2-story, 2-bay dwelling capped by a front-gable roof with a shed-roof, enclosed front porch.	110-26 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76058157100	-73.86012701770
56	RGA56	1679/31		Residence	C. 1925	2-story, 2-bay dwelling capped by a front-gable roof with a gabled enclosed front porch.	110-28 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76054147660	-73.86007195320
57	RGA57	1679/32		Residence	C. 1935	2-story, 2-bay, front-gable house clad in vinyl siding and faux stone.	110-32 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76047849710	-73.86000690980






Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
58	RGA58	1706/14		Residence	C. 1930	2.5-story, cross-gable house with full-width enclosed front porch clad in faux stone.	32-10 112 <sup>th</sup> Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75901232660	-73.85733157950
59	RGA59	1706/16		Residence	C. 1920	2-story, 2-bay, flat-roof dwelling with a full-width, shed-roof enclosed front porch.	32-12 112 <sup>th</sup> Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75890211250	-73.85731614870
60	RGA60	1706/20		Residence	C. 1920	2-story, 4-bay residence with a full-height cantilevered bay.	32-22 112 <sup>th</sup> Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75871147160	-73.85728914010


Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
61	RGA61	1706/21		Residence	C. 1920	2-story, 4-bay residence with a full-height cantilevered bay.	32-24 112 <sup>th</sup> Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75865487060	-73.85727751130
62	RGA62	1706/22		Commercial	C. 1930	2-story brick commercial building with a castellated parapet; original windows are infilled with glass blocks.	32-26 112 <sup>th</sup> Street	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75857580270	-73.85726103470
63	RGA63	1820/6		Commercial	C. 1940	1-story brick garage building.	126-12 Northern Blvd	Willets Point	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76049892770	-73.84524725300
64	RGA64	1822/7		Commercial	C. 1930	Small, 1-story shed.	126-42 34 <sup>th</sup> Avenue	Willets Point	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75980090070	-73.84441695280







Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
65	RGA65	1822/21		Commercial/Industrial	C. 1930	Large brick and concrete block building with overhanging garage door.	126-10 34 <sup>th</sup> Avenue	Willeys Point	Queens	N/A	Not Eligible	Lacks Significance/Integrity	40.75998236080	-73.84381961150
66	RGA66	1823/60		Commercial	C. 1940	Complex of 1-story commercial buildings composed of corrugated metal.	126-05 36 <sup>th</sup> Avenue	Willeys Point	Queens	N/A	Not Eligible	Lacks Significance/Integrity	40.75870680980	-73.84460253860
67	RGA67	1755/8		Residence	C. 1950	1-story brick ranch house capped by a low-pitched hipped roof.	111-18 34 <sup>th</sup> Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/Integrity	40.75660493390	-73.85715617080

Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
68	RGA68	1755/22		Residence	C. 1965	3-story brick twin house (right) capped by a side-gable roof.	34-24 112 <sup>th</sup> Street	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75607011590	-73.85689621440
69	RGA69	1755/23		Residence	C. 1965	3-story brick twin house (left) capped by a side-gable roof.	24-26 112 <sup>th</sup> Street	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75602244080	-73.85687751740
70	RGA70	N/A		Park	C. 1960	Public park featuring landscaping and large athletic field.	Hinton Park at 34-02 114 <sup>th</sup> Street	Flushing	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.756792	-73.855181




Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
71	RGA71	1781/25		Residence	C. 1930	2-story, 2-bay Prairie-style residence capped by a hipped roof and faced in stucco.	111-32 37 <sup>th</sup> Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75405685760	-73.85577754180
72	RGA72	1785/25		Residence	C. 1910	2-story, 2-bay brick dwelling capped by a low-pitched hipped roof.	112-52 28 <sup>th</sup> Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75390620290	-73.85345307930
73	RGA73	1786/28		Commercial	C. 1931	2-story attached brick commercial building with a first-story store front.	112-51 Roosevelt Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75266644370	-73.85281822480
74	RGA74	1786/29		Commercial	C. 1931	2-story attached brick commercial building faced in faux stone with first-story store front.	112-49 Roosevelt Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75264509050	-73.85288876630





Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
75	RGA75	1786/30		Commercial	C. 1931	2-story attached brick commercial building faced in faux stone with first-story store front.	112-47 Roosevelt Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75262371320	-73.85294050930
76	RGA76	1786/60		Commercial	C. 1934	2-story attached brick commercial building faced in faux stone with first-story store front.	112-45 Roosevelt Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75261309350	-73.85302042620
77	RGA77	1786/32		Commercial	C. 1968	2-story brick warehouse with one-story attached garage.	112-37 Roosevelt Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75262415070	-73.85328358040
78	RGA78	2013/41		Residence	C. 1950	2-story, 2-bay dwelling clad in vinyl siding, capped by a side-gable roof with full-width open porch.	111-91 41 <sup>st</sup> Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75194764210	-73.85246734520



Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
79	RGA79	2013/43		Residence	C. 1950	2-story twin house (right) with full-width front awning and clad in aluminum siding.	111-87 41 <sup>st</sup> Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75194063280	-73.85257545080
80	RGA80	2013/44		Residence	C. 1950	2-story twin house (left) with full-width front awning and clad in synthetic siding.	111-85 41 <sup>st</sup> Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75192286560	-73.85265538280
81	RGA81	2013/45		Residence	C. 1950	2-story twin house (right) with full-width front awning and clad in vinyl siding.	111-83 41 <sup>st</sup> Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75192656570	-73.85275406560
82	RGA82	2014/39		Residence	C. 1901	2-story, 3-bay, front-gable residence with enclosed, hipped-roof front porch.	41-04 114 <sup>th</sup> Street	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75164023790	-73.85242886310





Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
83	RGA83	2014/42		Residence	C. 1923	2-story, 3-bay house featuring a castellated parapet and enclosed hipped-roof front porch.	41-06 114 <sup>th</sup> Street	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75153951830	-73.85238600710
84	RGA84	2014/45		Residence	C. 1965	2-story twin house (right) with small open front porch, capped by a low-pitched hipped roof, and clad in asbestos shingles.	41-12 114 <sup>th</sup> Street	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75140006460	-73.85232992180
85	RGA85	2014/46		Residence	C. 1965	2-story twin house (left) with small open front porch, capped by a low-pitched hipped roof, and clad in vinyl siding and brick.	41-14 112 <sup>th</sup> Street	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75133569250	-73.85229716780
86	RGA86	2014/47		Residence	C. 1965	2-story twin house (right) with small open front porch, capped by a low-pitched hipped roof, and clad in asbestos shingles and brick.	41-18 112 <sup>th</sup> Street	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75128204800	-73.85226908960




Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
87	RGA87	2014/48		Residence	C. 1965	2-story twin house (left) with small open front porch, capped by a low-pitched hipped roof, and clad in asbestos shingles and brick.	41-20 114 <sup>th</sup> Street	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75121409600	-73.85223164410
88	RGA88	2015/35		Residence	C. 1910	Highly-modified 2.5-story, 1-bay house capped by a front-gable roof with two-story enclosed addition clad in vinyl siding.	42-02 114 <sup>th</sup> Street	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75100310410	-73.85212872310
89	RGA89	2015/36		Residence	C. 1910	Highly-modified 2.5-story, 1-bay house capped by a front-gable roof with two-story enclosed addition clad in faux stone.	42-04 114 <sup>th</sup> Street	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75092799830	-73.85208659430
90	RGA90	2015/38		Residence	C. 1910	2.5-story, 2-bay residence capped by a front-gable roof with a full-width enclosed front porch.	42-10 114 <sup>th</sup> Street	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75079925990	-73.85202578680

Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
91	RGA91	2015/40		Residence	C. 1915	2-story, 3-bay dwelling capped by a front-gable roof and features a full-width, open front porch; the building is clad in vinyl siding.	111-89 43 <sup>rd</sup> Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75067960820	-73.85180517700
92	RGA92	2015/41		Residence	C. 1915	2-story, 2-bay residence capped by a front-gable roof and features a full-width, hipped-roof enclosed front porch; the building is clad in aluminum siding.	111-87 43 <sup>rd</sup> Avenue	Corona	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75065112590	-73.85188983100
93	RGA93	N/A		Bridge	C. 1936, expanded c. 1960	Multi-span bridge encased in concrete and supported on piers and abutments faced in ashlar veneer.	Roosevelt Avenue over Grand Central Parkway	Corona	Queens	N/A	Not Eligible	Limited Accessibility.  Appears to lack Significance/ Integrity	40.752688	-73.852092



Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
94	RGA94	N/A		Bridge	c. 1939	Multi-span deck girder bridge supported on piers and abutments faced in ashlar veneer.	Roosevelt Avenue over Shea Road	Corona	Queens	N/A	Not Eligible	Limited Accessibility.  Appears to lack Significance/ Integrity	40.75295179270	-73.85117507000
95	RGA95	2018/500		Commercial	1939	Multi-block, flat-roof commercial building.	6 Olmstead Drive	Flushing Meadows	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75123060530	-73.84952468450
96	RGA96	2018/500		Civil	C. 1940	U-shaped, 1-story, brick building.	12 Olmstead Drive	Flushing Meadows	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75151832880	-73.84818184600
97	RGA97	N/A		Bridge	c.1939	Single-span deck girder bridge carrying the LIRR bridge over Shea Road.	LIRR Bridge over Shea Road	Flushing Meadows	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75040527980	-73.84971170750

Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
98	RGA127	1657/111		Residence	c. 1910	Highly-modified, 2.5-story, 3-bay wide residence parged in stucco and topped by a gable roof.	108-37 Ditmars Blvd	East Elmhurst	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.76343	-73.86165

NRHP – National Register of Historic Places  
RGA – Richard Grubb & Associates, Inc.  
USN – SHPO Unique Survey Number



## **APPENDIX E: MAPPING OF ALL SURVEYED RESOURCES WITHIN THE APE-ARCHITECTURE**





Key map showing the direct project impacts of the Proposed Alternative and APE-Architecture overlaid on an aerial photograph.  
(World Imagery, ESRI 2019b).



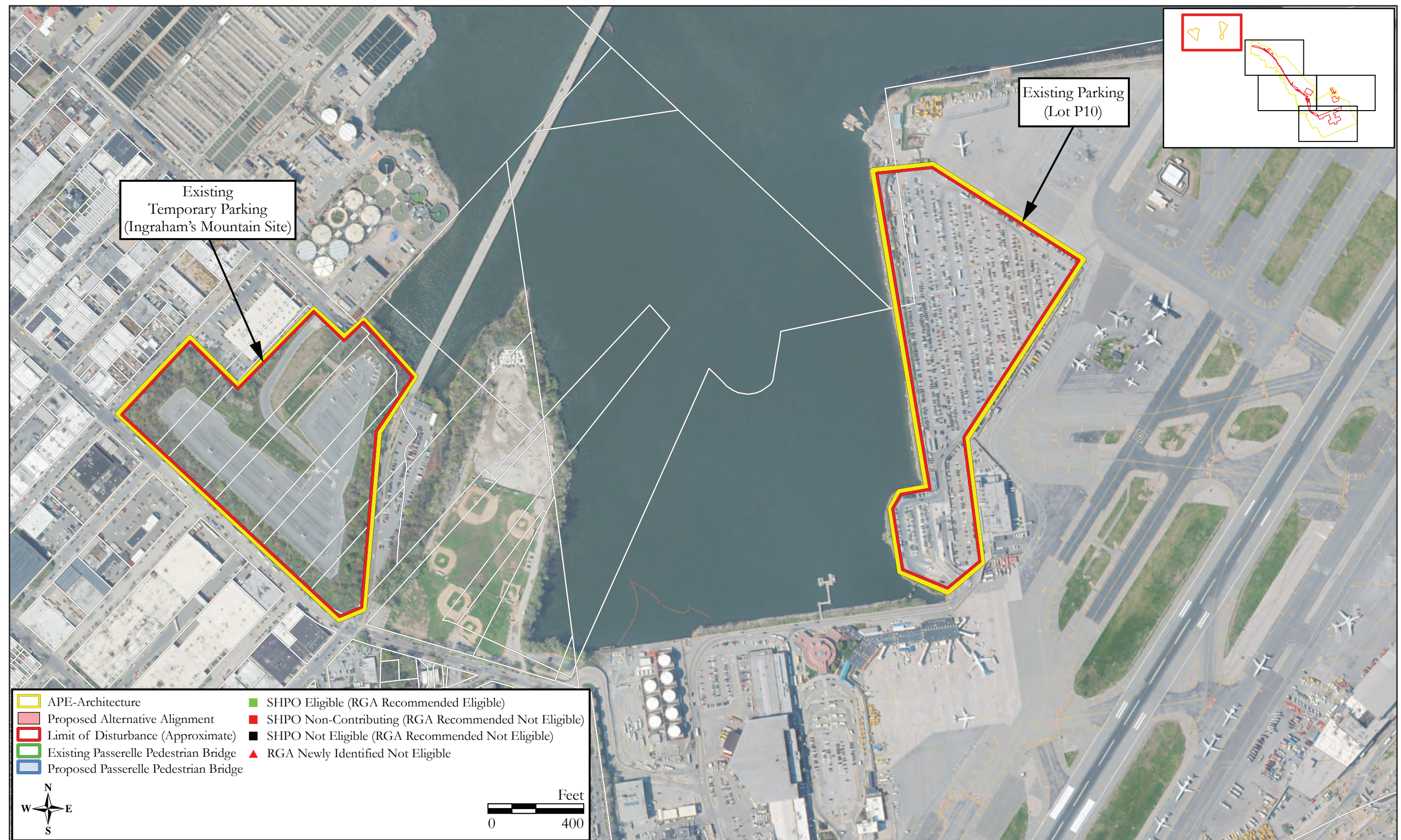


Figure 1: Aerial photograph showing the location of the APE-Architecture at the Ingraham's Mountain Site and Parking Lot P10. (World Imagery, ESRI 2019b). Note, RGA did not identify any above-ground resources at either location.



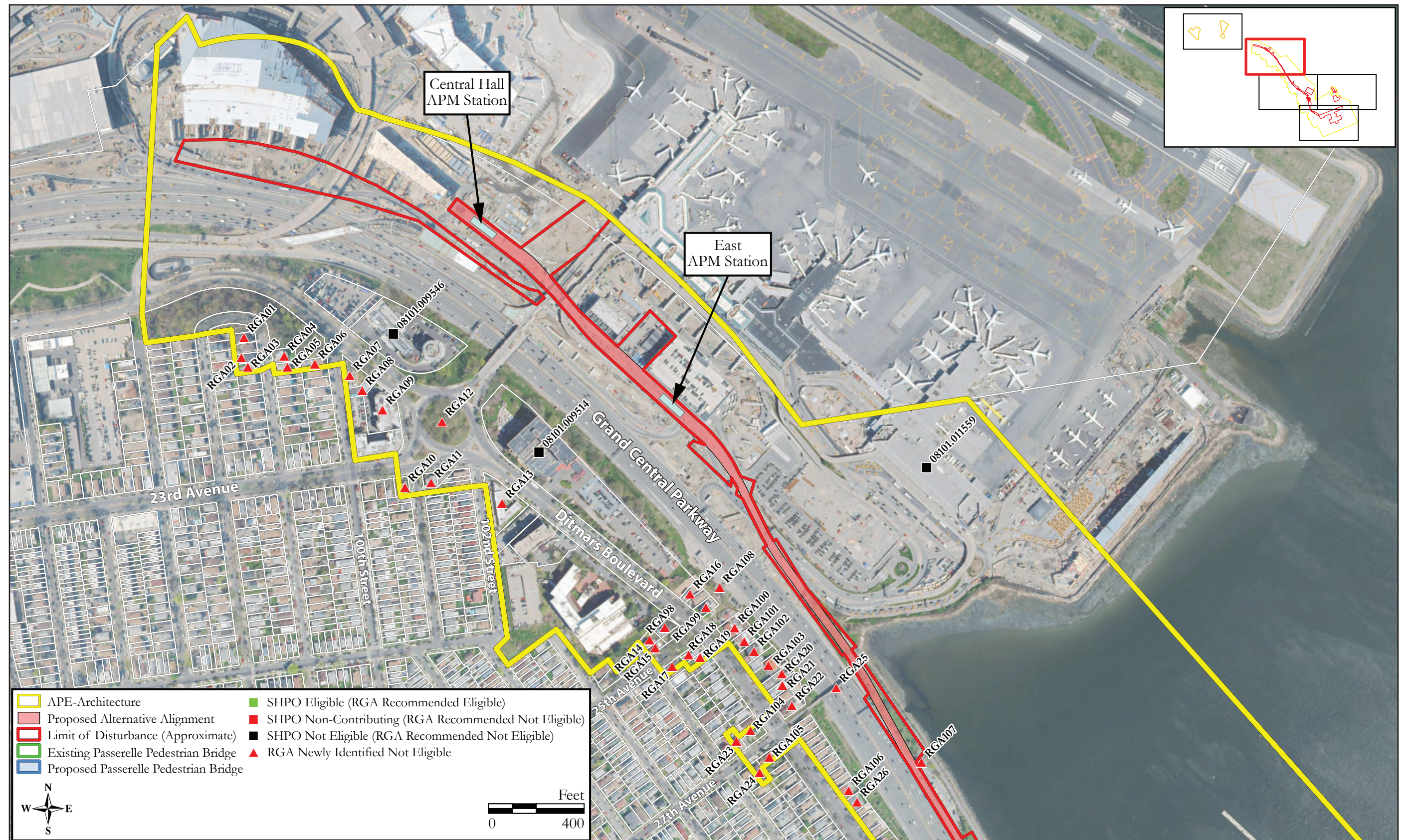


Figure 2: Aerial photograph showing the locations of Project components, previously identified resources, and newly surveyed resources within the APE-Architecture. (Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).





Figure 3: Aerial photograph showing the locations of Project components, previously identified resources, and newly surveyed resources within the APE-Architecture. (Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).



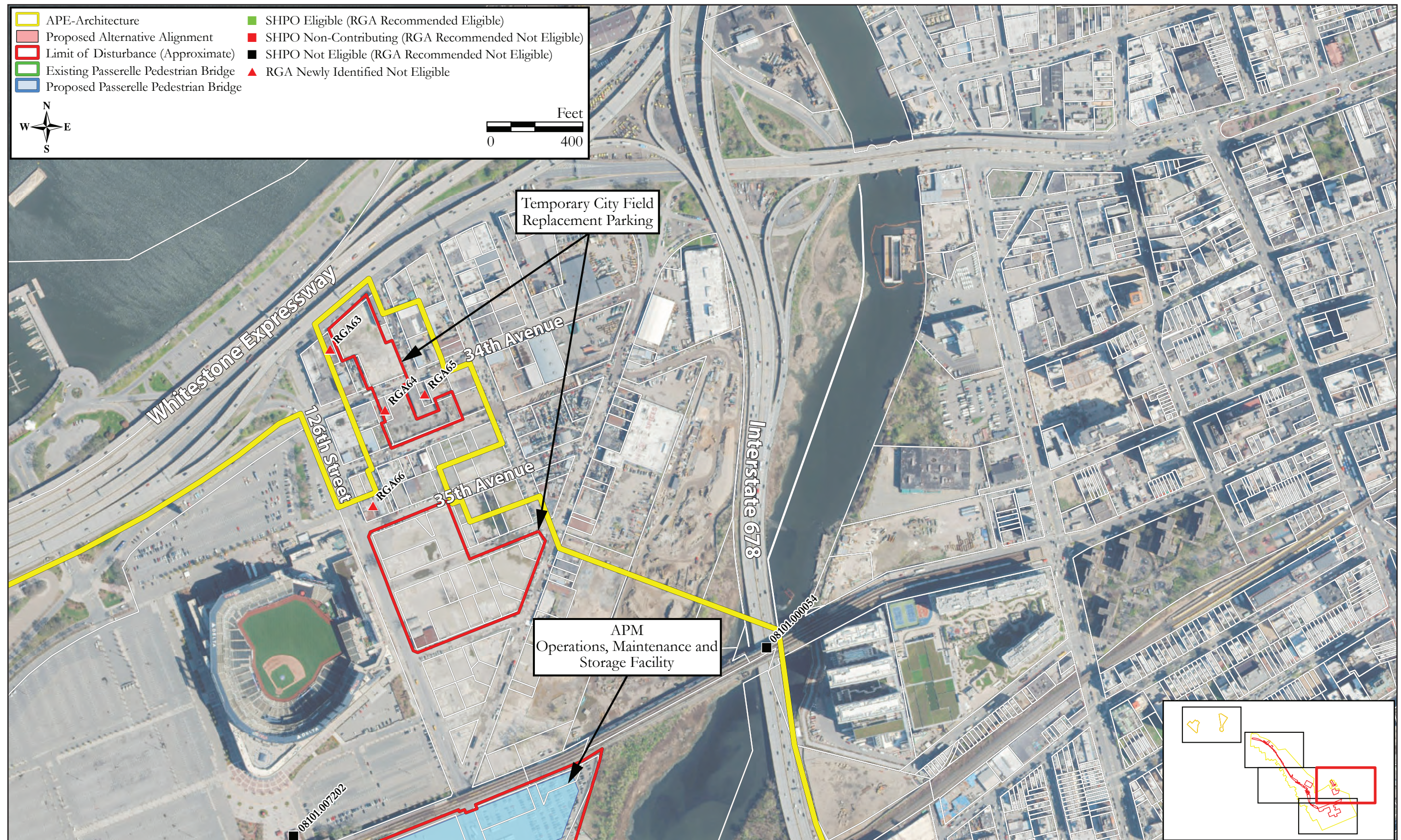


Figure 4: Aerial photograph showing the locations of Project components, previously identified resources, and newly surveyed resources within the APE-Architecture. (Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).



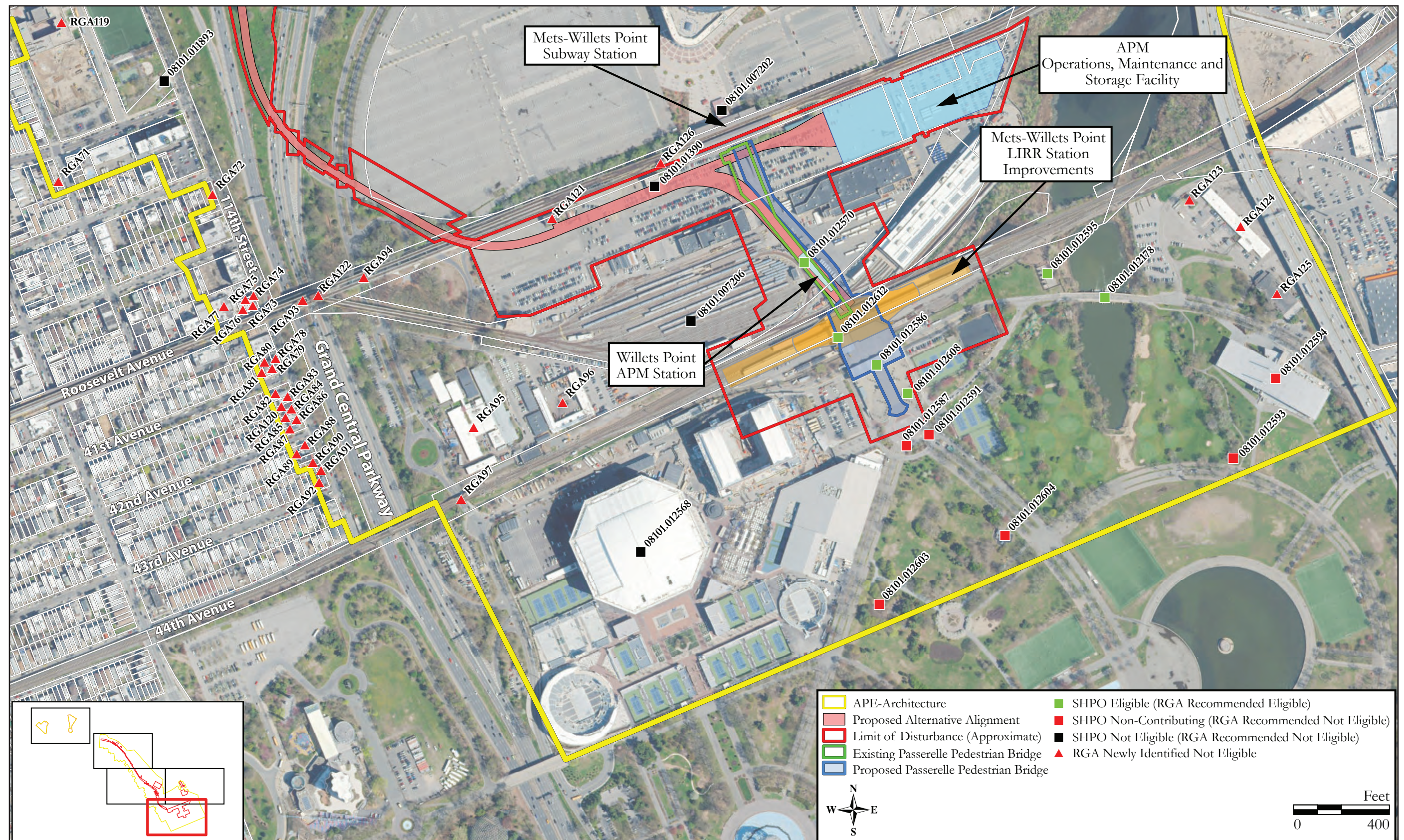


Figure 5: Aerial photograph showing the locations of Project components, previously identified resources, and newly surveyed resources within the APE-Architecture. (Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).



## APPENDIX F: ANNOTATED BIBLIOGRAPHY

Authors: Chelsea Troppauer, Philip A. Hayden and Lauren Szeber  
Title: Historic Architecture Reconnaissance Survey, LaGuardia Airport Access Improvement Project, Borough of Queens, City of New York, New York  
Date: July 2019; Revised October 2019  
RGA Database Title: FAA LaGuardia  
RGA Project No: 2018-007NY  
State: New York  
County: Queens  
Municipalities: Queens  
U.S.G.S. Quad: Flushing, NY  
Drainage Basin: Flushing Bay, East River, Long Island Sound, Atlantic Ocean  
Regulation: Section 106 of the National Historic Preservation Act (NHPA), as amended  
Project Type: Transportation: Airport Improvements  
Project Sponsor: Federal Aviation Administration (FAA); Port Authority of New York and New Jersey  
Client: Ricondo & Associates, Inc.  
Level of Survey: Historic Architecture Reconnaissance Survey  
Cultural Resources: Flushing Meadows-Corona Park Historic District and the contributing Porpoise Bridge (also individually eligible), Passerelle Pedestrian Bridge, Pavilion on the Passerelle Bridge, Main Gate Entrance, Passerelle Buildings at Main Entrance, and Concrete Arches-1964 Ruin





## APPENDIX K.5

# Addendum Historic Architecture Reconnaissance Survey

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# ADDENDUM HISTORIC ARCHITECTURE RECONNAISSANCE SURVEY



## LAGUARDIA AIRPORT ACCESS IMPROVEMENT PROJECT

Borough of Queens, City of New York, New York

Project Review No. 18PR05235

### PREPARED FOR:

Ricondo & Associates, Inc.  
20 N Clark Street Suite 1500  
Chicago, Illinois 60602

December 2019



RICHARD  
GRUBB &  
ASSOCIATES



# **ADDENDUM HISTORIC ARCHITECTURE RECONNAISSANCE SURVEY**

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## **LAGUARDIA AIRPORT ACCESS IMPROVEMENT PROJECT** **Borough of Queens, City of New York, New York**

**Project Review No. 18PR05235**

**Prepared For:**

Ricondo & Associates, Inc.  
20 N Clark Street Suite 1500  
Chicago, Illinois 60602

**On Behalf Of:**

US Department of Transportation  
Federal Aviation Administration  
New York Airports District Office  
159-30 Rockaway Blvd, Suite 111  
Jamaica, New York 11434

**For Submittal to:**

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

**Prepared By:**

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Philip A. Hayden, Principal Senior Architectural Historian  
Lauren Szeber, Architectural Historian

**Date:**

December 23, 2019

Cover Image: A circa 1964 historic photograph showing the main entrance to the New York World's Fair (On file: New York State Office of Parks, Recreation, and Historic Preservation, Waterford, New York).

## **EXECUTIVE SUMMARY**

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport) in the Borough of Queens, Queens County, New York, is proposing to improve access to LGA through the construction and operation of a new automated people mover (APM) AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

The undertaking includes federal involvement and is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations at 36 Code of Federal Regulations [CFR] § 800. The US Department of Transportation's Federal Aviation Administration (FAA), as lead federal agency for the undertaking, is responsible for ensuring compliance with Section 106, as well as the preparation of an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. § 4321 et seq.). Section 106 requires the FAA to take into account the effect of its undertakings on historic properties, which are defined as resources listed in or eligible for listing in the National Register of Historic Places (NRHP). The FAA is utilizing the NEPA/EIS process to comply with Section 106, as outlined in 36 CFR § 800.8 (c).

Exclusive of a No Build alternative, the FAA identified one Project alternative during its alternatives screening process: the Port Authority's Proposed Alternative. Richard Grubb & Associates, Inc. (RGA), cultural resource subconsultants working on behalf of Ricondo & Associates, Inc. (Ricondo), the prime environmental consultant for the FAA's EIS document, completed this Addendum Historic Architecture Reconnaissance Survey in support of the FAA's Section 106/EIS obligations and other permitting and licensing applications. The addendum survey addresses above-ground architectural resources associated with the addition of a temporary bus parking facility to the Port Authority's Proposed Alternative, known as the Tully Site, and supplements a previously completed Historic Architecture Reconnaissance Survey dated October 18, 2019. RGA is preparing a concurrent Addendum Phase IA Archaeological Survey under separate cover.

The Addendum Survey considered two newly identified individual resources over 45 years of age (i.e., built in 1974 or earlier and the FAA age standard for Section 106 undertakings) inside the revised Area of Potential Effects for architectural resources surrounding the Tully Site. Of these, RGA, on behalf of the FAA, recommends both resources not eligible for listing in the NRHP.

Upon FAA's approval of the findings of this report, the document and associated Geographic Information Systems (GIS) shapefiles will be uploaded into the New York State Cultural Resources Information System (CRIS) for the New York State Historic Preservation Officer's (SHPO's) review and concurrence. Copies of the survey report also will be circulated among the other consulting parties for review and comment.

Following FAA's final identification of historic properties, the agency will assess the effects of the Port Authority's Proposed Alternative on historic properties in consultation with the SHPO and other consulting parties, including consideration of ways to avoid or minimize adverse effects, if present. If adverse effects are unavoidable, then RGA recommends that the FAA, SHPO, and other consulting parties consult to develop a Memorandum of Agreement (MOA) or Project Programmatic Agreement (PA) to resolve the adverse effects and conclude the Section 106 consultation process.



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## **1.0 INTRODUCTION**

This Addendum Historic Architecture Reconnaissance Survey addresses above-ground architectural resources associated with the addition of a new temporary bus parking facility (known as the Tully Site) as part of the proposed LaGuardia Airport Access Improvement Project. The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), in the Borough of Queens, Queens County, New York is proposing to improve access to LGA through the construction and operation of a new automated people mover (APM) AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

Because the Project includes federal involvement, the undertaking is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in, or eligible for listing in the National Register of Historic Places (NRHP), and afford the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) an opportunity to comment. In New York, the Commissioner of the New York State Office of Parks, Recreation, and Historic Preservation serves as the SHPO.

The US Department of Transportation's Federal Aviation Administration (FAA), as lead federal agency for the undertaking, is responsible for ensuring compliance with Section 106, as well as the preparation of an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. § 4321 et seq.). The EIS is being prepared in accordance with Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508) and the procedures described in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, the EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of these cooperating and participating agencies. By letter dated June 17, 2019, the FAA notified both the SHPO and the ACHP that it will use the NEPA/EIS process to comply with Section 106, as outlined in 36 CFR § 800.8 (c) (Appendix A).

Richard Grubb & Associates, Inc. (RGA), cultural resources subconsultants working on behalf of Ricondo & Associates, Inc. (Ricondo), the prime environmental consultant for the FAA's EIS document, completed this Addendum Historic Architecture Reconnaissance Survey in support of the FAA's on-going Section 106/EIS obligations and other permitting and licensing applications. A concurrent Addendum Phase IA Archaeological Survey will be prepared under separate cover. RGA's Architectural Historian Chelsea Troppauer, M.S., served as Principal Investigator and co-authored the report with the assistance of Architectural Historian Lauren Szeber, M.S. Principal Senior Architectural Historian Philip A. Hayden, M.A., provided additional editorial contributions. All three exceed the Secretary of the Interior's professional qualifications standards (36 CFR § 61) for Historians and Architectural Historians (Appendix B). Geographic Information Systems (GIS) Analyst David Strohmeier provided essential support and prepared the survey mapping. Patricia McEachen prepared report figures. Catherine Smyrski served as report editor and formatted the report. Related project records, including photographic documentation, are on file at RGA's offices in Cranbury, New Jersey.



## **2.0 REVISED PROJECT DESCRIPTION AND AREA OF POTENTIAL EFFECTS**

Exclusive of a No Build alternative, the FAA is considering one Project alternative identified during its alternatives screening process: the Port Authority's Proposed Alternative (the Proposed Alternative). With the following exception, the Port Authority's Proposed Alternative and its various enabling projects and connected actions remains as described in the previously completed Historic Architecture Reconnaissance Survey dated October 18, 2019 (Richard Grubb & Associates, Inc. 2019). This addendum survey addresses above-ground architectural resources associated with the addition of a new temporary bus parking facility located east of Willets Point Boulevard and north of Roosevelt Avenue, known as the Tully Site.

### **The Tully Site**

The Tully Site comprises 6.42 acres (279,608.72 square feet), or 2.60 hectares (25,976.5 square meters). Plans call for converting it to a temporary bus parking facility to accommodate the relocation of approximately 240 buses from the Casey Stengel Bus Depot. The site will be paved and striped and improved with access points and driveways for bus circulation. The site will also be improved with a 12-foot by 40-foot trailer with amenities for dispatcher operation, temporary toilets and a security booth, to facilitate dispatching buses from the site.

Access to and from the Tully Site will be afforded by a 30-foot wide bus lane to be located at the eastern perimeter of the existing Casey Stengel Bus Depot. The new bus lane will cross under the western approach span of the Roosevelt Avenue Bridge (an existing steel and concrete viaduct) and enter the Tully Site at grade from the southwest. The new bus lane will connect to the existing bus depot circulation routes at the terminus of 126th Street at the Corona Yard Maintenance Facility.

The Tully Site location is currently devoid of above-ground structures and is part of an unconnected future development of the area. Maps depicting the revised location of the Port Authority's Proposed Alternative appear in Figures 2.1a-b.

### **Area of Potential Effects (APE)**

Under Section 106, the APE is defined in 36 CFR § 800.16(d) as follows: "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." The term "historic property" is defined as a cultural resource (resource or property) listed in or eligible for listing in the NRHP.

The APE for architectural resources (APE or APE-Architecture) is based on the work activities associated with the Proposed Alternative and their potential to affect cultural resources, including potential direct and indirect effects caused by the construction and operation of the proposed Project. Direct effects may include physical damage or destruction of a resource or its setting. Indirect effects may result from proximate construction activities or include the introduction of visual, audible, or atmospheric elements that alter the characteristics or use of a historic property that qualify it for inclusion in the NRHP. The APE-Architecture extends beyond the actual construction limits to include those properties that may be impacted by visual changes, patterns of use, or may experience a change in historic character associated with the construction of the proposed Project.

With respect to the new temporary parking facilities, which are located in areas currently undergoing unrelated demolition and construction, the expected impacts are temporary and limited to parking, with little potential for indirect effects. The original APE-Architecture in these areas was delineated in consultation between the FAA and the SHPO to include a buffer extending one lot out from the proposed parking areas and was approved by the SHPO in correspondence dated July 15, 2019 (see Appendix A). The same APE-Architecture was used in a slightly modified form as part of the Historic

Architecture Reconnaissance Survey dated October 18, 2019. Applying a similar methodology for the recently added Tully Site temporary bus parking facility, this addendum survey revises the APE-Architecture to provide a buffer measuring approximately one lot deep surrounding the proposed new bus parking area. Maps depicting the revised APE-Architecture appear in Figure 2.2a-b.





Figure 2.1a: Key map showing the revised direct project impacts of the Proposed Alternative overlaid on an aerial photograph. (Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).





Figure 2.1b: Aerial photograph showing the revised direct project impacts of the Proposed Alternative at the Tully Site.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).





Figure 2.2a: Key map showing the revised APE-Architecture and direct project impacts of the Proposed Alternative overlaid on an aerial photograph. (Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).





Figure 2.2b: Aerial photograph showing the revised APE-Architecture and direct project impacts of the Proposed Alternative at the Tully Site.  
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).



### **3.0 HISTORIC CONTEXT**

A full historic context was included in the previously completed Historic Architecture Reconnaissance Survey dated October 18, 2019 (Richard Grubb & Associates, Inc. 2019). For the purposes of this addendum survey, the following discussion focuses on the Tully Site and environs.

The area along the west bank of the Flushing Creek remained largely undeveloped marshland until the later nineteenth century (Figures 4.1 and 4.2) (Sidney 1849; Wolverton 1891; Seyfried 1986:1; Richard Grubb & Associates, Inc. 2019). It comprised part of Newtown, one of the original Queens County townships established in the seventeenth century (Queens Historical Society 2019; AKRF 2019). Few roads traversed the area until 1801, when the Flushing and Newtown Turnpike and Bridge Company established a toll road (now 37th Avenue) connecting the two towns via a bridge over Flushing Creek, north of the Tully Site (Seyfried 1986:6). Development of the surrounding built environment centered on drier uplands in Flushing and other portions of Newtown Township (Figure 3.1) (Richard Grubb & Associates, Inc. 2019).

The expansion of railroad networks throughout Queens during the second half of the nineteenth century facilitated the development of smaller villages and communities within Newtown, such as West Flushing (later renamed Corona). In 1854, the Flushing Railroad (FRR) extended from Flushing across Newtown to the East River (Seyfried 1963: 12). In 1859, the FRR was reincorporated as the New York & Flushing Railroad Company (NY&FRR). In 1864, the Woodside and Flushing Railroad (W&FRR) formed as a rival route to the NY&FRR, with a rail line extending from the Long Island Rail Road (LIRR) Woodside Station through Corona to Flushing (Seyfried 1986: 20). The W&FRR and NY&FRR eventually merged to form the Flushing & North Side Railroad (F&NSRR) (Panamerican Consultants Inc. 2003: 3-19). A feeder track from the F&NSRR extended through the Tully Site by 1873 with the track roadbed representing the first documented improvement of the site (Figure 3.2) (Richard Grubb & Associates, Inc. 2019). In 1874, the F&NSRR consolidated with other lines to form the Flushing, North Shore & Central Railroad (FNS&CRR) and joined the LIRR in 1876. During a reorganization of the LIRR system in the late 1870s, service on the former W&FRR right-of-way was terminated and at least some of its tracks were removed sometime during the 1880s (Seyfried 1986:146).

Although by the last quarter of the nineteenth century Corona had become a well-established and populous village, the Flushing Meadow and Willets Point neighborhoods east of present-day 114th Street remained generally undeveloped (Figure 3.3) (Hyde 1903). Except for the former FNS&CRR right-of-way, operating in 1903 as the LIRR Whitestone Branch, the Tully Site consisted of vacant holdings owned by M. Richter (see Figure 3.3).

Beginning in 1907, developer and engineer Michael Degnon purchased large tracts of marshland along Flushing Creek for development (Seyfried 1986:67). Degnon worked to fill the meadows and raise their level to city grade using both dredged material from Flushing Bay and urban refuse, coal ash, and street sweepings transported by the Brooklyn Ash Company (Figure 3.4). Dumping continued throughout the area until 1934, when the city slowly began to acquire portions of the land (Borhanuddin et al. 2015: 5).

During the late 1920s, the Interborough Rapid Transit Company (IRT), under a Dual Contract with the Brooklyn Rapid Transit Company, extended its elevated line along Roosevelt Avenue from the 104th Street Station to Main Street in Flushing. The Willets Point Station opened in 1927 on the extended IRT line at Willets Point Boulevard, east of the present-day Mets-Willets Point Subway Station. The Corona Yard opened the following year, in 1928, between the present-day Mets-Willets Point Subway Station and the Mets-Willets Point LIRR Station. The yard was one of the 15 yards built under the Dual Contracts agreement (Parsons Brinckerhoff Quade & Douglas, Inc. et al., 1995). Better transportation brought further improvements. Limited development in the vicinity of Willets Point

by this time included a street grid and lots with scattered light industrial, commercial, and residential construction, but with the exception of the LIRR rail spur, the Tully Site remained undeveloped in 1931 (Figure 3.5; Sanborn Map Company 1931).

Parks Commissioner Robert Moses, wanting to transform the “Corona Dump” into a world class park and recreational space for the city, but unable to secure adequate public funding, successfully advocated for the development of Flushing Meadows as the site of New York’s first World’s Fair in 1939. The World’s Fair plan, developed by a team that included Moses, Gilmore D. Clarke, and William Lamb, created a monumental Beaux Art campus and two large excavated artificial lakes (Howe 2018). At the northern end of the park, the IRT relocated its Willets Point Station westward from Willets Point Boulevard to its present location and rebuilt the station with larger ramps and entrances for the fair. At the close of the exposition, the fairgrounds were converted to the planned city park (Borhanuddin et al. 2015:12). By this time, portions of the Tully Site were adapted by the LIRR for use as a small railroad yard (Figure 3.6).

After World War II, Queens experienced an influx of population growth and new housing. New highway construction and the increasing popularity of the personal automobile helped transform the area around the Tully Site with construction of the Grand Central Parkway (GCP) and the growth of automotive supply and repair shops throughout Willets Point (Figure 3.7) (Hitt 2017). In preparation for a second World’s Fair in 1964, improvements were made to the main entrance at the northern portion of the park, including to the nearby Mets-Willets Point Subway Station. To the north of the station and west of the Tully Site, construction began on a new stadium for the New York Mets and the New York Jets sports teams. By the close of the World’s Fair, additional light industrial and manufacturing establishments had joined the smaller existing automotive businesses surrounding the Tully Site, while the rail yard located within the site was largely unused (Figure 3.8).

Between the 1970s and the 1990s, the Tully Site functioned as storage for rail cars and other materials (NE’TR 1966, 1974, 1980, 1994). In 1980, a single track remained on the property, but by 2004, the track had been removed and the site was cleared (NE’TR 1980, 1994, 2004). Since then, the surrounding blocks have also been gradually cleared of structures, leaving only a few extant buildings among large areas of vacant land (NE’TR 2009, 2011, 2012, 2015).



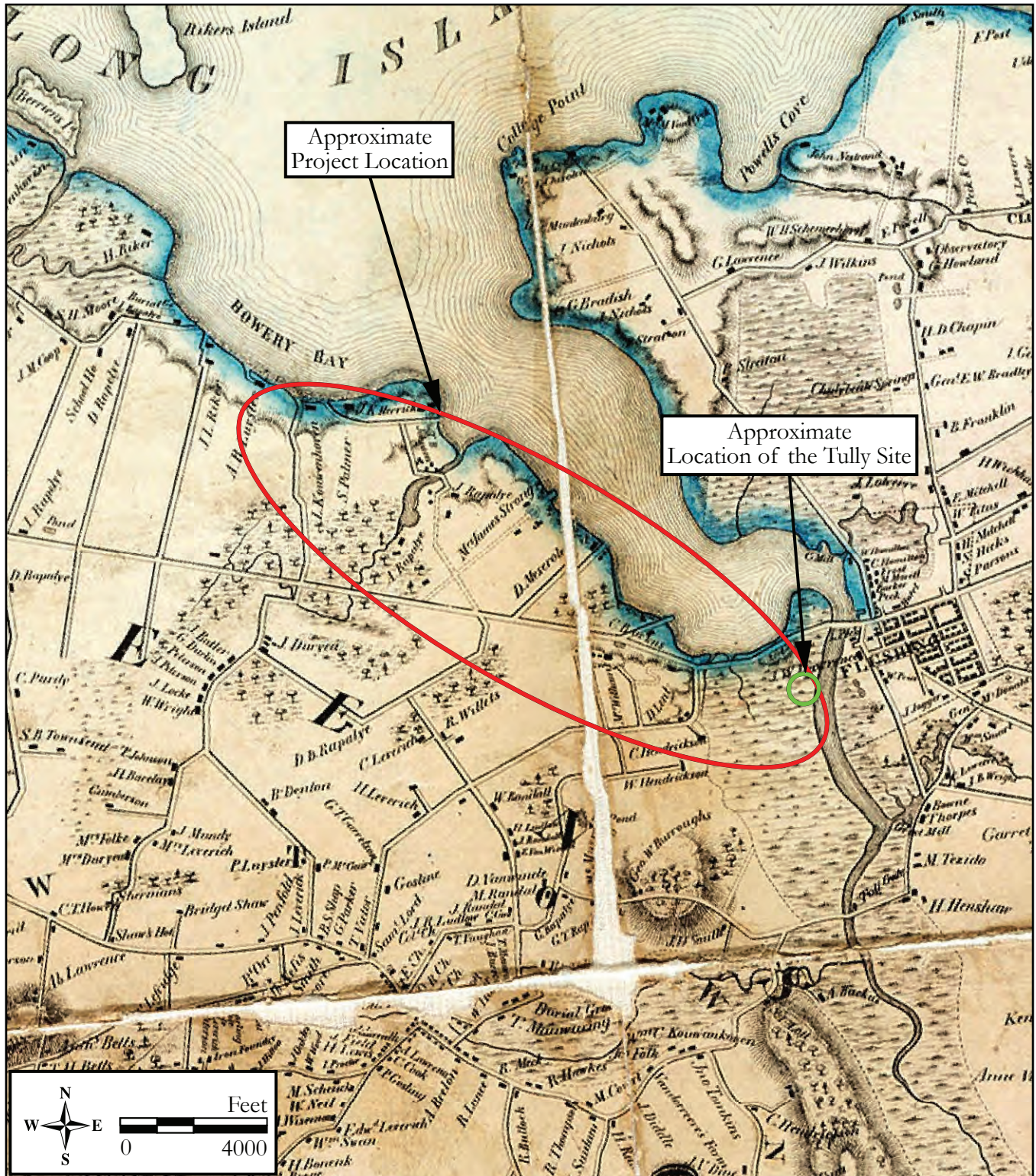


Figure 3.1: 1849 J.C. Sidney, *Sidney's Map of Twelve Miles Around New-York.* (J.C. Sidney, New York, New York).



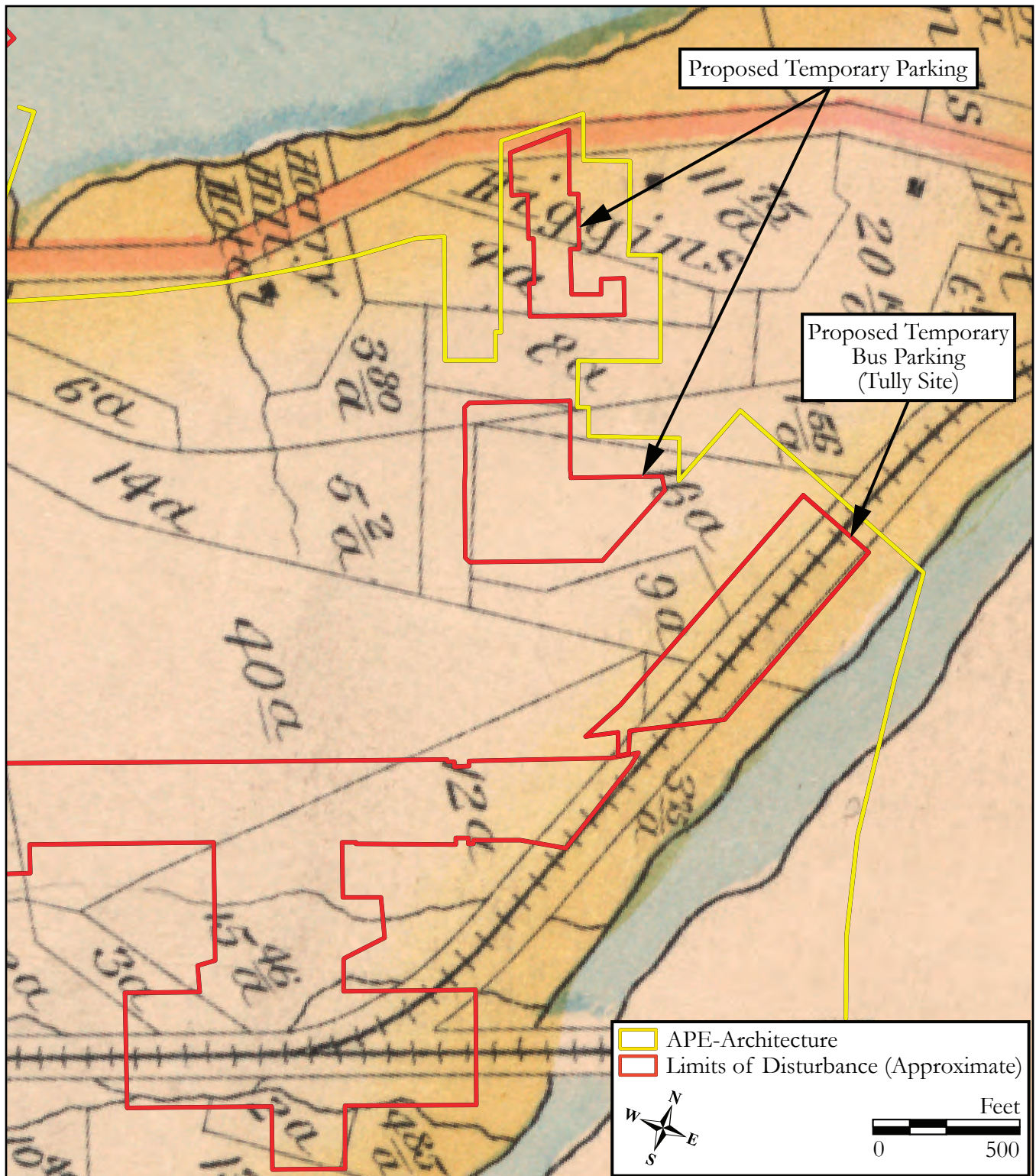


Figure 3.2: 1891 Chester Wolverton, *Atlas of Queens Co., Long Island, New York*, Plate 29 Town of Flushing and Plate 30 Newtown, Chester Wolverton, New York.



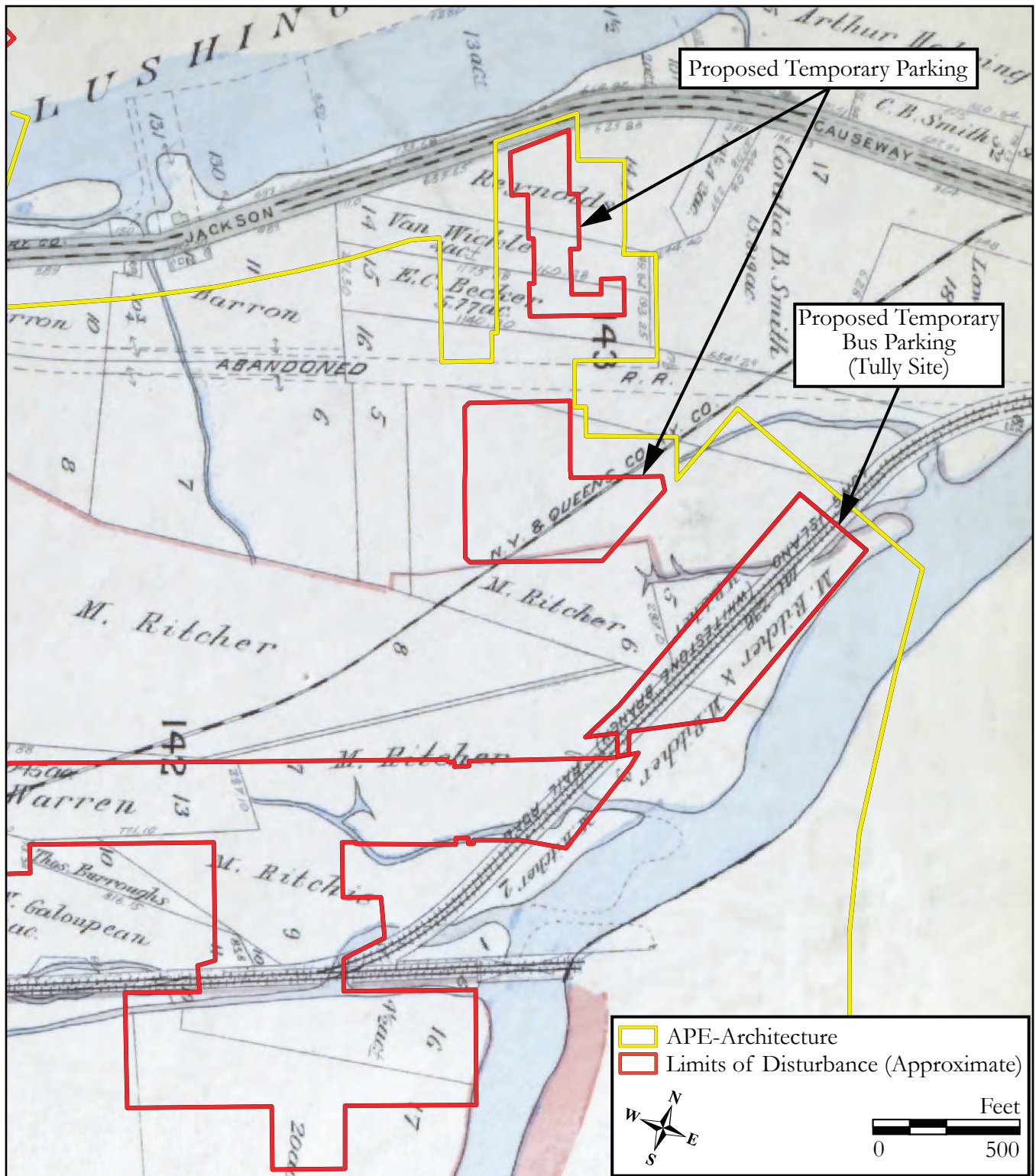


Figure 3.3: 1903 E. Belcher Hyde, *Atlas of the Borough of Queens, City of New York*, Volume 2, Plates 30, 16, 17, 18, and 28, New York.  
(E. Belcher Hyde, Brooklyn, New York. Composite view).



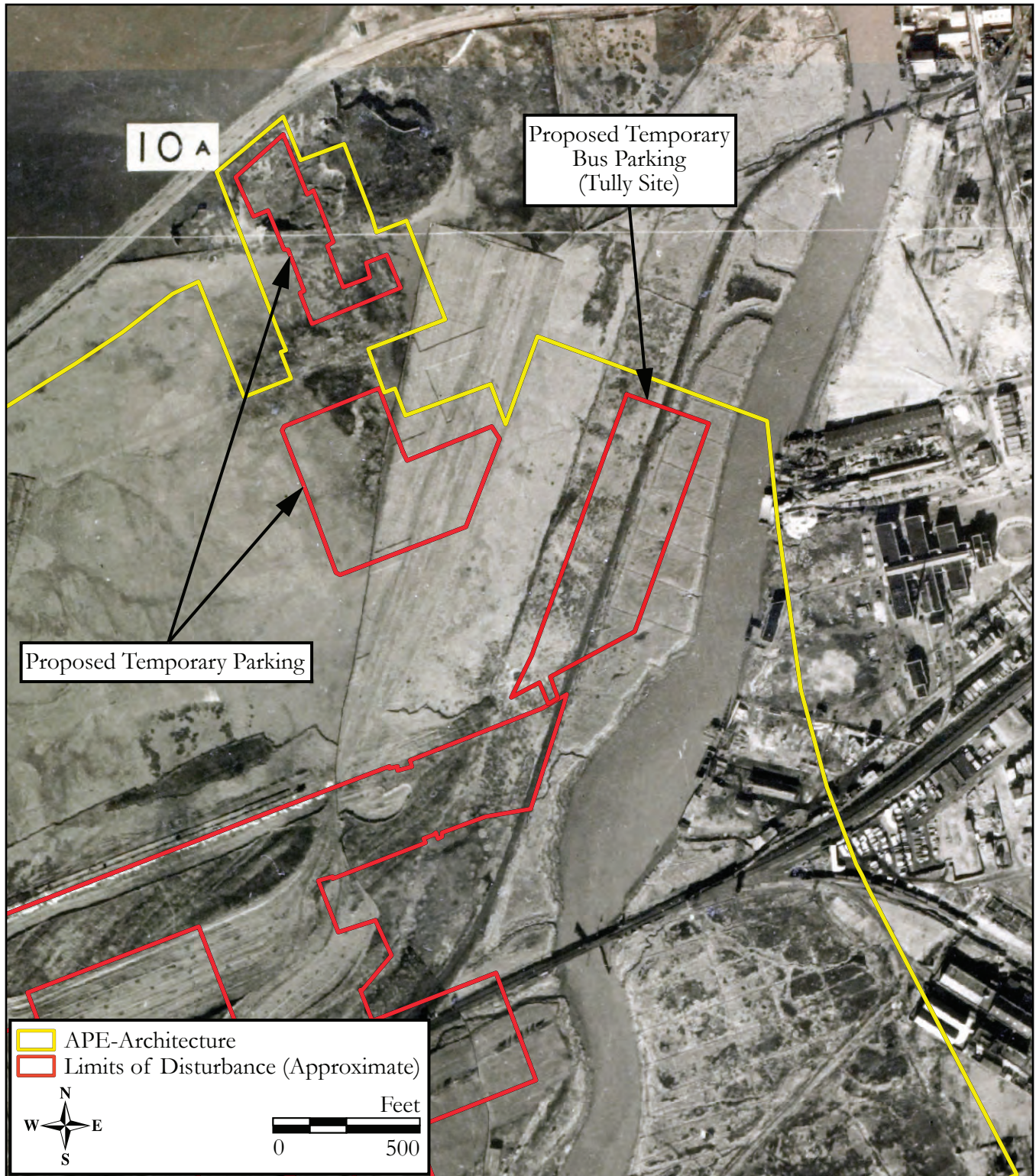


Figure 3.4: 1924 historic aerial photograph showing the built environment within the vicinity of the Tully Site. (City of New York Board of Estimate and Apportionment 1924).



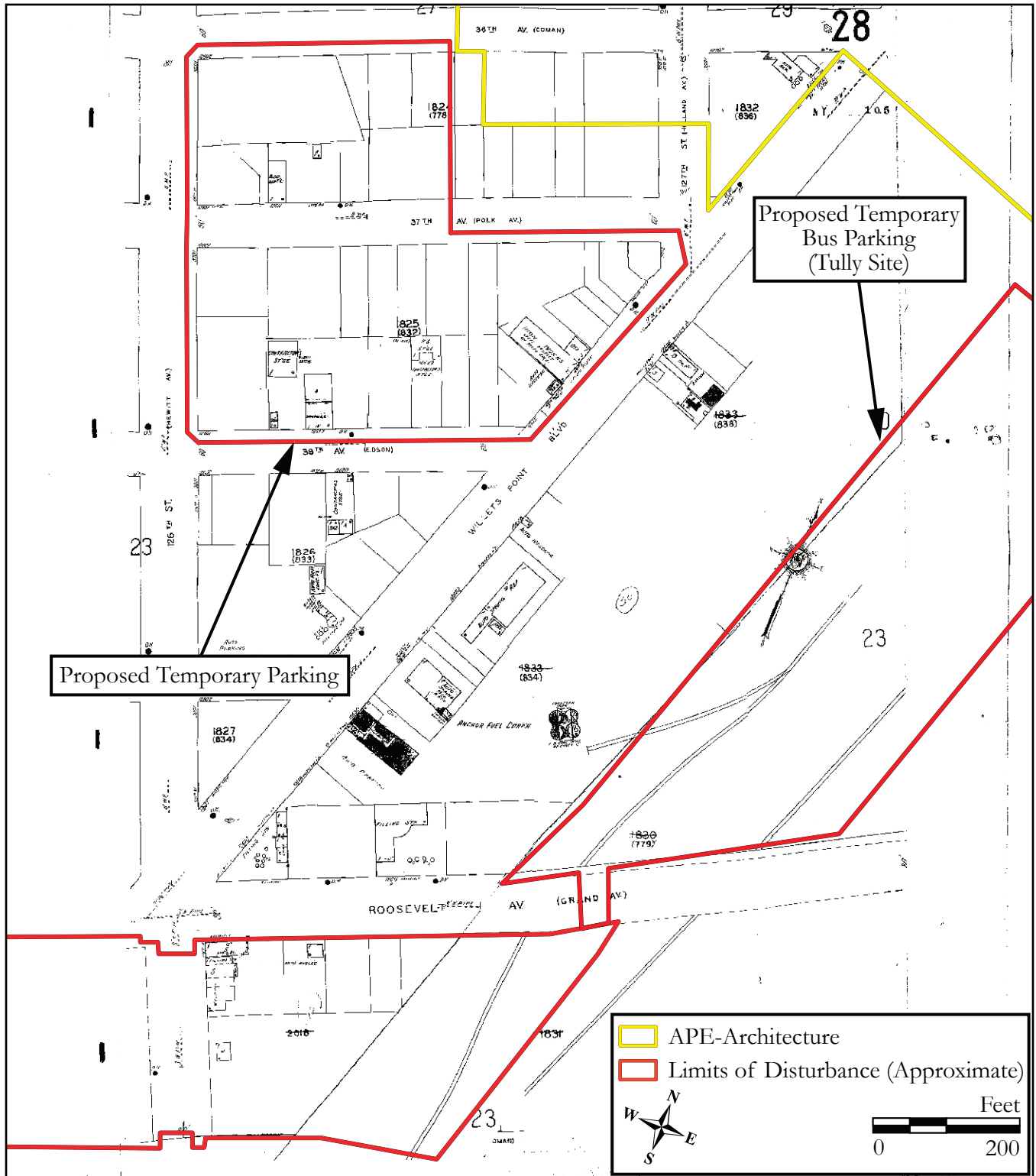


Figure 3.5: 1931 Sanborn Map Company, *Insurance Maps of Borough of Queens, City of New York*, Volume 19, Sheet 28, New York.



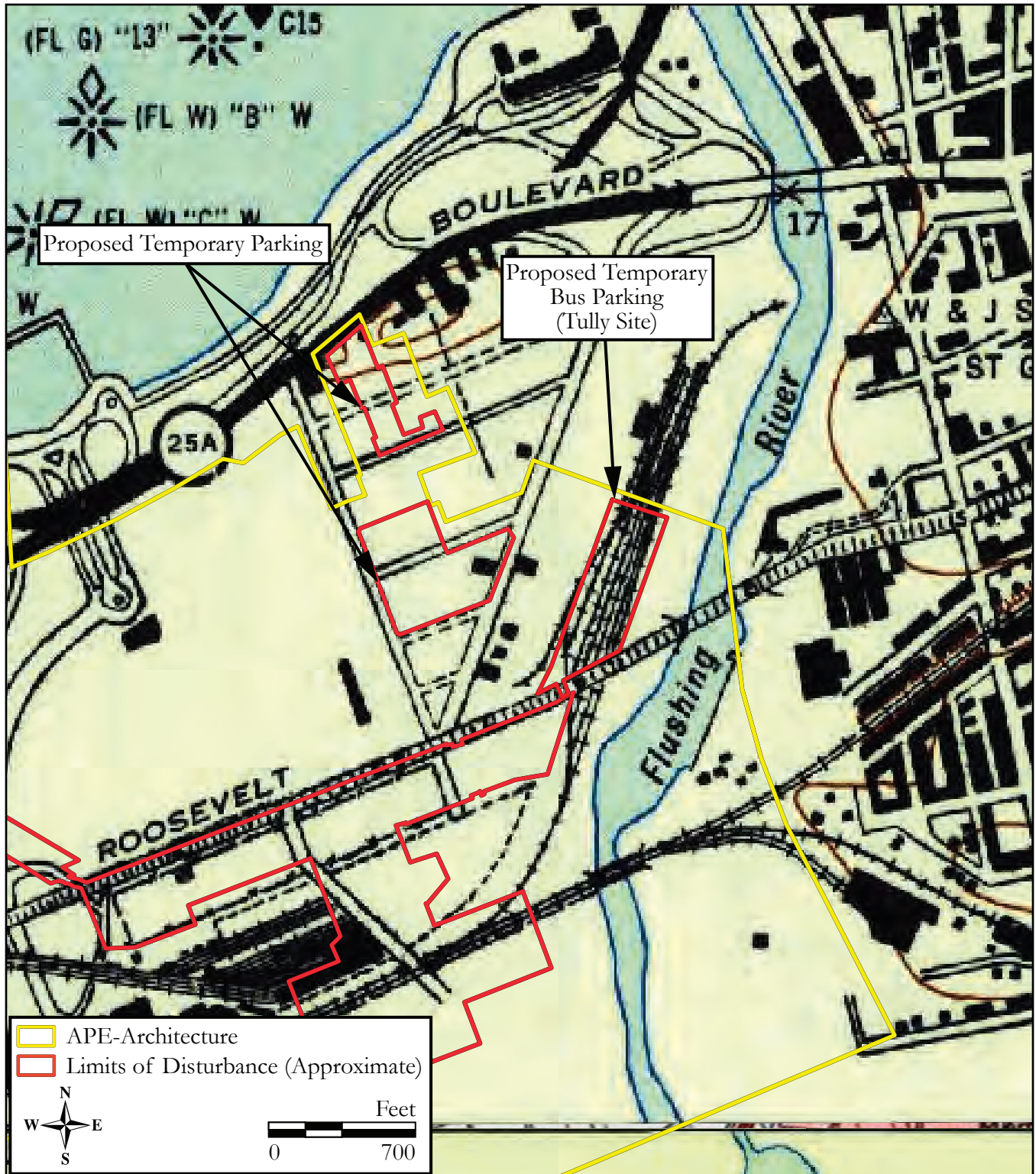


Figure 3.6: 1947 U.S.G.S. 7.5' Quadrangles: Flushing, NY and Jamaica, NY.



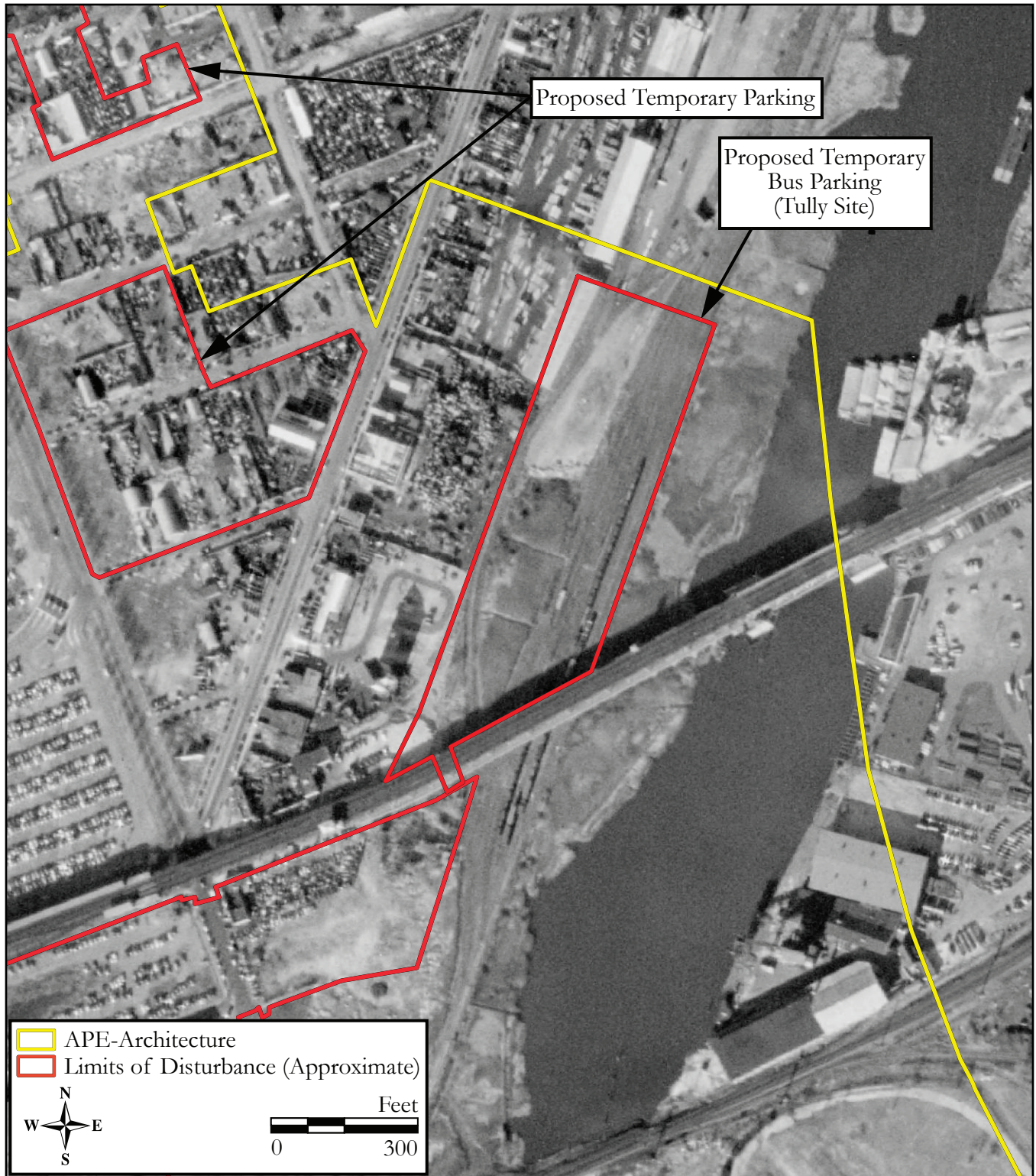


Figure 3.7: 1951 historic aerial photograph showing the built environment within the vicinity of the Tully Site. (NETR 1951).



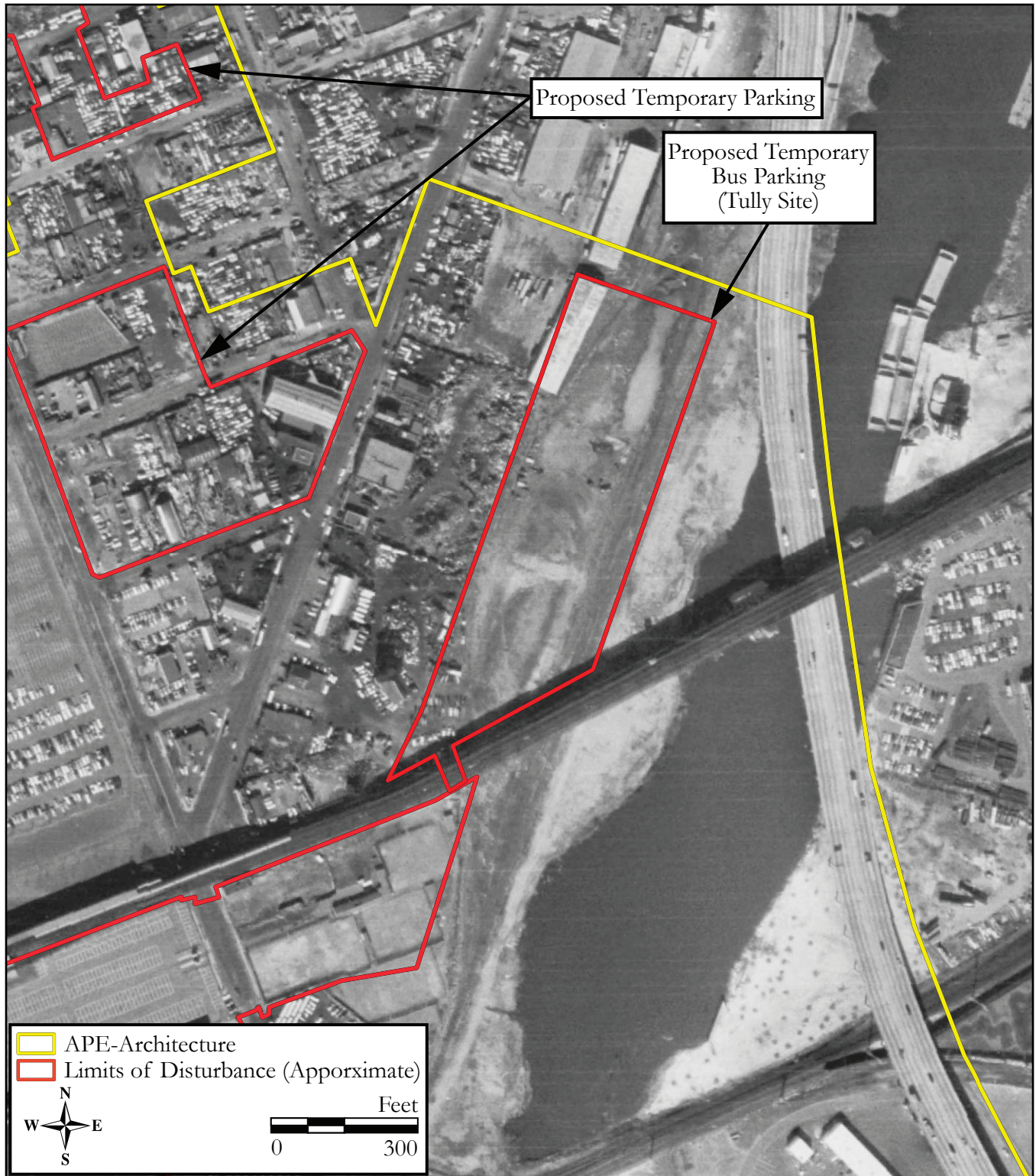


Figure 3.8: 1966 historic aerial photograph showing the built environment within the vicinity of the Tully Site. (NETR 1966).



## **4.0 METHODS**

### **4.1 Previous Investigations**

RGA identified three previous cultural resources investigations with an historic architecture component conducted inside the revised APE-Architecture (Parsons Brinckerhoff Quade & Douglas, Inc. et al. 1991; Panamerican Consultants, Inc. 2003; AKRF 2019). None addressed above-ground historic resources within the immediate vicinity of the Tully Site.

### **4.2 Pre-fieldwork Research**

In order to locate previously identified resources, RGA conducted a desktop analysis utilizing the SHPO's CRIS and NRHP online databases. The review of CRIS identified no previously identified resources inside the revised portion of the APE-Architecture within the vicinity of the Tully Site. The western approach span of one previously identified resource, the Roosevelt Avenue Bridge over Flushing Creek (USN 08101.000054; Bin 2-24050-7/8), passes above the proposed temporary bus access route linking the Tully Site on the north side of the avenue with the Casey Stengel Bus Depot on the south side. The bridge was previously determined not eligible for listing in the NRHP and addressed more fully in the Historic Architecture Reconnaissance Survey dated October 18, 2019 (Richard Grubb & Associates, Inc. 2019).

Preparatory to fieldwork, RGA compared historic aerial photographs, 1960s-era U.S.G.S. maps, and modern aerial photographs to accurately predict and pre-map the locations of resources over 45 years of age (i.e., built in 1974 or earlier) requiring survey. Building ages were then confirmed or corrected in the field based on a combination of visual observations, stylistic evidence, construction materials, historic photographs, personal communications with property owners, and the City of New York tax assessor's records.



## **5.0 SURVEY RECONNAISSANCE**

RGA completed the fieldwork utilized in this Addendum Historic Architecture Reconnaissance Survey on August 20, and December 5, 2019. The goal of the survey was to identify and document all above-ground resources inside the revised portion of the APE-Architecture 45 years of age or older as of the date of the survey, according to FAA's current survey practice, and evaluate their eligibility for listing in the NRHP. Each identified resource was documented via photography and brief field notes to record forms, styles, current conditions, and locations. No potential historic districts were identified in the field. All survey records and a complete set of digital photographs of every surveyed resource are on file and available at RGA's Cranbury, New Jersey office.

### **5.1 Evaluation Criteria**

Criteria and guidelines used in the evaluation process are specified in the Secretary of the Interior's procedures for listing properties in the NRHP (36 CFR § 60.4) and in National Register Bulletin 15, How to Apply the National Register Criteria of Evaluation (36 CFR 800.4 (c) (1)). RGA evaluated all resources against the standard two-part test of significance and integrity. To be eligible for listing in the NRHP, a historic property must be at least 45 years old (following FAA survey practice) and possess the quality of significance in American history, architecture, archaeology, engineering, or culture present in districts, sites, buildings, structures, and objects and:

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

Several additional criteria considerations can apply. These pertain to religious properties, such as churches, moved properties, birthplaces or gravesites, cemeteries, reconstructed buildings, commemorative properties, and properties that have achieved significance within the past 45 years.

In addition to significance, a historic property must also possess enough integrity to convey its significance. The seven aspects of integrity include: location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property will always possess several, and usually most, of the seven aspects. Historic properties either retain integrity (that is, convey their significance) or they do not. A more extensive discussion of the Evaluation Criteria is located in Appendix C.

### **5.2 Summary of Surveyed Resources**

Based on pre-fieldwork investigations and preliminary mapping, RGA preceded to systematically travel accessible roads and public walkways in the vicinity of the Tully Site in order to locate, record, and evaluate newly identified resources over 45 years of age (i.e., constructed in 1974 or earlier) for NRHP eligibility. Any resources not previously identified and targeted for survey during the pre-fieldwork research and mapping phase but clearly meeting the FAA's 45-year threshold for possible eligibility were also considered. The neighborhood is characterized by large areas of recently cleared vacant land, together with one-and two-story buildings associated with small-scale manufacturing or the automotive service and repair industry. Typical building materials include brick, concrete block, concrete slab, and/or corrugated metal siding. Most consist of standardized industrial forms,



characterized by rectangular massing and regular articulation of bays, piers, and fenestration. Aesthetics rely on function and structural expression. All buildings have been extensively altered with additions, replacement sash, blocked-up window and door openings, and changes in siding materials.

In total, the addendum survey examined two newly identified resources (RGA128 and RGA129). These included a single-family residence converted to commercial use and a light industrial/commercial building ranging in construction date between circa 1930 and 1970. Plates 5.1-5.5 provide overviews of the Tully Site and environs.





Photo 5.1: Overview of the Tully Site from Roosevelt Avenue.

Photo view: North

Photographer: Lauren Dunkle

Date: December 5, 2019





Photo 5.2: Overview of Willets Point Boulevard at its intersection with 127th Street, depicting the light industrial/commercial character of area.

Photo view: South

Photographer: Lauren Szeber

Date: August 20, 2019



Photo 5.3: Overview of Willets Point Boulevard near its intersection with 127th Street, depicting the light industrial/commercial character of area.

Photo view: northeast

Photographer: Lauren Szeber

Date: August 20, 2019





Photo 5.4: Overview of a circa 1930 dwelling converted to commercial use at 126-96 Willets Point Boulevard (RGA128).

Photo view: Southeast

Photographer: Lauren Szeber

Date: August 20, 2019



Photo 5.5: Overview of a circa 1970 light industrial building at 127-02 Willets Point Boulevard (RGA129).

Photo view: Southeast

Photographer: Lauren Szeber

Date: August 20, 2019



## **6.0 IDENTIFICATION OF HISTORIC PROPERTIES**

RGA finds that the two newly identified resources (RGA128 and RGA129) do not possess the required significance and/or integrity under NRHP Criteria. They consist of common forms with little or no historic or architectural significance and extensive losses to overall integrity. RGA, on behalf of the FAA, recommends these two resources not eligible for listing in the NRHP. Individual evaluations for these resources appear in Table 6.1. The locations of RGA128 and RGA129 are mapped on Figure 6.1.



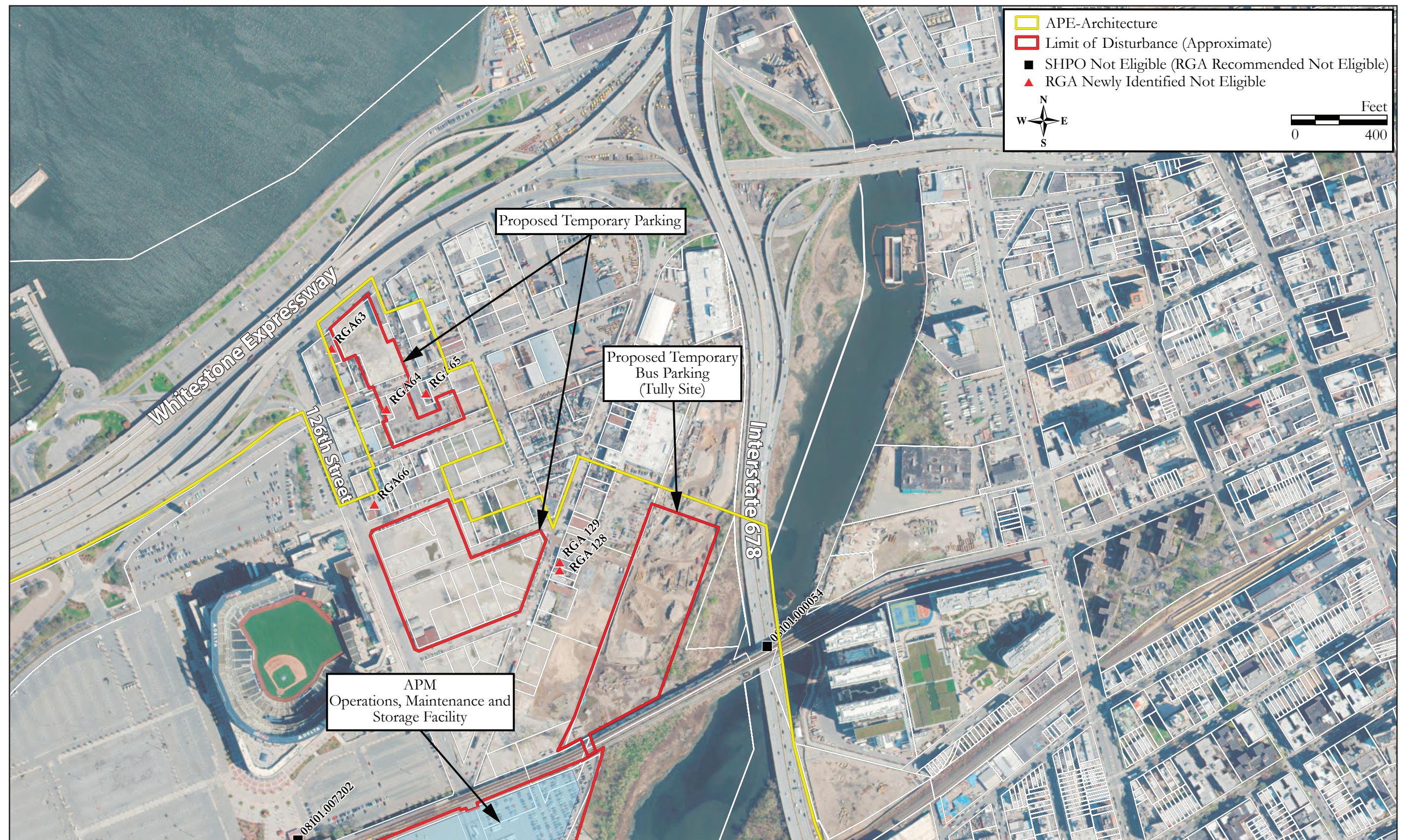




Figure 6.1: Detail map of the vicinity of the Tully Site depicting the locations of previously surveyed and additional newly identified resources.



Table 6.1 Evaluation of additional newly identified resources.

Item No.	RGA Survey No.	Block and Lot	Image	Resource Type	Resource Date	Resource Description	Address	Town	County	Current NRHP Status	RGA Recommended NRHP Status	NRHP Status Justification	Latitude	Longitude
1	RGA128	1833/168		Commercial	C. 1930	1.5-story brick, stucco, and stone Tudor Revival-style residence turned commercial building capped by a front-gable roof, shed dormer, attached chimney stack with rustic stone crenellation and brick and stone quoining. Replacement windows. Modern awning. Altered.	126-96 Willets Point Boulevard	Willets Point	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75794793	-73.84180981
2	RGA129	1833/170		Light Industrial/ Commercial	C. 1970	2-story, utilitarian light industrial/ commercial building with flat roof, clad in corrugated metal with large central vehicle bay. Altered.	127-02 Willets Point Boulevard	Willets Point	Queens	N/A	Not Eligible	Lacks Significance/ Integrity	40.75804025	-73.84180959

NRHP – National Register of Historic Places  
RGA – Richard Grubb & Associates, Inc.  
USN – SHPO Unique Survey Number



## **7.0 CONCLUSIONS AND RECOMMENDATIONS**

As a result of this Addendum Historic Architecture Reconnaissance Survey, Richard Grubb & Associates, Inc. (RGA, Inc.), on behalf of the US Department of Transportation's Federal Aviation Administration (FAA), identified no additional historic properties eligible for listing in the National Register of Historic Places (NRHP) inside the revised Area of Potential Effects for architectural resources (APE-Architecture) surrounding the Tully Site. Upon FAA's approval of the findings of this report, the document and associated Geographic Information Systems (GIS) shapefiles will be uploaded into the New York State Cultural Resources Information System (CRIS) according to state guidelines for the State Historic Preservation Officer's (SHPO's) review and concurrence. Individual records of newly identified resources recommended not eligible will not be uploaded individually into the CRIS system, pursuant to SHPO survey consultation, but are included with this report in tabular form. Copies of the survey report will be circulated among the consulting parties for review and comment.

Following FAA's final identification of all historic properties, the agency will assess the effects of the Port Authority's Proposed Alternative on historic properties in consultation with the SHPO and other consulting parties, including consideration of ways to avoid or minimize adverse effects, if present. The assessment of effects will apply the Secretary of the Interior's *Standards for the Treatment of Historic Properties* in combination with the Advisory Council on Historic Preservation's Criteria of Adverse Effect (36 CFR § 800.5). Additional guidance derives from the Council of Environmental Quality's Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR §§ 1500 – 1508). If adverse effects are unavoidable, then RGA recommends that the FAA, SHPO, and other consulting parties consult to develop a Memorandum of Agreement (MOA) or Project Programmatic Agreement (PA) to resolve the adverse effects and conclude the Section 106 consultation process.

If the FAA identifies additional alternatives with the potential to affect cultural resources, RGA recommends further reconnaissance-level architectural survey to identify, evaluate, and assess project effects on historic properties, as warranted.



## **8.0 REFERENCES**

AKRF

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Wolverton, Chester

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## **APPENDIX A: SHPO CORRESPONDENCE**





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Eastern Region, Airports Division

1 Aviation Plaza, Room 516  
Jamaica, NY 11434-4809

T: (718) 553-3330  
F: (718) 995-5615

June 17, 2019

Beth Cumming  
Senior Historic Site Restoration Coordinator  
Division for Historic Preservation  
New York State Office of Parks, Recreation & Historic Preservation  
Peebles Island State Park  
P.O. Box 189  
Waterford, NY 12188-0189

**VIA: OPRHP Cultural Resources Information System (CRIS) Upload**

**RE: Section 106 Initiation of Consultation, Area of Potential Effects, Consulting Parties,  
and  
Survey Methodology  
Phase IA Archaeological Survey and Historic Architectural Reconnaissance Survey  
LaGuardia Airport Access Improvement Project  
Borough of Queens, City of New York, New York  
OPRHP Project No. 18PR05235**

Dear Ms. Cumming,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover (APM) AirTrain system (the proposed Project) to provide a time-certain transportation option for air passenger and employee access to LGA (Exhibit 1). The Port Authority's proposal would also ensure adequate parking for Airport employees through the construction of additional parking facilities.

Because the Project includes federal involvement, the undertaking is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations at 36 Code of Federal Regulations [CFR] § 800. The US Department of Transportation's Federal Aviation Administration (FAA), as lead federal agency for the undertaking, is responsible for ensuring compliance with Section 106, as well as the preparation of an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. § 4321 et seq.), and Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508).



The purpose of this letter is to initiate formal Section 106 consultation with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), which in New York serves as the office of the State Historic Preservation Officer (SHPO); delineate the proposed Project's Area of Potential Effects (APE); identify consulting and interested parties; and present proposed survey methodologies for a Phase IA Archaeological Survey and Reconnaissance-level Historic Architectural Survey in support of Section 106 compliance. Pursuant to 36 CFR § 800.2(a)(3), Richard Grubb & Associates, Inc. (RGA), cultural resources subconsultants working on behalf of Ricondo & Associates, Inc. (Ricondo), the prime environmental consultant for the FAA's EIS document, will conduct the required surveys.

Additionally, the FAA is using this letter to formally notify the SHPO that it intends to use the NEPA process for compliance with Section 106, as established by 36 CFR § 800.8(c). The FAA's intent to use this process was first established in the Notice of Intent for the EIS published in the Federal register on May 3, 2019 (84 Fed. Reg. 19151).

### **Project Description**

The Port Authority has identified a proposed alternative for the Project, which the FAA will assess along with other possible alternatives during the alternatives screening process. The Port Authority's preferred alternative encompasses the following Project components:

- construction of an elevated dual-lane fixed guideway APM system approximately 2.3 miles in length that extends from the LGA Central Hall (Terminal B) Building (currently under unrelated construction) to the Metropolitan Transit Authority (MTA) Long Island Railroad (LIRR) Mets-Willets Point Station and the New York City Transit (NYCT) 7 Line Mets-Willets Point Station;
- construction of two on-Airport APM stations (Central Hall [Terminal B] APM Station; East [Terminal C and East Garage] APM Station);
- construction of one off-Airport (Willets Point) APM station at Mets-Willets Point that provides connections to the Mets-Willets Point LIRR and NYCT 7 Line stations;
- construction of a multi-level above ground APM operations, maintenance, and storage facility (OMSF) with integrated garage for 500 Airport employee parking spaces and replacement parking for Citi Field parking spaces that would be affected by the Proposed Action
- construction of passenger walkway systems compliant with the Americans with Disabilities Act to connect the APM stations to the Airport passenger terminals, ground transportation facilities; and parking facilities at the OMSF;
- construction of three traction power substations to provide power to the APM guideway: one located at the on-Airport East APM Station, another at the Willets Point APM Station, and the third at the OMSF;
- construction of a 27kV main substation located adjacent to the OMSF structure on MTA property; and



- construction of utilities infrastructure, both new and modified, as needed, to support the proposed Project.

The proposed Project also includes various enabling projects and connected actions, consisting principally of: utility relocation and demolition of certain existing facilities; construction of temporary parking facilities; demolition, reconstruction and/or relocation of the previously identified National Register of Historic Places (NRHP)-eligible Passerelle Bridge (USN 08101.012570), a contributing element to the NRHP-eligible Flushing Meadows-Corona Park (USN 08101.012611); modifications to the MTA LIRR Mets/Willets Point Station, including service changes on the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage.

The elevated fixed guideway, APM stations, and OMSF would vary in height, depending on conditions and required clearances. The guideway would be supported on circular columns at intervals of approximately 120 feet on average and constructed using typical common deep pile foundation systems, including drilled shafts and tapertube piles. Overall, the guideway would range in height approximately 45 to 85 feet above sea level, corresponding to approximately 30 to 75 feet above grade. The standard width of the dual-lane guideway would measure 35 feet and diverge at the APM stations to accommodate station platforms. The tops of the on-Airport APM station facilities would measure approximately 102 feet in height. The tops of the Willets Point APM Station and OMSF facility would stand approximately 106 feet in height.

### **Previous OPRHP Coordination**

On August 18, 2018, the FAA initiated project review for the LGA Access Project (Project No. 18PR05235) utilizing the OPRHP's online Cultural Resources Information System (CRIS). In electronic correspondence between R. Daniel Mackay of the OPRHP and myself dated August 29, 2018, the OPRHP outlined the need for both archaeological and historic architectural surveys. Additional correspondence between Beth Cumming (OPRHP) and Marie Jenet (FAA) on December 27, 2018, addressed OPRHP review periods and previously recorded historic resources within the vicinity of the Port Authority's proposed Project, including LGA Terminals B (Central Terminal) and C and D (Delta Terminal); Flushing Meadows-Corona Park; and the contributing Passerelle Bridge, pavilions, and related buildings. The above information was reiterated in additional electronic correspondence dated March 8, 2019, between Beth Cumming and Stephen Culberson of Ricondo. With FAA approval, RGA held an informal conference call on April 9, 2019, with OPRHP project reviewers Nancy Herter (archaeology) and Kathy Howe (historic architecture) to discuss the Port Authority's proposed Project, to review OPRHP survey and reporting requirements, and discuss likely approaches for cultural resources studies for the Project. This discussion touched on the following general topics:

- previously completed cultural resources investigations carried out in the vicinity of the proposed Project;
- shoreline disturbance and the potential for the presence of pre-contact or historic archaeological buried or submerged deposits;
- previously recorded National Register of Historic Places (NRHP)-listed and/or eligible historic properties, previously recorded unevaluated resources, and previously recorded resources determined not eligible for listing in the NRHP;



- OPRHP resource identification preferences permitting professionally qualified architectural historians to choose which resources to record and evaluate based on their potential to meet the NRHP integrity criteria;
- OPRHP survey preferences utilizing three digital photographs; and
- OPRHP reporting preferences utilizing brief historic contexts; focused discussions on existing resources, figures, tables; and preliminary recommendations for further work and NRHP eligibility.

### **Area of Potential Effects**

Under Section 106, the APE is defined in 36 CFR § 800.16(d) as follows: “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” Historic properties are defined as cultural resources listed in or eligible for listing in the NRHP.

The initial APE has been developed to assess the Port Authority’s identified proposed alternative for the Project. The APE may change as the FAA progresses through the alternatives screening process and considers alternatives to carry forward for analysis. The initial APE is based on the proposed work activities and their potential to affect cultural resources, including potential direct and indirect visual effects caused by the construction and operation of the proposed project. Direct effects may include physical damage or destruction of a resource or its setting. Indirect effects may include the introduction of visual, audible, or atmospheric elements that alter the characteristics of a historic property that qualify it for inclusion in the NRHP.

### *APE-Archaeology*

The initial proposed APE for Archaeological Resources (APE-Archaeology) currently comprises the area that would be directly affected by ground disturbances from construction of the Port Authority’s proposed Project. It includes the expected limits of disturbance for the proposed APM stations, guideway, OMSF, access roads, traction power substations, Flushing Bay Marina facilities relocations, temporary and permanent parking areas, and construction staging and laydown areas. Because project plans remain in the early stages of development, and areas of direct physical disturbance have not been fully identified, the APE-Archaeology is likely to change. The APE-Archaeology appears in Exhibit 2.

### *APE-Architecture*

The initial proposed APE for Architectural Resources (APE-Architecture) includes the area in which the proposed Project may directly or indirectly cause changes in the character or use of historic properties. The portion of the APE-Architecture in which the proposed Project may cause direct physical impacts includes all locations subject to ground-disturbing activities (consisting of the APE-Archaeology). To account for potential indirect visual or contextual effects, the APE-Architecture extends beyond the actual construction limits to include those properties that may be impacted by visual changes, patterns of use, or may experience a change in historic character associated with the construction of the proposed Project.



The Port Authority's proposed Project would extend along the edge of the Grand Central Parkway (GCP) and Flushing Bay. The GCP in this location runs approximately at sea level. A high bluff rises immediately to the west, which is densely developed with primarily twentieth-century residential properties, mainly along the east side of Ditmars Boulevard. Moving to the west side of Ditmars Boulevard, the density of the development, intervening construction, and existing vegetation limits visibility of the proposed guideway, except for certain areas along several cross streets. Accordingly, the proposed APE-Architecture has been delineated to account for potential indirect visual effects along the east side of Ditmars Boulevard, portions of several cross streets, and various open areas with possible views of the guideway.

As the alignment rises to cross the interchange of the GCP and Northern Boulevard and the 7 Line, the proposed APE-Architecture expands outward to account for potential increased visibility further afield. Again, development density, intervening construction, building heights, vegetation, and the optical effects of distance and diminishing perspective, serve to limit the proposed APE Architecture in this area to properties fronting on the GCP, several cross streets, and miscellaneous open areas with possible views of the guideway.

Generally, resources not likely to fall within the direct line of sight of the proposed guideway are excluded from the APE-Architecture, subject to verification in the field. Resources located partially within the viewshed or adjoining a line-of-sight boundary are generally included in the APE out of an abundance of caution.

Regarding the previously identified NRHP-eligible Flushing Meadow-Corona Park (USN 08101.012611), the size of this historic property is such that including the entire park property within the proposed APE-Architecture would extend the survey boundaries well beyond the limits of the proposed Project's potential indirect visual effects. Accordingly, the APE-Architecture boundary line has been drawn to provide a substantial buffer around the proposed Project elements, including the nearest previously identified contributing elements, but does not embrace the entire park property. Because a large portion of the park is included inside the proposed APE-Architecture, any impacts to the park as a whole would be addressed as part of the overall architectural survey effort.

With respect to temporary parking facilities proposed to be located to the east of Citi Field, these areas are currently undergoing unrelated demolition and construction. Because the expected impacts are temporary and limited to parking, with little potential for indirect effects, the APE-Architecture has been delineated to include a buffer extending one lot out from the proposed parking area. A discontinuous parking area, called the Ingraham's Mountain site, currently functions as a parking lot. Here, the APE-Architecture is defined as the parking area only.

Finally, the proposed Project includes plans to relocate an existing boat launch and related marina facilities to a new location along the Flushing Bay shoreline. The elevated portions of the adjoining Northern Boulevard/Whitestone Expressway (I-Route 678) create a strong physical and visual buffer from neighboring areas to the south and therefore provides reasonable and justifiable boundaries for the APE-Architecture near the proposed marina area. The APE-Architecture appears in Exhibit 3.



### **Consultation and Public Involvement**

In addition to the FAA, the Port Authority, and the OPRHP, other consulting parties include local governments, federally recognized Indian tribes, and invited individuals and organizations with a demonstrated interest in the undertaking. The FAA has identified entities that may be invited to participate in the Section 106 process for the undertaking as consulting parties. In accordance with 36 C.F.R. § 800.3, FAA is providing the attached preliminary list of invited consulting parties for your review (see Attachment). The FAA will coordinate with other consulting parties once it completes its alternatives screening process and finalizes its APE for all selected alternatives. The FAA's public involvement responsibilities under Section 106 will be conducted as part of its public outreach efforts under the concurrent NEPA EIS process.

### **Phase IA Archaeological Survey Approach**

The purpose of the Phase IA Archaeological Survey is to assess the potential for the presence of archaeological sensitivity within the APE-Archaeology for the Port Authority's proposed alternative and any additional alternatives advanced for analysis.

RGA will coordinate common tasks associated with the Phase IA Archaeological Survey and Reconnaissance-level Historic Architectural Survey to maximize efficiency and avoid duplication of effort. Examples of tasks to be completed in support of both surveys include:

- Review of previous cultural resources investigations inside the APEs, including survey reports and survey records contained in CRIS;
- Background research using primary and secondary resources, including, but not limited to, the CRIS database, regional and local libraries, museums, historical societies, local informants, online sources, and other pertinent sources to develop an appropriate historic context commensurate with the undertaking and emphasizing existing resource types; and
- GIS mapping, graphics production, and technical editing.

To complete the Phase IA Archaeological Survey, RGA will complete the above, as well as consultation with local, regional, and state level archaeological and historic preservation groups and organizations; a review of historic atlases and maps; a review of existing environmental conditions and landscape modifications which could affect the preservation of historic and prehistoric archaeological resources; a site visit and visual inspection to document existing conditions; an assessment of the potential for prehistoric and historic archaeological resources; and preparation of recommendations regarding the need for a further archaeological survey (i.e. Phase IB archaeological survey) or no further survey.

### **Reconnaissance-level Historic Architectural Survey Approach**

The purpose of the Reconnaissance-level Historic Architectural Survey is to identify all resources over 45 years of age (according to FAA practice), within the APE-Architecture for the Port Authority's proposed alternative and any additional alternatives advanced for analysis, and to provide preliminary evaluations of the same for eligibility for listing in the NRHP.

The architectural survey includes a revisit of all previously identified NRHP-listed and eligible historic properties and all previously identified but unevaluated resources to assess or reassess NRHP eligibility based on existing conditions. It also identifies and documents all previously unrecorded above ground architectural resources 45 years of age or older and evaluates their eligibility for listing in the NRHP.



In order to locate previously recorded historic resources, RGA will conduct a desktop analysis within the APE-Architecture utilizing the OPRHP's CRIS and NRHP online databases. Previously identified resources listed in the CRIS system but determined not eligible will be identified as part of the survey due diligence but will not be re-examined as part of this investigation.

Preparatory to fieldwork, RGA will compare historic aerial photographs, 1960s-1970s-era USGS maps, and modern aerial photographs to accurately predict and pre-map the locations of resources over 45 years of age (pre-1974) requiring survey. Building ages will be confirmed or corrected in the field based on a combination of visual observations, stylistic evidence, construction materials, historic photographs, personal communications with property owners, and the City of New York tax assessor's records.

Each resource will be documented via digital photography and brief field notes to record forms, styles, current conditions, and locations. In cases of potential historic districts, the reconnaissance survey will record all potential contributing elements within justifiable district boundaries. If the identified boundaries of a potential historic district extend outside the APE-Architecture, the architectural survey will identify an overall district boundary, but will limit survey efforts only to resources located inside the APE-Architecture.

Ordinarily, the OPRHP allows qualified architectural historians to make informed decisions in the field about which newly identified resources warrant recording and evaluation. For this Project, however, RGA will locate, photograph, and tabulate all resources over 45 years in order to demonstrate full survey coverage of the APE-Architecture. A table of newly identified resources will serve as the survey base line and form an appendix in the survey report. From this table, RGA will then identify specific resources for NRHP evaluation based on their potential significance and level of integrity. Only those resources selected for detailed analysis will be plotted and uploaded separately into CRIS and evaluated for eligibility. All surveyed resources will be presented in tables accompanying the finished report.

If you concur with the recommended initial boundaries for both the APE-Archaeology and APE-Architecture, the list of potential consulting and interested parties, and the proposed survey approaches, kindly indicate your acceptance at your earliest convenience. If you have any questions or need additional information about this undertaking, please do not hesitate to contact me by email at [andrew.brooks@faa.gov](mailto:andrew.brooks@faa.gov) or by phone at 718-553-2511.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew Brooks", with a stylized flourish at the end.

Andrew Brooks  
Environmental Program Manager



Attachments: Exhibit 1: Project Location (Uploaded separately via CRIS)  
Exhibit 2: APE-Archaeology (Uploaded separately via CRIS)  
Exhibit 3: APE-Architecture (Uploaded separately via CRIS)  
List of Consulting Parties

cc: Marie Jenet, FAA  
S. Stokely, ACHP





EXHIBIT 1

PROJECT LOCATION USGS TOPOGRAPHIC MAP



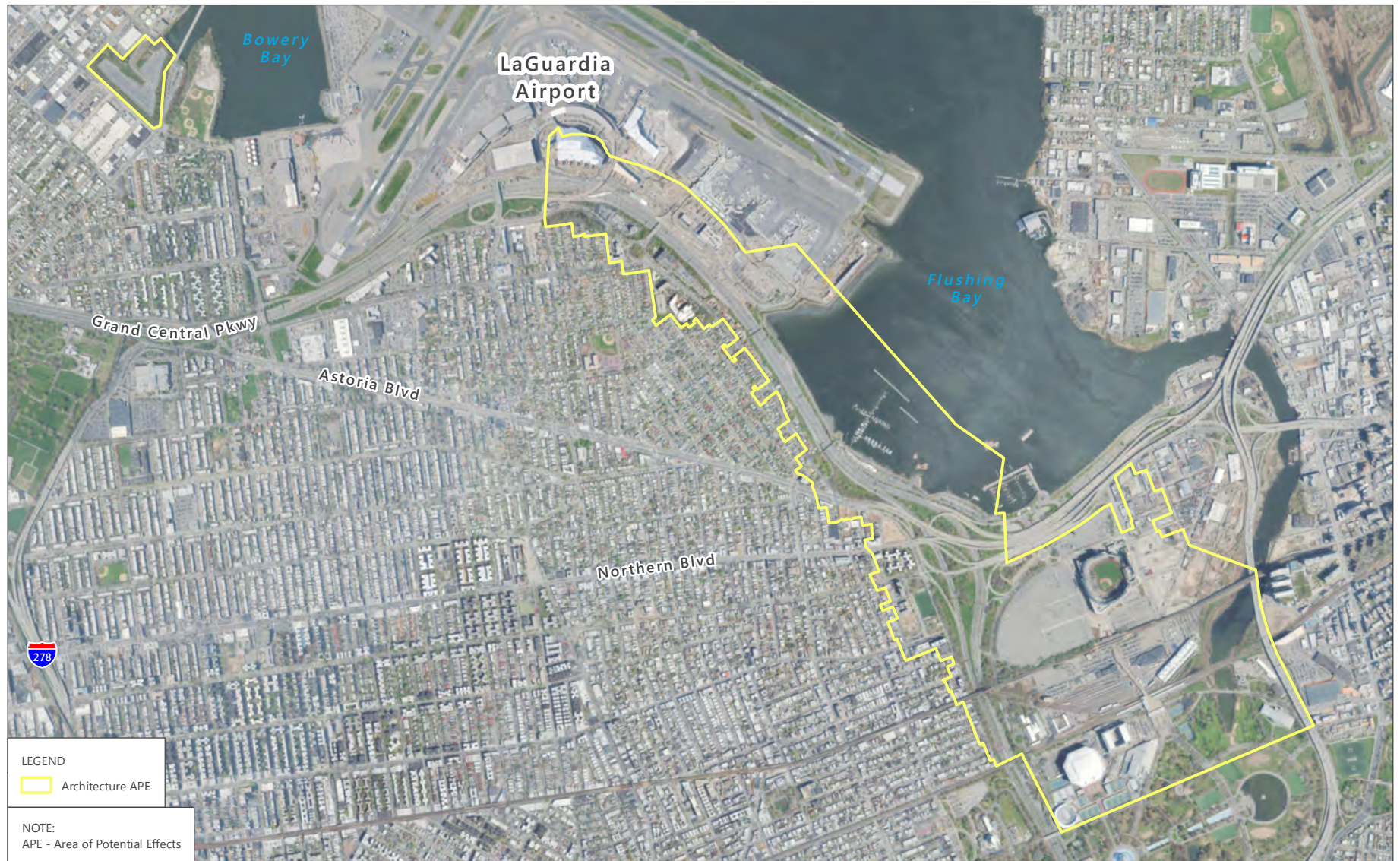




SOURCES: Port Authority of New York & New Jersey, LGA Access Improvement Project Purpose and Objectives and Analysis of Alternatives Report, October 2018; USGS Topographic Map, ESRI, National Geographic Society, i-cubed, 2019 (basemap); Ricondo & Associates, Inc., June 2019.

**EXHIBIT 2****AREA OF POTENTIAL EFFECTS - ARCHAEOLOGY**



**EXHIBIT 3****AREA OF POTENTIAL EFFECTS - ARCHITECTURE**



**Parks, Recreation,  
and Historic Preservation**

**ANDREW M. CUOMO**  
Governor

**ERIK KULLESEID**  
Commissioner

July 15, 2019

Ms. Marie Jenet  
Environmental Specialist  
Federal Aviation Administration  
New York Airports District Office  
159-30 Rockaway Blvd, Suite 111  
Jamaica, NY 11434

Re: FAA  
LaGuardia Air-Train  
18PR05235

Dear Ms. Jenet:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed your Section 106 consultation initiation letter dated June 17<sup>th</sup>, 2019 and the supporting documentation that was provided to our office on June 19<sup>th</sup>, 2019. Based upon our review, we offer the following comments:

1. Because we are consulting under federal law, please refer to our office as the State Historic Preservation Office, not OPRHP, which is our agency's designation under state law.
2. SHPO concurs with the Archaeological Area of Potential Effect (APE) as depicted in Exhibit 2 and with the Phase IA Archaeological Survey Approach outlined on page 6.
3. SHPO concurs with the initial proposed APE for architectural resources and the proposed approach to the reconnaissance level historic architectural survey.
4. SHPO recommends adding the Alliance for Flushing Meadows Corona Park to the list of potential Consulting Parties (<http://allianceformcp.org/>).

If additional information or correspondence is required regarding this project it should be provided via our Cultural Resource Information System (CRIS) at <https://cris.parks.ny.gov/>. Once on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an existing project". You will need this project number and your e-mail address. If you have any questions, I can be reached at (518) 268-2182.

Sincerely,

Olivia Brazee  
Historic Site Restoration Coordinator  
[olivia.brazee@parks.ny.gov](mailto:olivia.brazee@parks.ny.gov)

via e-mail only



## **APPENDIX B: QUALIFICATIONS OF THE INVESTIGATORS**



CULTURAL  
RESOURCE  
CONSULTANTS

## PHILIP A. HAYDEN

### PRINCIPAL SENIOR ARCHITECTURAL HISTORIAN (36 CFR 61)

#### YEARS OF EXPERIENCE:

With this firm:

2003-2015;

2018-Present

With other firms: 20

#### EDUCATION:

MA 1992

University of  
Delaware/Winterthur  
Program

Early American Culture

BA 1984

Connecticut College  
American History &  
Historic Preservation

#### PROFESSIONAL TRAINING:

Amtrak Safety Training,  
April 2014

NJ Transit Safety  
Training, December 2014

TWIC Certification  
December 2011

PATCO Safety Training  
December 2011

ACHP Advanced  
Seminar: Reaching  
Successful Outcomes in  
Section 106 Review,  
August 2011

CRM Best Practices  
Workshop,  
Trenton, NJ  
October 2006

Section 106: An  
Introduction,  
Washington, D.C.,  
May 2005

#### Professional Experience Summary:

Philip A. Hayden possesses over 30 years' experience in the fields of historic preservation, architectural history, and cultural resources management with an emphasis on transportation, railroad, and energy undertakings. Mr. Hayden has performed numerous investigations pursuant to the National Historic Preservation Act (NHPA, Sections 106 and 110), the National Environmental Policy Act (NEPA), the Department of Transportation Act (Section 4(f), and various state regulatory requirements. His experience includes preparation of identification and evaluation surveys, detailed historic contexts, effects determinations, Memorandums of Agreement (MOAs), Project Programmatic Agreements (PAs), and Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) documentation. Mr. Hayden exceeds the qualifications set forth in the Secretary of Interior's Standards for Historians and Architectural Historians [36 CFR 61].

#### Representative Project Experience:

**WV Route 10 Operational Improvements Project, Mercer, Wyoming, and Logan Counties, WV (Sponsor: WV Division of Highways).** This high-priority project for the West Virginia Department of Highways required cultural resources clearance for 70 miles of roadway improvements and numerous bridge replacements in a two-month period. Mr. Hayden, working as Principal Investigator and Senior Architectural Historian for TRC, identified areas of sensitivity, delineated multiple Areas of Potential Effects, prepared required Historic Property Inventory forms, evaluated National Register eligibility, and assessed project effects, leading to the successful clearance of all project activities by the West Virginia State Historic Preservation Officer.

**Eight Point Wind Energy Center Project, Allegany and Steuben Counties, NY (Sponsor: NextEra, Eight Point Wind Energy Center LLC).** Acting as Principal Investigator and Senior Architectural Historian with TRC, Mr. Hayden coordinated with the New York State Office of Parks, Recreation, and Historic Preservation to finalize the fieldwork methodology, develop an Area of Potential Effects, and conduct a reconnaissance-level architectural survey and assessment of effects on 797 newly identified historic resources in rural New York. The investigation was in support of US Army Corps of Engineers permits and Articles VII and X of the New York Public Service Law.

**Architectural Survey, Hampton Roads Crossing Study / Supplemental Environmental Impact Statement, Newport News and Norfolk Counties, VA (Sponsor: VA Department of Transportation)** Coordinated with and aided the principal cultural resources sub-consultant for Rummel, Klepper & Kahl with evaluating and preparing V-CRIS-based survey forms and personally surveyed approximately 175 buildings in Norfolk according to National Register Criteria, including many post-World War II residential developments, two mid-century commercial buildings, and the Wards Corner Shopping Center.

**Cameron Road / US 250 Widening and Resurfacing Project, Marshall County, WV (Sponsor: WV Division of Highways).** Delineated an Area of Potential Effects, identified and evaluated 76 mostly mail-order buildings and structures according to National Register Criteria, and assessed project effects as part of a Phase I Cultural Resource Management Report.





CULTURAL  
RESOURCE  
CONSULTANTS

## CHELSEA TROPPAUER ARCHITECTURAL HISTORIAN (36 CFR 61)

### YEARS OF EXPERIENCE:

With this firm:

2014-Present

With other firms: 2

### EDUCATION:

MS 2013

University of  
Pennsylvania  
Historic Preservation

BS 2011

Franklin and Marshall  
College  
Art History

### PROFESSIONAL TRAINING:

Amtrak Safety Training

NJ Transit Safety  
Training

Norfolk Southern  
Contractor Safety  
Training

First Aid/ AED/ CPR  
Certified

### Professional Experience Summary:

Chelsea Troppauer's experience includes historical research and writing, architectural surveys, and architectural analysis. Ms. Troppauer has worked on cultural resources surveys completed in accordance with Section 106 of the National Historic Preservation Act and other municipal and state cultural resource regulations. Ms. Troppauer has experience using computer-aided mapping programs including ArcGIS, ArcView, and AutoCAD. She also has extensive experience in archival and non-profit management. Her educational and professional experience meet the qualifications set forth in the Secretary of Interior's Standards for an Architectural Historian [36 CFR 61].

### Representative Project Experience:

**Morris County Historic Sites Survey, Phase III, Boroughs of Chatham, Madison, and Mount Arlington, Chatham and Montville Townships and Town of Dover, Morris County NJ (Sponsor: Morris County Planning Department)** As Assistant Architectural Historian, assisting with intensive-level historic architectural surveys on selected properties for the ongoing Phase III of Morris County's historic sites survey update. The project includes an update of existing historic sites survey data on previously surveyed properties and expanding the database to include properties listed on or determined eligible for the National Register that were not previously surveyed. Resources include 85 Streetscapes, 30 Historic Districts, and 333 Individual buildings.

**Georgetown-to-Lewes Trail, Georgetown, Broadkill, Lewes and Rehoboth Hundreds, Sussex County, DE (Sponsor: DelDOT)** Prepared a National Register of Historic Places (NRHP) Eligibility Assessment of the 17.8-mile long Georgetown to Lewes Railroad Corridor (Junction & Breakwater Railroad [Sussex County, DE]). As a result of the survey, recommended the Junction & Breakwater Railroad Historic District, containing 21 contributing resources, eligible for listing on the NRHP. Determined that DelDOT Bridge No. 3-928R, a contributing resource to the District, was also individually eligible for listing in the NRHP under Criteria A and C, in the areas of Engineering and Transportation.

**Fort Lee Post Office, Borough of Fort Lee, Bergen County, NJ (Sponsor: Borough of Fort Lee)** As Principal Investigator, Architectural Historian, preparing the written historical and descriptive data of a Historic American Buildings Survey (HABS) of the Fort Lee Main Post Office. The project is being performed as mitigation prior to the selling of the property. The Fort Main Lee Post Office is a Colonial Revival style post office built in 1938-1939 under the auspices of the Public Works Administration using a set of standardized plans developed by Louis A. Simon of the Office of the Supervising Architect of the U.S. Treasury Department. The interior lobby space retains four murals designed by Henry Schankenberg, an artist employed by the Treasury Department, Section of Fine Arts. The building is historically and architecturally significant for its association with the Federal Government's New Deal era programs, enhanced by the presence of Schankenberg's commissioned murals. Research for the project includes an examination of New Deal post offices and the government's Section of Fine Arts program.



CULTURAL  
RESOURCE  
CONSULTANTS

RGA

**LAUREN M. SZEBER**  
**ARCHITECTURAL HISTORIAN (36 CFR 61)**

**YEARS OF EXPERIENCE:**

With this firm:

2016-Present

With other firms: 1

**EDUCATION:**

MS 2012

University of

Pennsylvania

Historic Preservation

BA 2009

Boston University

American Studies

**Professional Experience Summary:**

Lauren M. Szeber's experience includes historical research and writing, architectural surveys, and architectural analysis. Ms. Szeber has worked on cultural resources surveys completed in accordance with Section 106 of the National Historic Preservation Act and other municipal and state cultural resource regulations. Ms. Szeber has experience in archival and historical research, as well as using computer-aided mapping programs including ArcGIS, ArcView, and AutoCAD. She also has extensive experience in archival and non-profit management. She exceeds the qualifications set forth in the Secretary of Interior's Standards for an Architectural Historian [36 CFR 61].

**Representative Project Experience:**

**Hoboken Terminal Yard Power Supply System, City of Hoboken, Hudson County, NJ (Sponsor: NJ Transit)** Architectural Historian for the intensive-level architectural survey conducted for a Historical Architectural Resources Background Study for the proposed improvements to the Hoboken Terminal Yard. The project involved field inspection and photographic documentation of twelve urban properties, as well as historical research to aid in the completion of a New Jersey Historic Resource Survey Forms. The project concluded that one of the properties, the R. Neumann & Co. Factory complex met National Register Criterion C as an intact and well-preserved example of late-nineteenth century industrial architecture and Criterion A, for its association with the early industrial development of Hoboken. Based on the Criteria of Adverse Effect, it was concluded that the undertaking as proposed would not have an adverse effect on this historic property. This work was completed in accordance with Section 106 of the National Historic Preservation Act.

**Sea View Towers, 390 and 392 Ocean Avenue, City of Long Branch, Monmouth County, NJ (Sponsor: Sea View Towers, LLC)** Completed a historic architectural evaluation of Sea View Towers, a multi-family residential complex constructed in 1955 in the City of Long Branch. Works tasks included an intensive-level architectural survey and the completion of a New Jersey Historic Resource Survey Form. As a result of the survey, Sea View Towers was recommended not eligible for listing in the National Register of Historic Places. This work was completed in compliance with the project's anticipated Coastal Area Facility Review Act Permit from the New Jersey Department of Environmental Protection-Land Use Regulation Program.

**TransitGrid Project, Town of Kearny, City of Jersey City, Hudson County, NJ (Sponsor: NJ Transit)** Architectural Historian for the cultural resources survey performed in connection with the proposed NJ TRANSIT TransitGrid Project. Assisted with an intensive-level architectural survey to identify historic architectural resources more than 50 years of age within the Area of Potential Effects and to assess the potential effects the project may have on these resources. Completed detailed historical research and context development, historic building survey form completion, and field documentation for over 20 architectural resources composed of a mix of late nineteenth to mid-twentieth-century residential, commercial, and industrial properties. The survey was performed in compliance with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act.



## APPENDIX C: NATIONAL REGISTER OF HISTORIC PLACES CRITERIA

Significant historic properties include districts, structures, objects, or sites that are at least 50 years of age and meet at least one National Register criterion. Criteria used in the evaluation process are specified in the Code of Federal Regulations, Title 36, Part 60, National Register of Historic Places (36 CFR 60.4). To be eligible for inclusion in the National Register of Historic Places, a historic property(s) must possess:

the quality of significance in American History, architecture, archaeology, engineering, and culture [that] is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history, or
- B. that are associated with the lives of persons significant in our past, or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction, or
- D. that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

There are several criteria considerations. Ordinarily, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register of Historic Places. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. a religious property deriving primary significance from architectural or artistic distinction or historical importance, or
- B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event, or
- C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his/her productive life, or
- D. a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events, or
- E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived, or
- F. a property primarily commemorative in intent if design, age, tradition, or symbolic

- value has invested it with its own historic significance, or
- G. a property achieving significance within the past 50 years if it is of exceptional importance. (36 CFR 60.4)

When conducting National Register evaluations, the physical characteristics and historic significance of the overall property are examined. While a property in its entirety may be considered eligible based on Criteria A, B, C, and/or D, specific data is also required for individual components therein based on date, function, history, and physical characteristics, and other information. Resources that do not relate in a significant way to the overall property may contribute if they independently meet the National Register criteria.

A contributing building, site, structure, or object adds to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. A non-contributing building, site, structure, or object does not add to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was not present during the period of significance, b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.



## APPENDIX D: ANNOTATED BIBLIOGRAPHY

Authors: Chelsea Troppauer, Philip A. Hayden and Lauren Szeber  
Title: Addendum Historic Architecture Reconnaissance Survey, LaGuardia Airport  
Access Improvement Project, Borough of Queens, City of New York, New  
York  
Date: December 23, 2019  
RGA Database Title: Addendum FAA LaGuardia  
RGA Project No: 2018-007NY  
State: New York  
County: Queens  
Municipalities: Queens  
U.S.G.S. Quad: Flushing, NY  
Drainage Basin: Flushing Bay, East River, Long Island Sound, Atlantic Ocean  
Regulation: Section 106 of the National Historic Preservation Act (NHPA), as amended  
Project Type: Transportation: Airport Improvements  
Project Sponsor: Federal Aviation Administration (FAA); Port Authority of New York and  
New Jersey  
Client: Ricondo & Associates, Inc.  
Level of Survey: Historic Architecture Reconnaissance Survey  
Cultural Resources: None



## APPENDIX K.6

# Section 106 Additional Historic Architecture Analysis

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**RICHARD GRUBB & ASSOCIATES**

*Historic Architecture • Archaeology • Historical Research*

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## MEMORANDUM

TO: Andrew Brooks, Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

FROM: Richard Grubb & Associates, Inc.

DATE: December 20, 2019

RE: LaGuardia Airport Access Improvement Project  
Section 106 Additional Historic Architecture Analysis

### Introduction

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport) in the Borough of Queens, Queens County, New York, is proposing to improve access to LGA through the construction and operation of a new automated people mover (APM) AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. Because the project includes federal involvement, the undertaking is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations at 36 Code of Federal Regulations [CFR] § 800. The US Department of Transportation's Federal Aviation Administration (FAA), as lead federal agency for the undertaking, is responsible for ensuring compliance with Section 106.

In October 2019, Richard Grubb & Associates, Inc. (RGA) completed a Historic Architecture Reconnaissance Survey for the Project. In that report, RGA recommended a number of historic resources not eligible for listing in the National Register of Historic Places (NRHP), including three resources identified as 105-05 Ditmars Boulevard (RGA100), 105-11 Ditmars Boulevard (RGA101), and the Dorie Miller Cooperative Houses at 112-14 Northern Boulevard (RGA111). The FAA submitted the Reconnaissance Survey to the New York State Historic Preservation Officer (SHPO) and other Consulting Parties for review and comment on October 22, 2019. On November 18, 2019, the New York City Landmarks Preservation Commission (LPC), in its capacity as a Section 106 Consulting Party, issued written comments stating that the three resources listed above “appear [New York] State/National Register eligible” (LPC File Name: 34125\_FSO\_GS\_11182019.docx) (Attachment A). The SHPO, in its comments dated November 19, 2019, concurred with RGA's initial findings that all three resources were not eligible for listing in the NRHP (Attachment B). The purpose of this memorandum is to assist the FAA in taking into account the LPC's comments by providing additional documentation and analysis of the three resources in question. As a result of the additional analysis, RGA continues to recommend the three resources not eligible for listing in the NRHP.

Architectural Historian Lauren Dunkle, M.A. conducted the additional research and analysis under the supervision of Architectural Historians Chelsea Troppauer, M.S., and Lynn Alpert, M.A. Principal Senior Architectural Historian Philip A. Hayden, M.A. provided additional review and editorial contributions. All four exceed the Secretary of the Interior's professional qualifications standards (36 CFR § 61) for Historians and Architectural Historians (Appendix C).

## **Surveyed Historic Resources**

### **105-05 Ditmars Boulevard (RGA100)**

#### *Description*

Number 105-05 Ditmars Boulevard is a one-and-a-half-story tall, four-bay wide brick dwelling constructed in the Colonial Revival style. The embanked building occupies a sloped hillside with the rear basement level exposed to grade. It features a steep gabled roof, with full width shed dormers on the west (primary) and east (rear) elevations and is capped with an array of vinyl tile and asphalt shingles. Windows consist of vinyl one-over-one sash and casement bow units with stone sills. The entry features a projecting vestibule with gabled roof, brick pilasters, and modern door with original leaded side lights and fanlight (Plates 1 and 2). A one-story brick wing with attached trellis and roof-top sleeping porch (enclosed by modern modification) is located on the south and east (rear) elevations (Plate 3). The dwelling also contains a one-story concrete block addition projecting from the southeastern corner of the residence (see Plate 3). The building features a parged foundation and a below-grade garage on the north elevation. A low brick and concrete wall with brick corner posts supported by large scrolled brackets surrounds the front yard forming a shallow terrace. A driveway located on the northern edge of the property provides access from Ditmars Boulevard to the attached garage and a modern two-bay wide, carport with a gable roof.

#### *History*

Number 105-05 Ditmars Boulevard is located in the eastern section of the East Elmhurst neighborhood in Queens. Originally settled by English and Dutch farmers in the late seventeenth century, the land containing East Elmhurst generally remained undeveloped and part of larger landholdings up until the early 1900s (Figures 1 and 2) (Bromley and Bromley 1909; Hyde 1903; *Daily News* 28 September 2000: 220). Following the expansion of railroad networks throughout Queens in the nineteenth century, the neighborhoods of Jackson Heights and Corona began to grow and expand to the north. This expansion towards Flushing Bay resulted in the development of various sub-villages, including East Elmhurst (Seyfried 1986: 50). In 1905, subdivision into building lots and the construction of frame houses began, and by 1924, the residential development of East Elmhurst was well established above Northern Boulevard (Figure 3) (*Daily News* 28 September 2000: 220). The neighborhood featured houses for both middle-class and upper-class homebuyers with the more expensive and eclectic homes located on Ditmars Boulevard overlooking Flushing Bay (*Daily News* 28 September 2000: 220). Today these homes overlook the Grand Central Parkway (GCP), which was added in 1936 and expanded to its current size in 1959, as well as the LaGuardia Airport, completed in 1939 and now under reconstruction (Hitt 2017; Halmos Jr. 1941).

The subject dwelling and garage were likely built in 1927 when new building and alteration permits were filed for the property that year (New York City Department of Buildings [NYCDB] 2011). Further, the dwelling at 105-05 Ditmars Boulevard does not appear on a 1924 aerial photograph of New York but the



building does appear on a 1930 Sanborn map (Klokan Technologies GmbH [KTG] 1924; Sanborn Map Company 1930) (Figure 4).

Online deed research traced the property only as far back as 1952, when the property was sold by Joan M. Genovese to Bivins Emory (Queens County Deeds [QCD] 6384:333). Under the ownership of Ushakant Patel, who owned the property from 2006 to 2011, the house was converted from a single-family residence to a two-family residence (NYCDB 2011; QCD 2006021000005001; QCD 2011111500227001).

#### *Significance and Justification of Eligibility / Ineligibility*

The dwelling known as 105-05 Ditmars Boulevard does not possess sufficient historical or architectural significance and/or integrity to warrant individual eligibility for listing in NRHP. Based on background research, the building does not appear associated with any significant historic event or the lives of persons significant to American history to qualify as eligible under Criteria A or B. As an example of Colonial Revival architecture, the building reflects common forms popularized through pattern books and mail-order suppliers and is neither architecturally distinguished nor a rare example of its type to qualify as individually eligible under NRHP Criterion C. In East Elmhurst and elsewhere in Queens and Greater Long Island, Colonial Revival-style houses were common throughout similar neighborhoods during the first quarter of the twentieth century. In addition to the subject building, there is an almost identical Colonial Revival-style residence at 106-17 27<sup>th</sup> Avenue (RGA104).

The dwelling has been altered over time to reflect changing tastes and popular styles. Modern alterations include the replacement of windows and original roofing materials, enclosure of the two sleeping porches (south and east elevations), the construction of a modern concrete addition on the south side of the house, and the addition of a modern carport on the property.

Collectively, these modern alterations to the dwelling have diminished its overall integrity of design, materials, workmanship, feeling and association. Additionally, the alteration of the interior of the house, converting it from a single-family to a two-family residence further reduces the integrity of the residence's original design as a single-family home (NYCDB 2011). First constructed to overlook the Flushing Bay, the building remains in its original location, but its setting has been significantly altered after the GCP and LGA were first constructed in the 1930s and by the addition of the car port. For these reasons, the resource at 105-05 Ditmars Boulevard lacks significance and integrity and is recommended not eligible for listing in the NRHP under Criteria A, B, or C. The resource has not been evaluated under Criterion D because no direct physical impacts are expected.

#### 105-11 Ditmars Boulevard (RGA101)

##### *Description*

Number 105-11 Ditmars Boulevard is an asymmetrical, two-story, five-bay wide dwelling constructed in the Mission style (Plate 4). The embanked building occupies a sloped hillside with the rear basement level exposed to grade. The building is capped by a low-pitched hipped roof sheathed in terracotta tiles. It features wide overhanging eaves with shaped rafter tails and an exterior chimney. Exterior materials of the building are brick faced with stucco. The front entrance is comprised of a single arched doorway with a modern glazed door and brick surround with a stuccoed keystone. Located above the front entrance is a small, half-

round balcony that frames a narrow window. A brick and concrete front stoop includes iron handrails. Windows consist of sliding casement vinyl-sash replacement units with brick header courses forming lintels and sills. A one-story wing with roof-top porch and iron balustrade projects from the south elevation and includes arched windows with vinyl replacement windows (Plate 5). A stuccoed addition continues the garage around the southeast corner of the building and includes similar iron balustrade and modern arched vinyl windows. Underneath the wing is a below-grade garage with modern metal door. A concrete driveway, flanked by concrete retaining walls, connects the garage to Ditmars Boulevard. The rear includes a paved terrace and steps with a concrete retaining wall separating the property from the adjoining GCP.

### *History*

Number 105-11 Ditmars Boulevard is located in the eastern section of the East Elmhurst neighborhood on the parcel south of 105-05 Ditmars Boulevard. A general historic overview of East Elmhurst can be found under the history section of 105-05 Ditmars Boulevard (discussed above).

The dwelling at 105-11 Ditmars Boulevard is not depicted on the 1924 aerial photograph of the City of New York. It does, however, appear on the 1930 Sanborn Fire Insurance map, suggesting that it was constructed at some point between 1924 and 1930 (KTG 1924; Sanborn Map Company 1930) (see Figure 4).

Online deed research traced the property back to 1968, when the property ownership was transferred from George A. Lopez to Mary G. Lopez (QCD 731: 384). According to one of the current homeowners, the house maintains its original exterior stucco finish and ornament. The owner also stated that the garage wing was added on shortly after the dwelling was constructed in circa 1925 and a permit that was issued in 1926 for an alteration appears to confirm this (NYCDB 1926; personal communication, December 12, 2019).

### *Significance and Justification of Eligibility / Ineligibility*

The dwelling known as 105-11 Ditmars Boulevard does not possess sufficient historic or architectural significance and/or integrity to warrant individual eligibility for listing in NRHP. Based on background research, the building does not appear to be associated with any significant historic event or the lives of persons significant to American History to qualify as eligible under Criteria A or B. In East Elmhurst and elsewhere in Queens and Greater Long Island, Mission-style houses were common throughout similar neighborhoods during the first quarter of the twentieth century. As an example of Mission-style architecture, the building reflects common forms popularized through pattern books and mail-order suppliers and is neither architecturally distinguished nor a rare example of its type to qualify as individually eligible under NRHP Criterion C.

Based on general observation and information provided by the property owner, the exterior of the main façade has not been significantly altered. The exceptions are the replacement door and windows. The most significant general alterations include the large wrap-around addition on the south and east (rear) elevations. The building maintains some integrity of materials, workmanship, and overall appearance (feeling). However, the replacement windows and additions diminish the resource's overall design.

Collectively, the modern alterations to the dwelling have diminished its integrity of design, materials, workmanship, feeling, and association. First constructed to overlook the Flushing Bay, the building remains in its original location, but its setting has been significantly altered after the GCP and the LGA were first



constructed in the 1930s and by the construction of the additions to the building. For these reasons, the resources at 105-11 Ditmars Boulevard lacks significance and integrity and is recommended not eligible for listing in the NRHP under Criteria A, B, or C. The resource has not been evaluated under Criterion D because no direct physical impacts are expected.

#### Dorie Miller Cooperative Houses, 112-14 Northern Boulevard (RGA112)

##### *Description*

The group of monolithic apartment buildings known as the Dorie Miller Cooperative Houses is an International-style residential complex consisting of three, six-story brick blocks organized in variations of an off-center cruciform plan (Plate 6). Brickwork, horizontal belt courses, staggered wall plains, geometric massing, and rigid fenestration provide the principal ornamentation and architectural expression. Exterior metal fire escapes appear to be early or original. Windows consist of single and paired modern metal replacement units with reconstructed brick lintels utilizing modern mortar (Plate 7). The cornice has been altered and capped with a large modern metal covering (Plate 8). The complex also contains a sizable, single-story parking garage located between the southernmost and easternmost buildings. The interior of the complex contains a central courtyard interlaced with sidewalks. The site comprises a large landscaped city block with internal pathways, driveways, grassy lawns, ornamental plantings, and mature specimen trees.

##### *History*

The Dorie Miller Cooperative Houses are located in Corona, New York. Like many other nineteenth-century neighborhoods in Queens County, the area of Corona (originally named West Flushing) was established as a result of the expanding railroad networks in the area (Seyfried 1963: 12). By the end of the nineteenth century, the population had grown from 600 residents in 1873 to 2,500 residents in 1898 and consisted of primarily English, German, Irish, Italian, and Jewish middle-class residents, (Seyfried 1986: 31, 44, 50, 52). With improving transportation options in the area, particularly the construction of the Queensborough Bridge, the neighborhood of Corona continued to grow well into the twentieth century (Sanjek 1998: 24). In response to the increasing population, various types of housing began to emerge in Queens County including single- and multiple-family homes, row housing, and multi-story apartment buildings (Sanjek 1998: 25). The construction of these new buildings often required the demolition of earlier structures. The site of the property once contained several buildings, identified as a sanitarium, but by 1930, a Sanborn map indicates that the land had been cleared, probably for anticipated development (Sanborn Map Company 1930).

After World War II, the demographics of Corona began to change. The Western European heritage population dropped drastically as the African American, Latin American, and Asian populations increased (Sanjek 1998: 41). Population shifts and changing demographics led to increasing demand for housing, particularly among African Americans who were experiencing a loss of available residential units due to demolition, arson, and landlord abandonment as well as discrimination (Sanjek 1998: 41).

In response to this demand, the construction of the Dorie Miller Cooperative Houses were first initiated in the early 1950s. By 1953, when the building was complete, families were moving into what was referred to as the “largest interracial development in the country” (Corona East Elmhurst Historic Preservation Society, Inc. [CEEHPS] 2019). Constructed pursuant to the Terms of Section 213 of the National Housing Act and

insured by the Federal Housing Administration (FHA), the complex coincided with a nationwide effort by the federal government to make housing affordable for middle-income earners (CEEHPS 2019; *Daily News*, 21 July 1951: 73). First advertised as New York's most deluxe and non-discriminatory apartment development, the large cooperative consisted of 300 units ranging in size from three- to four-and-a-half rooms (*Daily News*, 21 July 1951: 73; Honan 2015). Its construction was supervised by the New York builder David Kent, who was assisted by David Shaw, an FHA consultant. The cooperative was named after Doris (Dorie) Miller, a World War II hero and the first African American recipient of the Navy Cross (CEEHPS 2019). Amongst the complex's most prominent residents were well-known jazz musicians such as Cannonball Adderly, Clark Terry, and Jimmy Heath (Honan 2015).

The design for the complex reflected contemporary ideas for modern mass-produced housing. The simplicity and clean lines of the International Style, free from historical references and reliant on inexpensive, mass-produced materials, projected both utilitarian and utopian ideals of residential life in modern urban environments. At the same time, the park-like setting introduced greenery for dwellers seeking open space, fresh air, and sunlight. The building plans offered ample exposure outward, while the original sash windows (no longer extant) could open to provide air circulation and natural light. Similarly planned cooperative complexes were built across the country beginning in the late 1920s and 1930s and found widespread application in major cities during the post-WWII period, until FHA withdrew support for such ventures in 1950 (Wright 1981:198-199; 280). As a form of development, the complex was a common type by the time designs were issued (Wright 1981: 232-239).

#### *Significance and Justification of Eligibility / Ineligibility*

The apartment complex known as the Dorie Miller Cooperative Houses does not possess sufficient integrity to warrant individual eligibility for listing in the NRHP. Based on background research, the complex represents a progressive approach to cooperative housing and racial integration. As a work of architecture, however, the building designs, placement, and setting do not project this ideal and mirror other large apartment complexes built throughout the nation. It does not appear that the building is associated with any historic event or person to qualify as eligible under Criteria A or B. As an example of International-style architecture, the building reflects common forms and is neither architecturally distinguished nor a rare example of its type to qualify as individually eligible under NRHP Criterion C.

The Dorie Miller Cooperative Houses are a typical mid-twentieth-century public housing apartment complex that lacks architectural significance. Although it was celebrated for being an early interracial housing complex, its architecture does not embody characteristics that are representative of the racial integration movement. More importantly, the building lacks integrity. The replacement of all the original operating window sash, a key element in the overall design of the functionality of the building, as well as the alterations to the window lintels, doors, and cornice, significantly diminishes its integrity of design, materials, workmanship, and feeling. Although the apartment complex retains its original location and setting, the modern alterations to the resource have diminished its overall integrity and therefore any ability to convey significance. For these reasons, the Dorie Miller Cooperative Houses at 112-14 Northern Boulevard is recommended not eligible for listing in the NRHP under Criteria A, B, or C. The resource has not been evaluated under Criterion D because no direct physical impacts are expected.



## **Results of Additional Analysis**

The three historic resources discussed above are common examples of their types, utilizing standard principles of design, ordinary materials, and a typical method of construction for their age. Numbers 105-05 and 105-11 Ditmars Boulevard are both residential structures that are typical examples of pattern book homes that have undergone modern alterations. Therefore, they are not significant examples of their types. The Dorie Miller Cooperative Houses are also an unremarkable example of a mid-twentieth-century International-style apartment building complex within an urban context that has been altered over time. Similar to other developments of its type and style, the housing cooperative complex lacks sufficient integrity to convey potential significance. In conclusion, the three historic resources discussed above do not retain sufficient significance and/or integrity to meet the criteria of eligibility, and RGA recommends all three resources not eligible for listing in the NRHP.

If you have questions, please feel free to contact Philip A. Hayden, Principal Senior Architectural Historian, at [phayden@rgaincorporated.com](mailto:phayden@rgaincorporated.com) or by telephone at 443-682-0725.

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Seyfried, Vincent F.

- 1963 *The Long Island Railroad, A Comprehensive History, Part Two: The Flushing, North Shore & Central Railroad*. Vincent F. Seyfried, Long Island, New York.
- 1986 *Corona: From Farmland to City Suburb, 1650-1935*. Edgian Press, Inc., New York.

Wright, Gwendolyn

- 1981 *Building the Dream: A Social History of Housing in America*. The MIT Press, Cambridge, Massachusetts.

## **ATTACHMENT A: LPC PROJECT CORRESPONDENCE**



## **ENVIRONMENTAL REVIEW**

**Project number:** FEDERAL AVIATION AUTHORITY / 19FAA001Q  
**Project:** LGA AIRPORT ACCESS IMPROVEMENT AIRTRAIN  
**Date Received:** 10/24/2019

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**Comments:**

The LPC is in receipt of "The Historic Architecture Reconnaissance Survey, LaGuardia Airport Access Improvement Project" dated July, 2019, Revised October 2019.

LPC notes that the houses at 105-05, 105-11, 105-19, and 105-33 Ditmars Boulevard and the Dorie Miller Cooperative Houses at 112-14 Northern Boulevard appear State/National Register eligible.

*Gina Santucci*

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11/18/2019

SIGNATURE  
Gina Santucci, Environmental Review Coordinator

DATE

**File Name:** 34125\_FSO\_GS\_11182019.docx

CC: 18PR05235

## **ATTACHMENT B: SHPO PROJECT CORRESPONDENCE**





**Parks, Recreation,  
and Historic Preservation**

**ANDREW M. CUOMO**  
Governor

**ERIK KULLESEID**  
Commissioner

November 19, 2019

Ms. Marie Jenet  
Federal Aviation Administration  
159-30 Rockaway Blvd, Suite 111  
Jamaica, NY 11434

Re: FAA  
LaGuardia Air-Train  
Borough of Queens, City of New York, NY  
18PR05235

Dear Ms. Jenet:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

Specifically, we have reviewed the "LaGuardia Airport Access Improvement Project; Historic Architecture Reconnaissance Survey" revised October 2019. Based upon this review we concur with the identification of historic resources as described in the Survey with the following exceptions and corrections:

1. 105-19 Ditmars Blvd is eligible for listing in the National Register of Historic Places.
2. 105-33 Ditmars Blvd is eligible for listing in the National Register of Historic Places.
3. 106-18 27<sup>th</sup> Avenue is eligible for listing in the National Register of Historic Places.
4. The Paint Shed & Maintenance Building for the 1964 World's Fair within Flushing Meadows-Corona Park Historic District are contributing resources to the Historic District which is eligible for listing in the National Register of Historic Places.
5. The highly altered Post Office building for the 1964 World's Fair within the Flushing Meadows-Corona Park Historic District is a non-contributing resource to the Historic District which is eligible for listing in the National Register of Historic Places.

If additional information or correspondence is required regarding this project it should be provided via our Cultural Resource Information System (CRIS) at <https://cris.parks.ny.gov>. Once on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an existing project". You will need this project number and your e-mail address. If you have any questions, I can be reached at 518-268-2181.

Sincerely,

Beth A. Cumming  
Senior Historic Site Restoration Coordinator  
e-mail: [beth.cumming@parks.ny.gov](mailto:beth.cumming@parks.ny.gov)

via e-mail only

enc: Resource Evaluations  
cc: G. Santucci – LPC, M. Bernardez – Ricondo, M. Rainey – Ricondo, P. Hayden - Ricondo

## **ATTACHMENT C: PROFESSIONAL QUALIFICATIONS**





CULTURAL  
RESOURCE  
CONSULTANTS

## PHILIP A. HAYDEN

### PRINCIPAL SENIOR ARCHITECTURAL HISTORIAN (36 CFR 61)

#### YEARS OF EXPERIENCE:

With this firm:

2003-2015;

2018-Present

With other firms: 20

#### EDUCATION:

MA 1992

University of  
Delaware/Winterthur  
Program

Early American Culture

BA 1984

Connecticut College  
American History &  
Historic Preservation

#### PROFESSIONAL TRAINING:

Amtrak Safety Training,  
April 2014

NJ Transit Safety  
Training, December 2014

TWIC Certification  
December 2011

PATCO Safety Training  
December 2011

ACHP Advanced  
Seminar: Reaching  
Successful Outcomes in  
Section 106 Review,  
August 2011

CRM Best Practices  
Workshop,  
Trenton, NJ  
October 2006

Section 106: An  
Introduction,  
Washington, D.C.,  
May 2005

#### Professional Experience Summary:

Philip A. Hayden possesses over 30 years' experience in the fields of historic preservation, architectural history, and cultural resources management with an emphasis on transportation, railroad, and energy undertakings. Mr. Hayden has performed numerous investigations pursuant to the National Historic Preservation Act (NHPA, Sections 106 and 110), the National Environmental Policy Act (NEPA), the Department of Transportation Act (Section 4(f), and various state regulatory requirements. His experience includes preparation of identification and evaluation surveys, detailed historic contexts, effects determinations, Memorandums of Agreement (MOAs), Project Programmatic Agreements (PAs), and Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) documentation. Mr. Hayden exceeds the qualifications set forth in the Secretary of Interior's Standards for Historians and Architectural Historians [36 CFR 61].

#### Representative Project Experience:

**WV Route 10 Operational Improvements Project, Mercer, Wyoming, and Logan Counties, WV (Sponsor: WV Division of Highways).** This high-priority project for the West Virginia Department of Highways required cultural resources clearance for 70 miles of roadway improvements and numerous bridge replacements in a two-month period. Mr. Hayden, working as Principal Investigator and Senior Architectural Historian for TRC, identified areas of sensitivity, delineated multiple Areas of Potential Effects, prepared required Historic Property Inventory forms, evaluated National Register eligibility, and assessed project effects, leading to the successful clearance of all project activities by the West Virginia State Historic Preservation Officer.

**Eight Point Wind Energy Center Project, Allegany and Steuben Counties, NY (Sponsor: NextEra, Eight Point Wind Energy Center LLC).** Acting as Principal Investigator and Senior Architectural Historian with TRC, Mr. Hayden coordinated with the New York State Office of Parks, Recreation, and Historic Preservation to finalize the fieldwork methodology, develop an Area of Potential Effects, and conduct a reconnaissance-level architectural survey and assessment of effects on 797 newly identified historic resources in rural New York. The investigation was in support of US Army Corps of Engineers permits and Articles VII and X of the New York Public Service Law.

**Architectural Survey, Hampton Roads Crossing Study / Supplemental Environmental Impact Statement, Newport News and Norfolk Counties, VA (Sponsor: VA Department of Transportation)** Coordinated with and aided the principal cultural resources sub-consultant for Rummel, Klepper & Kahl with evaluating and preparing V-CRIS-based survey forms and personally surveyed approximately 175 buildings in Norfolk according to National Register Criteria, including many post-World War II residential developments, two mid-century commercial buildings, and the Wards Corner Shopping Center.

**Cameron Road / US 250 Widening and Resurfacing Project, Marshall County, WV (Sponsor: WV Division of Highways).** Delineated an Area of Potential Effects, identified and evaluated 76 mostly mail-order buildings and structures according to National Register Criteria, and assessed project effects as part of a Phase I Cultural Resource Management Report.



CULTURAL  
RESOURCE  
CONSULTANTS

## LYNN ALPERT

### SENIOR ARCHITECTURAL HISTORIAN (36 CFR 61)

#### YEARS OF EXPERIENCE:

With this firm:

2012-Present

With other firms: 1

#### EDUCATION:

MS 2012

University of

Pennsylvania

Historic Preservation

BA 2006

Temple University

Art History, *Summa Cum  
Laude*

#### PROFESSIONAL

##### TRAINING:

Advisory Council on

Historic Preservation,

Section 106 Essentials

Training Course, August  
2012

#### PROFESSIONAL

##### ORGANIZATIONS:

Member of the  
Vernacular Architecture  
Forum

Member of the Pioneer  
America Society:  
Association for the  
Preservation of Artifacts  
and Landscapes

Member of the American  
Alliance of Museums

#### Professional Experience Summary:

Lynn Alpert's experience includes historical research and writing, architectural surveys and analysis, preparation of National Register of Historic Places nominations, and Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) documentation. She has prepared and directed cultural resources surveys in accordance with Section 106 of the National Historic Preservation Act, as amended, NEPA, and other municipal and state cultural resource regulations. Ms. Alpert's educational and professional experience exceed the qualifications set forth in the Secretary of Interior's Standards for an Architectural Historian [36 CFR 61].

#### Representative Project Experience:

**Route 206 White Horse Circle (County Routes 524 and 533), Hamilton Township, Mercer County, NJ (Sponsor: NJDOT)** Principal Investigator for the intensive-level architectural survey performed for proposed improvements to the Route 206 White Horse Circle. The architectural survey identified 23 resources more than 50 years of age within the APE-Architecture. None were found to possess sufficient significance and/or integrity to meet individual eligibility requirements or to qualify as contributing resources under National Register of Historic Places Criteria. No further architectural survey was recommended. Funded by the Federal Highway Administration, all work was completed in accordance with Section 106 of the National Historic Preservation Act.

**Wheatsheaf Lane Pedestrian Bridge, City of Philadelphia, Philadelphia County, PA (Sponsor: Amtrak)** Architectural Historian for the cultural resource investigations performed in connection with Amtrak's proposed removal of the over-grade Wheatsheaf Lane Pedestrian Bridge and construction of new catenary structures on the Northeast Corridor in the City of Philadelphia. Prepared an intensive-level historic architectural survey that determined that the Wheatsheaf Lane Pedestrian Bridge was a contributing resource of the Pennsylvania Railroad: Mainline (Philadelphia to New York) Historic District. Subsequently completed mitigation measures including preparation of a scholarly article and a separate educational booklet focusing on the history of the Wheatsheaf Lane Pedestrian Bridge in the context of the development of the Frankford Junction yard and the railroad grade separation campaigns of the early twentieth century.

**Goethals Bridge Replacement, City of Elizabeth, Union County, NJ and Borough of Staten Island, Richmond County, NY (Sponsor: PANYNJ)** As part of the fulfillment of cultural resource related mitigation requirements in connection with the replacement of the Goethals Bridge, completed supplemental HAER documentation of the Goethals Bridge and assisted with the production of an educational book that addressed the significance of the bridge as an engineering landmark and its key role in the regional transportation network and its contributions to the development of the Port of New York and New Jersey and the 20th-century history of northeastern New Jersey and Staten Island. The project included consultation with the Historic Preservation Offices of New York and New Jersey.





CULTURAL  
RESOURCE  
CONSULTANTS

## CHELSEA TROPPAUER ARCHITECTURAL HISTORIAN (36 CFR 61)

### YEARS OF EXPERIENCE:

With this firm:

2014-Present

With other firms: 2

### EDUCATION:

MS 2013

University of  
Pennsylvania  
Historic Preservation

BS 2011

Franklin and Marshall  
College  
Art History

### PROFESSIONAL TRAINING:

Amtrak Safety Training

NJ Transit Safety  
Training

Norfolk Southern  
Contractor Safety  
Training

First Aid/ AED/ CPR  
Certified

### Professional Experience Summary:

Chelsea Troppauer's experience includes historical research and writing, architectural surveys, and architectural analysis. Ms. Troppauer has worked on cultural resources surveys completed in accordance with Section 106 of the National Historic Preservation Act and other municipal and state cultural resource regulations. Ms. Troppauer has experience using computer-aided mapping programs including ArcGIS, ArcView, and AutoCAD. She also has extensive experience in archival and non-profit management. Her educational and professional experience meet the qualifications set forth in the Secretary of Interior's Standards for an Architectural Historian [36 CFR 61].

### Representative Project Experience:

**Morris County Historic Sites Survey, Phase III, Boroughs of Chatham, Madison, and Mount Arlington, Chatham and Montville Townships and Town of Dover, Morris County NJ (Sponsor: Morris County Planning Department)** As Assistant Architectural Historian, assisting with intensive-level historic architectural surveys on selected properties for the ongoing Phase III of Morris County's historic sites survey update. The project includes an update of existing historic sites survey data on previously surveyed properties and expanding the database to include properties listed on or determined eligible for the National Register that were not previously surveyed. Resources include 85 Streetscapes, 30 Historic Districts, and 333 Individual buildings.

**Georgetown-to-Lewes Trail, Georgetown, Broadkill, Lewes and Rehoboth Hundreds, Sussex County, DE (Sponsor: DelDOT)** Prepared a National Register of Historic Places (NRHP) Eligibility Assessment of the 17.8-mile long Georgetown to Lewes Railroad Corridor (Junction & Breakwater Railroad [Sussex County, DE]). As a result of the survey, recommended the Junction & Breakwater Railroad Historic District, containing 21 contributing resources, eligible for listing on the NRHP. Determined that DelDOT Bridge No. 3-928R, a contributing resource to the District, was also individually eligible for listing in the NRHP under Criteria A and C, in the areas of Engineering and Transportation.

**Fort Lee Post Office, Borough of Fort Lee, Bergen County, NJ (Sponsor: Borough of Fort Lee)** As Principal Investigator, Architectural Historian, preparing the written historical and descriptive data of a Historic American Buildings Survey (HABS) of the Fort Lee Main Post Office. The project is being performed as mitigation prior to the selling of the property. The Fort Main Lee Post Office is a Colonial Revival style post office built in 1938-1939 under the auspices of the Public Works Administration using a set of standardized plans developed by Louis A. Simon of the Office of the Supervising Architect of the U.S. Treasury Department. The interior lobby space retains four murals designed by Henry Schankenberg, an artist employed by the Treasury Department, Section of Fine Arts. The building is historically and architecturally significant for its association with the Federal Government's New Deal era programs, enhanced by the presence of Schankenberg's commissioned murals. Research for the project includes an examination of New Deal post offices and the government's Section of Fine Arts program.



CULTURAL  
RESOURCE  
CONSULTANTS

## LAUREN A. DUNKLE ARCHITECTURAL HISTORIAN (36 CFR 61)

### YEARS OF EXPERIENCE:

With this firm:

2019-Present

With other firms: 1

### EDUCATION:

MA 2019

Savannah College of Art  
and Design

Preservation Design

BS 2018

Philadelphia University  
Architectural Studies

### Professional Experience Summary:

Lauren A. Dunkle's experience includes historical research and writing, architectural surveys and analysis, and National Register nominations. Ms. Dunkle has worked on cultural resources surveys completed in accordance with Section 106 of the National Historic Preservation Act and other municipal and state cultural resource regulations. She has experience using the computer-aided mapping programs including ArcGIS and AutoCAD. Ms. Dunkle's educational and professional experience meet the qualifications set forth in the Secretary of Interior's Standards for an Architectural Historian [36 CFR 61].

### Representative Project Experience:

**Middlesex County River Road Improvements, Piscataway Township, Middlesex County, NJ (Sponsor: Middlesex County)** Architectural Historian for various mitigation measures performed in connection with the proposed improvements of River Road, a contributing resource to the Road Up Raritan Historic District. Project tasks included historical research, composition of a written history, design consultation, and preparation of an interpretive sign. Research included visiting local repositories to review archival documents such as historic maps and photographs.

**Burlington County Historic Smithville Pedestrian and Bicycle Mobility Enhancements and Traffic Calming Improvements Project, Dunham Lane to Powell Road, Southampton and Eastampton Townships, Burlington County, NJ (Sponsor: Burlington County)** As Assistant Architectural Historian, researched and composed a site development history and historic context for multiple subject parcels located within Smithville as part of a Phase II archaeological survey performed in connection with Burlington County's Historic Smithville Pedestrian and Bicycle Mobility Enhancements and Traffic Calming Improvements Project at Dunham Lane to Powell Road. Primary document research included the review of deeds, wills, and probate record to reconstruct the ownership history and land use of the subject parcels from the early eighteenth century through the twenty-first century.

**Clifton Broad North, LLC Arch Culvert, Former Hepburn Road over the Third River, City of Clifton, Passaic County, NJ (Sponsor: Clifton Broad North, LLC)** Architectural Historian for the Historic American Engineering Record (HAER) recordation of the late-nineteenth century Hepburn Road Culvert (CBN LLL Arch Culvert) spanning Third River in the City of Clifton. The work was undertaken to comply with the conditions of a New Jersey Freshwater Wetlands Permit and as a mitigation measure in advance of its proposed replacement.

**Wireless Collocation at 300 Broadway, City of Newark, Essex County, NJ (Sponsor: U.S. Cellular)** Architectural Historian for a visual effects assessment for a proposed wireless collocation project proposed to be located on a mid-1920s commercial building at 300 Broadway in the City of Newark. Delineated the Area of Potential Effects for Visual Effects and assessed the potential National Register eligibility for the condominium building. Determined that no historic properties would be adversely affected by the undertaking.



## **ATTACHMENT D: FIGURES AND PLATES**

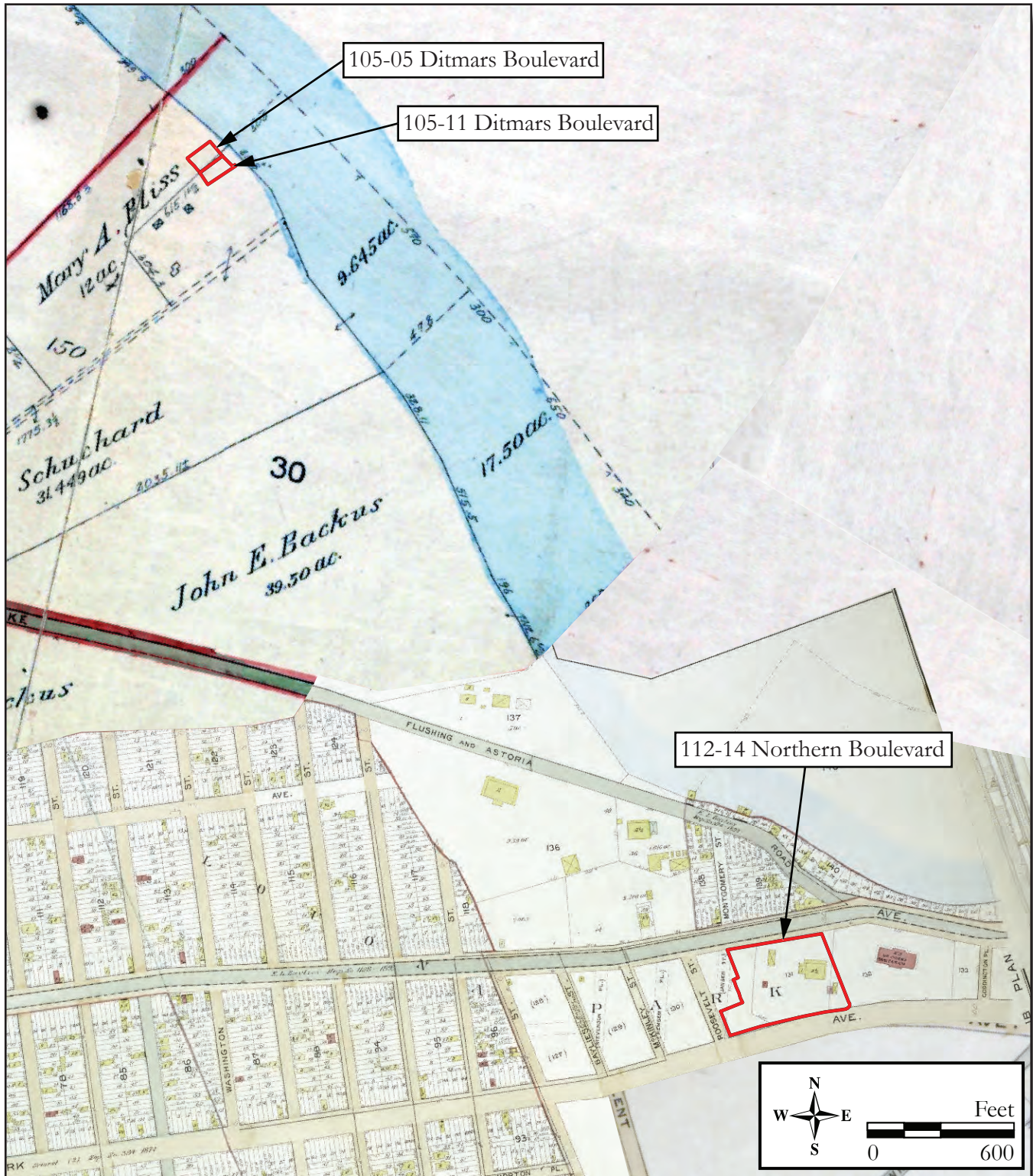


Figure 1: 1903 map showing the areas of East Elmhurst and Corona prior to the construction of the Ditmars Boulevard properties and the Dorie Miller Housing Cooperative. The future locations of 105-05 and 105-11 Ditmars Boulevard and the Dorie Miller Housing Cooperative are noted (E. Belcher Hyde, Brooklyn, New York. Composite View).



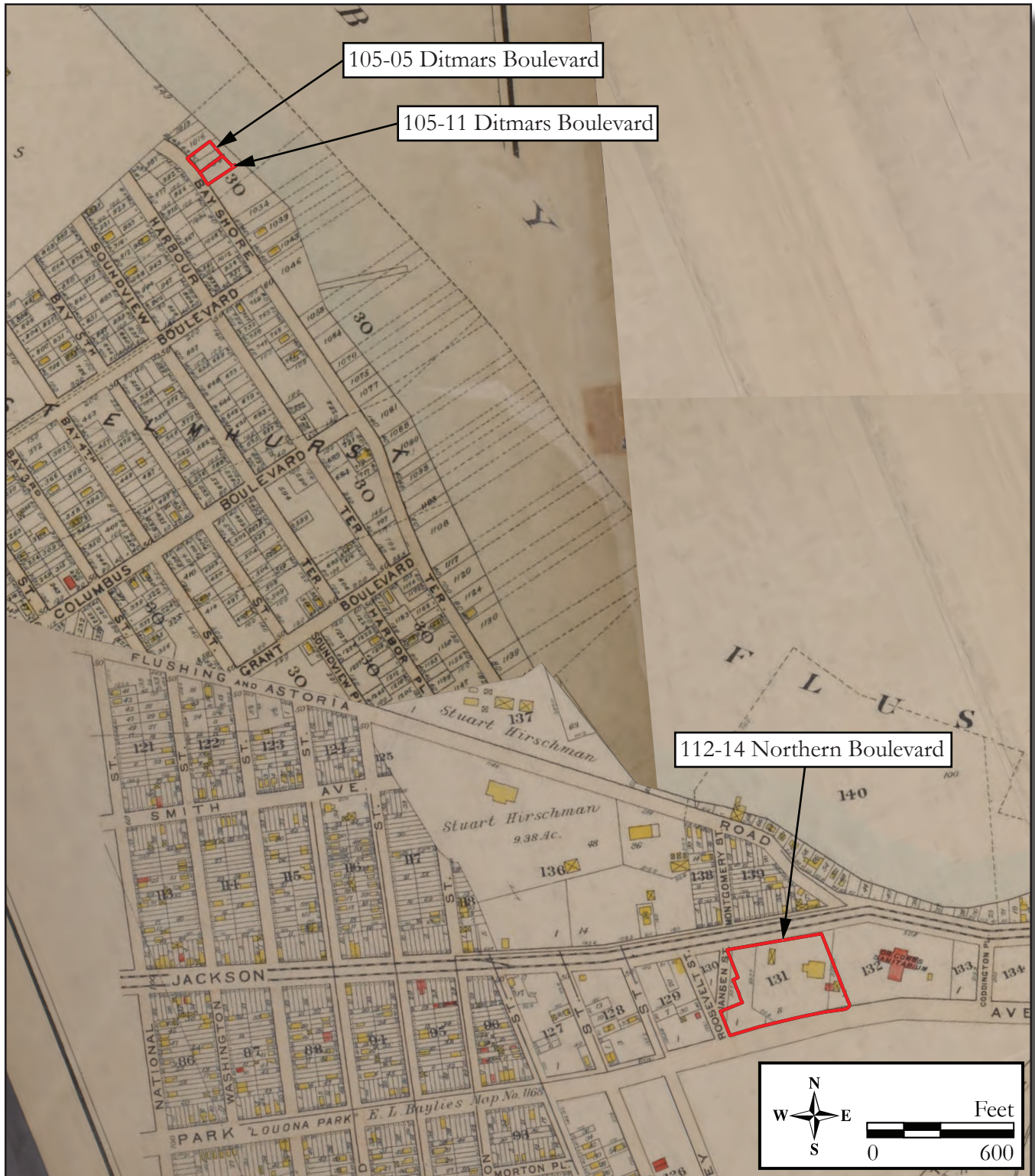


Figure 2: 1909 map showing the increased development of East Elmhurst. The future locations of 105-05 and 105-11 Ditmars Boulevard and the Dorie Miller Housing Cooperative are noted (G.W. Bromley and CO., Philadelphia, Pennsylvania. Composite view).





Figure 3: 1924 historic aerial photograph showing the built environment within East Elmhurst and Corona. The future locations of 105-05 and 105-11 Ditmars Boulevard and the Dorie Miller Housing Cooperative are noted (City of New York Board of Estimate and Apportionment 1924).



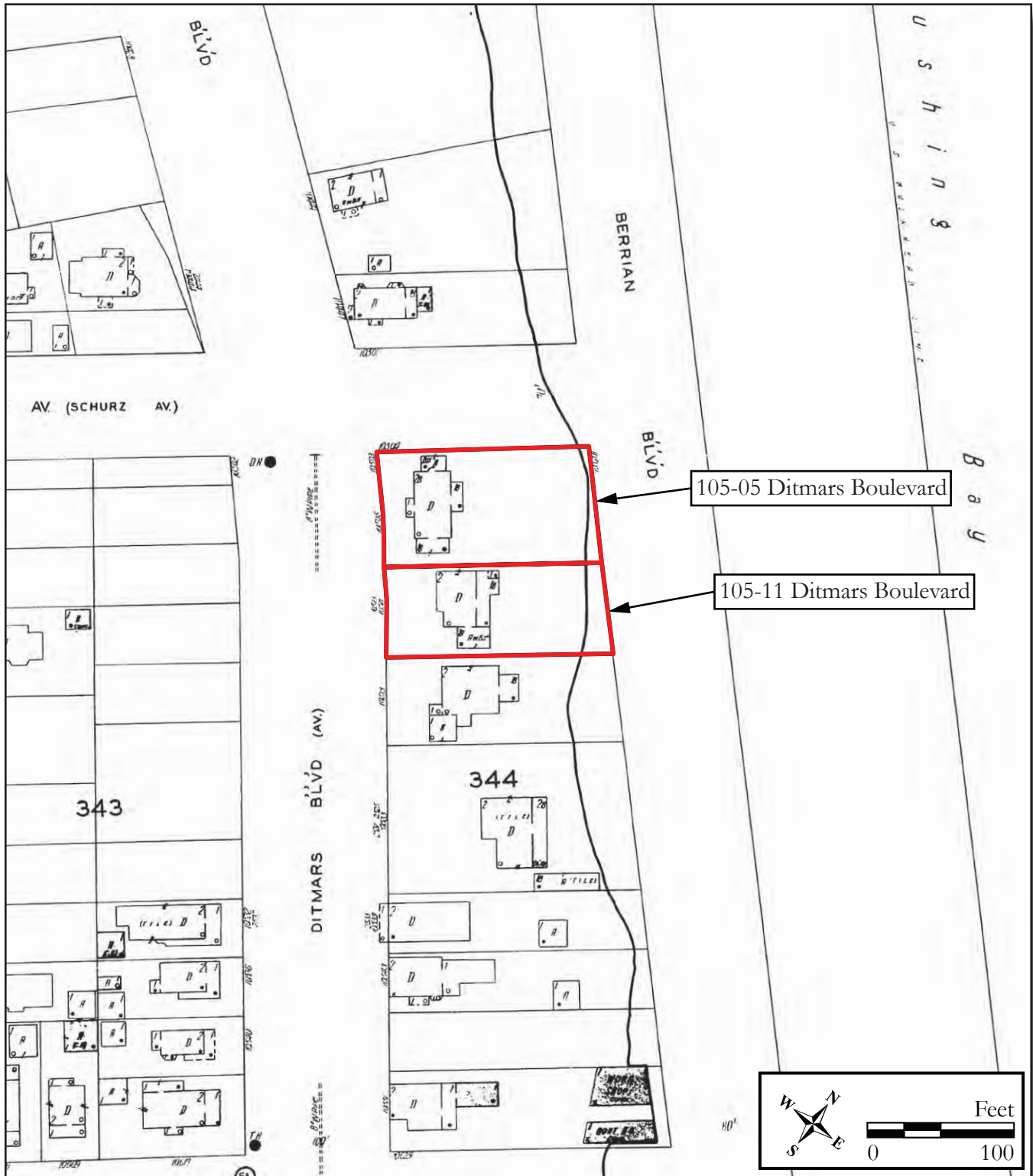


Figure 4: 1930 Sanborn map showing the building footprints of 105-05 and 105-11 Ditmars Boulevard (Sanborn Map Company 1930).



Plate 1: View of number 105-05 (RGA100) from Ditmars Boulevard.

Photo view: East

Photographer: Lauren Dunkle

Date: December 5, 2019



Plate 2: View of number 105-05 (RGA100) from Ditmars Boulevard showing the north elevation.

Photo view: Southeast

Photographer: Lauren Dunkle

Date: December 5, 2019





Plate 3: Detail view of number 105-05 (RGA100) showing the one-story brick wing with trellis, modern enclosure on the sleeping porch, and the one-story concrete block addition.

Photo view: East

Photographer: Lauren Dunkle

Date: December 5, 2019



Plate 4: View of number 105-11 (RGA101) from Ditmars Boulevard.

Photo view: East

Photographer: Lauren Dunkle

Date: December 5, 2019



Plate 5: Detail view of number 105-11 (RGA101) from Ditmars Boulevard showing the one-story wing and below-grade garage.

Note, replacement sliding windows.

Photo view: East

Photographer: Lauren Dunkle

Date: December 5, 2019



Plate 6: View of the Dorie Miller Cooperative Houses (RGA112) from Northern Boulevard.

Photo view: South

Photographer: Lauren Dunkle

Date: December 5, 2019





Plate 7: Detail view of the Dorie Miller Cooperative Houses (RGA112) showing replacement windows and reconstructed brick lintels.

Photo view: Northwest

Photographer: Lauren Dunkle

Date: December 5, 2019

Plate 8: Detail view of the



Dorie Miller Cooperative Houses (RGA112) showing the altered cornice.

Photo view: Northeast

Photographer: Lauren Dunkle

Date: December 5, 2019



## APPENDIX K.7

# Section 106 Effects Assessment

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**RICHARD GRUBB & ASSOCIATES**  
*Historic Architecture • Archaeology • Historical Research*

259 Prospect Plains Road | Building D | Cranbury, New Jersey 08512 | 609-655-0692 | rgaincorporated.com

## MEMORANDUM

TO: Andrew Brooks, Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

FROM: Richard Grubb & Associates, Inc.

DATE: April 9, 2020

RE: Section 106 Effects Assessment  
LaGuardia Airport Access Improvement Project

### **1.0 Introduction**

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport) in the Borough of Queens, Queens County, New York, is proposing to improve access to LGA through the construction and operation of a new automated people mover (APM) AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

Because the Project includes federal involvement, the undertaking is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in or eligible for listing in the National Register of Historic Places (NRHP) in consultation with the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), consulting parties, and the public, and to afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment, as appropriate. In New York, the Commissioner of the New York State Office of Parks, Recreation, and Historic Preservation serves as the SHPO.

The US Department of Transportation's (USDOT) Federal Aviation Administration (FAA), as lead federal agency for the undertaking, is responsible for ensuring compliance with Section 106, as well as the preparation of an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. § 4321 et seq.). The EIS is being prepared in accordance with Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508) and the procedures described in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process

ADDITIONAL OFFICES | Pennsylvania | New York | North Carolina | Maryland

DBE/WBE/SBE CERTIFIED

for Infrastructure, the EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of these cooperating and participating agencies. By letter dated June 17, 2019, the FAA notified both the SHPO and the ACHP that it will use the NEPA/EIS process to comply with Section 106, as outlined in 36 CFR § 800.8 (c).

## **2.0 Project Description**

Exclusive of a No Build alternative, the FAA identified one Project alternative during its alternatives screening process: the Port Authority's Proposed Alternative (the Proposed Action).

### **Proposed Action**

The Proposed Action encompasses the following Project components:

- Construction of an elevated dual-lane fixed guideway APM system approximately 2.3 miles in length that extends from the LGA Central Hall (Terminal B) Building (currently under unrelated construction), along LaGuardia Road, the northern edge of the Grand Central Parkway (GCP), and the west and south sides of Citi Field parking facilities, to the Metropolitan Transit Authority (MTA) Long Island Rail Road (LIRR) Mets-Willets Point Station and the New York City Transit (NYCT) 7 Line Mets-Willets Point Station;
- Construction of two on-Airport APM stations (Central Hall [Terminal B] APM Station; East [Terminal C and East Garage] APM Station);
- Construction of one off-Airport (Willets Point) APM station at Mets-Willets Point that provides connections to the Mets-Willets Point LIRR and NYCT 7 Line stations;
- Construction of a multi-level above ground APM operations, maintenance, and storage facility (OMSF) with integrated garage for a total of 1,000 parking spaces to accommodate APM employees (50 spaces) and others that would be affected by the Proposed Action. This includes Airport employees (approximately 500 replacement spaces relocated from Parking Lot P10), MTA employees (approximately 250 spaces), and Mets replacement parking (approximately 200 spaces);
- Construction of a temporary bus parking facility, including 12-foot by 40-foot trailers with amenities for dispatcher operation, temporary toilets and a security booth, to accommodate the relocation of approximately 240 buses from the Casey Stengel Bus Depot;
- Construction of passenger walkway systems compliant with the Americans with Disabilities Act to connect the APM stations to the Airport passenger terminals, ground transportation facilities; and parking facilities at the OMSF;
- Construction of three traction power substations (TPSS) to provide power to the APM guideway: TPSS #1 would be an approximately 2,100 square foot facility located on the guideway near the East APM Station. TPSS #2 would be an approximately 2,800 square foot



facility located at-grade adjacent to Roosevelt Avenue in the vicinity where the AirTrain guideway crosses over the NYCT 7 Line. TPSS #3 would be an approximately 3,100 square foot facility located on the guideway level of the OMSF;

- Construction of a 27kV main substation located within or adjacent the OMSF structure on MTA property; and
- Construction of utilities infrastructure, both new and modified, as needed, to support the proposed Project.

The elevated fixed guideway, APM stations, and OMSF would vary in height, depending on conditions and required clearances. The guideway would be supported on circular columns at intervals of approximately 120 feet on average and constructed using typical common deep pile foundation systems, including drilled shafts and tapertube piles. Overall, the guideway would range in height approximately 30 to 75 feet above current grade. The standard width of the dual-lane guideway would measure 35 feet and diverge at the APM stations to accommodate station platforms. The tops of the on-Airport APM station facilities would measure approximately 102 feet in height. The tops of the Willets Point APM Station and OMSF facility would stand approximately 106 feet in height.

The Proposed Action also includes various enabling projects and connected actions affecting parking facilities, the World's Fair Marina (Marina) facilities, the Passerelle Bridge and the Mets-Willets Point LIRR Station. Parking impacts include utilization of existing temporary parking at the Ingraham's Mountain Site and Southfield Lot for construction personnel and construction of new temporary auto and bus parking facilities on lands located east of Citi Field. Changes to the Marina include relocation of the 2,000 square foot Marina and Boat Operations Office and demolition/relocation of the Marine Travelift Finger Piers, boat lift, and connected timber floating dock that extend 100 feet into Flushing Bay, along with the Operations Shed, and relocation of parking and boatyard storage. Replacement facilities would be constructed at a site approximately 800 feet to the southeast of the current location. The Mets-Willets Point LIRR Station improvements include service changes from an events-only station to a full service facility; initiation of LIRR shuttle service from Mets-Willets Point LIRR station to Grand Central and Penn Stations in Manhattan; increased platform space; track bypass capabilities; track elevation for resiliency; signal modifications; and buildings to accommodate support services and ticketing.

Construction of the proposed Willets Point APM Station will affect various facilities, including the following proposed impacts to the Flushing Meadows-Corona Park and associated Park structures:

Passerelle Bridge – demolish the existing steel and wood pedestrian bridge structure between the Mets-Willets Point Subway Station and the Mets-Willets Point LIRR Station and build a new structure of comparable utility using modern materials on a new alignment to the east of the existing structure, in coordination with New York City Department of Parks and Recreation (NYC Parks), owners of the structure. Designs for the proposed replacement structure are conceptual only.

Pavilion on the Passerelle Bridge over the LIRR – remove the existing canopy structure and make available for possible reconstruction and adaptive re-use elsewhere inside Flushing Meadows-

Corona Park in coordination with NYC Parks. No decision has been made by NYC Parks to accept the structure, and designs for its proposed reuse are not yet developed.

Main Gate Entrance– remove the existing canopy structure during construction for rehabilitation and reinstallation back in its original position, in coordination with NYC Parks. Designs for the proposed reinstallation are conceptual only.

Passerelle Buildings at Main Entrance – modify the existing south ramp descending from the Passerelle Bridge to the park grade at the main entrance to meet ADA standards with possible modifications to the roof deck area to accommodate pedestrian use, in coordination with NYC Parks. Designs for the proposed modifications are conceptual only.

### **3.0 Identification of Historic Properties**

In consultation with the SHPO, the FAA delineated an Area of Potential Effects (APE) for both direct and indirect effects for the Proposed Action, to which the SHPO concurred in correspondence dated July 15, 2019. Richard Grubb & Associates, Inc. (RGA), cultural resource subconsultants working on behalf of Ricondo & Associates, Inc. (Ricondo), the prime environmental consultant for the FAA's EIS document, completed various cultural resources technical reports and memoranda in support of the FAA's Section 106/EIS obligations and other permitting and licensing applications. By letters dated November 7, 2019, January 29, 2020, and April 6, 2020, the SHPO concurred that no archeological historic properties were identified and that no further archaeological survey was warranted. All identification efforts pertain only to above-ground historic architectural resources. Attachment 1 lists all studies prepared to date, which are appended here by reference.

Consultation with the SHPO, the ACHP, Native American Tribes, and other consulting parties to the Section 106 process for this Project took place in meetings on September 18 and November 14, 2019 and January 15 and February 25, 2020. SHPO issued comments regarding the identification of architectural historic properties by letters dated November 7, 2019 and January 29, 2020. Following consultation, the FAA identified 12 above-ground historic properties (5 individual historic properties, including the Flushing Meadows-Corona Park historic district [USN 08101.012611, and 7 contributing elements to the park) eligible for listing in the NRHP inside the APE for the Proposed Action. The FAA submitted its initial identification of historic properties to the SHPO by letter dated January 7, 2020, which the SHPO concurred with on January 29, 2020. Based on input from the consulting parties, the FAA submitted additional research to the SHPO and consulting parties, and its final identification of historic properties by letter dated March 12, 2020. The SHPO has not yet responded to the latter. The following effects assessment is based on the FAA's current determinations of eligibility. Table 3.1 summarizes the list of all identified historic properties. Figures 3.1, 3.2a, and 3.2b illustrate the locations of all identified historic properties and their relationship to the Proposed Action. Figures 3.3a – 3.3h depict detailed conceptual design drawings and renderings of the Proposed Action adjacent to historic properties.



**Table 3.1: Summary Identification of Historic Properties**

<b>NO.</b>	<b>USN NO.</b>	<b>HISTORIC PROPERTY NAME</b>	<b>NRHP CRITERIA</b>	<b>NRHP ELIGIBILITY</b>	<b>APE (DIRECT/INDIRECT)</b>
1	08101.013145	Dwelling, 105-19 Ditmars Blvd	Criterion C – Architecture	Individually Eligible	Indirect
2	08101.013146	Dwelling, 105-33 Ditmars Blvd	Criterion C – Architecture	Individually Eligible	Indirect
3	08101.013148	Dwelling, 106-18 27 <sup>th</sup> Ave.	Criterion C – Architecture	Individually Eligible	Indirect
4	08101.012611	Flushing Meadows-Corona Park (Historic District)	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Individually Eligible	Direct and Indirect
5	08101.012570	Passerelle Bridge	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	Direct
6	08101.012612	Pavilion on the Passerelle Bridge (over the LIRR)	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	Direct
7	08101.012586	Main Gate Entrance	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	Direct
8	08101.012608	Passerelle Buildings at Main Entrance	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	Direct
9	08101.012595	Concrete Arches	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	Indirect
10	08101.013166	Paint Shed	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	Indirect
11	08101.013167	Maintenance Building	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	Indirect
12	08101.012178	Porpoise Bridge (tidal gate bridge)- BIN 2270690	Criterion C/ Engineering	Individually Eligible/key contributing to Flushing Meadows-Corona Park	Indirect

## **4.0 Project Effects**

### **4.1 Criteria of Adverse Effect**

For all identified historic properties eligible for listing in the NRHP inside the APE, RGA conducted an assessment of Project effects by applying the Secretary of the Interior's *Standards for the Treatment of Historic Properties* in combination with the Advisory Council on Historic Preservation's Criteria of Adverse Effect (36 CFR § 800.5). Additional guidance was derived from the CEQ's Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR §§ 1500 – 1508) and from input received from consulting parties. Project plans for the Proposed Action remain in the preliminary stages of development and are largely conceptual. The following effects assessments are based on Project designs as currently defined.

An adverse effect occurs when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that would qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association (36 CFR § 800.5(1)). Consideration is given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be further removed in distance, or be cumulative. Examples include, but are not limited to: physical destruction; alteration inconsistent with the Secretary of the Interior's Standards; removal; change in character of use or setting; introduction of visual, atmospheric, or audible elements that diminish integrity of significance; deterioration from neglect; and transfer by sale or lease out of federal ownership (36 CFR 800.5(2)). An adverse effect finding may be addressed and resolved through agreed-upon measures to avoid, minimize, or mitigate the adverse effect.

Potential impacts from noise and vibration were assessed according to federal guidance established by the USDOT's Federal Transit Administration.<sup>1</sup> The severity of noise impacts is based on existing background noise coupled with the introduction of additional construction and operation noise associated with the Proposed Action. The severity of vibration impacts was determined by the level at which vibration decibels (VdB) exceed the damage threshold for typical building types (100 VdB). Vibration "annoyance," a more subjective measure, is based on levels at which vibrations are perceptible or have the potential to interfere with regular activities such as sleeping and talking (72 VdB).

Current noise and vibration levels within the APE are high, consistent with a typical urban environment. Day/night sound levels measure 61 to 81 A-weighted decibels (dBA). Peak hour equivalent sound levels range from 61 to 76 dBA. Existing vibration levels are between 57 and 61 VdB. Potential noise and vibrations may result from both construction and operation of the AirTrain and may be both temporary and permanent. Pile driving associated with building the APM guideway column foundations and other structures is the most likely source for potential project sounds and vibrations.

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<sup>1</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, FTA Report No. 0123, September 2018.



Potential impacts from noise and vibration are more fully identified and addressed together with cumulative effects in the concurrent EIS.

#### 4.2 Assessment of Effects

##### Dwelling, 105-19 Ditmars Boulevard (USN 08101.013145)

The dwelling at 105-19 Ditmars Boulevard is eligible for listing in the NRHP under Criterion C in the area of Architecture as an intact, unusual interpretation of the Tudor Revival style, executed in brick. The period of significance has not been formally determined but is presumed to correspond to the building's date of construction (circa 1930). The property's boundary is also undefined. For the purposes of Section 106 compliance, the FAA has adopted a boundary corresponding to the current tax parcel (Block 1657, Lot 14).

The historic property is located within the Proposed Action APE for indirect effects. As currently designed, the proposed elevated APM guideway would be constructed approximately 235 feet east of the property's eastern boundary and stand approximately 30 feet above current grade (the grade along Flushing Bay Promenade and the GCP). Sloping topography places the eastern (rear) boundary of the historic property near this base level adjacent to the GCP, and the western (front) boundary of the property along Ditmars Boulevard approximately 20 feet higher. From Ditmars Boulevard, views of the proposed guideway, behind the historic property, would be reduced by topography, the subject building, neighboring dwellings, and vegetation. The rear of the property overlooks eight travel lanes and four acceleration/deceleration lanes of the GCP, streetlight poles, highway signage structures, pedestrian overpasses, as well as a complex assemblage of infrastructure associated with the LGA, currently under reconstruction. These modern intrusions constitute existing visual clutter within the setting, post-dating the historic property's period of significance (circa 1930).

Construction of the proposed undertaking would not physically impact the boundary of the historic property. The location of the proposed APM guideway is already developed with similar transportation-related infrastructure. Its introduction into the property's wider viewshed would not alter any of the characteristics that qualify the historic property for listing in the NRHP as a work of architecture. The building would continue to embody the distinctive characteristics of its type and period, and it would retain its overall integrity. Although the proposed APM guideway could introduce a visual impact to the residents of the property, it would not adversely affect the characteristics or integrity of the property that make it eligible for listing on the NRHP. Potential visual impacts are more fully identified and addressed together with cumulative effects in the concurrent EIS.

Modeling indicates that the property would experience construction noise impacts as a result of pile driving for the APM guideway support columns. Because there are already high ambient noise levels along Ditmars Boulevard, the introduction of just small amounts of additional noise during pile driving results in a severe impact rating based on FTA criteria. However, these noise levels would be temporary and most acute only when construction occurs nearby. Additionally, pile driving vibration associated with construction of the fixed-guideway structure would be temporary and exceed "annoyance" levels but would be below damage levels based on FTA criteria. A vibration level that causes "annoyance" is below the physical damage risk threshold for typical buildings of this construction. Pile driving and installation of the APM support columns from the Airport to the crossing of the GCP (the entire area along the Flushing Bay Promenade) would occur intermittently over an 11-month period. In this area of the proposed Project, approximately 33 support columns

would be installed, each approximately 120 feet apart. It is estimated that each support column would take approximately 2 weeks to install. Potential effects from noise and vibration resulting from operation of the facility are not expected to exceed current levels from LGA and the GCP. A temporary increase in noise levels would not alter the historic property's qualities of significance as a work of architecture. Similarly, a temporary increase in vibration levels would not result in physical damage. RGA concludes that the Proposed Action as currently planned would have no adverse effect<sup>2</sup> on the dwelling at 105-19 Ditmars Boulevard (USN 08101.013145). RGA recommends FAA adopt a finding of **no adverse effect** pursuant to Section 106 for this historic property.

Dwelling, 105-33 Ditmars Boulevard (USN 08101.013146)

The dwelling at 105-33 Ditmars Boulevard is eligible for listing in the NRHP under Criterion C in the area of Architecture as a substantially intact early twentieth-century residence in the Mediterranean/Mission Revival style. The period of significance has not been formally determined but is presumed to correspond to the building's date of construction (circa 1922). The property's boundary is also undefined. For the purposes of Section 106 compliance, the FAA has adopted a boundary corresponding to the current tax parcel (Block 1657, Lot 9).

The historic property is located within the Proposed Action APE for indirect effects. As currently designed, the proposed elevated APM guideway would be constructed approximately 225 feet east of the property's eastern boundary and stand approximately 30 feet above current grade (the grade along Flushing Bay Promenade and the GCP). Sloping topography places the eastern (rear) boundary of the historic property near this base level, adjacent to the GCP, and the western (front) boundary of the property along Ditmars Boulevard approximately 20 feet higher. From Ditmars Boulevard, views of the proposed guideway, behind the historic property, would be reduced by topography, the subject building, neighboring dwellings, and vegetation. The rear of the property overlooks eight travel lanes and four acceleration/deceleration lanes of the GCP, streetlight poles, highway signage structures, pedestrian overpasses, as well as a complex assemblage of infrastructure associated with the LGA, currently under reconstruction. These modern intrusions constitute existing visual clutter within the setting, post-dating the historic property's period of significance (circa 1922).

Construction of the proposed undertaking would not physically impact the boundary of the historic property. The location of the proposed APM guideway is already developed with similar transportation-related infrastructure. Its introduction into the property's wider viewshed would not alter any of the characteristics that qualify the historic property for listing in the NRHP as a work of architecture. The building would continue to embody the distinctive characteristics of its type and period, and it would retain its overall integrity. Although the proposed APM guideway could introduce a visual impact to the residents of the property, it would not adversely affect the characteristics or integrity of the property that make it eligible for listing on the NRHP. Potential visual impacts are more fully identified and addressed together with cumulative effects in the concurrent EIS.

Modeling indicates that the property would experience construction noise impacts as a result of pile driving for the APM guideway support columns. Because there are already high ambient noise levels along Ditmars Boulevard, the introduction of just small amounts of additional noise during pile driving results in a severe impact rating based on FTA criteria. However, these noise levels would be

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<sup>2</sup> The concurrent EIS will examine other effects to this property and other properties along Ditmars Boulevard. The no adverse effect determination is solely related to effects on the historic aspects of the property.



temporary and most acute only when construction occurs nearby. Additionally, pile driving vibration associated with construction of the fixed-guideway structure would be temporary and exceed “annoyance” levels but would be below damage levels based on FTA criteria. A vibration level that causes “annoyance” is below the physical damage risk threshold for typical buildings of this construction. Pile driving and installation of the APM support columns from the Airport to the crossing of the GCP (the entire area along the Flushing Bay Promenade) would occur intermittently over an 11-month period. In this area of the proposed Project, approximately 33 support columns would be installed, each approximately 120 feet apart. It’s estimated that each support column would take approximately 2 weeks to install. Potential effects from noise and vibration resulting from operation of the facility are not expected to exceed current levels from LGA and the GCP. A temporary increase in noise levels would not alter the historic property’s qualities of significance as a work of architecture. Similarly, temporary vibration levels would not result in physical damage. RGA concludes that the Proposed Action as currently planned would have no adverse effect<sup>3</sup> on the dwelling at 105-33 Ditmars Boulevard (USN 08101.013146) RGA recommends FAA adopt a finding of **no adverse effect** pursuant to Section 106 for this historic property.

Dwelling, 106-18 27th Avenue (USN 08101.013148)

The dwelling at 106-18 27th Avenue is eligible for listing in the NRHP under Criterion C in the area of Architecture as a significant, intact example of the brick Craftsman bungalow form. The period of significance has not been formally determined but is presumed to correspond to the building’s date of construction (circa 1920). The property’s boundary is also undefined. For the purposes of Section 106 compliance, the FAA has adopted a boundary corresponding to the current tax parcel (Block 1665, Lot 7).

The historic property is located within the Proposed Action APE for indirect effects. As currently designed, the proposed elevated APM guideway would be constructed approximately 430 feet east of the property’s eastern boundary and stand approximately 30 feet above current grade (the grade along Flushing Bay Promenade and the GCP). Sloping topography, intervening buildings, and vegetation along the east side of Ditmars Boulevard, as well as eight travel lanes and four acceleration/deceleration lanes of the GCP separate the APM guideway from the historic property. From either Ditmars Boulevard or 27<sup>th</sup> Avenue, views toward the proposed guideway would be minimal.

Construction of the proposed undertaking would not physically impact the boundary of the historic property. The potential for the Project to introduce a new visual element into the property’s wider setting, or to alter any of the characteristics that qualify the historic property for listing in the NRHP as a work of architecture, is considered low. The building would continue to embody the distinctive characteristics of its type and period, and it would retain its overall integrity. Potential visual impacts are more fully identified and addressed together with cumulative effects in the concurrent EIS.

Modeling indicates that the property would experience construction noise impacts as a result of pile driving for the APM guideway support columns. Because there are already high ambient noise levels along Ditmars Boulevard, the introduction of just small amounts of additional noise during pile driving results in a severe impact rating based on FTA criteria. However, these noise levels would be

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<sup>3</sup> The concurrent EIS will examine other effects to this property and other properties along Ditmars Boulevard. The no adverse effect determination is solely related to effects on the historic aspects of the property.

temporary and most acute only when construction occurs nearby. Pile driving and installation of the APM support columns from the Airport to the crossing of the GCP (the entire area along the Flushing Bay Promenade) would occur intermittently over an 11-month period. In this area of the proposed Project, approximately 33 support columns would be installed, each approximately 120 feet apart. It's estimated that each support column would take approximately 2 weeks to install. Additionally, pile driving vibration associated with construction of the fixed-guideway structure would be temporary and not exceed "annoyance" levels. Potential effects from noise and vibration resulting from operation of the facility are not expected to exceed current levels from LGA and the GCP. A temporary increase in noise levels would not alter the historic property's qualities of significance as a work of architecture. RGA concludes that the Proposed Action as currently planned would have no adverse effect<sup>4</sup> on the dwelling at 106-18 27th Avenue (USN 08101.013148). RGA recommends FAA adopt a finding of **no adverse effect** pursuant to Section 106 for this historic property.

#### Flushing Meadows-Corona Park Historic District (USN 08101.012611)

The former site of two World's Fairs, the 897-acre park is eligible for listing in the NRHP under Criterion A in the areas of Social History, Entertainment/Recreation, Community Planning and Development, and Landscape Architecture, as an embodiment of the nineteenth- and early twentieth-century trend in World's Fairs as sites of international renown, technical innovation, and cultural exchange. It preserves a piece of American history and provides a varied landscape with recreational spaces distributed throughout its acreage. The park is also eligible under Criterion C as a collection of structures and a designed landscape that reflects multiple design phases from the various periods of the park's development, constituting a significant and distinguishable entity whose constituent components sometimes lack individual distinction. Contributing elements inside the APE include the Passerelle Bridge (USN 08101.012570); the Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612); the Main Gate Entrance (USN 08101.012586); the Passerelle Buildings at Main Entrance (USN 08101.012608); Concrete Arches (USN 08101.012595); Paint Shed (USN 08101.013166); and Maintenance Building (USN 08101.013167). The identified period of significance (1939-1967) encompasses the various layers of the park's history, including the 1939-1940 and 1964-1965 New York World's Fairs, the public park development between the fairs, and the time immediately after the close of the last fair and its conversion back into a city park. The boundary of the historic district is roughly defined by Meridian Road and the Passerelle Bridge over the LIRR and Corona Yard to the north; the Van Wyck Expressway (I-678) to the east; the south end of Willow Lake to the south; and the GCP and 111th Street to the west. The area comprising the USTA Billie Jean King Tennis Center (USN 08101.012568) is excluded from the boundaries of this district due to major modern renovations and the associated loss of integrity.

Previously identified character-defining features of the Passerelle Bridge and its constitute parts include the elevated steel structure with wood decking and open boardwalk feeling; the axial approach into the Park; its function as a key pedestrian corridor between transportation systems; the repetitive rhythm of flagpoles; and the importance of procession as a key element in the approach to the historic park.

The historic property is located within the Proposed Action APE for both direct and indirect effects. As currently designed, construction of the proposed Willets Point APM Station and its approaches

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<sup>4</sup> The concurrent EIS will examine other effects to this property and other properties along Ditmars Boulevard. The no adverse effect determination is solely related to effects on the historic aspects of the property.



would impact the following properties, which are all contributing elements to the NRHP-eligible Flushing Meadows-Corona Park historic district:

Passerelle Bridge (USN 08101.012570) – The contributing element is located within the Proposed Action APE for direct effects. Project plans propose demolition to grade level. Physical destruction of the property would constitute an **adverse effect**. RGA concludes that the Project would have an adverse effect on the Passerelle Bridge (USN 08101.012570). RGA recommends FAA adopt a finding of **adverse effect** pursuant to Section 106 for this contributing element.

Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612) – The contributing element is located within the Proposed Action APE for direct effects. Project plans propose removal of the existing structure and its possible reconstruction at a new location. Although this resource is eligible in part as a work of architecture, in which integrity of location and setting are less relevant when assessing effects, in this case the structure's location and setting are central to its wider significance as part of the main entry complex to the larger historic park. Regardless of the possibility of its reconstruction elsewhere in the Park, removal of the property from its historic location would constitute an adverse effect. RGA concludes that the Project would have an adverse effect on the Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612). RGA recommends FAA adopt a finding of **adverse effect** pursuant to Section 106 for this contributing element.

Main Gate Entrance (USN 08101.012586) – The contributing element is located within the Proposed Action APE for direct effects. Project plans propose removal of the existing structure from its original location during construction and its restoration and reinstallation back in its original location. Disassembly and/or alterations to a property that are not consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* would constitute an **adverse effect**. RGA concludes that without specific plans in place for the proper treatment of the historic property, the Project would have an adverse effect on the Main Gate Entrance (USN 08101.012586). RGA recommends FAA adopt a finding of **adverse effect** pursuant to Section 106 for this contributing element.

Passerelle Buildings at Main Entrance (USN 08101.012608) – The contributing element is located within the Proposed Action APE for direct effects. Project plans propose alterations to the existing pedestrian ramp between the two buildings and other possible unspecified alterations and repairs to the roof observation decks. Alterations to a property that are not consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* would constitute an **adverse effect**. In addition, modeling indicates that potential damage may result from vibration impacts to buildings within 60 to 90 feet of pile driving for the APM guideway support columns, the new Passerelle Bridge supports, and/or the Mets-Willets Point LIRR Station improvements, depending on the nature of the building's construction. As-built plans indicate that the Passerelle Buildings are constructed of steel, concrete, concrete block, and brick. RGA concludes that without specific plans in place for the proper treatment of the historic property or more precise information on potential vibration impacts, the Project would have an adverse effect on the Passerelle Buildings at Main Entrance (USN 08101.012608). RGA recommends FAA adopt a finding of **adverse effect** pursuant to Section 106 for this contributing element.

Concrete Arches (USN 08101.012595) – The contributing element is located within the Proposed Action APE for indirect effects. The nearest proposed Project elements are located approximately 660 feet distant, with limited potential indirect visual impacts. Construction of the Project elements located in the vicinity of this property would not alter any of the characteristics that qualify the structure for listing in the NRHP as a contributing element to the historic park. The structure would continue to embody the distinctive qualities of its form and period, and it would retain its overall integrity. Due to its distance from the proposed APM guideway, this historic property is not anticipated to experience any impacts from vibration associated with construction activities or APM operations.<sup>5</sup> RGA concludes that the Project would have no effect on the Concrete Arches (USN 08101.012595). RGA recommends FAA adopt a finding of **no effect** pursuant to Section 106 for this contributing element.

Paint Shed (USN 08101.013166) – The contributing element is located within the Proposed Action APE for indirect effects. The nearest proposed Project elements are located approximately 890 feet distant, with limited potential indirect visual impacts. Construction of the Project elements located in the vicinity of this property would not alter any of the characteristics that qualify it for listing in the NRHP as a work of architecture. The structure would continue to embody the distinctive qualities of its form and period, and it would retain its overall integrity. Due to its distance from the proposed APM guideway, this historic property is not anticipated to experience any impacts from vibration associated with construction activities or APM operations. RGA concludes that the Project would have no effect on the Paint Shed (USN 08101.013166). RGA recommends FAA adopt a finding of **no effect** pursuant to Section 106 for this contributing element.

Maintenance Building (USN 08101.013167) – The contributing element is located within the Proposed Action APE for indirect effects. The nearest proposed Project elements are located approximately 890 feet distant, with limited potential indirect visual impacts. Construction of the Project elements located in the vicinity of this property would not alter any of the characteristics that qualify it for listing in the NRHP as a work of architecture. The structure would continue to embody the distinctive qualities of its type and period, and it would retain its overall integrity. Due to its distance from the proposed APM guideway, this historic property is not anticipated to experience any impacts from vibration associated with construction activities or APM operations. RGA concludes that the Project would have no effect on the Maintenance Building (USN 08101.013167). RGA recommends FAA adopt a finding of **no effect** pursuant to Section 106 for this contributing element.

Overall, the impacts described above would physically alter or destroy contributing elements that qualify the Flushing Meadows-Corona Park historic district for listing in the NRHP in a way that would diminish the property's integrity of location, design, setting, materials, and workmanship. The introduction of the proposed Willets Point APM Station would both physically impact the historic property, as well as affect its setting by introducing visual elements into the Park's wider viewshed that may be inconsistent with the Secretary's *Standards for the Treatment of Historic Properties*. RGA concludes that the Proposed Action, as currently planned, would have an adverse effect to the NRHP-eligible Flushing Meadows-Corona Park historic district (USN No. 08101.012611), including four of its

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<sup>5</sup> Vibration modeling conducted for the Project in this area determined that pile driving would need to occur within approximately 90 feet of structures constructed of engineered concrete or masonry to cause any potential damage.



contributing elements. RGA recommends FAA adopt an overall finding of **adverse effect** pursuant to Section 106 for this historic district.

#### Porpoise Bridge (USN 08101.012178)

The Porpoise Bridge is eligible for listing in the NRHP under Criterion C in the area of Engineering as an intact example of a tidal gate bridge in New York City. The period of significance has not been formally determined but is assumed to correspond to the bridge's construction (1936-1937). The boundary of the historic property is also undefined. For the purposes of Section 106 compliance, the FAA has adopted a boundary corresponding to the structure's footprint.

The historic property is located within the Proposed Action APE for indirect effects. The nearest proposed Project elements are located approximately 660 feet distant with intervening structures and vegetation. Potential indirect visual impacts would be limited. Construction of the Project elements would not alter any of the characteristics that qualify it for listing in the NRHP as a work of engineering. The structure would continue to embody the distinctive qualities of its form and period, and it would retain its overall integrity. The historic property is also located well outside the buffer of 200 feet for potential impacts from vibration. RGA concludes that the Port Authority's Proposed Action as currently planned would have no effect on the Porpoise Bridge (USN 08101.012178). RGA recommends FAA adopt a finding of **no effect** pursuant to Section 106 for this historic property.

## **5.0 Summary of Effects Recommendations**

In summary, RGA concludes that the Proposed Action as currently planned would have an **adverse effect** to the NRHP-eligible Flushing Meadows-Corona Park Historic District (USN 08101.012611) and four of its contributing elements: the Passerelle Bridge (USN 08101.012570), the Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612), the Main Gate Entrance (USN 08101.012586), and the Passerelle Buildings at Main Entrance (USN 08101.012608). If the FAA and SHPO concur, the FAA should notify the ACHP of its determination and engage SHPO and other consulting parties on ways to avoid or minimize adverse effects. As Project plans advance, design treatments that are consistent with the Secretary of the Interior's *Standards* may eliminate some adverse effects. If adverse effects are unavoidable, then the FAA and SHPO, should develop a Memorandum of Agreement (MOA) or a Project Programmatic Agreement (PA) among the FAA, the SHPO, the Port Authority, and other invited signatories in coordination with the consulting parties and the public to resolve the adverse effects and conclude the Section 106 consultation process. An MOA addresses known effects and defines procedures to respond to project changes and unanticipated discoveries. A PA is appropriate when historic properties and impacts remain unknown and require an alternate procedure for addressing and resolving effects to historic properties throughout the course of the undertaking. Table 5.1 summarizes RGA's effects recommendations.

**Table 5.1: Summary of eligible historic properties and effects assessment recommendations**

<b>NO.</b>	<b>USN NO.</b>	<b>HISTORIC PROPERTY NAME</b>	<b>NRHP CRITERIA</b>	<b>NRHP ELIGIBILITY</b>	<b>EFFECTS ASSESSMENT</b>
1	08101.013145	Dwelling, 105-19 Ditmars Blvd	Criterion C – Architecture	Individually Eligible	No Adverse Effect
2	08101.013146	Dwelling, 105-33 Ditmars Blvd	Criterion C – Architecture	Individually Eligible	No Adverse Effect
3	08101.013148	Dwelling, 106-18 27 <sup>th</sup> Ave.	Criterion C – Architecture	Individually Eligible	No Adverse Effect
4	08101.012611	Flushing Meadows-Corona Park (Historic District)	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Individually Eligible	Adverse Effect (Direct and Indirect)
5	08101.012570	Passerelle Bridge	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	Adverse Effect (Direct)
6	08101.012612	Pavilion on the Passerelle Bridge (over the LIRR)	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	Adverse Effect (Direct)
7	08101.012586	Main Gate Entrance	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	Adverse Effect (Direct)
8	08101.012608	Passerelle Buildings at Main Entrance	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	Adverse Effect (Direct)
9	08101.012595	Concrete Arches	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	No Effect
10	08101.013166	Paint Shed	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	No Effect
11	08101.013167	Maintenance Building	Criteria A & C - Social History; Entertainment / Recreation; Community Planning and Development; Landscape Architecture	Eligible / Contributing to Flushing Meadows-Corona Park	No Effect
12	08101.012178	Porpoise Bridge (tidal gate bridge)- BIN 2270690	Criterion C/ Engineering	Individually Eligible/key contributing to Flushing Meadows-Corona Park	No Effect





Figure 3.1: Key map depicting project location map, APE-Architecture, and identified historic properties.





Figure 3.2a: Detail map of identified historic properties – Ditmars Boulevard Area.



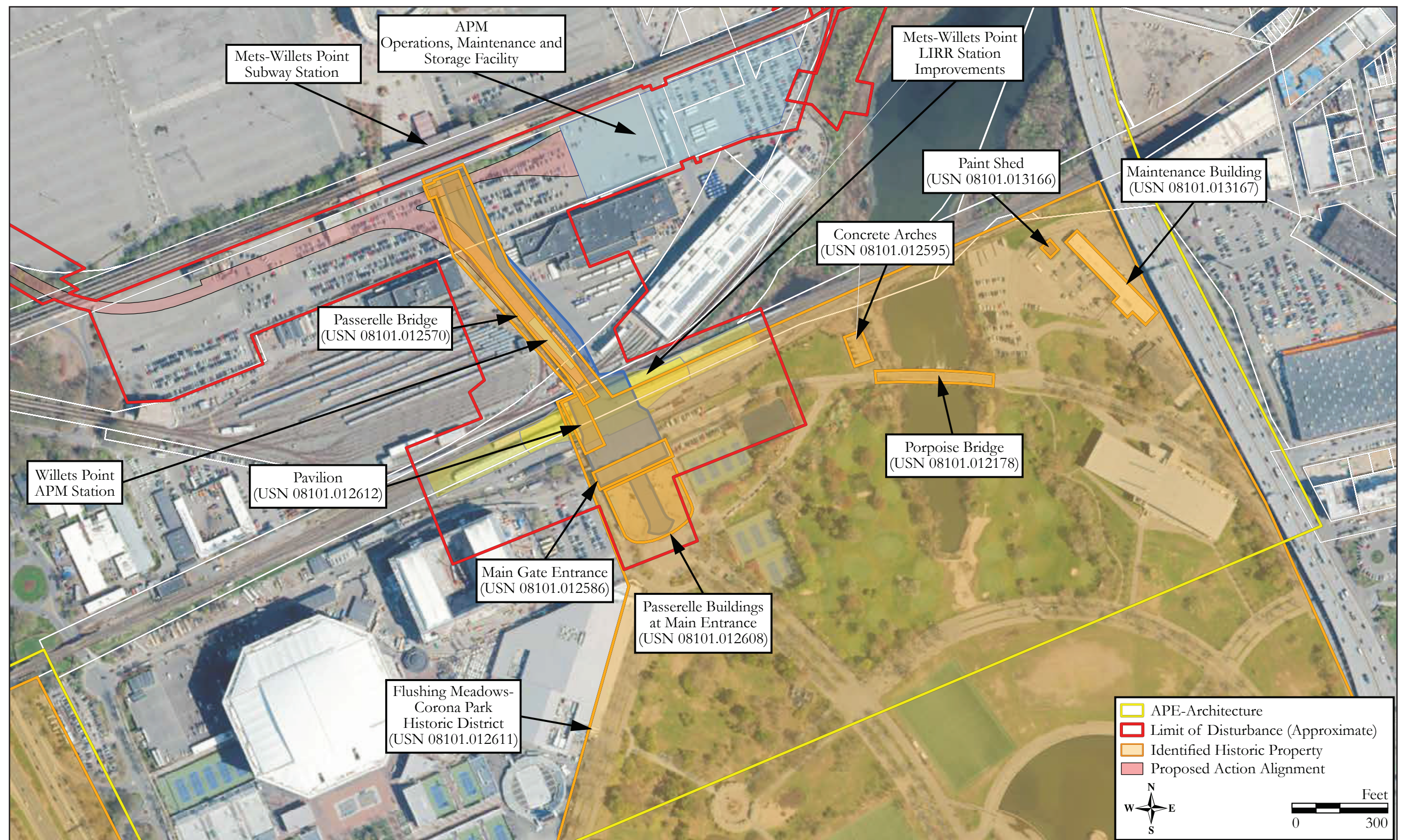


Figure 3.2b: Detail map of identified historic properties – Flushing Meadows-Corona Park Area.



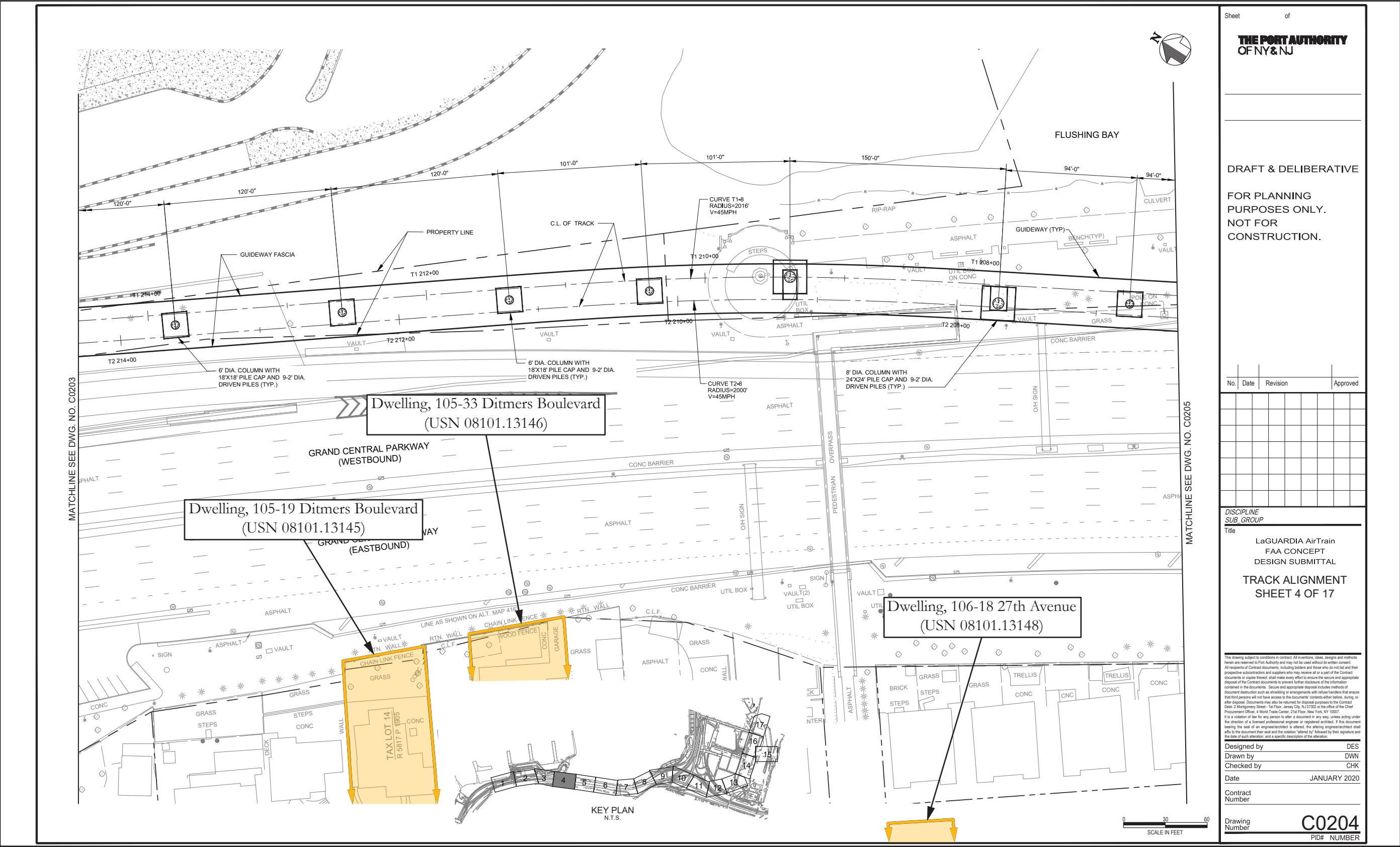


Figure 3.3a: Annotated concept design plan depicting the APM guideway track alignment and support column locations in relation to NRHP-eligible historic properties along Ditmars Boulevard (Port Authority of New York and New Jersey [Drawing CO 204; Sheet 4 of 17], January 2020)).



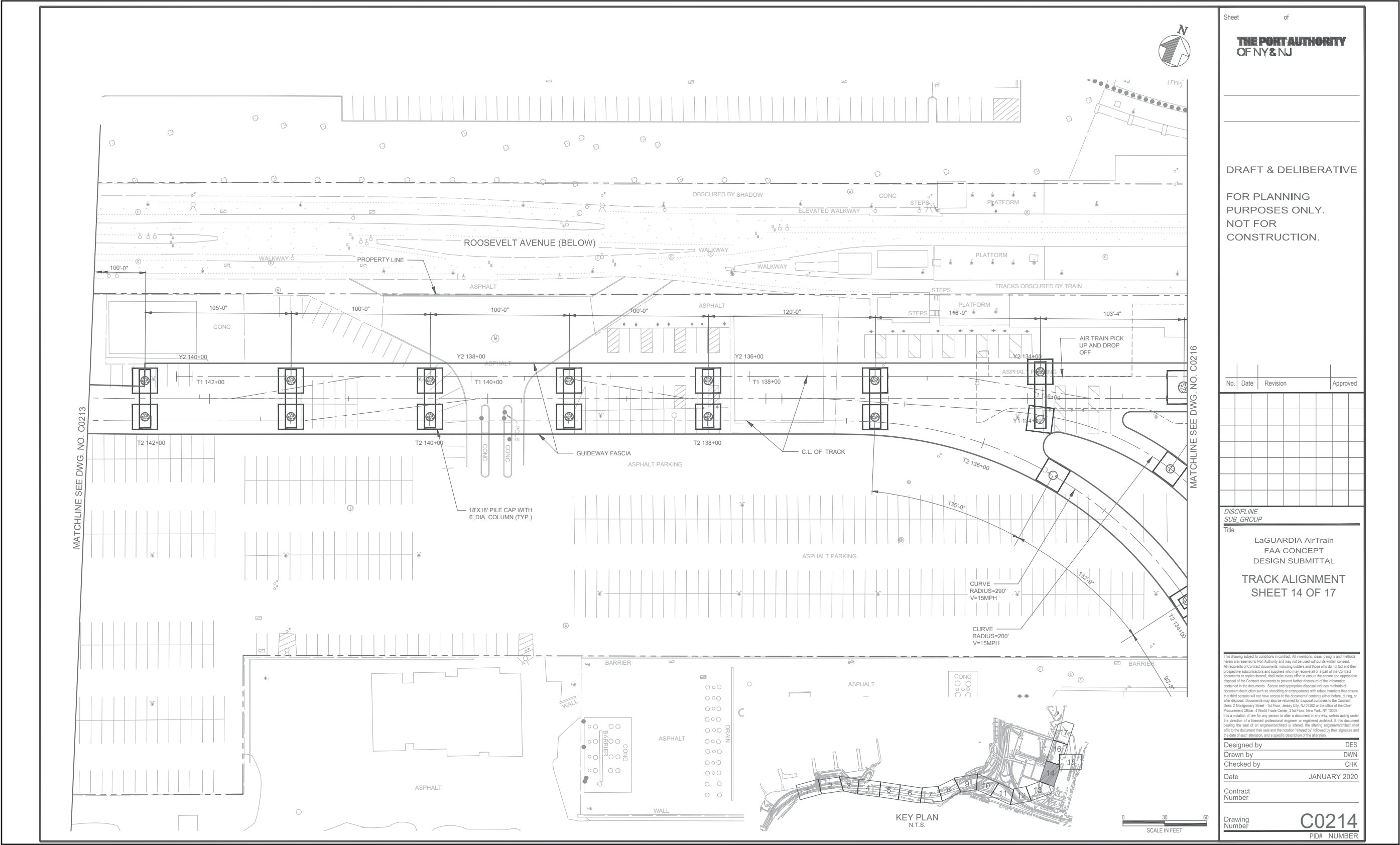


Figure 3.3b: Concept design plan depicting the APM guideway track alignment and support column locations in the vicinity of Mets-Willets Point Subway Station and the Passerelle Bridge (Port Authority of New York and New Jersey [Drawing CO 214; Sheet 14 of 17], January 2020)).

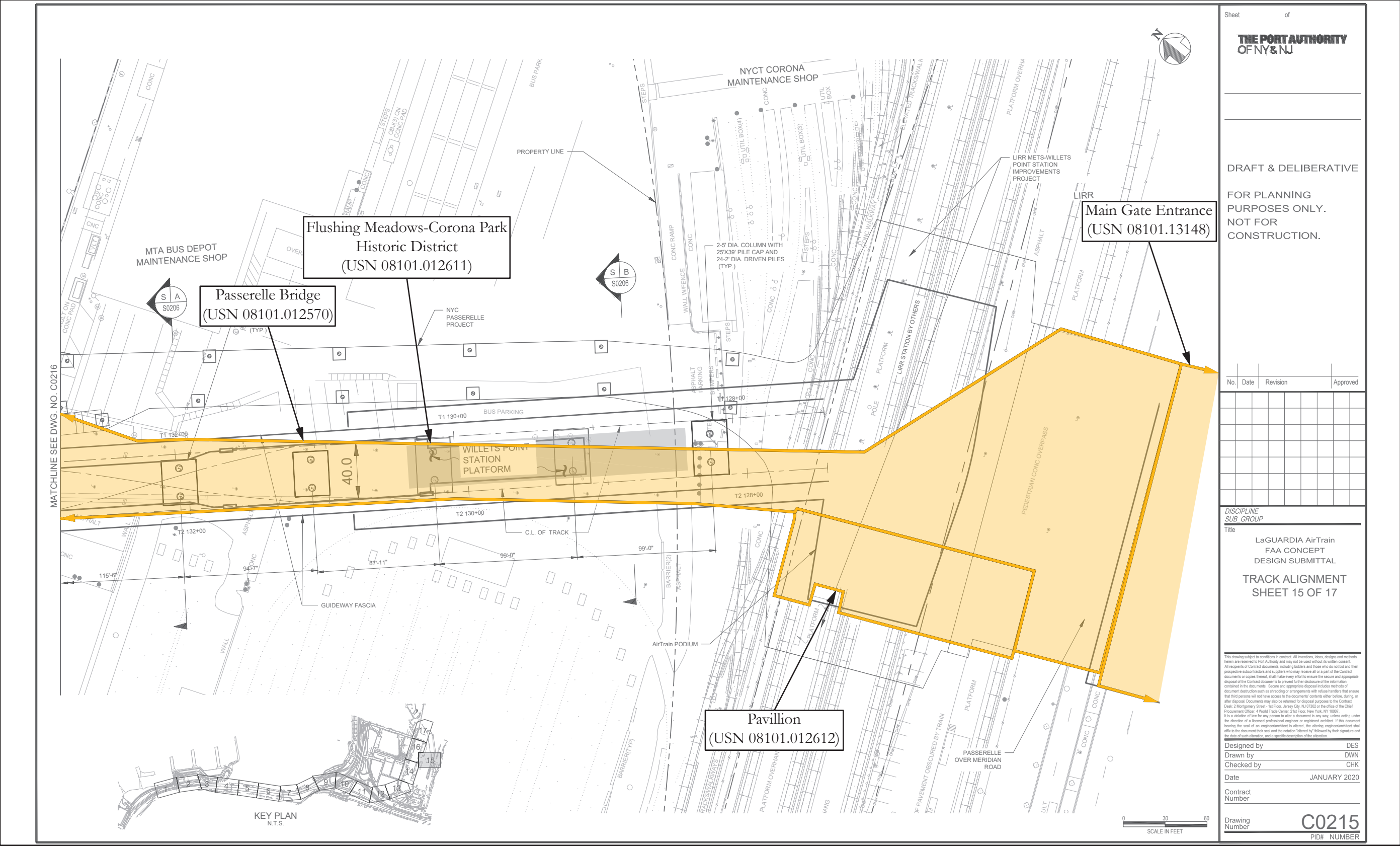
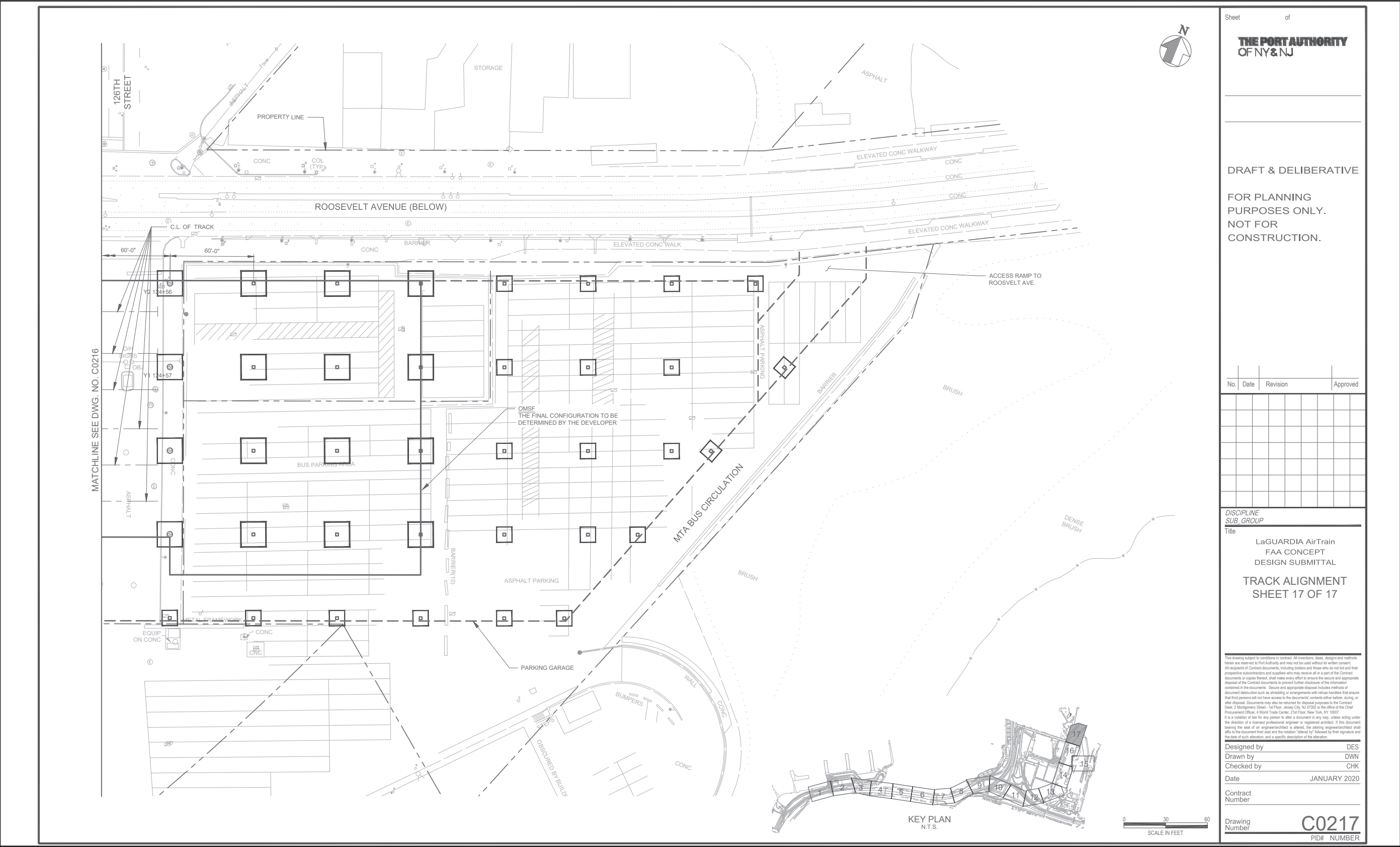


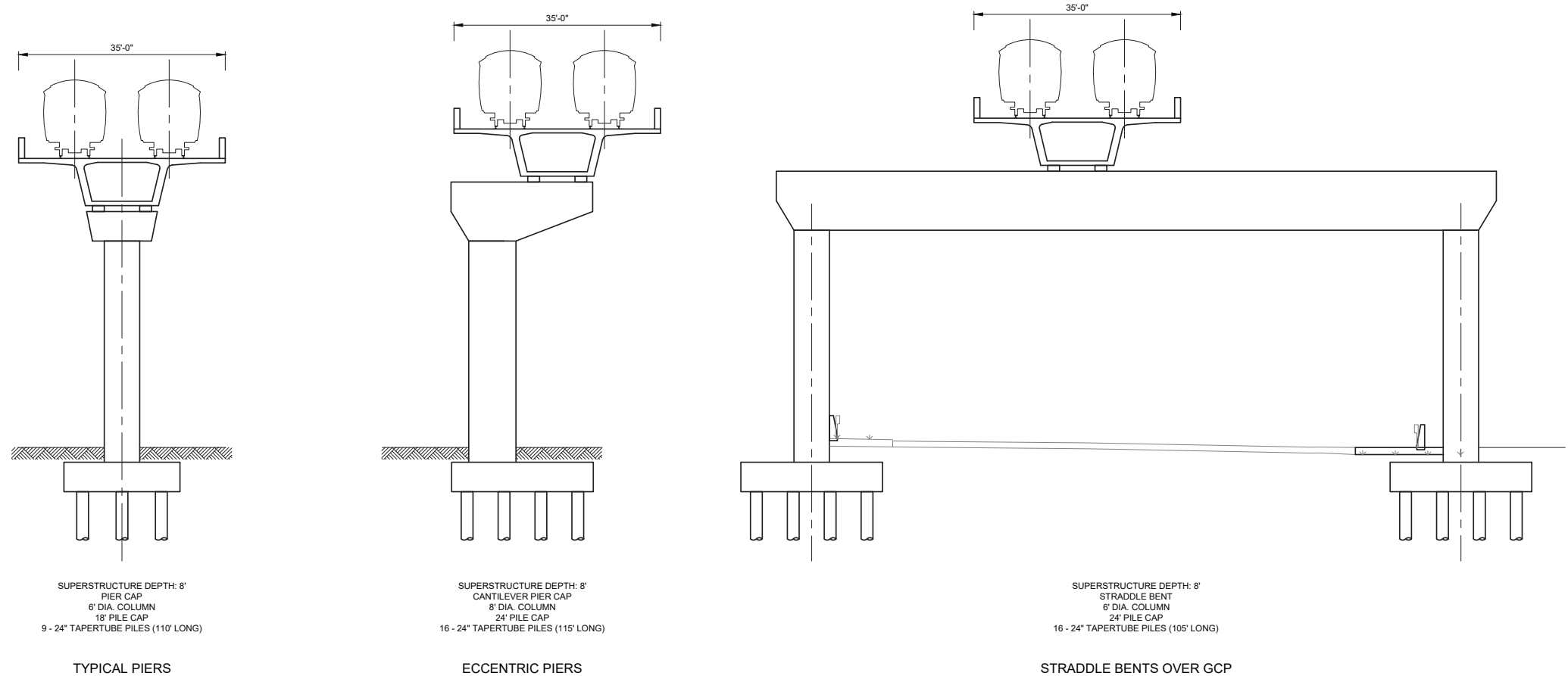
Figure 3.3c: Annotated concept design plan depicting the APM guideway track alignment and support column locations at the proposed Willets Point APM Station in relation to the NRHP-eligible Flushing Meadows-Corona Park historic district and contributing elements (Port Authority of New York and New Jersey [Drawing C0215; Sheet 15 of 17], January 2020).











AIRPORT TO GCP INTERCHANGE

Sheet of

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OF NY & NJ**

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PURPOSES ONLY.  
NOT FOR  
CONSTRUCTION.

No.	Date	Revision	Approved

**STRUCTURAL**  
Title  
  
LaGUARDIA AirTrain  
FAA CONCEPT  
DESIGN SUBMITTAL  
  
SEGMENTAL BOX  
GUIDEWAY STRUCTURAL  
SECTIONS  
SHEET 1 OF 3

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Designed by S.LOWINGER  
Drawn by L.LEVANO  
Checked by B.JOO  
Date JANUARY 2020  
Contract Number

Drawing Number **S0203**  
PID# NUMBER

Figure 3.3f: Annotated concept design sections depicting the appearance of the typical and eccentric APM guideway structural piers proposed for the vicinity of the NRHP-eligible historic properties along Ditmars Boulevard (Port Authority of New York and New Jersey [Drawing SO203; Sheet 1 of 3], January 2020)).

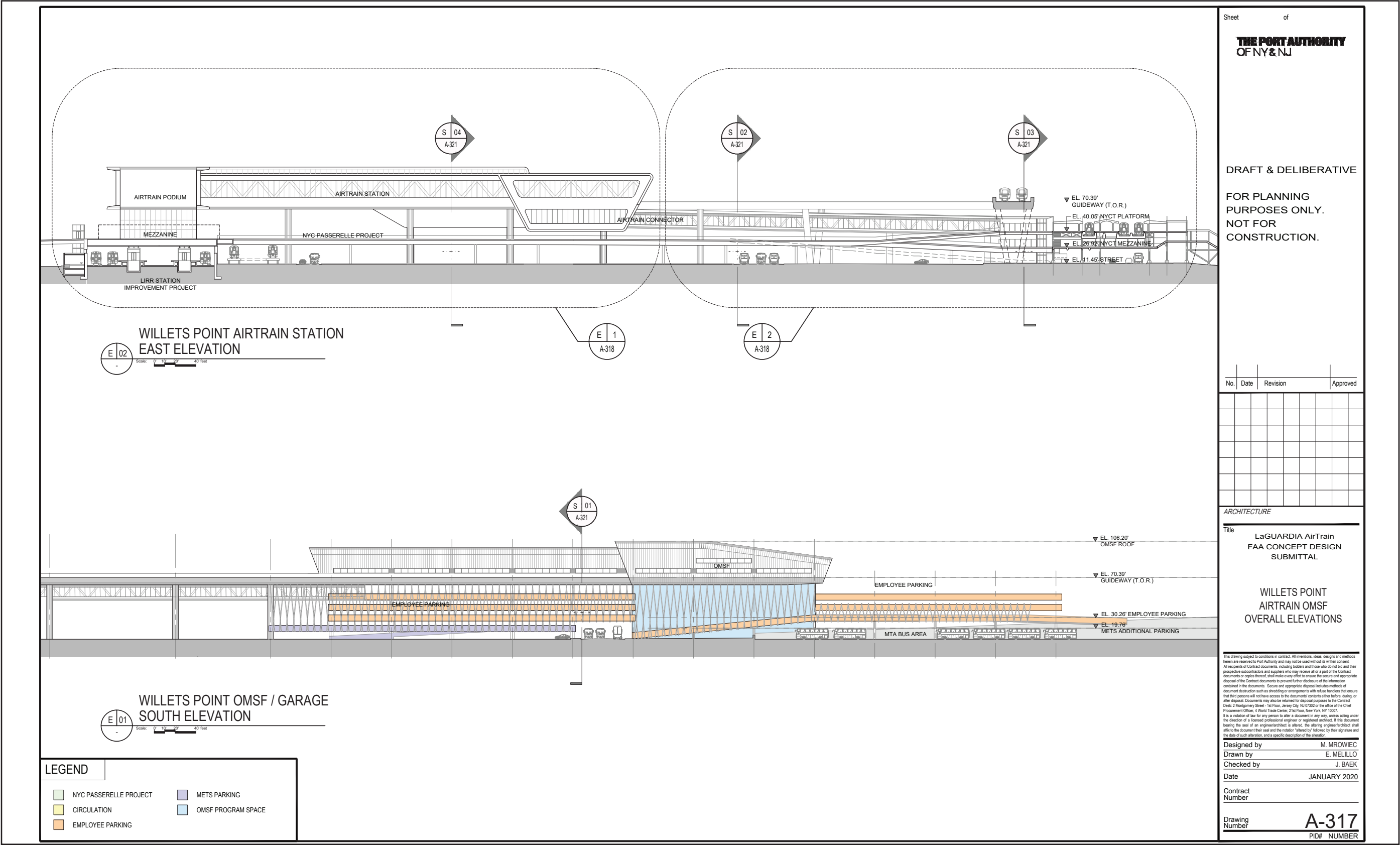


Figure 3.3g: Concept design elevations depicting the overall appearance of the proposed Willets Point APM Station and OMSF in relation to the Mets-Willets Point Subway Station and the Mets-Willets Point LIRR Station (Port Authority of New York and New Jersey [Drawing A-317], January 2020)).





Figure 3.3h: Concept design perspective rendering depicting the overall appearance of the proposed Willets Point APM Station in relation to the Mets-Willets Point Subway Station, the Mets-Willets Point LIRR Station, the Main Gate Entrance, the Passerelle Buildings at the Main Entrance, and the Flushing Meadows-Corona Park historic district (Port Authority of New York and New Jersey [Drawing A-317], January 2020)).

## ATTACHMENT 1

### LIST OF CULTURAL RESOURCES STUDIES

Richard Grubb & Associates, Inc.

- 2019 Historic Architecture Reconnaissance Survey, LaGuardia Airport Access Improvement Project, Borough of Queens, City of New York, New York, July 25, 2019; Revised October 18, 2019. Prepared for Ricondo & Associates, Inc., on Behalf of the Federal Aviation Administration for Submittal to the New York State Office of Parks, Recreation, and Historic Preservation, Waterford, New York.

Richard Grubb & Associates, Inc.

- 2019 Phase IA Archaeological Survey, LaGuardia Airport Access Improvement Project, Borough of Queens, City of New York, New York, July 25, 2019 (Revised October 10, 2019). Submitted to Ricondo & Associates, Inc., Chicago, Illinois, Federal Aviation Administration, and New York State Office of Parks, Recreation, and Historic Preservation, Waterford, New York.

Richard Grubb & Associates, Inc.

- 2019 Memorandum, LaGuardia Airport Access Improvement Project, Section 106 Additional Historic Architecture Analysis, December 20, 2019. To Andrew Brooks, Environmental Program Manager, Federal Aviation Administration, Eastern Regional Office. From Richard Grubb & Associates, Inc.

Richard Grubb & Associates, Inc.

- 2019 Addendum Historic Architecture Reconnaissance Survey, LaGuardia Airport Access Improvement Project, Borough of Queens, City of New York, New York, December 23, 2019. Submitted to Ricondo & Associates, Inc., Chicago, Illinois, Federal Aviation Administration, and New York State Office of Parks, Recreation, and Historic Preservation, Waterford, New York.

Richard Grubb & Associates, Inc.

- 2019 Addendum Phase IA Archaeological Survey, LaGuardia Airport Access Improvement Project, Borough of Queens, City of New York, New York, December 23, 2019. Submitted to Ricondo & Associates, Inc., Chicago, Illinois, Federal Aviation Administration, and New York State Office of Parks, Recreation, and Historic Preservation, Waterford, New York.

Richard Grubb & Associates, Inc.

- 2020 Memorandum, LaGuardia Airport Access Improvement Project, Section 106 Intensive Research, March 2, 2020. To Andrew Brooks, Environmental Program Manager, Federal Aviation Administration, Eastern Regional Office. From Richard Grubb & Associates, Inc.

Richard Grubb & Associates, Inc.

- 2020 Addendum Phase IA Archaeological Survey, Proposed Drainage Facilities, LaGuardia Airport Access Improvement Project, Borough of Queens, City of New York, New York, December 23, 2019. Submitted to Ricondo & Associates, Inc., Chicago, Illinois, Federal Aviation Administration, and New York State Office of Parks, Recreation, and Historic Preservation, Waterford, New York.





## APPENDIX K.8

# Section 106 Alternatives Report

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April 2020

LaGuardia Airport Access Improvement Project  
Environmental Impact Statement

## **Section 106 Alternatives**

Prepared for:

Federal Aviation Administration

Prepared by:

**RICONDO**

In association with:

Richard Grubb & Associates, Inc.



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# 1. INTRODUCTION

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport) in the Borough of Queens, Queens County, New York, is proposing to improve access to LGA through the construction and operation of a new automated people mover (APM) AirTrain system (the Project). The purpose of the LGA Access Improvement Project (Proposed Undertaking) is to provide a time-certain transportation option that would connect Airport passengers and employees to LGA, as travel times to and from the Airport continue to increase and become more unpredictable. Additionally, this transportation option would ensure adequate parking for Airport employees.

Because the Project includes federal involvement, the undertaking is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in, or eligible for listing in, the National Register of Historic Places (NRHP), and afford the State Historic Preservation Officer (SHPO) and other interested parties an opportunity to comment. In New York, the Commissioner of the New York State Office of Parks, Recreation, and Historic Preservation serves as the SHPO.

The US Department of Transportation's Federal Aviation Administration (FAA), as lead federal agency for the undertaking, is responsible for ensuring compliance with Section 106, as well as the preparation of an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. § 4321 et seq.). The EIS is being prepared in accordance with Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508) and the procedures described in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Additionally, pursuant to Executive Order 13807, *Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure*, the EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of these cooperating and participating agencies. By letter dated June 17, 2019, the FAA notified both the SHPO and the Advisory Council on Historic Preservation (ACHP) that it will use the NEPA/EIS process to comply with Section 106, as outlined in 36 CFR § 800.8 (c).

## 2. PROPOSED UNDERTAKING

### 2.1 DESCRIPTION

The FAA identified one Project alternative during its alternatives screening process, the Proposed Action, which encompasses the following Project components (depicted on **Exhibit 1**):

- Construction of an elevated dual-lane fixed guideway APM system approximately 2.3 miles in length that extends from the LGA Central Hall (Terminal B) Building (currently under unrelated construction), along LaGuardia Road, the northern edge of the Grand Central Parkway (GCP), and the west and south sides of Citi Field parking facilities, to the Metropolitan Transit Authority (MTA) Mets-Willets Point Long Island Rail Road (LIRR) Station and the New York City Transit (NYCT) 7 Line Mets-Willets Point Subway Station;





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).



EXHIBIT 1

LGA ACCESS IMPROVEMENT  
PROJECT COMPONENTS



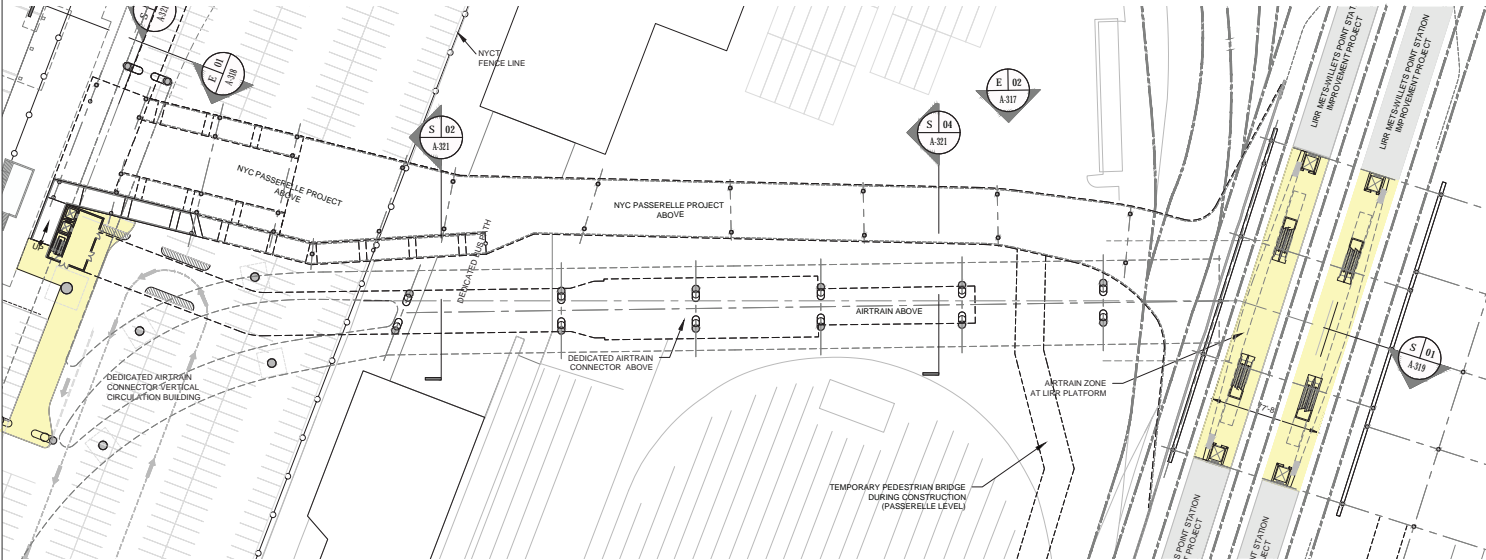
- Construction of two on-Airport APM stations (Central Hall [Terminal B] APM Station; East [Terminal C and East Garage] APM Station);
- Construction of one off-Airport (Willeys Point) APM station at Mets-Willeys Point that provides connections to the Mets-Willeys Point LIRR Station and the NYCT 7 Line Subway Station;
- Construction of a multi-level above ground APM operations, maintenance, and storage facility (OMSF) with an integrated garage for a total of 1,000 parking spaces to accommodate APM employees (50 spaces) and others that would be affected by the Proposed Action, including Airport employees (approximately 500 replacement spaces relocated from Parking Lot P10), MTA employees (approximately 250 spaces), and Mets replacement parking (approximately 200 spaces);
- Construction of a temporary bus parking facility, including 12-foot by 40-foot trailers with amenities for dispatcher operation, temporary toilets, and a security booth, to accommodate the relocation of approximately 240 buses from the MTA NYCT Casey Stengel Bus Depot;
- Construction of passenger walkway systems compliant with the Americans with Disabilities Act (ADA) to connect the APM stations to the Airport passenger terminals, ground transportation facilities; and parking facilities at the OMSF;
- Construction of three traction power substations (TPSS) to provide power to the APM guideway: TPSS #1 would be an approximately 2,100 square foot facility located on the guideway near the East APM Station. TPSS #2 would be an approximately 2,800 square foot facility located at-grade adjacent to Roosevelt Avenue in the vicinity where the AirTrain guideway crosses over the NYCT 7 Line, and TPSS #3 would be an approximately 3,100 square foot facility located on the guideway level of the OMSF;
- Construction of a 27kV main substation located within or adjacent to the OMSF structure on MTA property; and
- Construction of utilities infrastructure, both new and modified, as needed, to support the Project.

The elevated fixed guideway, APM stations, and OMSF would vary in height, depending on conditions and required clearances. The guideway would be supported on a combination of eccentric and straddle-bent columns at intervals of approximately 125 feet on average and constructed using typical common deep pile foundation systems, including drilled shafts, tapertube piles, or micropiles. Overall, the guideway would range in height approximately 30 to 75 feet above current grade. The standard width of the dual-lane guideway would measure 35 feet and diverge at the APM stations to accommodate station platforms. The tops of the on-Airport APM station facilities would measure approximately 102 feet in height. The tops of the Willeys Point APM Station and OMSF facility would stand approximately 106 feet in height.

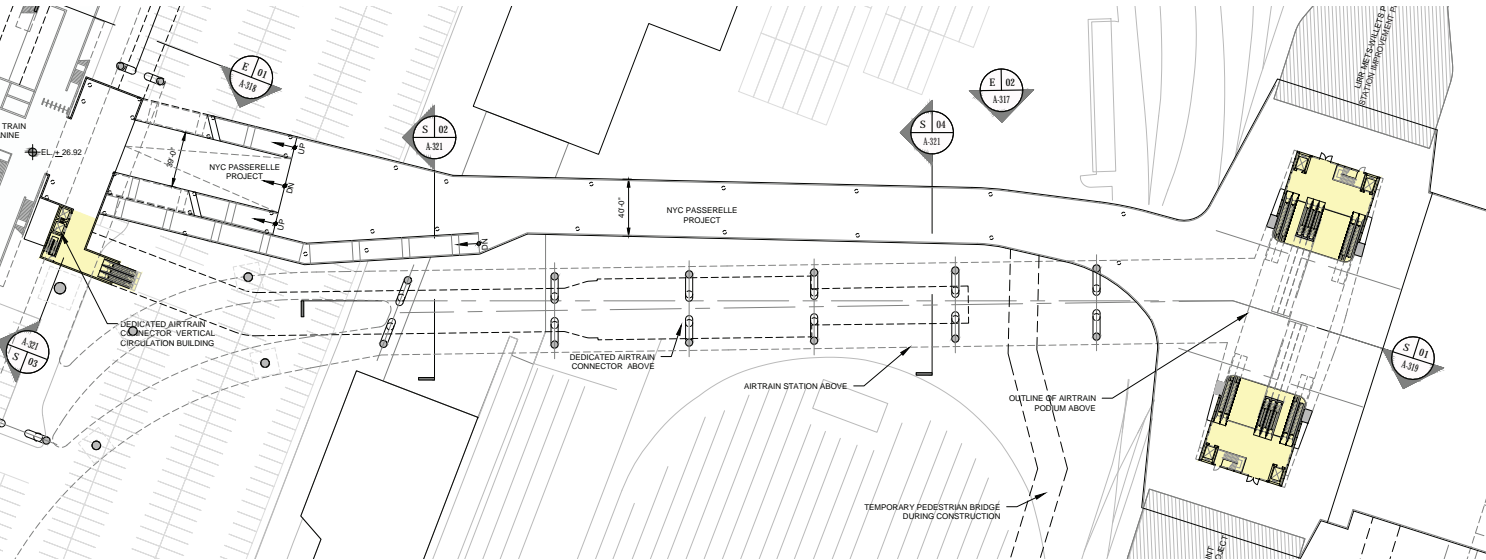
As shown on **Exhibits 2 and 3**, the Willeys Point APM Station would comprise the following levels:

- **Platform Level.** Passengers would board and de-board the APM at the Platform Level. The Willeys Point APM Station would have a center-loading platform located between the APM tracks, allowing for boarding and de-boarding on the same platform. The Platform Level of the Willeys Point APM Station would have an elevation of approximately 75 feet and would solely be used for the APM platform. At the north end of the station, conceptual plans include a set of stairs, three escalators, and two elevators to provide vertical circulation to the Connector Level below. At the south end of the station, conceptual plans for the AirTrain Podium include two sets of emergency egress stairs to the Passerelle Level and four elevators and six escalators connecting to the LIRR Platform.

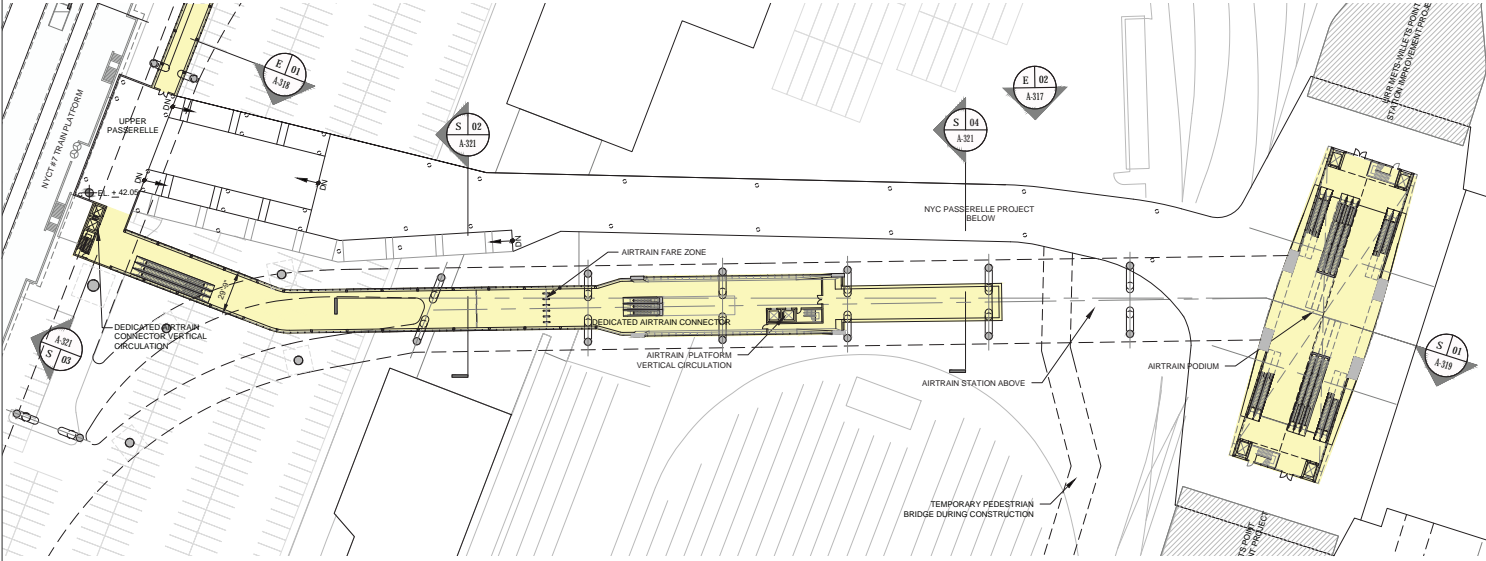
STREET LEVEL FLOOR PLAN



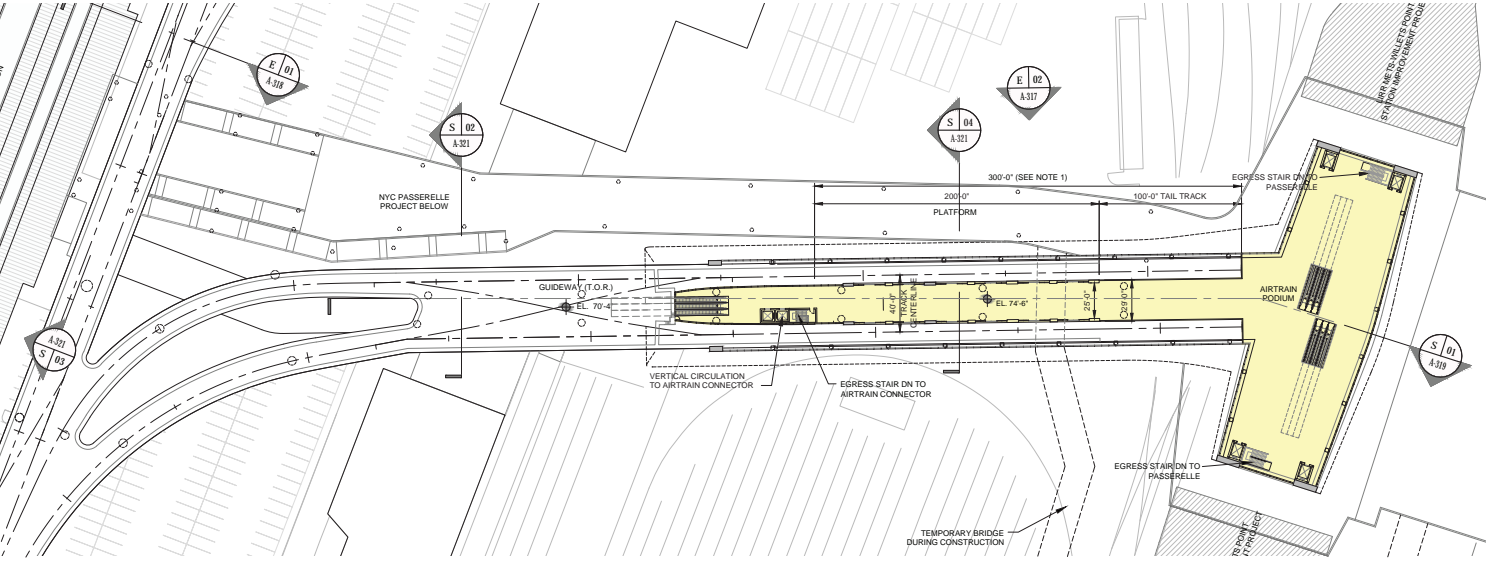
PASSERELLE LEVEL FLOOR PLAN



CONNECTOR LEVEL FLOOR PLAN



PLATFORM LEVEL FLOOR PLAN

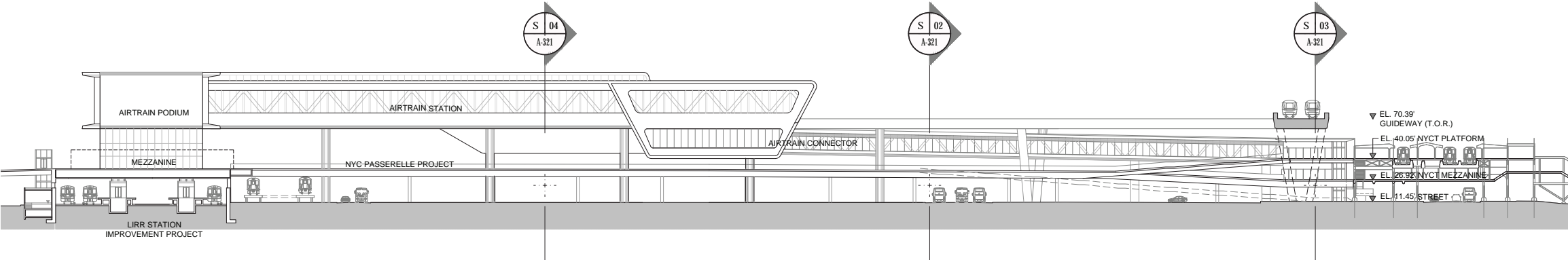


SOURCE: Port Authority of New York and New Jersey, "LaGuardia AirTrain FAA Concept Design Submittal," January 2020.  
NOTES: 1/ The platform configuration and tail tracks depicted are only for conceptual estimating purposes. The final platform length, platform configuration, tail track length and vertical circulation, etc. shall be determined by the design-build contractor once basis of design ridership and interface issues are resolved. 2/ The design and configuration depicted on this drawing is for conceptual planning purposes only and is subject to change during the design process.

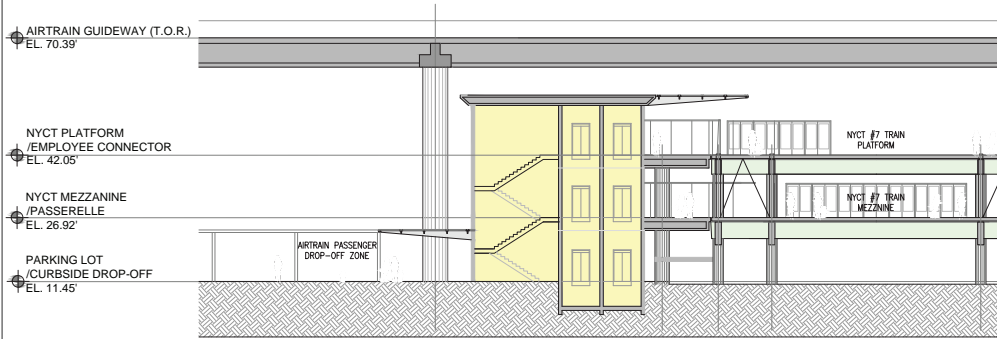
EXHIBIT 2  
WILLETS POINT APM STATION CONCEPTUAL FLOOR PLANS



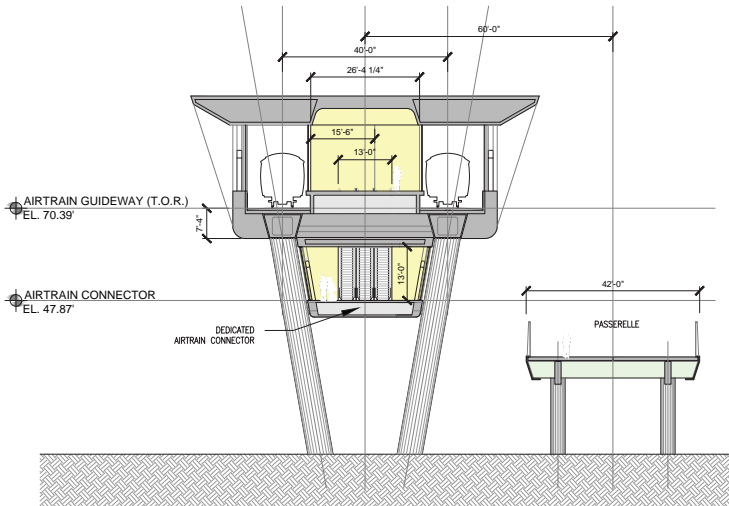
LONGITUDINAL SECTION VIEW



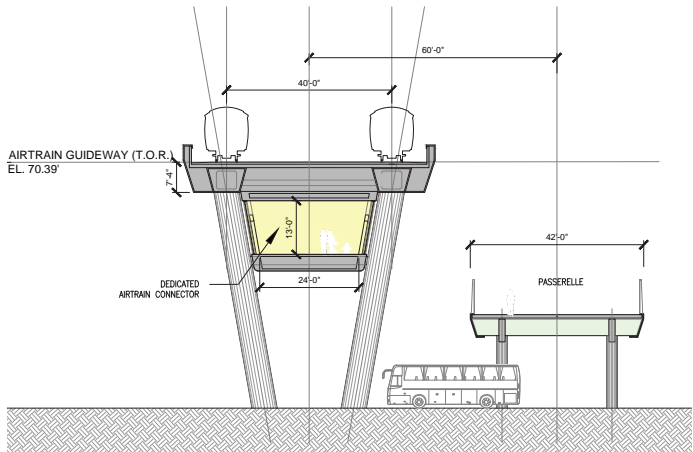
NYCT #7 TRAIN INTERFACE CROSS SECTION VIEW



AIRTRAIN STATION CROSS SECTION VIEW



AIRTRAIN CONNECTOR CROSS SECTION VIEW



SOURCE: Port Authority of New York and New Jersey, "LaGuardia AirTrain FAA Concept Design Submittal," January 2020.  
NOTE: The design and configuration depicted on this drawing is for conceptual planning purposes only and is subject to change during the design process.

EXHIBIT 3

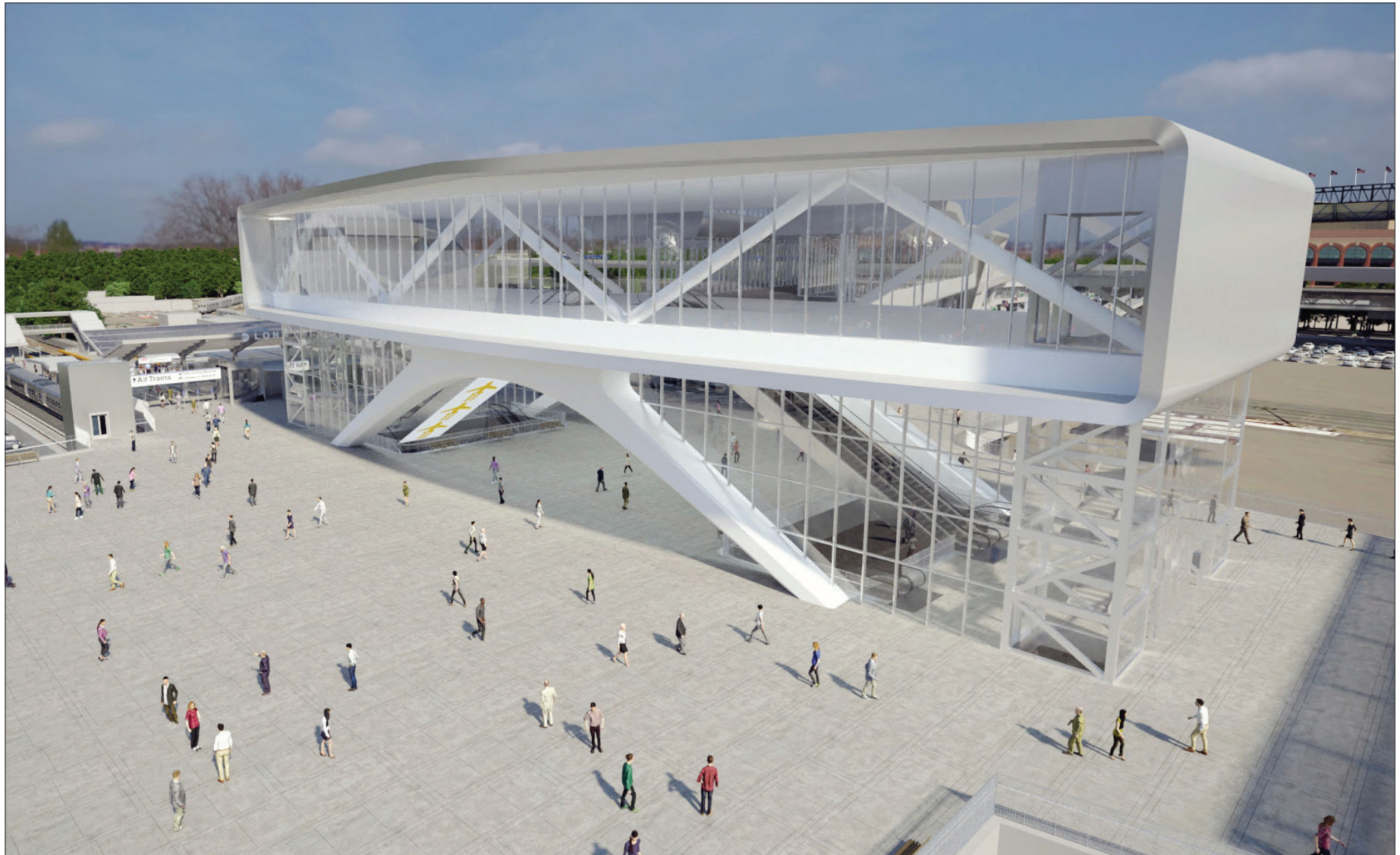
WILLETS POINT APM STATION CONCEPTUAL SECTION VIEWS

- **Connector Level.** At the Connector Level, an AirTrain Connector walkway would connect passengers to the NYCT 7 Line Mets-Willets Point Subway Station platform and to the relocated Passerelle Pedestrian Bridge. An AirTrain Fare Zone barrier would be constructed on this level separating public access to the vertical circulation core connecting to the Platform Level. At the north end of this level, a set of stairs, two elevators, and three escalators would provide vertical circulation to the lower levels. A back-of-house (BOH) area would be located at the south end of the Connector Level.
- **Passerelle Level.** The Passerelle Level would be at an elevation of approximately 34 feet, the same level as the relocated Passerelle Pedestrian Bridge connecting to the NYCT 7 Line Mets-Willets Point Subway Station and the Mets-Willets Point LIRR Station. Near the NYCT 7 Line Mets-Willets Point Subway Station, the new Passerelle Pedestrian Bridge would split, with a portion ramping up to connect to the NYCT 7 Line Mets-Willets Point Subway Station platform at the AirTrain Connector Level and the other ramping down to the NYCT 7 Line Mets-Willets Point Subway Station mezzanine level. At the north end of the new Passerelle Pedestrian Bridge, a vertical circulation core with two elevators and a set of stairs would connect the Connector Level and Street Level. From either the AirTrain Connector Level or the NYCT 7 Line Mets-Willets Point Subway Station mezzanine level, passengers would be able to cross a short distance across these ramps to the Mets-Willets Point LIRR Station. Additionally, at the south end of the station, passengers would be able to access the AirTrain Podium, which would include four elevators connecting to the Platform Level and the Willets-Point LIRR Station platform; two stairs and six escalators connecting to the Platform Level; and eight escalators connecting to the Willets-Point LIRR Station platform (see **Exhibit 4**).
- **Street/Ground Level.** At the Street Level, passengers would have access to a dedicated AirTrain pick-up / drop-off area south of Roosevelt Avenue. The vertical circulation core at the NYCT 7 Line Mets-Willets Point Subway Station would provide access to the other levels of the Willets Point APM Station. At the Mets-Willets Point LIRR Station platform, conceptual plans include four elevators and eight escalators, as part of the AirTrain Podium, would connect to other levels of the Willets Point APM Station.

The Project also includes various enabling projects and connected actions affecting parking facilities, the World's Fair Marina (Marina) facilities, the Passerelle Bridge, the Mets-Willets Point LIRR Station, and utility relocations (see **Exhibit 5**). The Ingraham's Mountain Site and Southfield Lot would be used for construction personnel parking and construction staging. New temporary auto and bus parking facilities would be constructed on lands located east of Citi Field. Changes to the Marina include relocation of the 2,000 square foot Marina and Boat Operations Office and demolition/relocation of the Marine Travelift Finger Piers, boat lift, and connected timber floating dock that extend 100 feet into Flushing Bay, along with the Operations Shed, and relocation of vehicle parking and boatyard storage. Replacement facilities would be constructed at a site approximately 800 feet to the southeast of the current location.

The Mets-Willets Point LIRR Station improvements include service changes from an events-only station to a full service facility: initiation of LIRR shuttle service from the Mets-Willets Point LIRR station to Grand Central Terminal and Penn Station in Manhattan; increased platform space; track bypass capabilities; raising the track elevation for climate resiliency; signal modifications; and buildings to accommodate support services and ticketing.





SOURCE: Port Authority of New York & New Jersey, 2019.



NORTH



Not To Scale

ricondo:Shared:Drive:Corporate:Creative Services:01 Projects:01 Client Projects:2020:LGA:18061104-16\_LGA EIS Exhibits\_March 2020:18061104-16\_LGA EIS Exhibits\_03.2020.indd

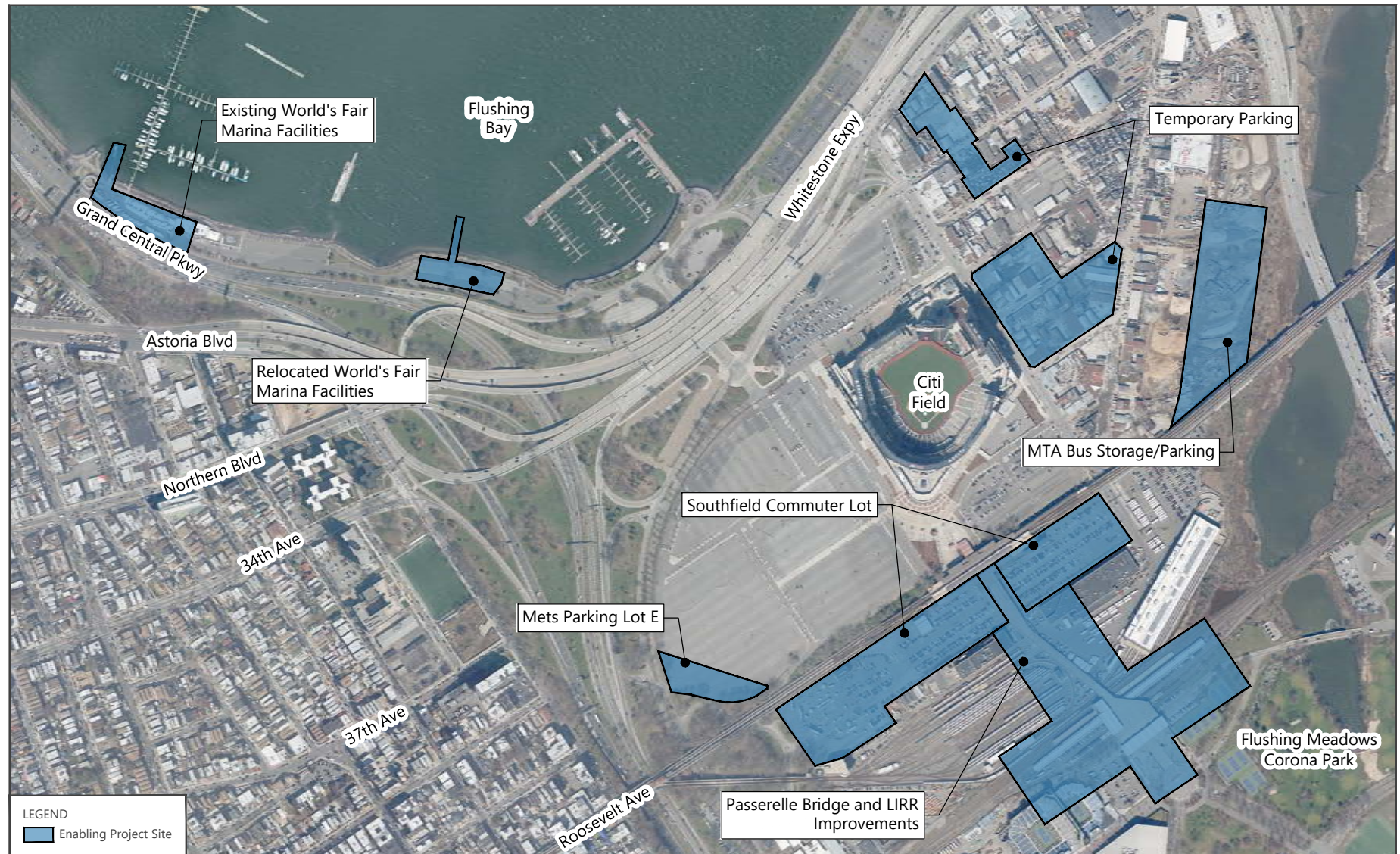
LGA Access Improvement Project EIS

**EXHIBIT 4**

**AIRTRAIN PODIUM CONCEPT**

Section 106 Alternatives





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).



NORTH 0 700 ft

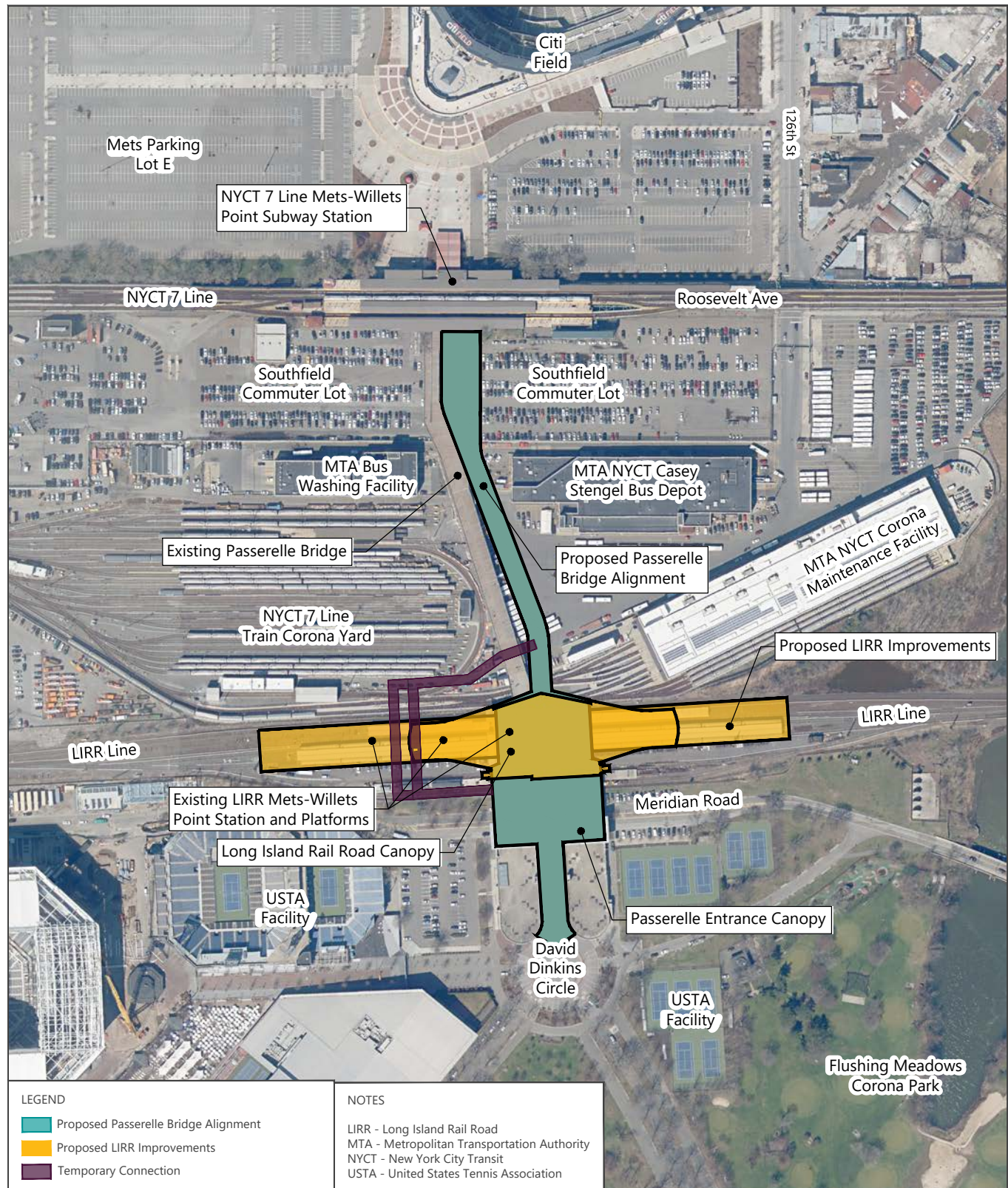
Drawing: P:\Project-Chicago\PANYNJLGA AirTrain EIS\07 - AutoCAD\LGA - Project Description Exhibits\_20191203.dwg; Layout: 16-Enabling Projects - Overview Plotted: Apr 7, 2020, 11:55AM



## 2.2 POTENTIAL IMPACTS TO FLUSHING MEADOWS-CORONA PARK RESOURCES

The proposed APM guideway and the Willets Point APM Station are located adjacent to and partly within the boundary of the previously identified NRHP-eligible Flushing Meadows-Corona Park historic district (USN 08101.012611) (the Park) and would impact four previously identified contributing elements: the Passerelle Bridge (USN 08101.012570); the Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612); the Main Gate Entrance (USN 08101.012586); and the Passerelle Buildings at the Main Entrance (USN 08101.012608). Under the Proposed Action, the Willets Point APM Station would be constructed over the footprint of the existing Passerelle Bridge alignment, which would need to be shifted eastward to allow construction of the support columns needed for the Project. In order to maintain access between the NYCT 7 Line Mets-Willets Point Subway Station and the Mets-Willets Point LIRR Station, a new pedestrian bridge structure would be constructed to the east of the existing alignment; the existing NRHP-eligible Passerelle Bridge then would be demolished upon completion of the new structure (see **Exhibit 6**).

To expand the existing LIRR station to a full-service facility with LIRR shuttle service to Manhattan, a section of the existing NRHP-eligible Passerelle Bridge located above the Mets-Willets Point LIRR Station, including the NRHP-eligible Pavilion over the LIRR station, would need to be dismantled during construction of the Willets Point APM Station and related LIRR station track improvements. The support columns for the existing Passerelle Bridge are located in between the existing LIRR tracks and there is no room to construct additional station platform tracks needed for the LIRR shuttle service without moving the columns, which requires demolishing this portion of the Passerelle Bridge. A temporary connection would be built across the severed section to maintain pedestrian access during construction between the NYCT 7 Line Mets-Willets Point Subway Station, the Mets-Willets Point LIRR Station, and Flushing Meadows-Corona Park. The temporary connection would provide a U-shaped detour on the west side of the Mets-Willets Point LIRR Station, connecting the north end of the existing Passerelle Bridge to the south end. As the connection crosses the LIRR tracks, it would separate to provide two parallel pathways over the tracks and reconnect to a single pathway on the opposite side of the tracks. Conceptual plans for the temporary connection indicate it would be at least approximately 580 feet long and up to approximately 670 feet long and approximately 40 feet wide (see Exhibit 6). It would be removed along with the rest of the existing NRHP-eligible Passerelle Bridge upon completion of the relocated/realigned Passerelle Bridge, east of its existing alignment. Other proposed improvements include removing the existing NRHP-eligible Main Gate Entrance canopy structure during construction for rehabilitation and reinstallation back in its original position and modifying the existing south ramp descending between the NRHP-eligible Passerelle Buildings at the Main Entrance to the park grade to meet ADA standards.



SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).

## EXHIBIT 6

### PASSERELLE BRIDGE RELOCATION AND LONG ISLAND RAIL ROAD IMPROVEMENTS



Drawing: P:\Project-Chicago\PANYNJ\IGA AirTrain EIS\07 - AutoCAD\IGA - Project Description Exhibits\_20191203.dwg; Layout: P&N 1-12 Passerelle and LIRR Plotted: Apr 7, 2020, 12:01PM



## 2.3 SUMMARY OF EFFECTS ON HISTORIC PROPERTIES

In accordance with 36 CFR § 800.5 adverse effects on historic properties include, but are not limited to:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) (Secretary's Standards) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; and
- Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.

Following its completion of Section 106 identification and evaluation of all historic properties, the FAA has determined that the Proposed Action would have an adverse effect on historic properties eligible for listing in the NRHP. These include the Flushing Meadows-Corona Park historic district (USN 08101.012611) (the Park) and four of its contributing elements: the Passerelle Bridge (USN 08101.012570); the Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612); the Main Gate Entrance (USN 08101.012586); and the Passerelle Buildings at the Main Entrance (USN 08101.012608).

The Proposed Action would have no adverse effect on three historic properties eligible for listing in the NRHP: dwelling at 105-19 Ditmars Boulevard (USN 08101.013145), dwelling at 105-33 Ditmars Boulevard (USN 08101.013146), and dwelling at 106-18 27th Avenue (USN 08101.013148).

The Proposed Action would have no effect on the following historic properties eligible for listing in the NRHP: Concrete Arches (USN 08101.012595), Paint Shed (USN 08101.013166), Maintenance Building (USN 08101.013167), and Porpoise Bridge (USN 08101.012178). An adverse effect determination, as stipulated in 36 CFR § 800.6, requires federal agencies to try to find a way to avoid, minimize, or mitigate those effects. Thus, FAA is assessing whether effects to the Park, the Passerelle Bridge, the Pavilion on the Passerelle Bridge over the LIRR, the Main Gate Entrance, and the Passerelle Buildings at the Main Entrance can be avoided or minimized.

The former site of two World's Fairs, the 897-acre park is eligible for listing in the NRHP under Criterion A in the areas of Social History, Entertainment/Recreation, Community Planning and Development, and Landscape Architecture, as an embodiment of the nineteenth- and early twentieth-century trend in World's Fairs as sites of international renown, technical innovation, and cultural exchange. It preserves a piece of American history and provides a varied landscape and recreational spaces distributed throughout its acreage. The park is also eligible under Criterion C as a collection of structures and a designed landscape that reflects multiple design phases from the various periods of the park's development, constituting a significant and distinguishable entity whose constituent components sometimes lack individual distinction.

Previously identified character-defining features of the Passerelle Bridge and its constituent parts include the elevated steel structure with wood decking and open boardwalk feeling; the axial approach into the Park; its function as a key pedestrian corridor between transportation systems; the repetitive rhythm of flagpoles; and the importance of procession as a key element in the approach to the historic park.

As currently planned, construction of the proposed Willets Point APM Station will affect the Park and its contributing elements as follows:

Passerelle Bridge (USN 08101.012570) – Project plans propose demolition to grade level. Physical destruction of the property would constitute an adverse effect.

Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612) – Project plans propose removal of the existing structure and its possible reconstruction at a new location. Removal of the property from its historic location would constitute an adverse effect.

Main Gate Entrance (USN 08101.012586) – Project plans propose removal of the existing structure from its original location during construction and its restoration and reinstallation back in its original location. Disassembly and/or alterations to a property that are not consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* would constitute an adverse effect.

Passerelle Buildings at Main Entrance (USN 08101.012608) – Project plans propose alterations to the existing pedestrian ramp between the two buildings and other possible unspecified alterations and repairs to the roof observation decks. Alterations to a property that are not consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* would constitute an adverse effect. Additionally, if pile driving associated with reconstruction of the Passerelle Bridge were to occur within 90 feet of the Passerelle Buildings, damage from vibrations could occur to the Passerelle Buildings.

As the above historic properties are contributing elements to the individually eligible Flushing Meadows-Corona Park historic district (USN 08101.012611), the adverse effects to the contributing elements results in an overall adverse effect to the historic district as well. Similarly, the introduction of incompatible new structures into or adjacent to the boundary of the Park also results in an adverse effect to the historic district. Exhibit 6 illustrates the elements of the Project in the vicinity of the Passerelle Bridge and Flushing Meadows-Corona Park.

### 3. ALTERNATIVES EVALUATION

An adverse effect determination, as stipulated in 36 CFR § 800.6, requires federal agencies to try to find a way to avoid, minimize, or mitigate those effects. This is accomplished through consultation with the SHPO, other consulting parties, and the public.

Based on the adverse effects FAA has identified for the Proposed Action, alternatives were identified to determine if the adverse effects could be avoided. If avoidance of adverse effects is determined to be infeasible, then the next step in the evaluation process is to minimize potential adverse effects. Any remaining adverse effects must then be mitigated. A successful avoidance alternative would result in a determination of "no historic properties affected" or "no adverse effect" under Section 106 by FAA in consultation with SHPO and other consulting parties. To achieve a no adverse effect finding, the adverse effect must be avoided altogether or managed in accordance with the Secretary's Standards. The Secretary's Standards outline four distinct approaches to the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction.

- Preservation—Emphasizes retention of historic materials through conservation, maintenance and repair of distinctive materials and features that convey the historic property's significance.



- Rehabilitation—Acknowledges the need to alter or add to a historic resource to meet continuing or new uses while retaining the property’s historic character. Emphasis is on retention and repair of historic materials, features, finishes, spaces, and spatial relationships with more latitude provided for replacement of deteriorated or missing features using substitute materials and for the addition of new elements.
- Restoration—Emphasizes a particular time in a resource’s history by preserving materials from the period of significance and removing materials from other periods.
- Reconstruction— By means of new construction, re-creates in its entirety the form, features, and detailing of a non-surviving historic property for the purpose of replicating its appearance according to sound physical and documentary evidence.

For the purposes of this analysis, the Rehabilitation Standards and their associated guidelines are the most applicable to this project. The term “Rehabilitation” in this context means historic building materials and character-defining features are protected and maintained; however, use of the Rehabilitation Standards presumes that the existing historic fabric has become damaged or deteriorated over time and, as a result, repair and replacement will be required. Thus, latitude is given in the Rehabilitation Standards to replace extensively deteriorated, damaged, or missing features using either traditional or substitute materials. Of the four treatments, only Rehabilitation includes an opportunity to make possible an efficient contemporary use through alterations and additions.

The 10 Rehabilitation Standards are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

For the purposes of applying the Secretary's Standards, this analysis has assumed that relevant character defining features include an overall adherence to the International style design aesthetic with its emphasis on technical innovation and cultural exchange; the Passerelle Bridge's elevated steel structure with wood decking and open boardwalk feeling; the use of exposed steel, concrete, and brick materials in the canopies and buildings; angular geometric forms; the axial layout; function as a key pedestrian corridor between transportation systems; the repetitive rhythm of flagpoles; and the overall importance of procession as a key element to the design.

If the Passerelle Bridge and its constituent elements could be rehabilitated following the Secretary's Standards, FAA in consultation with SHPO and other consulting parties could issue a "no adverse effect" for the project under Section 106 regulations, assuming no other project effects would be adverse. As such, avoidance alternatives for a Willets Point APM Station alignment would need to:

- Repair/rehabilitate the Passerelle Bridge and its constituent elements in accordance with the Secretary's Standards;
- Maintain the Passerelle Bridge and its constituent elements in their current use or adapt them for another purpose;
- Introduce context-sensitive additions or new elements that are differentiated from the old but compatible with the historic materials, features, size, scale and proportion, and massing of the Park, the Passerelle Bridge, and/or its constituent parts; and
- Design additions or new construction in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Alternatives have been developed that strive to meet these objectives, as discussed below.

### 3.1 EXISTING CONDITIONS

The Passerelle Bridge is a wood-plank boardwalk that connects Roosevelt Avenue and the NYCT 7 Line Mets-Willets Point Subway Station to the Mets-Willets Point LIRR Station and Flushing Meadows-Corona Park. It allows for the conveyance of pedestrians to and from Roosevelt Avenue and the NYCT 7 Line Mets-Willets Point Subway Station to Flushing Meadows-Corona Park, the United States Tennis Association (USTA) Billie Jean King National Tennis Center, and locations in the Park, such as the Queens Museum, Corona Park Aquatic Center, Al Oerter Recreation Center, Queens Theater in the Park, and the New York State Pavilion. It also allows Mets-Willets Point LIRR Station pedestrians to travel to and from Citi Field for Mets games and other special events.

The Passerelle Bridge was originally constructed in 1937 for the 1939 World's Fair and was rehabilitated beginning in 1962 in advance of the 1964 World's Fair. The Passerelle Bridge is a multi-span steel trestle structure with timber and concrete decking. It is approximately 1,300 feet long, spanning the NYCT 7 Line Corona Yard and the MTA NYCT Corona Maintenance Facility, and varies in width from north to south from 80 feet wide, to 40 feet wide, to 230 feet wide, to 60 feet wide between the Passerelle buildings, with a footprint of approximately 120,000 square feet. The 1960s reconstruction retained the original foundations at the northern end of the bridge and installed new foundations to support a larger and wider bridge at the south end. More recently, the bridge spans over the MTA NYCT Casey Stengel Bus Depot were modified to provide higher horizontal clearance for buses to pass beneath the bridge.



The City of New York conducted an in-depth inspection of the Passerelle Bridge in 2013, which revealed that the bridge has severely deteriorated since construction of the superstructure in the 1960s, with 22 structural steel members (stringers, floor beams, and columns) in severely deteriorated condition, and a number of components requiring immediate repair. Specifically, the City's report<sup>1</sup> found:

- There is a general deterioration in 18 spans of the timber deck of the bridge, including splitting, checking, cracking and decaying. Screws and nails are missing, and the deck is uneven as it is a boardwalk structure, although in some locations the vertical difference between the planks and metal joints extended up to an inch, potentially causing tripping hazards.
- The concrete deck, although in a fair to good condition, includes areas where there is cracking and patching along the expansion joints. The expansion joints,  $\frac{3}{4}$ -inch wide, are filled with a sealer that allows water infiltration to the superstructure below, resulting in corrosion and section loss of the longitudinal stringers and transverse floor beams directly below. An analysis of the concrete indicates that the concrete has poor durability and is not consistent with current technology for resistance to freeze-thaw deterioration cycles.
- The steel stringers supporting the timber deck portion of the bridge are in fair to poor condition, with the stringers in 11 spans severely deteriorated and exhibiting heavy corrosion as well as section loss. Out of all of the stringers, 15 were also flagged for reduced load capacity due to their deterioration. The stringers were only designed to carry pedestrian live loads and not loads associated with maintenance vehicles. The steel stringers supporting the concrete deck portion of the bridge are generally in good condition with the exception of stringers in 4 spans, which are severely corroded and with section loss as a result of the water leaking from the expansion joints of the concrete deck above.
- The steel floor beams at the timber deck portion of the bridge are in fair to poor condition except in 11 spans where the beams have suffered heavy corrosion and section loss throughout. Two of the floor beams were flagged due to reduced load capacity and were repaired. The steel floor beams at the concrete deck portion of the bridge are generally in good condition with the exception of those at 2 of the bridge's bents, which exhibit significant corrosion to the extent that large holes have formed through the members, also resulting from water infiltration from the expansion joints of the concrete deck above.
- The columns that support the timber deck portion of the bridge exhibit minor section loss at the flanges near the bottom base plate as well as some missing bolt nuts. The majority of the columns that support the concrete deck section are in good condition, and also include minor section loss at column flanges and cracked or spalled concrete encasements at the lower portions of the columns. However, three columns at 2 of the bridge's bents were flagged due to corrosion including large holes through the members and with corresponding reduced load capacity.
- A 2014 test pit program investigating the condition of the timber piles that comprise the bridge foundations, indicated the tops of the piles are several feet above the existing groundwater level, exposing the wood piles to air, which promotes pile deterioration (wood rotting) and eventual reduction in support capacity of the piles. The existing pile foundations will not support increased load capacity to operate either maintenance or emergency vehicles on the bridge. Additionally, the original pile design did not consider seismic loading and provides no positive seismic connection between the pile cap and the piles.

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<sup>1</sup> New York City Department of Design and Construction, Division of Infrastructure, *Design Report for Pre-Scoping Services, Book 1 of 2, Passerelle Bridge, Borough of Queens*, prepared by HAKS/Weidlinger Associates, Inc. Joint Venture, October 2014.

The City's report identified three alternatives to address NYC Parks' concerns with the Passerelle Bridge. These were:

- Alternative 1: Replacement of Bridge Deck in Kind and Rehabilitation of Existing Structure - This alternative includes repairing and retrofitting deteriorated steel members (stringers, floor beams, girders, columns) plus full deck replacements.
- Alternative 2: Replacement of Existing Deck with a New Concrete Deck and Rehabilitation of Existing Structure - This alternative includes the replacement of the timber and concrete deck portions with a concrete deck, the repair and retrofit of deteriorated steel members, and the retrofit of the existing footings to support the new design loads.
- Alternative 3: Replacement of the Existing Structure on the Existing Foundations - This alternative includes the demolition of the existing superstructure and substructure above the foundations, retrofit of the existing footings to support the new design loads, and construction of a new structure with a concrete deck.

The City's report recommended Alternative 3 as it would provide the design load capacity required by NYC Parks, the owner of the Passerelle Bridge, and would solve many of the maintenance issues with the existing structure. Alternative 1 would not provide NYC Parks' required design load capacity and would not replace the timber deck, a continuous maintenance issue for NYC Parks. Alternative 2 would require significant modification to the existing framing system to support the required design load capacity.

Alternative 3 would include the following elements:

- Replace existing timber deck and concrete deck with precast or cast-in-place concrete deck
- Replace steel stringers, floor beams, girders, and columns over existing foundations
- Retrofit foundations as necessary
- Install improved railing and lighting, subject to New York City Public Design Commission (PDC) approval
- Deck Treatment, subject to PDC approval
- Rehabilitation of canopy structures in kind with "green" or solar treatment for the roofs
- Modify the south ramp to the Flushing Meadows-Corona Park to meet ADA standards
- Inspect and rehabilitate the roof and structure of the Passerelle Building and consider adding shade structures on the decks

NYC Parks initiated design of the replacement bridge and earmarked funding for the replacement of the Passerelle Bridge but put those plans on hold while coordinating with the Port Authority on their Proposed Undertaking. The Port Authority and City of New York agreed that it is efficient and cost effective to work collaboratively on the design and construction work for the Passerelle Bridge replacement. This coordination has included the conceptual design of the bridge structure as well as corresponding foundations, drainage, utilities, and complementary pedestrian connection and flow. Inclusion of the replacement of the Passerelle Bridge as part of the Proposed Undertaking will eliminate the need to coordinate the work of multiple contractors working in a limited area and will ensure the earliest completion and delivery of both projects. The City and Port Authority agreed that the Port Authority will lead the design and the City and its stakeholders will have the opportunity to review and approve the design.



### 3.2 NO ACTION ALTERNATIVE

If the Proposed Undertaking is not implemented, NYC Parks, as the owner of the Passerelle Bridge, would move forward with replacement of the structure either by implementing Alternative 3 (Replacement of the Existing Structure on Existing Foundations) or by adopting the Port Authority's proposed design of constructing a replacement pedestrian bridge east of its existing alignment, then demolishing the existing Passerelle Bridge. A replacement Passerelle Bridge would provide NYC Parks a design life of at least 75 years, increase the design load capacity, and decrease maintenance costs, key factors in NYC Parks' decision-making process. As a City agency, NYC Parks is not subject to the National Historic Preservation Act, and as the project would not receive any federal or State funding, NYC Parks could implement either alternative without any federal or state approvals.

The MTA suspended planned improvements to the Mets-Willets Point LIRR Station once the Port Authority initiated coordination with LIRR to expand service along the Port Washington Branch. The improvements planned for the Mets-Willets Point LIRR Station included extending the existing revenue service platform, including lighting and associated components, to increase service from 8-car to 12-car trains, and demolishing and replacing the two existing stair cases at the western end of the station and constructing a new elevator for ADA access, to be located west of the existing Passerelle Bridge. Under a No Action Alternative, MTA would proceed with these improvements to the Mets-Willets Point LIRR Station, which would remain an events-only station. The improvements could be implemented without affecting either the NRHP-eligible Passerelle Bridge or the Pavilion on the Pedestrian Bridge over the LIRR station. While federal consideration of impacts to historic properties would not take place as a result of the No Action Alternative, review of the Mets-Willets Point LIRR Station improvements would still occur under relevant state regulations, if applicable.

Although the Proposed Undertaking would not be implemented under the No Action Alternative, according to the NYC Parks, the existing Passerelle Bridge still would be replaced. Depending on final design, the NRHP-eligible Pavilion on the Passerelle Bridge over the LIRR station, the Main Gate Entrance, and the Passerelle Buildings at Main Entrance would be dismantled and could potentially be reconstructed in their original location consistent with the Secretary's Standards. Full replacement of the existing Passerelle Bridge on its existing alignment or on an alternate alignment would not meet the Secretary's Standards. Additionally, the No Action Alternative would not meet the Purpose and Need for the Proposed Undertaking.

### 3.3 RETAIN AND/OR REHABILITATE EXISTING PASSERELLE BRIDGE AND CONSTRUCT STATION ON ALTERNATE ALIGNMENT

Under this Alternative, the Willets Point APM Station would be built on an alternate alignment. The Passerelle Bridge and its constituent parts would be either retained and preserved as-is according to its current use or rehabilitated and adapted for use as part of the Willets Point APM Station or for another purpose according to the Rehabilitation Standards. This would include repairs and/or reinforcement where needed to all structural steel elements using in-kind materials; repairs and repointing of brick and concrete components using matching mortar, where appropriate; context-sensitive treatments for new elements, fixtures, and, appurtenances; and full upgrades to all electrical/mechanical systems to permit continued operation of the existing structures. The approach would extend the useful life of the Passerelle Bridge by approximately twenty (20) years. The present superstructure, substructure, foundations, clearances, and horizontal and vertical alignments would remain largely the same.

However, all alternate alignments would still result in an effect to the Passerelle Bridge because a key element of the Proposed Undertaking is to provide LIRR shuttle service between the Mets-Willets Point LIRR Station and the Grand Central Terminal and Penn Station in Manhattan. In order to expand the existing LIRR station to a full-service facility with LIRR shuttle service to Manhattan, a section of the Passerelle Bridge including the Pavilion over the LIRR

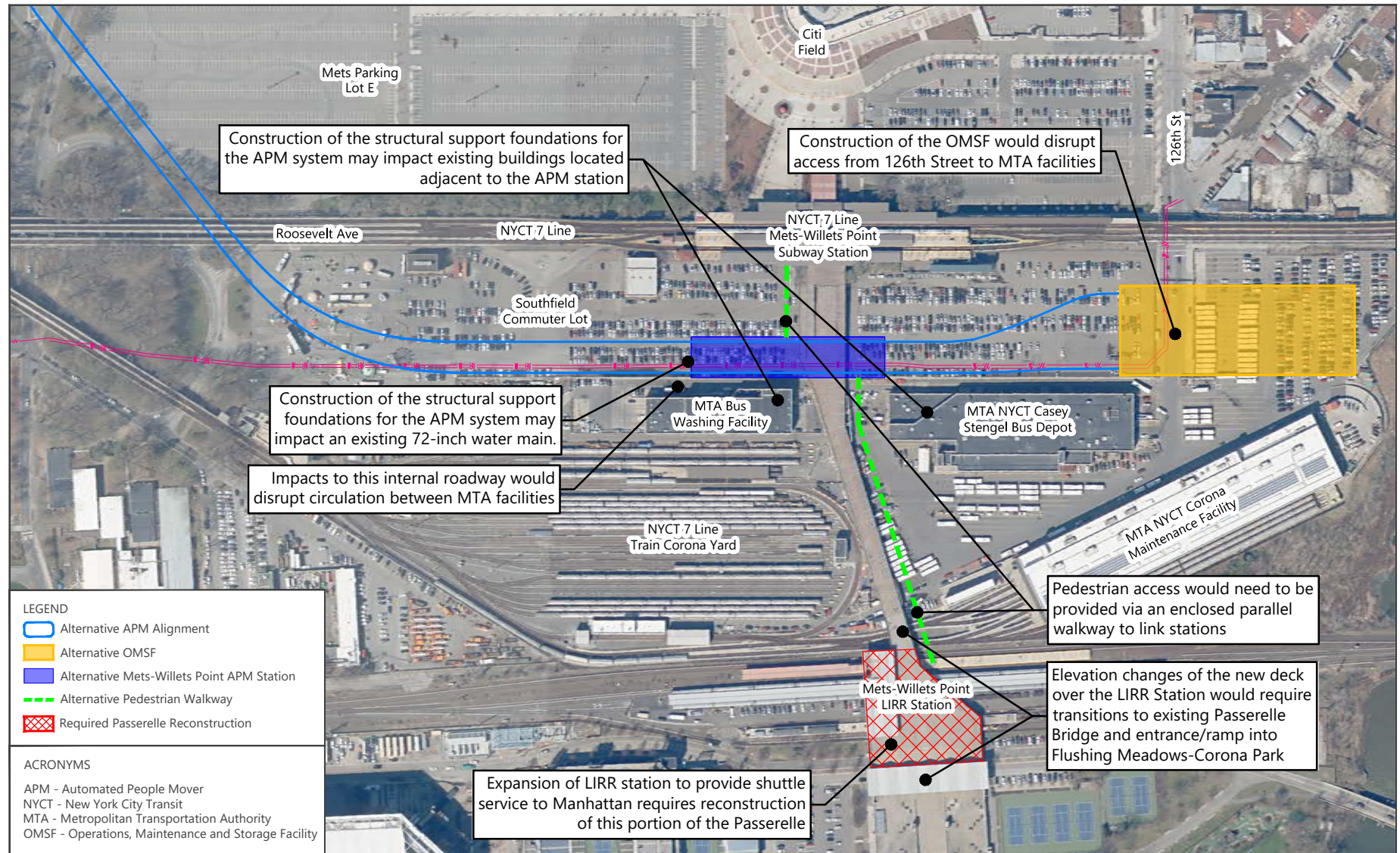
station, would need to be dismantled and reconstructed. The existing support columns for the Passerelle Bridge are located in between the existing LIRR tracks and there is no room to construct additional tracks needed for LIRR shuttle service without moving the bridge's existing support columns. Additionally, as part of the expansion of the LIRR Mets-Willets Point LIRR Station, the LIRR would raise the existing tracks 2-3 feet to elevate the tracks above the 100-year floodplain. Raising the tracks and the platforms would affect the elevation of the existing Passerelle Bridge above the LIRR tracks and require additional alterations to achieve ADA-compliant transitions between the preserved and reconstructed sections. The only way this work could be accomplished while maintaining the operation of the LIRR Port Washington Branch and the Mets-Willets Point LIRR Station, is to demolish and reconstruct this portion of the Passerelle Bridge, which would also require dismantling and reconstructing the Pavilion on the Passerelle Bridge over the LIRR station and the Main Gate Entrance. The replacement section, Pavilion on the Passerelle Bridge over the LIRR Station, and the Main Gate Entrance would have to be rebuilt in accordance with the Secretary's Standards and the rest of the bridge preserved in order to achieve a no adverse effect finding. Additionally, if pile driving associated with reconstruction of the Passerelle Bridge were to occur within 90 feet of the Passerelle Buildings, damage from vibrations could occur to the Passerelle Buildings.

A historic rehabilitation in place would not address the underlying significant structural deficiencies to the Passerelle Bridge pile foundations, inadequate clearances, and the need for eventual replacement. Accommodating the change in track elevations would create additional impacts to the overall vertical alignment of the structure. Adaptive reuse of the existing Passerelle Bridge to support all-weather pedestrian circulation and connectivity goals related to the proposed Willets Point AirTrain Station would also pose design challenges that may or may not avoid adverse effects while still meeting the Project's purpose and need. Moreover, options for placing the Willets Point AirTrain Station on an alternate alignment are limited and do not fully resolve all potential adverse effects resulting from the introduction of new elements into or adjacent to the Park historic district, the Passerelle Bridge, or its constituent parts. The options also create significant constructability challenges. As outlined below, it was concluded that no feasible avoidance alternatives exist; each alternate alignment was evaluated to determine whether potential adverse effects to historic properties could be minimized.

### 3.3.1 ALTERNATE ALIGNMENT SOUTH OF NYCT 7 LINE

An alternate alignment south of the NYCT 7 Line tracks was identified as a potential alternative to the Proposed Action (see **Exhibit 7**). Instead of occupying the footprint of the existing Passerelle Bridge, the APM tracks would parallel the NYCT 7 Line tracks, perpendicular to and over the Passerelle Bridge. The OMSF would be located in a similar location to the Port Authority's proposed Project. The Willets Point APM Station would be constructed over the Passerelle Bridge. Vertical circulation to the Passerelle Bridge level would be provided on either side of the existing bridge. Enclosed walkways would need to be constructed from the Willets Point APM Station to the NYCT 7 Line Mets-Willets Point Subway Station and to the Mets-Willets Point LIRR Station either parallel to the existing Passerelle Bridge or through adaptive reuse of the Passerelle Bridge.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc, March 2020.



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Under this alternate alignment, the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, with the exception of the portion of the bridge over the Mets-Willets Point LIRR Station, which would have to be demolished in order to expand the station to provide LIRR shuttle service to Manhattan. This would require the dismantling and reconstruction of the Pavilion over the LIRR Station. As part of the expansion of the Mets-Willets Point LIRR Station, the LIRR would raise the existing tracks 2-3 feet to elevate the tracks above the 100-year floodplain. Raising the tracks and the platforms would also affect the elevation of the Passerelle Bridge; thus, a portion of the existing Passerelle Bridge north and south of the Mets-Willets Point LIRR Station would have to be modified to allow for a smooth transition to the new deck. This would require dismantling and reconstructing the Main Gate Entrance, as well. The replacement section as well as the Pavilion Passerelle Bridge over the LIRR Station and the Main Gate Entrance would have to be rebuilt in accordance with the Secretary's Standards and the rest of the bridge preserved. Additionally, if pile driving associated with reconstruction of the Passerelle Bridge were to occur within 90 feet of the Passerelle Buildings, damage from vibrations could occur to the Passerelle Buildings.

Construction of the APM guideway and station over the Passerelle Bridge could cause potential damage to the structure if pile driving for support columns needs to be conducted within 60 feet of the Passerelle Bridge.

MTA was consulted on the potential effects this alternate alignment would have on operations of the MTA NYCT Casey Stengel Bus Depot, MTA Bus Washing Facility, MTA NYCT Corona Maintenance Facility, and/or NYCT 7 Line Train Corona Yard. MTA concerns with this alignment are:

- Would disrupt access from 126th Street to the MTA NYCT Casey Stengel Bus Depot, the MTA NYCT Corona Maintenance Facility, and the NYCT 7 Line Corona Yard during construction of the OMSF.
- Construction of the structural support foundations for the APM system may impact the MTA Bus Washing Facility and/or the MTA NYCT Casey Stengel Bus Depot located adjacent to the APM station.
- This alternative would impact the internal roadway that all buses use to access the existing MTA Bus Washing Facility and the MTA NYCT Casey Stengel Bus Depot. The internal roadway is located immediately adjacent to the Southfield Commuter Lot and cannot be re-routed.
- An existing 72-inch water main is located along the alignment of the internal roadway/Southfield Commuter Lot boundary, which would be difficult, if not impossible, to avoid without impacting NYCT operations.
- Operational risk as utilities (power, signals, and communication lines) that are currently under the existing Passerelle bridge to the NYCT 7 Line Corona Yard, NYCT 7 Line, and the MTA NYCT Casey Stengel Bus Depot would have to be relocated twice; once under a temporary structure while the Passerelle Bridge is rehabilitated then once again when rehabilitation of the Passerelle Bridge was completed.

The MTA NYCT Casey Stengel Bus Depot and MTA Bus Washing Facility service all NYCT buses that operate in Queens. It is the only maintenance facility for these buses and no alternative exists to move or temporarily relocate these operations. It operates 24 hours a day, 7 days a week and is critical to NYCT's operations of Queens bus routes.

Under this alternate alignment, a portion of the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, but a significant portion at the entrance to the Flushing Meadows-Corona Park would be affected in ways that are unlikely to be resolved solely through treatments according the Secretary's Standards. The Pavilion over the LIRR Station and the Main Gate Entrance would need to be dismantled and reconstructed. The introduction of the APM tracks and a Willets Point APM Station over the Passerelle Bridge along with enclosed passenger walkways adjacent to the Passerelle Bridge or adaptive reuse of the Passerelle Bridge for this purpose would introduce new and potentially incompatible elements that would not preserve the scale, proportion, and



massing associated with the entrance to the World's Fair grounds and historic district in accordance with the Secretary's Standards. The magnitude of the intervention required to historic properties would physically alter character-defining features and diminish the resources' integrity of location, design, setting, materials, workmanship and feeling in a way that would detract from their significance. Additionally, this alternative would be unacceptable to MTA due to physical and operational impacts to the MTA NYCT Casey Stengel Bus Depot and MTA Bus Washing Facility. Therefore, this alternate alignment is not feasible as a minimization alternative.

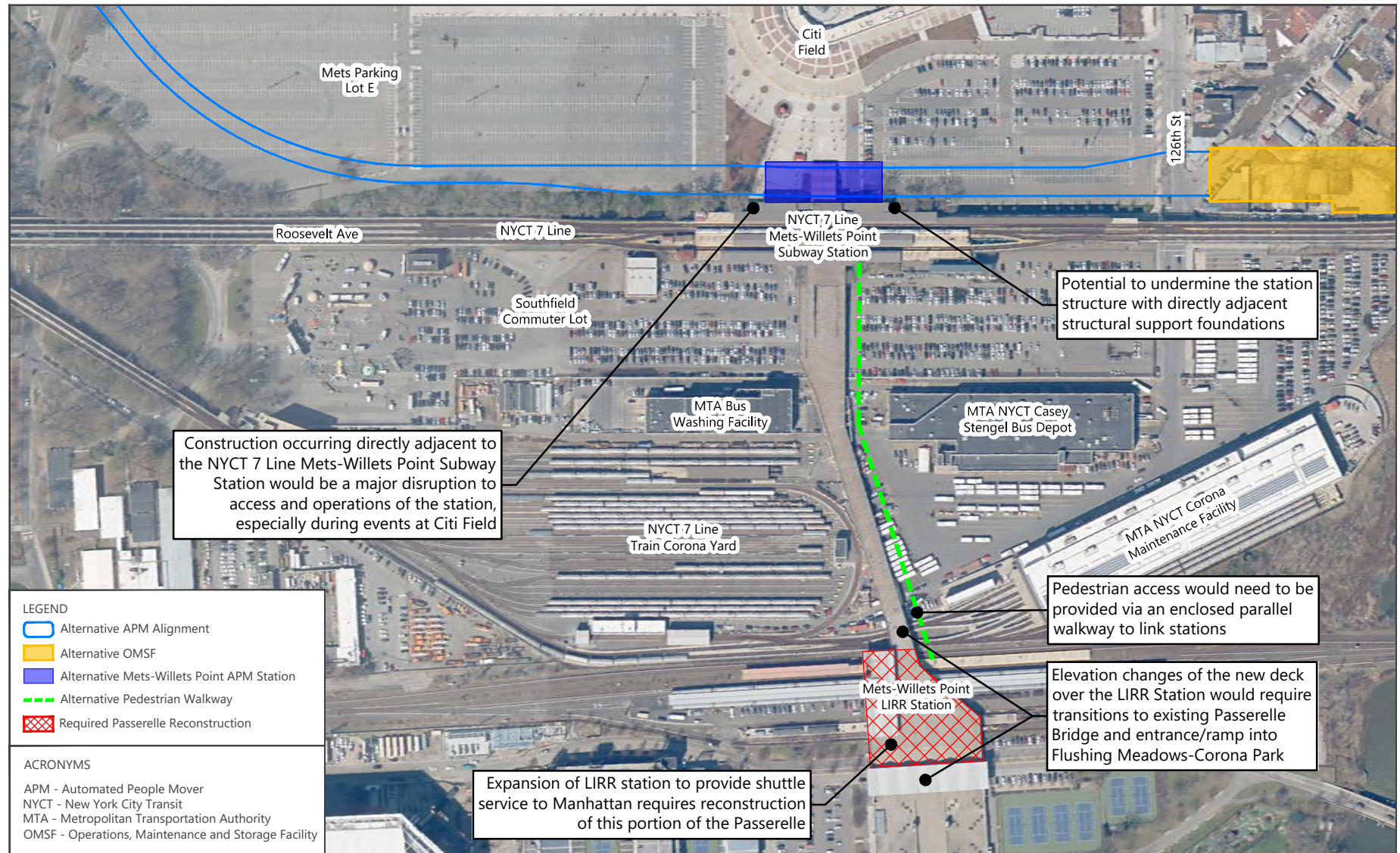
### 3.3.2 ALTERNATE ALIGNMENT NORTH OF NYCT 7 LINE

An alternate alignment north of the NYCT 7 Line tracks was identified as a potential alternative to the Proposed Action (see **Exhibit 8**). Instead of occupying the footprint of the existing Passerelle Bridge, the APM tracks would parallel the NYCT 7 Line tracks to the north and would not cross over the Passerelle Bridge. The OMSF would be located north of Roosevelt Avenue on the MTA/Tully Site. The Willets Point APM Station would be constructed adjacent to and north of the existing NYCT 7 Line Mets-Willets Point Subway Station. Pedestrian access from the Mets-Willets Point LIRR Station would be provided via an enclosed walkway either parallel to the existing Passerelle Bridge or through adaptive reuse of the Passerelle Bridge.

Under this alternate alignment, the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, with the exception of the portion of the bridge over the Mets-Willets Point LIRR Station, which would have to be demolished in order to expand the station to provide LIRR shuttle service to Manhattan. This would require the dismantling and reconstruction of the Pavilion over the LIRR Station. As part of the expansion of the Mets-Willets Point LIRR Station, the LIRR would raise the existing tracks 2-3 feet to elevate the tracks above the 100-year floodplain. Raising the tracks and the platforms would also affect the elevation of the Passerelle Bridge; thus, a portion of the existing Passerelle Bridge north and south of the Mets-Willets Point LIRR Station would have to be modified to allow for a smooth transition to the new deck. This would require dismantling and reconstructing the Main Gate Entrance, as well. The replacement section as well as the Pavilion on the Passerelle Bridge over the LIRR Station and the Main Gate Entrance would have to be rebuilt in accordance with the Secretary's Standards and the rest of the bridge preserved. Additionally, if pile driving associated with reconstruction of the Passerelle Bridge were to occur within 90 feet of the Passerelle Buildings, damage from vibrations could occur to the Passerelle Buildings.

MTA was consulted on the potential effects this alternate alignment would have on operations of the MTA NYCT 7 Line and NYCT 7 Line Mets-Willets Subway Station. MTA concerns with this alignment are:

- Construction occurring directly adjacent to the NYCT 7 Line Mets-Willets Point Subway Station would be a major disruption to the operation of the 7 Line as well as access to and the operation of the station, especially during events at Citi Field.
- There is the potential that directly adjacent structural support foundations for the APM Station would undermine the support foundations for the Subway Station and track structures.
- Operational risk as utilities (power, signals, and communication lines) that are currently under the existing Passerelle bridge to the NYCT 7 Line Corona Yard, NYCT 7 Line, and the MTA NYCT Casey Stengel Bus Depot would have to be relocated twice; once under a temporary structure while the Passerelle Bridge is rehabilitated then once again when rehabilitation of the Passerelle Bridge was completed.



SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc, March 2020.



NORTH 0 300 ft

Drawing: P:\Project-Chicago\PANYNJLGA AirTrain EIS\07 - AutoCAD\LGA - Passerelle Bridge Alternatives.dwg Layout: North of NYCT 7 Plotted: Mar 31, 2020, 11:45AM



This alternate alignment would also impact the entrance to Citi Field from the 7 Line. Under this alternate alignment, a portion of the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, but a significant portion at the entrance to the Flushing Meadows-Corona Park would be affected in ways that are unlikely to be resolved solely through treatments according the Secretary's Standards. The Pavilion over the LIRR Station and the Main Gate Entrance would need to be dismantled and reconstructed. The introduction of an enclosed passenger walkway adjacent to the Passerelle Bridge or adaptive reuse of the Passerelle Bridge for this purpose would introduce new and potentially incompatible elements that would not preserve the scale, proportion, and massing associated with the entrance to the World's Fair grounds and historic district in accordance with the Secretary's Standards. The magnitude of the intervention required to historic properties would physically alter character-defining features and diminish the resources' integrity of location, design, setting, materials, workmanship and feeling in a way that would detract from their significance. Additionally, this alternative would be unacceptable to MTA due to its potential physical and operations impacts to the NYCT 7 Line. Therefore, this alternate alignment is not feasible as a minimization alternative.

### 3.3.3 ALTERNATE ALIGNMENT ABOVE NYCT 7 LINE

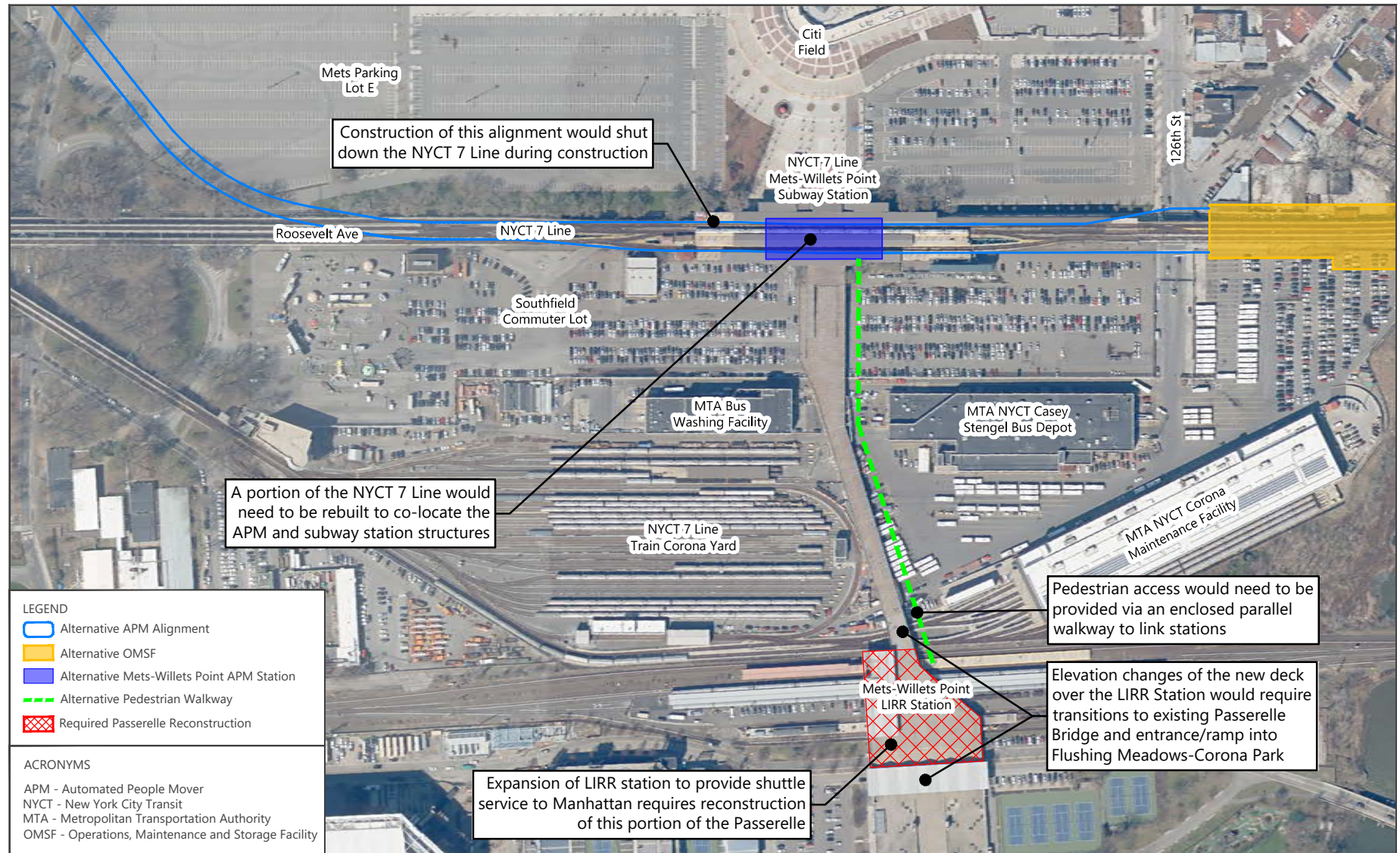
An alternate alignment above the NYCT 7 Line tracks was identified as a potential alternative to the Proposed Action (see **Exhibit 9**). Instead of occupying the footprint of the existing Passerelle Bridge, the APM tracks would be constructed over the NYCT 7 Line tracks and would not cross over the Passerelle Bridge. The OMSF would be located over the NYCT 7 Line tracks and on a portion of the MTA/Tully Site and the MTA NYCT Casey Stengel Bus Depot parking lot. The Willets Point APM Station would be constructed over the existing NYCT 7 Line Mets-Willets Point Subway Station. Pedestrian access from the Mets-Willets Point LIRR Station would be provided via an enclosed walkway parallel to the existing Passerelle Bridge or through adaptive reuse of the Passerelle Bridge.

Under this alternate alignment, the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, with the exception of the portion of the bridge over the Mets-Willets Point LIRR Station, which would have to be demolished in order to expand the station to provide LIRR shuttle service to Manhattan. This would require the dismantling and reconstruction of the Pavilion over the LIRR Station. As part of the expansion of the Mets-Willets Point LIRR Station, the LIRR would raise the existing tracks 2-3 feet to elevate the tracks above the 100-year floodplain. Raising the tracks and the platforms would also affect the elevation of the Passerelle Bridge; thus, a portion of the existing Passerelle Bridge north and south of the Mets-Willets Point LIRR Station would have to be modified to allow for a smooth transition to the new deck. This would require dismantling and reconstructing the Main Gate Entrance, as well. The replacement section as well as the Pavilion on the Passerelle Bridge over the LIRR Station and the Main Gate Entrance would have to be rebuilt in accordance with the Secretary's Standards and the rest of the bridge preserved. Additionally, if pile driving associated with reconstruction of the Passerelle Bridge were to occur within 90 feet of the Passerelle Buildings, damage from vibrations could occur to the Passerelle Buildings.

Construction of the APM guideway and station adjacent to the Passerelle Bridge could cause potential damage to the structure if pile driving for support columns needs to be conducted within 60 feet of the Passerelle Bridge.

MTA was consulted on the potential effects this alternate alignment would have on operations of the MTA NYCT 7 Line and NYCT 7 Line Mets-Willets Point Subway Station. MTA concerns with this alignment are:

- This alternative alignment would have the most significant impacts to NYCT operations of any alternative.
- Construction of this alignment would shut down the NYCT 7 Line east of 111th Street during construction.



SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc, March 2020.



NORTH 0 300 ft

Drawing: P:\Project-Chicago\PANYNJ\GMA AirTrain EIS\07 - AutoCAD\GMA - Passerelle Bridge Alternatives.dwg Layout: Above NYCT 7 Plotted: Mar 31, 2020, 11:45AM



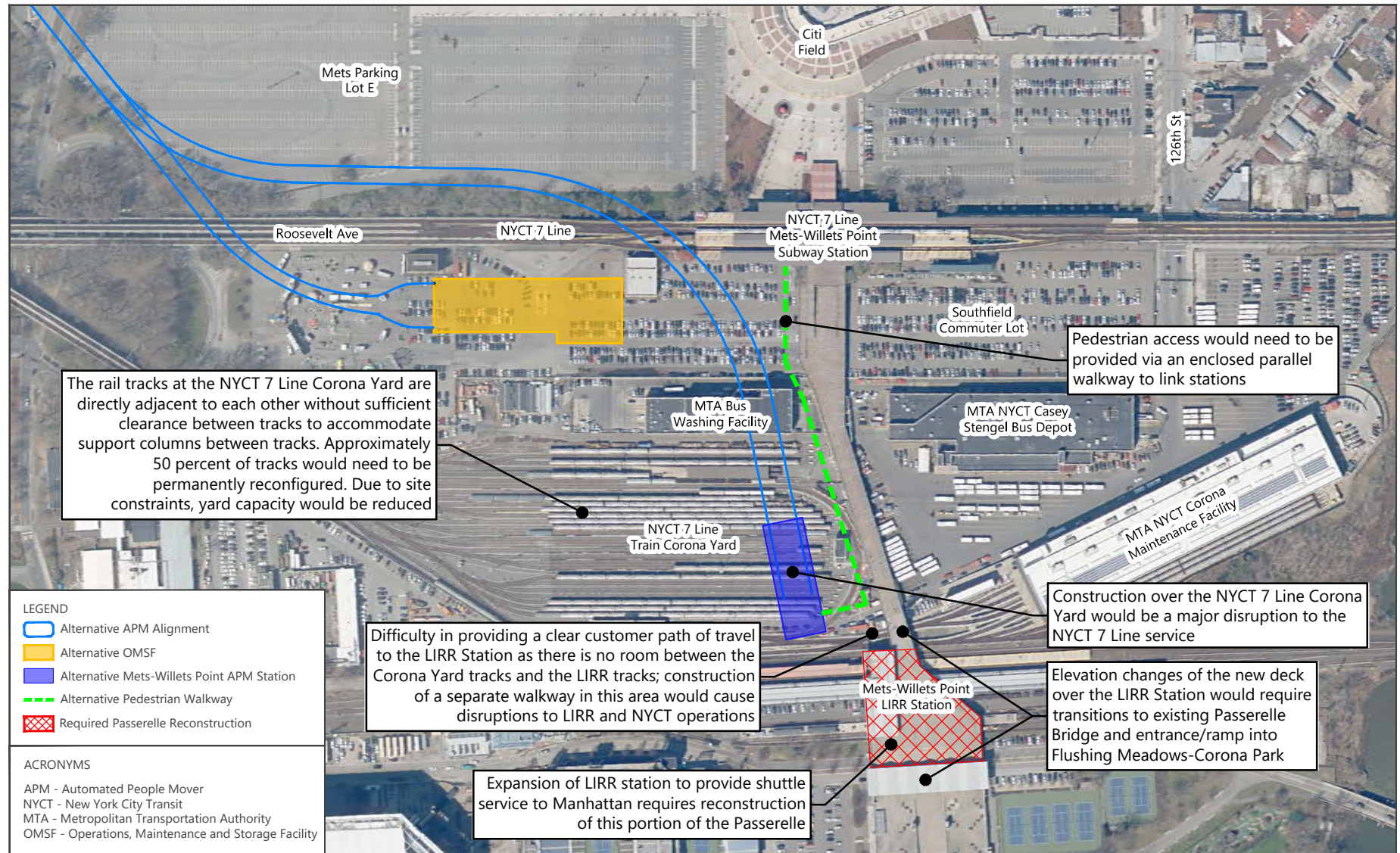
- It is likely that a portion of the NYCT 7 Line would need to be rebuilt to co-locate the APM and subway station and structures, as the existing structure could not support the APM station or any connection to the APM station.
- Operational risk as utilities (power, signals, and communication lines) that are currently under the existing Passerelle bridge to the NYCT 7 Line Corona Yard, NYCT 7 Line, and the MTA NYCT Casey Stengel Bus Depot would have to be relocated twice; once under a temporary structure while the Passerelle Bridge is rehabilitated then once again when rehabilitation of the Passerelle Bridge was completed.

Under this alternate alignment, a portion of the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, but a significant portion at the entrance to the Flushing Meadows-Corona Park would be affected in ways that are unlikely to be resolved solely through treatments according to the Secretary's Standards. The Pavilion over the LIRR Station and the Main Gate Entrance would need to be dismantled and reconstructed. The introduction of an enclosed passenger walkway adjacent to the Passerelle Bridge or adaptive reuse of the Passerelle Bridge for this purpose would introduce new and potentially incompatible elements that would not preserve the scale, proportion, and massing associated with the entrance to the World's Fair grounds and historic district in accordance with the Secretary's Standards. The magnitude of the intervention required to historic properties would physically alter character-defining features and diminish the resources' integrity of location, design, setting, materials, workmanship and feeling in a way that would detract from their significance. Additionally, this alternative would be unacceptable to MTA due to its impacts to the NYCT 7 Line and its operations. Therefore, this alternate alignment is not feasible as a minimization alternative.

### 3.3.4 ALTERNATE ALIGNMENT WEST OF EXISTING PASSERELLE BRIDGE

An alternate alignment west of the Passerelle Bridge was identified as a potential alternative to the Proposed Action (see **Exhibit 10**). Instead of occupying the footprint of the existing Passerelle Bridge, the APM tracks would cross over the NYCT 7 Line and the Willets Point APM Station would be constructed west of the Passerelle Bridge. The OMSF would be located over the Southfield Commuter Lot. Pedestrian access to the NYCT 7 Line Mets-Willets Point Subway Station would be provided via an enclosed walkway parallel to the existing Passerelle Bridge or through adaptive reuse of the Passerelle Bridge. Pedestrian access to the Mets-Willets Point LIRR Station would most likely need to be provided via a connection to the existing Passerelle Bridge as the LIRR has indicated there is no room to conduct an elevated walkway in this area.

Under this alternate alignment, the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, with the exception of the portion of the bridge over the Mets-Willets Point LIRR Station, which would have to be demolished in order to expand the station to provide LIRR shuttle service to Manhattan. This would require the dismantling and reconstruction of the Pavilion over the LIRR Station. As part of the expansion of the Mets-Willets Point LIRR Station, the LIRR would raise the existing tracks 2-3 feet to elevate the tracks above the 100-year floodplain. Raising the tracks and the platforms would also affect the elevation of the Passerelle Bridge; thus, a portion of the existing Passerelle Bridge north and south of the Mets-Willets Point LIRR Station would have to be modified to allow for a smooth transition to the new deck. This would require dismantling and reconstructing the Main Gate Entrance, as well. The replacement section as well as the Pavilion on Passerelle Bridge over the LIRR Station and the Main Gate Entrance would have to be rebuilt in accordance with the Secretary's Standards and the rest of the bridge preserved. Additionally, if pile driving associated with reconstruction of the Passerelle Bridge were to occur within 90 feet of the Passerelle Buildings, damage from vibrations could occur to the Passerelle Buildings.



SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc, March 2020.



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Drawing: P:\Project-Chicago\PANYNJLGA AirTrain EIS\07 - AutoCAD\LGA - Passerelle Bridge Alternatives.dwg Layout: West of Passerelle Plotted: Mar 31, 2020, 11:46AM



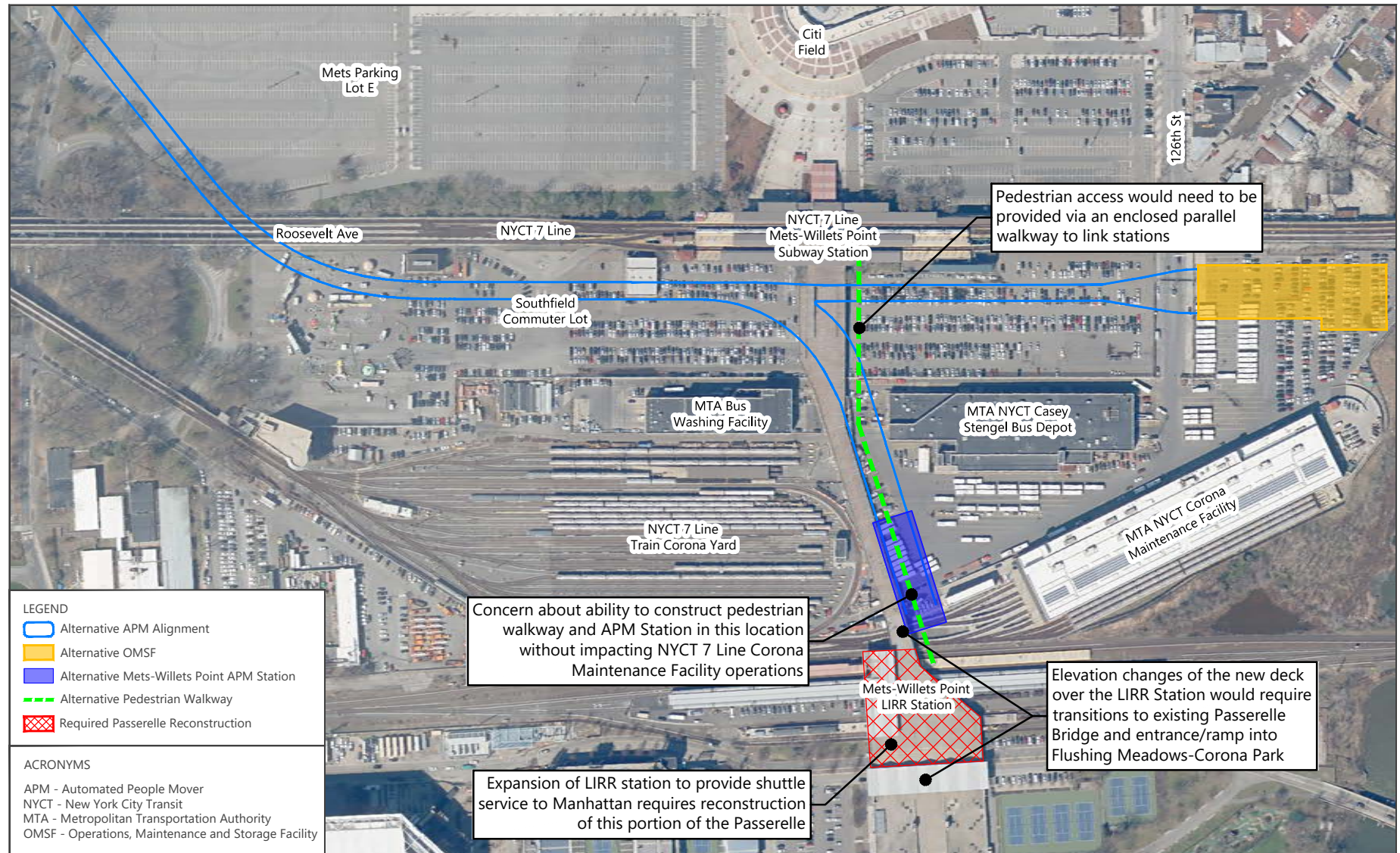
MTA was consulted on the potential effects this alternate alignment would have on their operations of the MTA Bus Washing Facility, MTA NYCT Corona Maintenance Facility, and NYCT 7 Line Train Corona Yard. MTA concerns with this alignment are:

- The rail tracks at the NYCT 7 Line Corona Yard are directly adjacent to each other without sufficient clearance between tracks to construct foundations or support columns between the tracks. Tracks would need to be redesigned to accommodate APM foundations, with approximately 50 percent of the tracks needing to be relocated. However, there is no room to relocate these tracks in this area.
- Construction over the NYCT 7 Line Corona Yard would be a major disruption to the NYCT 7 Line service along the entire line.
- Difficulty in providing a clear customer path of travel to the Mets-Willets Point LIRR Station as there is no room between the NYCT 7 Line Corona Yard tracks and the LIRR tracks; construction of a separate walkway in this area would most likely cause disruption to LIRR and NYCT operations.
- Operational risk as utilities (power, signals, and communication lines) that are currently under the existing Passerelle bridge to the NYCT 7 Line Corona Yard, NYCT 7 Line, and the MTA NYCT Casey Stengel Bus Depot would have to be relocated twice; once under a temporary structure while the Passerelle Bridge is rehabilitated then once again when rehabilitation of the Passerelle Bridge was completed.

Under this alternate alignment, a portion of the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, but a significant portion at the entrance to the Flushing Meadows-Corona Park would be affected in ways that are unlikely to be resolved solely through treatments according the Secretary's Standards. The Pavilion over the LIRR Station and the Main Gate Entrance would need to be dismantled and reconstructed. The introduction of APM tracks, a Willets Point APM station, and an enclosed passenger walkway adjacent to the Passerelle Bridge or adaptive reuse of the Passerelle Bridge for this purpose would introduce new and potentially incompatible elements that would not preserve the scale, proportion, and massing associated with the entrance to the World's Fair grounds in accordance with the Secretary's Standards. The magnitude of the intervention required to historic properties would physically alter character-defining features and diminish the resources' integrity of location, design, setting, materials, workmanship and feeling in a way that would detract from their significance. Additionally, this alternative would be unacceptable to MTA due to its physical and operational impacts to the NYCT 7 Line Corona Yard as well as operation of the 7 Line. Therefore, this alternate alignment is not feasible as a minimization alternative.

### 3.3.5 ALTERNATE ALIGNMENT EAST OF EXISTING PASSERELLE BRIDGE

An alternate alignment east of the Passerelle Bridge was identified as a potential alternative to the Proposed Action (see **Exhibit 11**). Instead of occupying the footprint of the existing Passerelle Bridge, the APM tracks would cross over the NYCT 7 Line and the Passerelle Bridge with the Willets Point APM Station constructed on the east side of the Passerelle Bridge. The OMSF would be located over the MTA NYCT Casey Stengel Bus Depot Parking Lot. Pedestrian access to the NYCT 7 Line Mets-Willets Point Subway Station and Mets-Willets Point LIRR Station would be provided via either an enclosed walkway parallel to the existing Passerelle Bridge or through adaptive reuse of the Passerelle Bridge.



SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc, March 2020.



NORTH 0 300 ft

Drawing: P:\Project-Chicago\PANYNJLGA AirTrain EIS\07 - AutoCAD\LGA - Passerelle Bridge Alternatives.dwg Layout: East of Passerelle Plotted: Mar 31, 2020, 11:47AM



Under this alternate alignment, the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, with the exception of the portion of the bridge over the Mets-Willets Point LIRR Station, which would have to be demolished in order to expand the station to provide LIRR shuttle service to Manhattan. This would require the dismantling and reconstruction of the Pavilion over the LIRR Station. As part of the expansion of the Mets-Willets Point LIRR Station, the LIRR would raise the existing tracks 2-3 feet to elevate the tracks above the 100-year floodplain. Raising the tracks and the platforms will also effect the elevation of the Passerelle Bridge; thus, a portion of the existing Passerelle Bridge north and south of the LIRR Mets-Willets Point Station would have to be modified to allow for a smooth transition to the new deck. This would require dismantling and reconstructing the Main Gate Entrance, as well. The replacement section as well as the Pavilion on the Passerelle Bridge over the LIRR Station and the Main Gate Entrance would have to be rebuilt in accordance with the Secretary's Standards and the rest of the bridge preserved. Additionally, if pile driving associated with reconstruction of the Passerelle Bridge were to occur within 90 feet of the Passerelle Buildings, damage from vibrations could occur to the Passerelle Buildings.

Construction of the APM guideway and station adjacent to the Passerelle Bridge could cause potential damage to the structure if pile driving for support columns needs to be conducted within 60 feet of the Passerelle Bridge.

MTA was consulted on the potential effects this alternate alignment would have on their operations of the MTA NYCT Casey Stengel Bus Depot and MTA NYCT Corona Maintenance Facility. MTA concerns with this alignment are:

- Ability to construct pedestrian walkway and APM Station in this location without impacting NYCT 7 Line Corona Maintenance Facility operations.
- Construction of the structural support foundations for the APM system may impact the MTA NYCT Casey Stengel Bus Depot located adjacent to the APM guideway.
- Operational risk as utilities (power, signals, and communication lines) that are currently under the existing Passerelle bridge to the NYCT 7 Line Corona Yard, NYCT 7 Line, and the MTA NYCT Casey Stengel Bus Depot would have to be relocated twice; once under a temporary structure while the Passerelle Bridge is rehabilitated then once again when rehabilitation of the Passerelle Bridge was completed

Under this alternate alignment, a portion of the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, but a significant portion at the entrance to the Flushing Meadows-Corona Park would be affected in ways that are unlikely to be resolved solely through treatments according the Secretary's Standards.. The Pavilion over the LIRR Station and the Main Gate Entrance would need to be dismantled and reconstructed.

The introduction of the APM tracks and a Willets Point APM Station along with enclosed passenger walkways adjacent to the Passerelle Bridge or adaptive reuse of the Passerelle Bridge for this purpose would introduce new elements that would not preserve the scale, proportion, and massing associated with the entrance to the World's Fair grounds and historic district in accordance with the Secretary's Standards. The magnitude of the intervention required to historic properties would physically alter character-defining features and diminish the resources' integrity of location, design, setting, materials, workmanship and feeling in a way that would detract from their significance. Additionally, this alternative would be unacceptable to MTA due to its impacts to the NYCT 7 Line Corona Yard Maintenance Facility and its operation. Therefore, this alternate alignment is not feasible as a minimization alternative.

### 3.3.6 ALTERNATE ALIGNMENT ABOVE LIRR STATION

An alternate alignment above the LIRR tracks and Mets-Willets Point LIRR Station was identified as a potential alternative to the Proposed Action (see **Exhibit 12**). Instead of occupying the footprint of the existing Passerelle Bridge, the APM tracks would be constructed over the LIRR tracks with the Willets Point APM Station constructed over the Mets-Willets Point LIRR Station west of the Passerelle Bridge. The OMSF would be located over a portion of NYC Parks' Design, Construction and Engineering Division for Queens. Pedestrian access to the NYCT 7 Line Mets-Willets Point Subway Station would be provided via either an enclosed walkway parallel to the existing Passerelle Bridge or through adaptive reuse of the Passerelle Bridge. However, a portion of the pedestrian access would most likely need to be provided via a connection to the existing Passerelle Bridge as the LIRR has indicated there is no room to construct an elevated walkway over the MTA NYCT 7 Line tracks and LIRR tracks in this area.

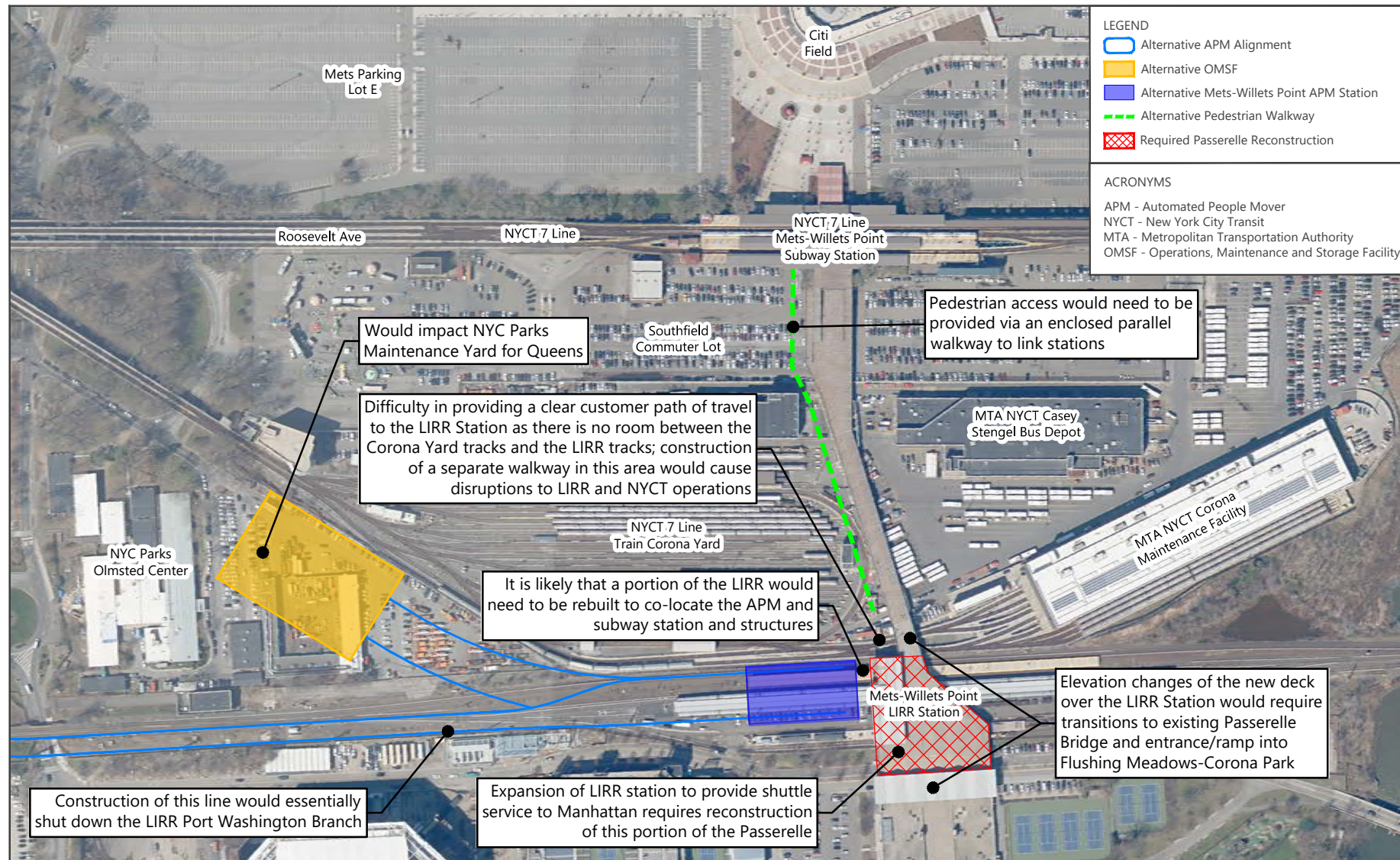
Under this alternate alignment, the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, with the exception of the portion of the bridge over the Mets-Willets Point LIRR Station, which would have to be demolished in order to expand the station to provide LIRR shuttle service to Manhattan. This would require the dismantling and reconstruction of the Pavilion over the LIRR Station. As part of the expansion of the Mets-Willets Point LIRR Station, the LIRR would raise the existing tracks 2-3 feet to elevate the tracks above the 100-year floodplain. Raising the tracks and the platforms would also affect the elevation of the Passerelle Bridge; thus, a portion of the existing Passerelle Bridge north and south of the Mets-Willets Point LIRR Station would have to be modified to allow for a smooth transition to the new deck. This would require dismantling and reconstructing the Main Gate Entrance, as well. The replacement section as well as the Pavilion on the Passerelle Bridge over the LIRR Station and the Main Gate Entrance would have to be rebuilt in accordance with the Secretary's Standards and the rest of the bridge preserved. Additionally, if pile driving associated with reconstruction of the Passerelle Bridge were to occur within 90 feet of the Passerelle Buildings, damage from vibrations could occur to the Passerelle Buildings.

MTA was consulted on the potential effects this alternate alignment would have on their operations of the LIRR Port Washington Branch and the Mets-Willets Point LIRR Station. MTA concerns with this alignment are:

- This alternate alignment would have the most significant impacts to the Port Washington line.
- Construction of this alignment would shut down the LIRR Port Washington Branch during construction.
- It is likely that a portion of the LIRR tracks in this area would need to be rebuilt to co-locate the APM station / structures and subway infrastructure.

This alignment was evaluated in the Project alternatives analysis (Alternatives 9D and 9E). Because they would disrupt peak hour commuter and transit service on the LIRR Port Washington Branch during construction, the alternatives were not considered to be reasonable to construct and operate and were eliminated from further consideration.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc, March 2020.



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Under this alternate alignment, a portion of the Passerelle Bridge could be rehabilitated in accordance with the Secretary's Standards, but a significant portion at the entrance to the Flushing Meadows-Corona Park would be affected in ways that are unlikely to be resolved solely through treatments according to the Secretary's Standards. The Pavilion over the LIRR Station and the Main Gate Entrance would need to be dismantled and reconstructed. The introduction of the enclosed passenger walkways adjacent to the Passerelle Bridge or adaptive reuse of the Passerelle Bridge for this purpose and an elevated APM Station adjacent to the entrance of the park would introduce new and potentially incompatible elements that would not preserve the scale, proportion, and massing associated with the entrance to the World's Fair grounds and historic district in accordance with the Secretary's Standards. The magnitude of the intervention required to historic properties would physically alter character-defining features and diminish the resources' integrity of location, design, setting, materials, workmanship and feeling in a way that would detract from their significance. Additionally, this alternative would be unacceptable to MTA due to its impacts to the LIRR Port Washington Branch and its operation. Therefore, this alternate alignment is not feasible as a minimization alternative.

### 3.4 REPLACE EXISTING PASSERELLE BRIDGE AND CONSTRUCT STATION ON EXISTING ALIGNMENT

The Proposed Action would construct a new bridge east of the existing Passerelle Bridge; the existing Passerelle Bridge would be demolished upon completion of the new bridge (see Exhibit 6). A temporary connection would be built across a removed portion of the existing Passerelle Bridge to maintain pedestrian access during construction between the Passerelle Bridge and the NYCT 7 Line Mets-Willets Point Subway Station, the Mets-Willets Point LIRR Station, and Flushing Meadows-Corona Park. The temporary connection would provide a U-shaped detour on the east side of the Mets-Willets Point LIRR Station, linking the north end of the existing Passerelle Bridge to the south end immediately south of the Mets-Willets Point LIRR Station. As the connection crosses the LIRR tracks, it would separate to provide two parallel pathways over the tracks and reconnect to a single walkway on the opposite side of the tracks. Conceptual plans indicate the bridge would be at least approximately 580 feet long and up to approximately 670 feet long and approximately 40 feet wide. The bridge would be removed upon completion of the replacement bridge.

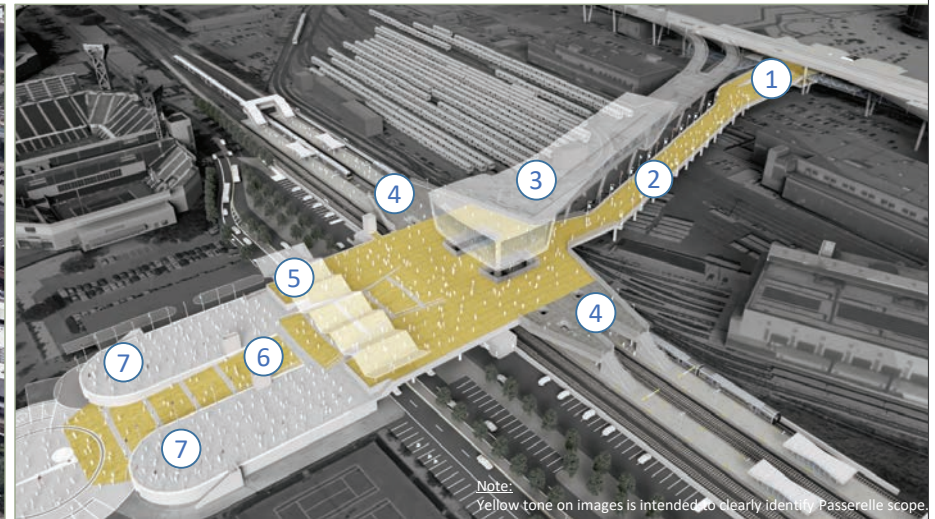
The Willets Point APM Station would provide a connection to other modes of transportation, provide a connection to Airport and MTA employee parking located at the OMSF, and would include street level access and a pick-up / drop-off area. This station would be located directly adjacent to the Mets-Willets Point LIRR Station and connect to the NYCT 7 Line Mets-Willets Point Subway Station, thus preserving the new bridge for general pedestrian use, free of any connection to the AirTrain operations. The AirTrain Connector Vertical Circulation facility located on the north end of the Willets Point APM Station would provide vertical circulation between various station levels, as well as the NYCT 7 Line Mets-Willets Point Subway Station. An AirTrain Podium would be located at the south end of the Willets Points APM Station directly above the Mets-Willets Point LIRR Station to serve as a vertical circulation core connecting the Willets Point APM Station and the Met-Willets Point LIRR Station platforms. The Willets Point APM Station would be located in the footprint currently occupied by the Passerelle Pedestrian Bridge, requiring its relocation (see **Exhibit 13**).





Existing Conditions

- 1) NYCT 7 Train Mets Willets Point Station
- 2) Passerelle Bridge
- 3) Passerelle Plaza
- 4) LIRR Mets Willets Point Station
- 5) Historic Canopy Structure
- 6) Passerelle Administration Building



Proposed

- 1) NYCT 7 Train Mets Willets Point Station Interface
- 2) Replacement Bridge
- 3) Potential AirTrain Station (Conceptual)
- 4) LIRR Mets Willets Point Station (Conceptual)
- 5) Restored Historic Canopy Structure (Canopy Over LIRR Station To Be Relocated)
- 6) Reconstructed ADA Compliant Pedestrian Ramp (as Required per Code)
- 7) Renovated Passerelle Administration Building Roof

SOURCE: Passerelle Overpass Reconstruction PDC Conceptual Review, April 25, 2019.



NORTH

0 Not To Scale

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Vertical circulation would be provided on the Mets-Willets Point LIRR Station end (south) as well as on the NYCT 7 Line Mets-Willets Point Subway Station end (north) of the Willets Point APM Station. At the Mets-Willets Point LIRR Station end, the AirTrain Podium would comprise a total of 4 elevators and 14 escalators. Six escalators would connect the AirTrain platform to the Passerelle level; a switchback configuration would then connect 8 escalators from the Passerelle to the LIRR platforms. The 4 elevators would directly connect passengers between the Platform Level of the APM station to the Mets-Willets Point LIRR Station platforms. This configuration would provide vertical circulation between the Platform Level and the Passerelle Level where passengers could access the Passerelle Pedestrian Bridge and the Mets-Willets Point LIRR Station entrance. At the NYCT 7 Line Mets-Willets Point Subway Station end (north) of the APM station, 1 stair, 2 elevators, and 3 escalators would connect passengers from the Platform Level to the Connector Level where passengers could cross the AirTrain Connector bridge to connect to the NYCT 7 Line Mets-Willets Point Subway Station platform, the Upper Passerelle, and/or the AirTrain Connector Vertical Circulation facility. The AirTrain Connector Vertical Circulation Core would provide vertical circulation between the Connector Level, Passerelle Level, and Street Level. The AirTrain Connector Vertical Circulation Core would comprise separate elevators/escalators and a staircase and would have a total footprint of approximately 1,100 square feet. The APM project would require compliance with applicable building codes and standards for ADA accessibility.

Under this alternate alignment, the Passerelle Bridge would not be rehabilitated in accordance with the Secretary's Standards, but would be demolished and a new structure built using new materials on an alignment east of the existing Passerelle Bridge.

MTA was consulted on the potential effects this alternate alignment would have on their operations of the MTA NYCT Casey Stengel Bus Depot, MTA NYCT Corona Maintenance Facility, MTA NYCT 7 Line Corona Yard, and the Mets-Willets Point LIRR Station and tracks. MTA comments on this alignment are:

- Would disrupt access from 126th Street to the MTA NYCT Casey Stengel Bus Depot, the MTA NYCT Corona Maintenance Facility, and the NYCT 7 Line Corona Yard during construction of the OMSF.
- A new Passerelle Bridge located adjacent to its current location would provide less risk in disrupting utilities (power, signals, and communication lines) that are currently under the existing Passerelle bridge to the NYCT 7 Line Corona Yard, NYCT 7 Line, and the MTA NYCT Casey Stengel Bus Depot.
- NYCT and LIRR have a strong preference for installing new utilities under a relocated bridge, doing a cutover once, and then dismantling the existing utilities and Passerelle bridge, as this reduces operational risk to their facilities

Under this alternate alignment, the Passerelle Bridge would be demolished and a new structure built using new materials on an alignment east of the existing Passerelle Bridge. The Pavilion on the Passerelle Bridge over the LIRR Station and the Main Gate Entrance would need to be dismantled and reconstructed. The physical destruction of the Passerelle Bridge and potentially of the Pavilion and Main Entrance Gate are adverse effects that cannot be avoided using the Secretary's Standards. While, the existing south ramp descending from the Passerelle Bridge to the park grade at the main entrance would be modified to meet ADA standards with possible modifications to the roof deck area of the Passerelle Buildings at Main Entrance to accommodate pedestrian use, in coordination with NYC Parks, this work could be accomplished according the Secretary's Standards. The introduction of a new Passerelle Bridge, APM tracks, and an elevated APM Station adjacent to the entrance of the park would introduce new and potentially incompatible elements that may not preserve the scale, proportion, and massing associated with the entrance to the World's Fair grounds and historic district in accordance with the Secretary's Standards. While this alternate alignment includes some measures to avoid or minimize harm, it is not fully feasible as an



avoidance or minimization alternative. However, this alternative is acceptable to MTA and NYC Parks, and meets the purpose and need for the Proposed Undertaking.

## 4. CONCLUSIONS

The FAA has determined that the Proposed Action would have an adverse effect on historic properties eligible for listing in the NRHP. These include the Flushing Meadows-Corona Park historic district (USN 08101.012611) and four of its contributing elements: the Passerelle Bridge (USN 08101.012570); the Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612); the Main Gate Entrance (USN 08101.012586); and the Passerelle Buildings at the Main Entrance (USN 08101.012608). Previously identified character-defining features of the Passerelle Bridge and its constituent parts include the elevated steel structure with wood decking and open boardwalk feeling; the axial approach into the Park; its function as a key pedestrian corridor between transportation systems; the repetitive rhythm of flagpoles; and the importance of procession as a key element in the approach to the historic park.

An adverse effect determination, as stipulated in 36 CFR § 800.6, requires federal agencies to try to find a way to avoid, minimize, or mitigate those effects. This is accomplished through consultation with the SHPO, the ACHP, other consulting parties, and the public. A number of alternate alignments were identified and evaluated to determine if the Passerelle Bridge and its constituent elements could be rehabilitated following the Secretary's Standards. Each alignment was evaluated as to whether it could meet the following requirements:

- Repair/rehabilitate the Passerelle Bridge and its constituent elements in accordance with the Secretary's Standards;
- Maintain the Passerelle Bridge and its constituent elements in their current use or adapt them for another purpose;
- Introduce context-sensitive additions or new elements that are differentiated from the old but compatible with the historic materials, features, size, scale and proportion, and massing of the Park, the Passerelle Bridge, and/or its constituent parts; and
- Design additions or new construction in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

None of the alternate alignments would meet the above requirements in a way that responds fully to the Secretary's Standards; all alternatives would result in an adverse effect to Flushing Meadows-Corona Park historic district because of direct physical impacts to the Passerelle Bridge, a contributing element. All of the alternate alignments would also affect the Pavilion on the Passerelle Bridge over the LIRR and the Main Gate Entrance, and potentially the Passerelle Buildings. The magnitude of the intervention required to historic properties under all Alternatives would physically alter character-defining features and diminish the resources' integrity of location, design, setting, materials, workmanship and feeling in a way that would detract from their significance. Additionally, given the nature of the proposed additions, it was deemed impossible to construct them in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. While adverse effects are unavoidable under all Alternatives, only the Proposed Action meets the Project's purpose and need, satisfies significant constructability concerns raised by the MTA, and is therefore both feasible and prudent. As documented above, no feasible avoidance alternatives were identified; similarly, none of the alternate alignments are feasible as minimization alternatives. Measures to minimize and mitigate the adverse effects should be identified

and addressed in consultation with the SHPO and other consulting parties in an effects resolution document, such as a Memorandum of Agreement, as specified in 36 CFR § 800.6(c).





## APPENDIX K.9

# Section 106 Coordination

- 
- K.9.1 SHPO Coordination
  - K.9.2 Consulting Parties Meeting #1 Materials
  - K.9.3 Consulting Parties Meeting #2 Materials
  - K.9.4 Consulting Parties Meeting #3 Materials
  - K.9.5 Consulting Parties Meeting #4 Materials



## APPENDIX K.9.1

# SHPO Coordination

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## Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO  
Governor

ERIK KULLESEID  
Commissioner

November 19, 2019

Ms. Marie Jenet  
Federal Aviation Administration  
159-30 Rockaway Blvd, Suite 111  
Jamaica, NY 11434

Re: FAA  
LaGuardia Air-Train  
Borough of Queens, City of New York, NY  
18PR05235

Dear Ms. Jenet:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

Specifically, we have reviewed the "LaGuardia Airport Access Improvement Project; Historic Architecture Reconnaissance Survey" revised October 2019. Based upon this review we concur with the identification of historic resources as described in the Survey with the following exceptions and corrections:

1. 105-19 Ditmars Blvd is eligible for listing in the National Register of Historic Places.
2. 105-33 Ditmars Blvd is eligible for listing in the National Register of Historic Places.
3. 106-18 27<sup>th</sup> Avenue is eligible for listing in the National Register of Historic Places.
4. The Paint Shed & Maintenance Building for the 1964 World's Fair within Flushing Meadows-Corona Park Historic District are contributing resources to the Historic District which is eligible for listing in the National Register of Historic Places.
5. The highly altered Post Office building for the 1964 World's Fair within the Flushing Meadows-Corona Park Historic District is a non-contributing resource to the Historic District which is eligible for listing in the National Register of Historic Places.

If additional information or correspondence is required regarding this project it should be provided via our Cultural Resource Information System (CRIS) at <https://cris.parks.ny.gov>. Once on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an existing project". You will need this project number and your e-mail address. If you have any questions, I can be reached at 518-268-2181.

Sincerely,

Beth A. Cumming  
Senior Historic Site Restoration Coordinator  
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enc: Resource Evaluations

cc: G. Santucci – LPC, M. Bernardez – Ricondo, M. Rainey – Ricondo, P. Hayden - Ricondo



**Date:** 11/16/2019

**Staff:** Kathy Howe

**USN Number:** 08101.013145

**Name:** House, 105-19 Ditmars Blvd

**Location:** 105-19 Ditmars Blvd, East Elmhurst NY

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### Resource Status:

1. **Determination:** Determined SR/NR eligible by the Commissioner of the Office of Parks, Recreation and Historic Preservation on the date noted above.
2. **Contributing:**

### Criteria for Inclusion in the National Register:

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

### Summary Statement:

105-19 Ditmars Blvd, East Elmhurst, Queens County, meets National Register Criterion C, Architecture, as an unusual interpretation of the Tudor Revival style, executed in brick. It is two-and-one-half-stories in height with steeply pitched gabled roofs that appear to be covered with slate. The building is set back from the street with a large front lawn and walkway and has a cruciform plan.

The round-arched front entrance is reached by a platform two steps above the walkway. Immediately adjacent to it is a two-car garage that is at the end of a sunken driveway, slightly lower than the entrance. Both are contained within a projecting pavilion in front of the main block of the house.

The main block is beneath a steeply-pitched roof and contains grouped windows capped by soldier-coursed brick on the first story and a single round-arched window on the second. Set back from the roofline of the main block is a recessed section that gives the appearance of a large dormer containing a single window with an iron balcony. At the attic level is a circular blind window.

The eastern elevation side of the house, which is close to the building to the east, is covered with a broad sweeping bell-curved roof that is pierced by a tall brick chimney. Behind that is a two-story cross-gable that contains three levels of windows. Opposite that on the west are windows in the main gabled portion at the front and three levels of windows in the cross gable mimicking the east side. Projecting from the cross gable at the rear is a three-storied gable pavilion that currently overlooks Grand Central Parkway, LaGuardia Airport and Flushing Bay.





**Date:** 11/16/2019

**Staff:** Kathy Howe

**USN Number:** 08101.013146

**Name:** House, 105-33 Ditmars Blvd

**Location:** 105-33 Ditmars Blvd, East Elmhurst NY

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### Resource Status:

1. **Determination:** Determined SR/NR eligible by the Commissioner of the Office of Parks, Recreation and Historic Preservation on the date noted above.
2. **Contributing:**

### Criteria for Inclusion in the National Register:

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

### Summary Statement:

105-33 Ditmars Blvd, East Elmhurst, Queens County, is eligible for the National Register under Criterion C, Architecture, as a substantially intact early-twentieth-century Mission Revival style residence. Constructed circa 1920, this two-story residence is set far back from the street with a semi-circular drive and landscaped island in front. It has a smooth stucco wall finish and features a side-gabled roof with a projecting cross-gabled pavilion on the façade, with a terra cotta tile roof, gabled brick chimney/dovecote, terra cotta tile attic vents, a shed extension with sloped corner buttress, and ornate Baroque-style door surround with scored mortar lines, foliate scrolls, volutes, and a circular window light with an iron grill. A decorated iron gate covers a modern wood door. Windows have been replaced with multi-light vinyl units.

A detached, hipped roof garage stands southeast of the dwelling and there is a three-story extension that may have been constructed long after the house was built. Behind the property is Grand Central Parkway, LaGuardia Airport and Flushing Bay.



**Date:** 11/16/2019

**Staff:** Kathy Howe

**USN Number:** 08101.013148

**Name:** House, 106-18 27th Avenue

**Location:** 106-18 27th Avenue, East Elmhurst NY

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### Resource Status:

1. **Determination:** Determined SR/NR eligible by the Commissioner of the Office of Parks, Recreation and Historic Preservation on the date noted above.
2. **Contributing:**

### Criteria for Inclusion in the National Register:



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



### Summary Statement:

106-18 27th Avenue, East Elmhurst, Queens County, is eligible for the National Register under Criterion C, Architecture, as a significant example of a 1.5-story brick Craftsman-style bungalow. It features a low -pitched front-gabled roof, full-width shed dormers, and a shed dormer in the attic. The roof is made of terra cotta tile and there are matching tiled window hoods. Windows include stone sills, multi-paned wood and vinyl double-hung sash, decorative wood shutters and a full-width projecting glazed vestibule supported by wood Tuscan columns and capped by a hipped tiled roof. The primary roof slopes eastward to cover a recessed, glazed side porch supported by wood Tuscan columns resting on brick plinths. A detached garage features patterned brickwork similar to that of the house, a tiled terra cotta roof, and an original door. The building retains a high degree of architectural integrity.







Table: LPC & SHPO Evaluation Matrix

Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	LPC Recommended NRHP Status	SHPO Recommended NRHP Status
1	RGA100	1657/20		N/A	Residence	C. 1925	105-05 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>This 1.5-story, three-bay brick Colonial Revival-style residence features a steep gabled roof, full-width shed dormer, combined vinyl tile and asphalt shingle roof, stone window sills, vinyl 1/1 sash and casement bow windows, and parged foundation. The entry features a projecting vestibule with gabled roof, brick pilasters, and modern door with leaded side lights and fanlight. A 1-story brick wing with attached trellis and roof-top sleeping porch (enclosed) and a 1-story concrete block addition project from the south elevation. The resource is nearly identical to 106-17 27th Avenue (RGA 104).</p> <p>As a work of architecture, the building reflects common forms popularized through pattern books and mail-order suppliers and is neither architecturally distinguished nor a rare example of its type (Criterion C). Alternations diminish its integrity of design, materials, workmanship, feeling, and association. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	Appears Eligible	Not Eligible
2	RGA101	1657/17		N/A	Residence	C. 1925	105-11 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>Built circa 1925, this 2-story, Mission-style residence features a low-pitched, hipped, terra cotta-tile roof, shaped rafter tails, exterior stucco chimney, stucco siding, brick lintels and sills, vinyl casement sash, and an arched front entry with keystone, brick surround, and modern glazed door. A half-round balcony railing frames a narrow window above the door. A brick and concrete front stoop includes an iron handrails. A 1-story wing with roof-top porch and iron balustrade projects from the south elevation and includes arched windows.</p> <p>As a work of architecture, the building reflects common forms popularized through pattern books and mail-order suppliers and is neither architecturally distinguished nor a rare example of its type (Criterion C). Alternations diminish its integrity of design, materials, workmanship, feeling, and association. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	Appears Eligible	Not Eligible


Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	LPC Recommended NRHP Status	SHPO Recommended NRHP Status
3	RGA102	1657/14		08101.013145	Residence	C. 1925	105-19 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criteria B/Person and C/Architecture</p> <p>This starkly geometrical, 2-story, brick Tudor Revival-style residence features steeply pitched rooflines, slate shingles, corbelled chimney, telescoping shed dormers, vinyl casement windows, arched door with iron stud decoration, and depressed drive leading to a basement garage. One leaded window holds stained glass. Blocked window openings appear at first and attic levels.</p> <p>Initial research places vocal artist Ella Fitzgerald (1917-1996) and her musician husband Raymond Brown (1926-2002) in residence between 1948 and 1952 (Criterion B). Other records list Fitzgerald living at Murdock Avenue, Queens, between 1949 and 1967 (Addisleigh Park Historic District, NY LPC: 2/1/2011). Although the dwelling may be linked to Fitzgerald and Brown, a clear connection could not be firmly established at this time. As a work of architecture, the building is a striking, streamlined version of the Tudor style (Criterion C). Alternations diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	<b>Appears Eligible</b>	<b>Eligible</b> Criterion C, Architecture, as an unusual interpretation of the Tudor Revival style, executed in brick.
4	RGA103	1657/9		08101.013146	Residence	C. 1920	105-33 Ditmars Blvd	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>This circa 1920, 2-story, Mission-style residence features a side-gable roof with projecting cross-gable, terra cotta-tile roof, gabled brick chimney/dovecote, terra cotta tile attic vents, 6/6 vinyl sash, shed extension with sloped corner buttress, and ornate Baroque-style door surround with scored mortar lines, foliate scrolls, volutes, and circular window light with iron grill. A decorated iron gate covers a modern wood door. A detached, hipped roof garage stands south of the dwelling.</p> <p>As a work of architecture, the building reflects common forms popularized through pattern books and mail-order suppliers and is neither architecturally distinguished nor a rare example of its type (Criterion C). Alternations diminish its integrity of design, materials, workmanship, feeling, and association. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	<b>Appears Eligible</b>	<b>Eligible</b> Criterion C, Architecture, as a substantially intact early-twentieth-century Mission Revival style residence.



Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	LPC Recommended NRHP Status	SHPO Recommended NRHP Status
5	RGA105	1665/7		08101.013148	Residence	C. 1925	106-18 27 <sup>th</sup> Avenue	East Elmhurst	Queens	N/A	<p>Potentially eligible under Criterion C/Architecture</p> <p>This 1.5-story brick Craftsman-style bungalow features a low -pitched front-gable roof, full-width shed dormers, shed attic dormer, terra cotta tile, decorative wood shutters, tiled window hoods, stone sills, multi-paned wood and vinyl sash, and a full-width projecting shed fitted with a glazed vestibule supported by wood Tuscan columns and capped by a hipped roof. The primary roof slopes eastward to cover a recessed, glazed side porch supported by wood Tuscan columns resting on brick plinths. A detached garage features patterned brickwork and an original door.</p> <p>As a work of architecture, the building retains many original elements, but represents a common form popularized through pattern books and is not an exceptionally distinctive example of its type or period (Criterion C). Alternations to several windows detract from its integrity of materials and workmanship. The resource lacks overall significance.</p>	Not Eligible	Not Eligible	<b>Eligible</b> Criterion C, Architecture, as a significant example of a 1.5-story brick Craftsman-style bungalow.
6	RGA112	1727/8		N/A	Apartment Complex	1953	112-50 Northern Blvd	Corona	Queens	N/A	<p>Potentially eligible under Criteria A/Community Planning/Development; Social History and C/Architecture</p> <p>The resource is an International-style residential complex consisting of 3, 6-story, brick blocks. Brickwork, staggered wall plains, geometric massing, and rigid fenestration provide the only ornamentation. Windows are single and paired metal replacement units. The cornice has been altered.</p> <p>Originally planned, according to initial research, as an exclusively African American complex, the buildings became an early integrated, “open housing” development. Named for Doris “Dorie” Miller, a World War II hero and the first African American recipient of the Navy Cross, the complex’s early residents included African American, Jewish, Caucasian and interracial families (Criterion A). As a work of architecture, the building typifies mid-twentieth century public housing units (Criterion C). Alternations to the cornice, windows, and doors diminish its integrity of design, materials, and workmanship. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	<b>Appears Eligible</b>	Not Eligible

Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	LPC Recommended NRHP Status	SHPO Recommended NRHP Status
7	RGA123	N/A		08101.013166	Industrial	1964	Flushing Meadows Corona Park	Corona	Queens	N/A	<p>Potentially eligible under Criteria A/Social History and C/Architecture</p> <p>This small corrugated metal building features a low-pitched gable roof, ribbon windows (blocked), and a large metal roof vent. It was constructed for the 1964 World's Fair to serve as a paint shed. Although associated with the exposition (Criterion A), the building is part of the industrial structures meant to support the behind-the-scenes operation of the fair and was not intended as a public space representative of the celebration of mid-twentieth century culture and technology. As a work of architecture, the building is an unremarkable and a common example of its type (Criterion C). The resource lacks sufficient significance.</p>	Not Eligible	Not Eligible	<b>Eligible/Contributing</b> to Flushing Meadows-Corona Park Historic District
8	RGA124	N/A		08101.013167	Industrial	1964	Flushing Meadows Corona Park	Corona	Queens	N/A	<p>Potentially eligible under Criteria A/Social History and C/Architecture</p> <p>This metal structure features a low-pitched gable roof, ribbon windows, multiple vehicular bays, and additions. It was constructed for the 1964 World's Fair to serve as a maintenance building. Although associated with the exposition (Criterion A), the building is part of the industrial structures meant to support the behind-the-scenes operation of the fair and was not intended as a public space representative of the celebration of mid-twentieth century culture and technology. As a work of architecture, the building is an unremarkable and common example of a utilitarian structure. Alterations, including the replacement of several doors and windows and modifications to the fenestration pattern have diminished the building's integrity of workmanship, design, and materials. The resource lacks sufficient significance and integrity to convey potential significance.</p>	Not Eligible	Not Eligible	<b>Eligible/Contributing</b> to Flushing Meadows-Corona Park Historic District



Item No.	RGA Survey No.	Block and Lot	Image	USN No.	Resource Type	Resource Date	Address	Town	County	Current NRHP Status	Proposed NRHP Criteria/Recommended Significance/Integrity	RGA Recommended NRHP Status	LPC Recommended NRHP Status	SHPO Recommended NRHP Status
9	RGA125	N/A		08101.013168	Industrial	1964	Flushing Meadows Corona Park	Corona	Queens	N/A	<p>Potentially eligible under Criteria A/Social History and C/Architecture</p> <p>Constructed in 1964, this concrete block building features alternating projecting blocks between full-height narrow window openings (blocked). The south end has been rebuilt with flush concrete block walls. It served as the post office and exhibition hall for the 1964 World’s Fair. Despite its association with the exposition (Criterion A), the building has been highly altered, specifically with changes to the fenestration pattern and unsympathetic alterations. It no longer reflects its original appearance as a mid-twentieth century International-style post office that served the visitors of the 1964 World’s Fair (Criterion C). Alterations have diminished the building’s integrity of design, materials, workmanship, feeling, and association. The resource lacks sufficient integrity to convey potential significance.</p>	Not Eligible	Not Eligible	Not Eligible

NRHP – National Register of Historic Places  
RGA – Richard Grubb & Associates, Inc.  
USN – SHPO Unique Site Number



## APPENDIX K.9.2

# Consulting Parties Meeting #1 Materials

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# LGA Access Improvement Project EIS

September 18, 2019

## Section 106 Consultation Meeting

10:00 a.m. EDT

18061104

MEETING FACILITATOR: A. Brooks; S. Culberson; P. Hayden; M L Rainey

NOTE TAKER(S): M. Bernardez

ATTENDEES	REPRESENTING
<u>NATIONS AND TRIBES</u>	
Susan Bachor	Delaware Tribe
<u>FEDERAL AGENCIES</u>	
Sarah Stokely	Advisory Council on Historic Preservation
<u>STATE AGENCIES</u>	
Beth Cumming	New York State Historic Preservation Office
Jacob Balter	MTA - Long Island Rail Road
Adam McCool	MTA - Long Island Rail Road
Sara McIvor	MTA – New York City Transit
Kathleen Joy	New York State Department of Transportation
<u>CITY AGENCIES/ORGANIZATIONS</u>	
Tim Gallagher	Mayor's office
Judy Chang	New York City Department of Transportation Bridges
Meira Berkower	NYC Department of Parks and Recreation
David Cuff	NYC Department of Parks and Recreation
Michael Bradley	NYC Department of Parks and Recreation
Sybil Young	NYC Department of Parks and Recreation
Danielle Parillo	New York Mets
Daniel Zausner	U.S. Tennis Association
Allan Swisher	Queens Borough
Renetta English	Queens Community Board 3
Bill Meehan	Queens Community Board 3
Tom Grech	Queens Chamber of Commerce
Carol Drew	Corona East Elmhurst Historic Preservation Society
Michelle Arbulu	Historic Districts Council

MEETING INVITEES	REPRESENTING
Alex Herrera	New York City Landmarks Conservancy
Madeline McCormick	Association for a Better New York
Simeon Bankoff	NYC Housing Development Corporation
<u>Federal Aviation Administration (FAA)</u>	
Andrew Brooks	FAA
Marie Jenet	FAA
Andrew Teodorescu	FAA
John Doyle	FAA
Jean Wolfers-Lawrence	FAA
David Sanchez	FAA
<u>EIS TEAM</u>	
Mary Lynne Rainey	RGA
Philip Hayden	RGA
Dave Full	RS&H
Beverly Davis	RS&H
Kevin Narvaez	Envision
John Williams	Ricondo
Stephen Culberson	Ricondo
Maria Bernardez	Ricondo
Wendy Yu	DY Consultants
Dibya Shahi	DY Consultants
<u>Port Authority of New York &amp; New Jersey (Port Authority)</u>	
Matt DiScenna	PANYNJ
Jessica Puliafaco	PANYNJ
Michelle Cohen	PANYNJ
Patty Clark	PANYNJ
Elizabeth Rogak	PANYNJ
John Francescon	PANYNJ
Jim Beers	PANYNJ
Jen Hogan	AKRF
Claudia Cooney	AKRF
Judith Saltzman	LI/Saltzman Archaeology
Jen Coghlan	SPR Law



Mark Chertok

SPR Law

## SUMMARY OF MEETING DISCUSSION

### 1. INTRODUCTIONS/AGENDA REVIEW

Andrew Brooks (FAA) introduced himself and the EIS Team then requested that everyone in attendance identify themselves and their affiliation.

### 2. PROJECT BACKGROUND

A presentation providing project background information was shown and presented by Andrew Brooks (FAA) and Steve Culberson (Ricondo). The presentation focused on the Port Authority of New York and New Jersey's (Port Authority) proposed alternative, as the EIS analysis of alternatives is not yet complete. The Port Authority's proposed alternative consists of an Automated People Mover (APM) which would operate along an elevated fixed guideway. The route the APM would take was reviewed and discussed. Certain connected actions to this alternative are anticipated as some existing facilities would be affected by construction of the APM guideway. Affected facilities include: the Passerelle Bridge, the Mets-Willets Point Long Island Rail Road station (the project would include an APM station that connects to the station), and relocation of a portion of the World's Fair Marina facilities, namely a boat yard, finger pier, boat lift, New York City Parks Operations Center, and associated parking. These facilities would be relocated east of the existing location.

### 3. EIS PROCESS

Andrew Brooks (FAA) explained this project falls under "One Federal Decision" (OFD), the Executive Order requiring all federal agencies engaged in the preparation of an Environmental Impact Statement (EIS) to work together on reviewing, issuing permits and making joint decisions on major infrastructure projects within an agreed upon timeframe. The LGA Access Improvement Project EIS has five Cooperating Agencies and a number of Participating Agencies that have agreed to review relevant environmental documents, make decisions, and issue required approvals in accordance with the project's permitting timetable.

Schedule/Milestones (as of September 18, 2019):

- All steps have been completed on time, to date.
- Currently the EIS Alternatives analysis is being conducted.
- The next step is Concurrence Point #2, Alternatives to be Carried Forward.
- The Record of Decision is expected to be issued in the 2<sup>nd</sup> Quarter of 2021.

### 4. SECTION 106 PROCESS AND CONSULTING PARTIES

Philip Hayden – Architectural Historian, and Mary Lynne Rainey – Archeologist from Richard Grubb & Associates, Inc., (RGA), Ricondo sub-consultants, provided an overview of the National Historic Preservation Act (NHPA) Section 106 Process and Consulting Parties participation. Section 106 requires federal agencies to take into account the effect of their undertakings on historic properties, which are defined as resources (districts, sites, buildings, structures, and objects) listed in or eligible for listing in the National Register of Historic Places (NRHP).

To be eligible for listing in the NRHP, resources have to meet eligibility criteria. If a resource is deemed eligible for listing in the NRHP, the potential effects of a federally funded or permitted project on that historic property needs to be assessed. Effects determinations are made, which can be: No Historic Properties Affected, No Effect on Historic Properties, No Adverse Effect on Historic Properties, or Adverse Effect on Historic Properties. If a proposed project would have a potential adverse effect, that effect needs to be resolved through consultation with identified Consulting Parties. The views of the public are also considered throughout the EIS process.

Steps of the screening process include:

- Identify – an Area of Potential Effects (APE) is identified along with potentially eligible resources within the APE. For this project, all resources 45 years or older will be considered.
- Evaluate – significance and integrity of all potential resources based on NRHP criteria, standards, and guidelines, as well as research and survey results
- Assess – potential effects on those identified historic properties that meet NRHP criteria or are already listed in or eligible for listing in the NRHP. Assessment of effects is made based on what makes the historic property significant and whether or not potential effects would directly or indirectly alter any of the characteristics that qualify the historic property for listing in the NRHP in a manner that would diminish its integrity of location, design, setting, materials, workmanship, feeling, and association.
- Resolve – any potential adverse effects on eligible historic properties identified above.

## 5. AREA OF POTENTIAL EFFECTS (APE)

The APEs for Archaeology and Architecture were identified based on the potential direct and indirect effects, including visual effects, of constructing and operating the Port Authority's proposed alternative. FAA submitted the APEs to the New York State Historic Preservation Officer (SHPO) for review and concurrence, which was received in July 2019.

Renetta English from Community Board 3 posed a question via chat, whether the yellow outline (Architectural APE boundary) meant that there was no impact or low impact for the East Elmhurst Community. The question was acknowledged; responses were postponed until after completion of the presentation.

## 6. CULTURAL RESOURCES SURVEYS

**Archeological survey** – conducted to assess potential for pre-contact period Native American or historical archeological resources within the limits of disturbance (direct APE) for the Port Authority's proposed alternative. The survey began with a review of previous survey results and consideration of historical cultural contexts. Findings:

- Research shows no terrestrial or near shore submerged cultural resources identified within the direct APE.
- Landscapes lack integrity, area has been filled-in and disturbed.
- Some isolated areas of sensitivity identified (intact landscape), none within direct APE.
- Shipwrecks located farther away from shore; the Flushing Bay area has experienced dredging and there are no documented shipwrecks in the vicinity of the World's Fair Marina.

**Architectural survey** – conducted to identify and evaluate above-ground resources for NRHP eligibility within the limits of disturbance (direct APE) and indirect APE for the Port Authority's proposed alternative. Views of the proposed alignment corridor were considered in delineating the indirect APE. The survey began with a review of previous survey results and consideration of historical cultural contexts. Findings:



- The survey examined 17 previously identified resources and 126 newly identified resources 45 years of age or older (the age threshold established by FAA for the project)
  - o Many single-family residences from the 1920's or post WWII.
  - o Some apartment buildings, light industrial construction, transportation-related and park-related resources.
- Newly identified resources meeting the age criteria were largely lacking sufficient integrity to meet eligibility criteria.
- Twenty-nine resources meeting the age criteria were investigated further, based on potential significance and higher-than-average levels of integrity, but ultimately recommended not eligible for listing in the NRHP.
- A grouping of resources meeting the age criteria along Ditmars Boulevard, between 25th and 27th Avenues were also examined more closely to determine whether collectively they met NRHP criteria for a potential historic district. However, because the potential district includes significantly modified resources, collectively lacks visual cohesion, and does not retain sufficient integrity as described in the regulations and guidelines to convey a sense of historic character and setting, the grouping was not advanced for additional analysis as a potential historic district.
- Of all the resources examined, the survey recommended seven historic properties eligible for listing in the NRHP, all previously identified as eligible during prior historic architectural surveys.
- Eligible historic properties and associated contributing elements identified within the APE meet NRHP Criterion A (Historic Events) and/or Criterion C (Exemplary or Part of a Larger Whole):
  - o Flushing Meadows-Corona Park (historic district; USN 08101.012611)
  - o Passerelle Bridge (USN 08101.012570)
  - o Pavilion on the Passerelle Bridge (over the LIRR station) (USN 08101.012612)
  - o Main Gate Entrance to Flushing Meadows-Corona Park (with V-shaped roof; USN 08101.012586)
  - o Passerelle Buildings at the Main Entrance (USN 08101.012608)
  - o Concrete arches – 1964 Ruin (USN 08101.012595)
  - o Porpoise Bridge (tidal gate bridge) (USN 08101.012178)

Final identification of historic properties will take place in consultation with the SHPO and other Consulting Parties, and a formal assessment of effects will follow. Preliminarily, based on current designs, the Port Authority's proposed alternative includes the removal and relocation of the Passerelle Bridge and other potential alterations to contributing elements to the Flushing Meadows-Corona Park historic district, which would constitute an adverse effect on the district.

## 7. Q&A

Carol Drew (Corona East Elmhurst Historic Preservation Society) raised concern that the wishes of the community are being ignored when saying the community is not significant.

Renetta English from Community Board 3 and East Elmhurst resident requested clarification on a statement about there not being an impact on the East Elmhurst area and about the APE-Architecture slide in the presentation.

Andrew Brooks (FAA) explained that the red line on the presentation slide represents the boundaries of projected ground disturbance (direct APE), which were surveyed for both archaeological and architectural resources. The yellow line indicates the area for indirect effects (indirect APE), where construction of the Port Authority's proposed alternative may be visible from viewpoints within the surrounding community. The indirect APE was surveyed for above-ground "historic" resources, meaning resources of an architectural character with the potential to meet NRHP

eligibility criteria; the survey is specific to the Section 106 process concerning cultural resources and historic preservation and does not necessarily identify the limits for other potential environmental effects such as noise, vibration, air quality, and others. The markers on the slides are resources that RGA identified as meeting the age criteria for evaluation and that they subsequently surveyed for eligibility for listing in the NRHP, according to established standards and guidelines. This includes consideration of each resource's potential historic significance and aspects of integrity; it does not mean that the homes and other structures are not "important" or would not be impacted by the Port Authority's proposed alternatives.

A question was raised about the resources along Ditmars Boulevard not being a historic district. Andrew Brooks (FAA) responded that these resources collectively did not meet the NRHP criteria for historic districts, specifically lacking the required integrity as defined by the National Park Service NRHP criteria.

Daniel Mackay from SHPO added that his agency has not yet reviewed the results of the archaeological and historic architecture surveys and has not formally commented on or concurred with the eligibility recommendations. FAA will submit the survey reports to the SHPO for concurrence. At this point these are preliminary results.

A question was raised that if the purpose is to keep the project away from the Promenade along Flushing Bay, why is there a need to relocate the Marina? FAA responded that the APM guideway columns associated with the Port Authority's proposal would make the existing boat yard infeasible to operate because of clearances, so it, and its associated facilities would need to be relocated.

Renetta English inquired about the impact on the Marina restaurant and banquet hall. Those areas are not proposed for relocation and would remain.

Bill Meehan from Community Board 3 inquired if the restaurant would remain open during construction; Matt DiScenna with the Port Authority responded that it has yet to be determined as impacts during construction to the restaurant have yet to be discussed with the owner.

The Port Authority clarified that the Passerelle Bridge would not just be removed but would be reconstructed 40 feet to the east on an adjoining alignment and provide similar functions. The Port Authority also noted that the existing Passerelle Bridge has structural condition issues requiring attention.

Alex Herrera (NYC Landmarks Conservancy) asked whether the entire Passerelle Bridge would be demolished. The Port Authority responded that the existing boardwalk and vertical circulation points would be relocated and demolished; they are unsure whether the Pavilion over the LIRR station also needs to be demolished. Access to the NYCT 7 Subway Line station and the LIRR Mets-Willets Point station would be preserved throughout construction.

Sarah Stokely (Advisory Council on Historic Preservation) asked when the survey reports will be available. Steve Culberson (Ricondo) responded that the draft archeological and architectural survey reports have been reviewed by FAA but are pending finalization based on results of the alternatives analysis. They will probably be made available by the end of October or earlier. Sarah Stokely asked if there would then be 30 days for the Consulting Parties to review and comment, which FAA confirmed.

Carol Drew (Corona East Elmhurst Historic Preservation Society) inquired whether the residents of the community have been consulted. Andrew Brooks (FAA) indicated that the Port Authority submitted their proposed alternative to FAA for review and approval; FAA is independently evaluating the proposal and has initiated the Section 106 Consulting Parties process to seek input on archaeological and architectural resources. Matt DiScenna (Port Authority) added that throughout the entire LGA Airport redevelopment program, the Port Authority has held



regular consultation with community groups such as Community Boards 1, 3, Ditmars Block Association, and the East Elmhurst community. Groups have been engaged multiple times per year, including with the AirTrain planning board. Questions have been taken and responded to; the Port Authority continues to regularly engage the community on the project. Carol Drew added that their understanding is that the community is totally against the project, as it negatively affects the community. Matt DiScenna replied that the Port Authority has heard different concerns and issues raised, and there has also been positive feedback.

Andrew Brooks (FAA) added that from a FAA perspective they did receive around 200 comments from the 400+ received during the Scoping period expressing opposition. Support was also recorded from some trade organizations and other commenters. No unified response was presented from the Corona East Elmhurst community as a whole. Opposition was recorded from the Ditmars Block Association. All communications have been recorded and reviewed and will be included in the Scoping report that will be issued in the coming weeks.

Andrew Brooks (FAA) closed by asking if there were any more questions about the Section 106 process. Sarah Stokely (Advisory Council on Historic Preservation) inquired about the sequencing of review of the two survey reports between the SHPO and the Consulting Parties. FAA replied that they anticipated a concurrent review period. A schedule for preparation of a draft effects assessment and Consulting Parties review has not yet been determined.

## 8. SCHEDULE/NEXT STEPS

- Meeting in November to discuss potential effects and preliminary alternatives
- Meeting in January to discuss alternatives/mitigation

### NEXT STEPS

- Complete any additional field work for other reasonable alternatives
- Submit survey reports to SHPO and Consulting Parties for review
- FAA identify potential effects to NRHP-eligible historic properties

### ATTACHMENTS:

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### DISTRIBUTION:

18061104

## EIS del Proyecto de Mejoramiento del Acceso a LGA

Septiembre 18, 2019

## Reunión de Consulta de la Sección 106

10:00 a.m. EDT

18061104

FACILITADORES: A. Brooks; S. Culberson; P. Hayden; M L Rainey

TOMANDO NOTAS: M. Bernardez

ASISTENTES	REPRESENTANDO
<u>NACIONES Y TRIBUS</u>	
Susan Bachor	Tribu Delaware
<u>AGENCIAS FEDERALES</u>	
Sarah Stokely	Consejo Asesor en Preservación Histórica
<u>AGENCIAS ESTATALES</u>	
Beth Cumming	Oficina de Preservación Histórica del Estado de Nueva York (NYSHPO)
Jacob Balter	Autoridad de Transporte Metropolitano (MTA)- Tren de Long Island (LIRR)
Adam McCool	Autoridad de Transporte Metropolitano (MTA)- Tren de Long Island (LIRR)
Sara McIvor	Autoridad de Transporte Metropolitano (MTA)
Kathleen Joy	Departamento de Transporte del Estado de Nueva York (NYSDOT)
<u>AGENCIAS DE LA CIUDAD/ORGANIZACIONES</u>	
Tim Gallagher	Oficina del Alcalde
Judy Chang	Departamento de Transporte de la Ciudad de Nueva York (NYCDOT) - Puentes
Meira Berkower	Departamento de Parques y Recreación de la Ciudad de Nueva York (NYC Parks)
David Cuff	Departamento de Parques y Recreación de la Ciudad de Nueva York (NYC Parks)
Michael Bradley	Departamento de Parques y Recreación de la Ciudad de Nueva York (NYC Parks)
Sybil Young	Departamento de Parques y Recreación de la Ciudad de Nueva York (NYC Parks)
Danielle Parillo	NYC Mets
Daniel Zausner	U.S. Asociación de Tenis
Allan Swisher	Municipio de Queens
Renetta English	Junta Comunitaria de Queens 3
Bill Meehan	Junta Comunitaria de Queens 3
Tom Grech	Cámara de Comercio de Queens
Carol Drew	Sociedad de Preservación Histórica de Corona East Elmhurst



INVITADOS	REPRESENTANDO
Michelle Arbulu	Consejo de Distritos Históricos
Alex Herrera	Comisión de Preservación de Landmarks de la Ciudad de Nueva York
Madeline McCormick	Asociación por una Mejor Nueva York
Simeon Bankoff	Corporación de Desarrollos Residenciales de la Ciudad de Nueva York
<u>Administración Federal de Aviación (FAA)</u>	
Andrew Brooks	Administración Federal de Aviación (FAA)
Marie Jenet	Administración Federal de Aviación (FAA)
Andrew Teodorescu	Administración Federal de Aviación (FAA)
John Doyle	Administración Federal de Aviación (FAA)
Jean Wolfers-Lawrence	Administración Federal de Aviación (FAA)
David Sánchez	Administración Federal de Aviación (FAA)
<u>Equipo del EIS</u>	
Mary Lynne Rainey	RGA
Phillip Hayden	RGA
Dave Full	RS&H
Beverly Davis	RS&H
Kevin Narvaez	Envision
John Williams	Ricondo
Stephen Culberson	Ricondo
Maria Bernardez	Ricondo
Wendy Yu	DY Consultores
Dibya Shahi	DY Consultores
<u>Autoridad Portuaria de Nueva York y Nueva Jersey (Autoridad Portuaria)</u>	
Matt DiScenna	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
Jessica Puliafaco	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
Michelle Cohen	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
Patty Clark	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
Elizabeth Rogak	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
John Francescon	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
Jim Beers	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
Jen Hogan	AKRF
Claudia Cooney	AKRF

Judith Saltzman	Arqueología LI/Saltzman
Jen Coghlan	SPR Leyes
Mark Chertok	SPR Leyes

## RESUMEN DEL CONTENIDO DE LA REUNIÓN

### 1. INTRODUCCIONES/REVISIÓN DE LA AGENDA

Andrew Brooks (FAA) se presentó a sí mismo y el equipo del EIS procedió a solicitar que todos los presentes se identificaran e identificaran su afiliación.

### 2. ANTECEDENTES DEL PROYECTO

Andrew Brooks (FAA) y Steve Culberson (Ricondo) mostraron una presentación con información de los antecedentes del proyecto. La presentación se enfocó en la alternativa propuesta por la Autoridad Portuaria de Nueva York y Nueva Jersey (Autoridad Portuaria) debido a que la evaluación de alternativas de la Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) no ha sido finalizada aún. La alternativa propuesta por la Autoridad Portuaria consiste en un Movilizador de Personas Automático (APM, por sus siglas en inglés) el cual operaría a lo largo de una guía fija elevada. Se revisó y se discutió la ruta que el APM tomaría. Se anticipa que habrían algunas acciones conectadas con esta alternativa debido a que ciertas instalaciones serían afectadas por la construcción de la guía del APM. Las instalaciones afectadas incluyen el Puente Pasarela, la estación LIRR Mets-Willets Point (el proyecto incluiría una Estación de APM que conecta con esta estación), y reubicación de una porción de las instalaciones de la Marina de la Feria Mundial (World's Fair) lo cual incluye el almacén de botes, muelle, elevador de botes, el Centro de Operaciones de la Oficina de Parques de NY y zona de estacionamiento. Estas instalaciones serían reubicadas hacia el Este de su ubicación actual.

### 3. PROCESO DE DECLARACIÓN DE IMPACTO AMBIENTAL (EIS)

Andrew Brooks (FAA) explicó que este proyecto está regido por "Una Decisión Federal" (OFD, por sus siglas en inglés), la nueva Orden Ejecutiva que dicta que todas las Agencias Federales involucradas en la preparación de una Declaración de Impacto Ambiental (EIS) para proyectos mayores de infraestructura, trabajen juntas para revisar, emitir permisos y tomar decisiones conjuntas dentro de un período de tiempo acordado. El EIS del Proyecto de Mejoramiento del Acceso a LGA tiene cinco Agencias Cooperativas y múltiples Agencias Participativas que han acordado revisar los documentos relevantes, tomar decisiones y emitir las aprobaciones requeridas siguiendo la programación de permisos establecida para el proyecto.

Programación/Hitos (hasta la fecha de Septiembre 18, 2019):

- Todos los pasos han sido completados en el tiempo planeado, hasta la fecha.
- El proceso de EIS está actualmente en la etapa de análisis de Alternativas.
- El siguiente paso el Punto de Coincidencia 2, Alternativas a ser llevadas adelante.
- Se espera que el Registro de Decisión sea emitido en el 2<sup>do</sup> Trimestre de 2021.



#### 4. PROCESO DE SECCIÓN 106 Y PARTES CONSULTORAS

Phil Hayden –Historiador Arquitectónico, y Mary Lynne Rainey – Arqueóloga, ambos de Richard Grubb y Asociados Inc., (RGA), sub-consultores de Ricondo, proporcionaron una visión general del Proceso de Sección 106 y la participación de las Partes Consultoras de acuerdo al Acta Nacional de Preservación Histórica (NHPA, por sus siglas en inglés). La Sección 106 requiere que las agencias federales tomen en cuenta el efecto del proyecto en propiedades históricas, las cuales son definidas como recursos (distritos, sitios, edificios, estructuras y objetos) listados o elegibles para ser listados en el Registro Nacional de Sitios Históricos (NRHP, por sus siglas en inglés).

Para que un recurso sea ingresado en el Registro Nacional de Sitios Históricos debe cumplir con ciertos criterios de elegibilidad. En el caso de que un recurso sea considerado elegible para ser listado en el NRHP, se deben evaluar los impactos potenciales del proyecto -permitido o fundado por el gobierno federal- sobre el recurso. Se realizan determinaciones de efecto, las cuales pueden ser: No hay Propiedades Históricas Afectadas, No hay Efecto en Propiedades Históricas, No hay Efecto Adverso en Propiedades Históricas, o Hay Efecto Adverso en Propiedades Históricas. En el caso de que un proyecto propuesto fuera a tener potencial efecto adverso, ese efecto necesita ser resuelto a través de consulta con partes consultoras identificadas. Los puntos de vista del público también son considerados a lo largo del proceso de EIS.

Pasos del proceso de filtro:

- Identificar – un Área de Efectos Potenciales (APE, por sus siglas en inglés) junto con recursos potencialmente elegibles dentro del APE. Para este proyecto, todos los recursos de 45 años o más serán considerados.
- Evaluar – la importancia e integridad de todos los recursos de acuerdo con criterios del NRHP, estándares y guías, así como también investigaciones y resultados de inspecciones.
- Valorar – efectos potenciales en aquellas propiedades históricas identificadas que cumplen con los criterios de NRHP o de antemano están listadas o identificadas como elegibles para ser listadas en el NRHP. La valoración de los efectos es realizada en base a lo que hace que la propiedad sea significativa, léase, que si los efectos potenciales alterarían de manera directa o indirecta alguna de las características que hacen que la propiedad histórica califique para el NRHP, de una manera en que disminuiría su integridad de ubicación, diseño, ambiente, materiales, calidad del trabajo, sensación y asociación.
- Resolución – resolver cualquier efecto adverso potencial en propiedades históricas elegibles identificadas arriba.

#### 5. ÁREA DE EFECTOS POTENCIALES (APE)

Las APEs para Arqueología y Arquitectura fueron identificadas basadas en los efectos potenciales directos e indirectos, incluyendo los efectos visuales de construir y operar la alternativa propuesta por la Autoridad Portuaria. FAA presentó los APEs al Oficial de Preservación Histórica del Estado de Nueva York (NYSHPO) para revisión y coincidencia, la cual fue recibida en Julio de 2019.

Renetta English de la Junta Comunitaria 3 realizó una pregunta via mensaje instantáneo (chat), acerca de que si el área amarilla (delimitando el APE Arquitectónica) quiere decir que no hay impacto o sólo hay un bajo impacto en la comunidad de East Elmhurst. La pregunta fue escuchada; las respuestas fueron pospuestas hasta luego de finalizada la presentación.

## 6. INSPECCIONES DE RECURSOS CULTURALES

**Inspección Arqueológica-** conducida para valorar el potencial para la presencia de recursos del período pre-contacto, arqueológicos o Nativo Americanos, dentro de los límites de perturbación (APE directo) de la alternativa propuesta por la Autoridad Portuaria. El estudio comienza con una revisión de los resultados de inspecciones previas y consideración de los contextos histórico-culturales. Descubrimientos:

- Las investigaciones no muestran recursos culturales identificados, terrestres o en la costa cercana.
- El terreno carece de integridad, el área ha sido urbanizada y perturbada.
- Se identificaron algunas áreas de sensibilidad (terreno intacto), ninguna dentro del APE directo.
- Hay naufragios localizados lejos de la costa; el área de la Bahía de Flushing ha sido dragada y no hay naufragios documentados en el área de la Marina World's Fair.

**Inspección Arquitectónica-** conducida para identificar y evaluar recursos por encima del nivel de la tierra en cuanto a elegibilidad para el NRHP, dentro de los límites de perturbación (APE directo) de la alternativa propuesta por la Autoridad Portuaria. Para delinear el APE indirecto se consideraron vistas del corredor del proyecto propuesto. Descubrimientos:

- La inspección examinó 17 recursos previamente identificados y 126 recursos adicionales recientemente identificados de 45 años de edad o más (el umbral de antigüedad dispuesto por la FAA para este proyecto)
  - o Varias Residencias Unifamiliares de la década de 1920's o post-Segunda Guerra mundial.
  - o Algunos edificios de apartamentos, construcción industrial ligera, recursos relacionados con transporte y parques.
- Los recursos recientemente identificados que cumplían con el criterio de edad carecían ampliamente de la integridad suficiente para cumplir con los criterios de elegibilidad.
- Veintinueve recursos que cumplían con el criterio de edad fueron investigados más profundamente en base a su importancia potencial y a niveles de integridad mayores que el promedio, pero al final fueron recomendados como no elegibles para ser listados en el NRHP.
- Una agrupación de recursos que cumplían con el criterio de edad, en el Boulevard Ditmars entre las Avenidas 25 y 27, fueron también evaluados más en detalle para determinar si colectivamente cumplían con el criterio de NRHP para potencialmente conformar un distrito histórico. Sin embargo, dado que el distrito potencial incluye recursos modificados significativamente, colectivamente carece de criterio de cohesión visual y no retiene la integridad suficiente descrita en las regulaciones y guías para completar un distrito histórico. Esto se debe a que han sido fuertemente cambiados y no cumplen los criterios de elegibilidad para transmitir un sentido de carácter histórico y ambiente, por lo tanto, el grupo no fue avanzado hacia análisis adicional como potencial distrito histórico.
- De todos los recursos examinados, la inspección recomendó siete propiedades históricas elegibles para ser listadas en el NRHP, todas previamente identificados como elegibles en inspecciones arquitectónicas anteriores.
- Las propiedades históricas elegibles y elementos contribuyentes asociados identificados dentro del APE cumplen con los Criterios del NRHP- A (Eventos Históricos) y/o C (Ejemplar o Parte de una unidad mayor):
  - o Parque Flushing Meadows-Corona (distrito histórico; USN 08101.012611)
  - o Puente Pasarela (USN 08101.012570)
  - o Pabellón en el Puente Pasarela (sobre la estación LIRR) (USN 08101.012612)
  - o Puerta de la entrada principal (con techo en forma de V; USN 08101.012586)



- Edificios de la Pasarela en la entrada principal (USN 08101.012608)
- Arcos de Concreto – ruina de 1964 (USN 08101.012595)
- Puente Porpoise (Puente con compuerta para el flujo de la marea) (USN 08101.012178)

La identificación final de propiedades históricas se realizará consultando con el SHPO y otras Partes Consultoras, y le seguirá una evaluación formal de los efectos. Preliminarmente, basado en los diseños actuales, la alternativa propuesta por la Autoridad Portuaria incluye la remoción y reubicación del Puente Pasarela y otras alteraciones potenciales a elementos contribuyentes al distrito histórico Parque Flushing Meadows-Corona, lo cual constituiría un efecto adverso en el distrito.

## 7. PREGUNTAS Y RESPUESTAS (Q&A)

Carol Drew (Sociedad de Preservación Histórica de Corona East Elmhurst) manifestó que cuando se dice que la comunidad no es significativa, los deseos de la comunidad están siendo ignorados.

Renetta English de la Junta Comunitaria 3 y residente de East Elmhurst desearía clarificación acerca de la aseveración de que no habrá impacto en el área de East Elmhurst y acerca de la lámina de la presentación con el APE Arquitectónico.

Andrew Brooks (FAA) explicó que la línea roja en la imagen representa los límites proyectados para la perturbación del suelo (APE directo), demarcando el área que fue inspeccionada en cuanto a recursos arqueológicos y arquitectónicos. La línea amarilla representa el área de efectos indirectos (APE indirecto)- donde la construcción de la alternativa propuesta por la Autoridad Portuaria podría ser visible desde ciertos puntos de la comunidad que la rodea. El APE Indirecto fue inspeccionado por recursos “históricos” por encima del nivel de la tierra, queriendo decir recursos de carácter arquitectónico con el potencial de cumplir los criterios de elegibilidad de la NRHP; la inspección es específica al proceso de la Sección 106 concerniente a recursos culturales y preservación histórica, y no necesariamente identifica el contorno de otros potenciales efectos ambientales como ruido, vibración, calidad del aire y otros. Los puntos marcados en las láminas son recursos que RGA identificó como que cumplían con el criterio de edad para ser evaluados y que subsecuentemente fueron inspeccionados para ser listados en el Registro Histórico NRHP, de acuerdo con los estándares y guías establecidas. Esto incluye consideración de la importancia histórica potencial de cada recurso y aspectos de integridad; no quiere decir que los hogares y otras estructuras no sean “importantes” o no serían impactados por la alternativa de la Autoridad Portuaria.

Se formuló una pregunta acerca de por qué los recursos en el Boulevard Ditmars no conforman un distrito histórico. Andrew Brooks (FAA) respondió que estos recursos colectivamente no cumplen con los criterios del NRHP para distritos históricos, en particular careciendo de la integridad requerida tal como es definida por los criterios del Servicio de Parques Nacionales NRHP.

Daniel Mackay de SHPO añadió que su agencia no ha revisado los resultados de la inspección arqueológica y la arquitectónica aún, y no ha comentado formalmente o coincidido con los requerimientos de elegibilidad. FAA someterá los reportes de inspección a SHPO para coincidencia. Los resultados son preliminares a este punto.

Pregunta cuestionando si la intención es mantener el proyecto lejos del Promenade a lo largo de la Bahía Flushing, ¿hay necesidad de reubicar la Marina? FAA respondió que la ubicación de las columnas para el proyecto propuesto por la Autoridad Portuaria sería en proximidad con el elevador de botes, lo cual lo volvería inoperable debido a los

espacios libres requeridos a su alrededor; por lo tanto el elevador y las instalaciones asociadas necesitarían ser reubicados.

Renetta English preguntó acerca del impacto en el restaurante y en el salón de banquetes. La reubicación de esas áreas no está propuesta, se mantendrían donde están.

Bill Meehan de la Junta Comunitaria 3 preguntó si el restaurante continuaría abierto durante la construcción; Matt DiScenna de la Autoridad Portuaria respondió que aún no se ha determinado y los impactos en el restaurante durante la construcción aún no han sido discutidos con el dueño.

La Autoridad Portuaria clarificó que el Puente Pasarela no sería simplemente removido, sino también reconstruido 40 pies hacia el Este en una locación aledaña proveyendo funciones similares. La Autoridad Portuaria también notó que el Puente Pasarela existente tiene problemas estructurales que requieren atención.

Alex Herrera (Comisión de Preservación de Landmarks de la Ciudad de NY) preguntó si el Puente Pasarela completo sería demolido. La Autoridad Portuaria respondió que el paseo entablado y los puntos de circulación vertical serían reubicados y demolidos; no están seguros si el Pabellón sobre la estación LIRR también necesitaría ser demolido. El acceso a la Estación de la línea subterránea del NYCT 7 Subway y a la Estación LIRR Mets-Willets Point sería mantenido durante la construcción.

Sarah Stokely (Consejo Asesor en Preservación Histórica) preguntó cuándo estarán disponibles los Reportes de Inspección. Steve Culberson (Ricondo) – respondió que los borradores de la Inspección Arqueológica y la Arquitectónica han sido revisados por la FAA, y al añadir los resultados del análisis de alternativas serán finalizados. Estos materiales se harán disponibles probablemente para finales de Octubre o antes. Sarah Stokely continuó y preguntó si se otorgarán 30 días de plazo para revisar y comentar, lo cual FAA confirmó.

Carol Drew (Sociedad de Preservación Histórica Corona East Elmhurst) preguntó que si los residentes de la comunidad han sido consultados. Andrew Brooks (FAA) indicó que la Autoridad Portuaria presentó su alternativa propuesta a la FAA para revisión y aprobación; FAA está evaluando la propuesta independientemente y ha comenzado el proceso de Partes Consultoras de la Sección 106 para obtener información sobre recursos arqueológicos y arquitectónicos. Matt DiScenna (Autoridad Portuaria) añadió que a lo largo de toda la renovación del Aeropuerto LGA la Autoridad Portuaria ha mantenido conversaciones regulares con grupos de la comunidad tales como Juntas Comunitarias 1, 3, Bloque Ditmars, comunidad de East Elmhurst. Los grupos han sido involucrados múltiples veces en el año, incluyendo ocasiones con la junta de planificación del AirTrain. Se han tomado y respondido preguntas y la comunidad continúa siendo involucrada regularmente. Carol Drew añadió que por lo que ella entiende la comunidad está completamente en contra del proyecto, ya que la afecta negativamente. Matt DiScenna contestó que la Autoridad Portuaria ha escuchado diferentes preocupaciones y asuntos traídos a discusión, así como también ha habido comentarios positivos.

Andrew Brooks (FAA) añadió que, desde la perspectiva de FAA, cerca de 200 comentarios, de los más de 400 comentarios recibidos durante el proceso de Determinación de Alcance, fueron expresando oposición. Se registró apoyo de parte de algunas organizaciones de oficios y otros comentaristas. La comunidad de Corona East Elmhurst no presentó una respuesta unificada global. Se registró oposición de parte de la Asociación del Bloque Ditmars. Todas las comunicaciones han sido notadas, archivadas, y se presentarán en el reporte de Determinación de Alcance que será distribuido en las próximas semanas.



Andrew Brooks (FAA) cerró preguntando si habían más preguntas acerca del proceso de la Sección 106. Sarah Stokely (Consejo Asesor en Preservación Histórica) preguntó acerca de la secuencia de revisión de los Borradores de los Reportes de Inspección entre el SHPO y las Partes Consultoras. FAA replicó que anticipan un período de revisión de coincidencia. Aún no se ha determinado la programación para la preparación de un borrador de evaluación de efectos y revisión de las Partes Consultoras.

## 8. PROGRAMACIÓN-PRÓXIMOS PASOS

- Reunión en Noviembre para discutir efectos potenciales y alternativas preliminares
- Reunión en Enero para discutir alternativas/mitigación

### PASOS SIGUIENTES

- Completar cualquier trabajo de campo adicional para otras alternativas razonables
- Entregar los Reportes de Inspección a SHPO y a las Partes Consultoras para revisión
- FAA -Identificar efectos potenciales a propiedades elegibles NRHP

### ATTACHMENTS:

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### DISTRIBUTION:

18061104

## SIGN-IN SHEET



**LaGuardia Airport**  
**Access Improvement Project**  
*Environmental Impact Statement (EIS)*

**Consulting Parties Meeting**

September 18, 2019 | 10:00 AM - 12:00 PM

Holiday Inn LaGuardia Airport Hotel  
 37-10 114th Street, Corona, NY 11368

Name (Please Print)	Organization	Address	Email	Phone #
JUDITH SALTZMAN	LI/SALTZMAN ARCH	50 BROADWAY - 33 FL NY NY 10004	JSALTZMAN@ LI.SALTZMAN.COM	212-941-1838 EXT 202
Adam McCool	LIRR DPM	Jamaica, NY	asmccoo@lirr.org	516-523-0147
Jacob Balter	LIRR - SI	144-41 94th Av Jamaica, NY 11435	jbalter@lirr.org	718 558- 3856
Sara McIvor	MTA-NYCT	2 B'way, B6.12 New York, NY 10004	sara.mivor@ nyct.com	646-252-4081
ALLAN SWISHER	BOROUGH PRESIDENT	120-55 QUEENS BLVD. KEW GARDENS	aswisher@ queensbp.org	718 286 2880
Meira Berkower	NYC Parks	Olmsted Center Flushing Meadows Corona Park	meira.berkower@ parks.nyc.gov	718-760-6567
Sybil Young	NYC Parks	Olmsted Ctr FMRP	sybil.young@ parks.nyc. gov	718-760-6421
Danville Parillo	Mets	Citi Field	dparillo@nymets.com	718 565 4354
Jessica Puliafico	PANYNJ	4 WTC, NY, NY 10007	jpuliafico@ panynj.gov	212-435-6718
Tim Gallagher	NYC Mayor's Office	100 Gold St NYC	Hgallagher@ nyc.gov	



## SIGN-IN SHEET



**LaGuardia Airport**  
**Access Improvement Project**  
 Environmental Impact Statement (EIS)

**Consulting Parties Meeting**

September 18, 2019 | 10:00 AM - 12:00 PM

Holiday Inn LaGuardia Airport Hotel  
 37-10 114th Street, Corona, NY 11368

Name (Please Print)	Organization	Address	Email	Phone #
Madeline McCormick	ABNY	115 Broadway New York NY 10006	mmccormack@abny.org	212-370-5800
PATTY CLARK	PANYNJ	4 WTC, NY NY 10007	pclark@panynj.gov	212-435-3731
Elizabeth Rogak	PANYNJ	4 WTC NY NY 25th FL. 10007	erogak@panynj.gov	212-435-3403
Claudia Cooney	AKRF	440 Park Ave South NYC 10016	ccooney@akrf.com	646-388-9745
Jenn Coghlan	Sire Paget & Riese	560 Lexington Ave NY, NY 10022	jccoghlan@spirlaw.com	646-378-7253
John Francesconi	LGA Redevelopment	Bolton Office Park E. Elmhurst, NY	jfrancesconi@panynj.gov	929-666-5352
Michael Bradley	NYC DPR	830 Fifth Ave. NY NY 10065	Michael.Bradley@Parks.NY.Gov	212-360-3423
Daniel Mackay	NYS OPRHP	P.O. Box 189 Watford NY 12150	daniel.mackay@Parks.ny.gov	518 237-8643
Daniel Zausner	USTA	Flushing Meadows Corona Park Flushing, NY 11368	Zausner@USTA.com	718 760 6379
MARK CHERTOK	SPR	560 Lexington Ave 15th New York, NY 10022	mchertok@spirlaw.com	(646) 378-7228

## SIGN-IN SHEET



**LaGuardia Airport**  
**Access Improvement Project**  
*Environmental Impact Statement (EIS)*

**Consulting Parties Meeting**

September 18, 2019 | 10:00 AM - 12:00 PM

Holiday Inn LaGuardia Airport Hotel  
 37-10 114th Street, Corona, NY 11368

Name (Please Print)	Organization	Address	Email	Phone #
Michelle Cohen	LGA Redevelopment		mtcohen@panynj.gov	212 435 3770
Matt DiScenna	PANYNJ		mdiscenna@panynj.gov	212 435 3722
Danielle Parillo	NY Mts	City Field	dparillo@nycmts.com	718 565 4354
Michelle Arbulu	Historic Districts Council	232 Elm Street NY, NY	marbulu@hdc.org	212-614-9107
Beverly Davis	RS&H		beverly.davis@rsandh.com	912-713-0007
Dibya Shahi	DY Consultants	NY 40 Wall, NY, NY	dshahi@dyconsultants.com	212-635-3838
Bill Meehan	CB3 Q	35-55 73 St #125 Jock 15+ NY 11272	liamc@cb3q.com	718 219-9921
Jim BEERS	LGA Redevelopment	4545 Center Blvd #306 Long Island City, NY 11109	jbeers@panynj.gov	718.533.3583
DAVID CUFF	NYC Parks	830 5th AVE NYC THE ARSENAL	david.cuff@parks.nyc.gov	212-360-3492
MARYLYNN RAINNEY	RGA INC		mrainney@rgaincorporated.com	609.619.2332



## SIGN-IN SHEET



**LaGuardia Airport**  
**Access Improvement Project**  
 Environmental Impact Statement (EIS)

## Consulting Parties Meeting

September 18, 2019 | 10:00 AM - 12:00 PM

Holiday Inn LaGuardia Airport Hotel  
 37-10 114th Street, Corona, NY 11368

Name (Please Print)	Organization	Address	Email	Phone #
Wendy Yu	DY Consultants	40 Wall St, Suite 500 NY, NY 10005	wyu@dyconsultants.com	212-635-3838
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Marie Jenet	FAA	1 Aviation Plaza Jamaica NY 11434	marie.jenet@faa.gov	718-995-5777
DAVID SANCHEZ	FAA	1 AVIATION PLAZA JAMAICA, NY 11434	david.sanchez@faa.gov	718-995-5746
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Dave Full	RS&H	369 Pine Street, Suite 610 San Francisco CA 94104	david.full@rsandh.com	415-780-4602
Jean Wolters-Lawrence	FAA	800 Independence Ave. Washington DC		202-267-9749
Andrew Teodorescu	FAA	1 Aviation Plaza Jamaica NY 11434	Andrew.P.Teodorescu@faa.gov	718-977-6511
John Doyle	FAA	11 11	John.Doyle@FAA.gov	718-553-3270

## SIGN-IN SHEET



# LaGuardia Airport Access Improvement Project *Environmental Impact Statement (EIS)*

## Consulting Parties Meeting

September 18, 2019 | 10:00 AM - 12:00 PM

## Holiday Inn LaGuardia Airport Hotel

37-10 114th Street, Corona, NY 11368

[illegible]





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# LaGuardia Airport Access Improvement Project Environmental Impact Statement

*Consulting Parties Meeting*

September 18, 2019

# Agenda

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- Introductions
- Project Background
- EIS Process
- Section 106 Process & Consulting Parties
- Area of Potential Effects
- Cultural Resources Surveys
- Schedule/Next Steps





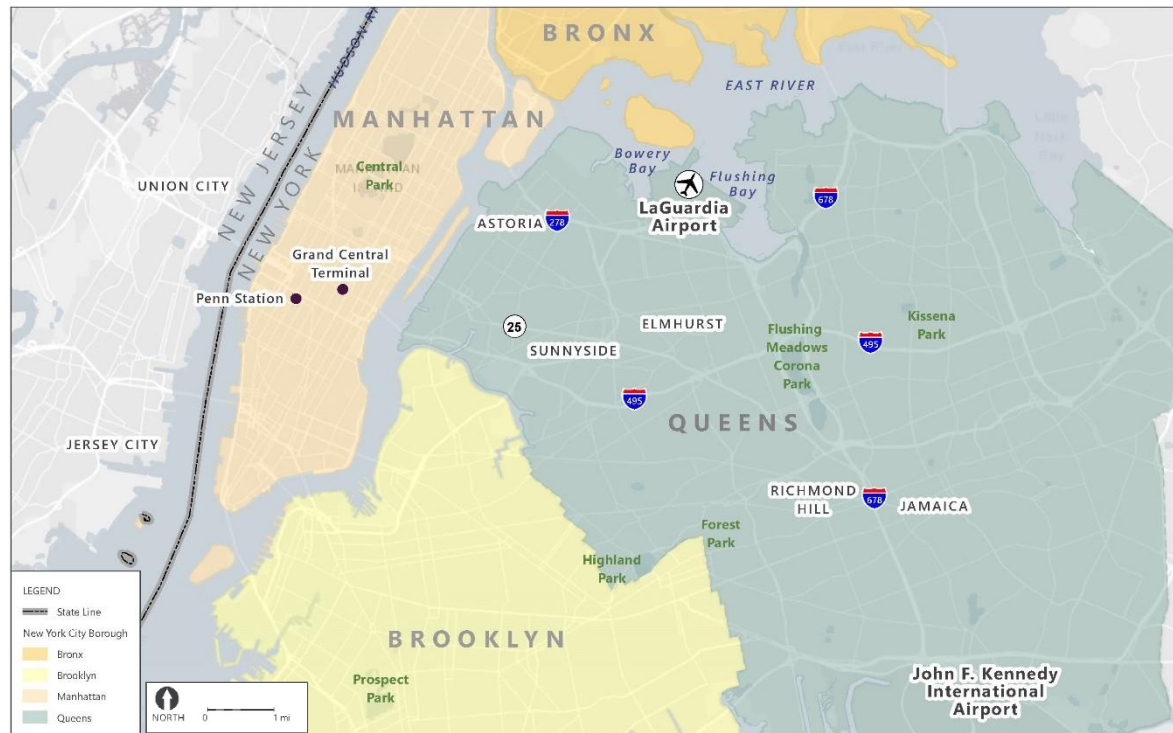
# INTRODUCTION

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- Port Authority of New York and New Jersey (Port Authority) is requesting approval to impose and use a passenger facility charge (PFC) to construct and operate an automated people mover (APM) system between LaGuardia Airport and Mets-Willets Point transit stations
- FAA must issue a decision on the PFC application, which triggers NEPA
- FAA is responsible for evaluating potential resources in compliance with Section 106 of the National Historic Preservation Act and will use NEPA process to satisfy Section 106 public involvement requirements
- FAA has determined that the Port Authority's proposal will be reviewed in an Environmental Impact Statement (EIS)
- FAA released the Notice of Intent (NOI) to prepare the EIS on May 3, 2019, which initiated the EIS scoping process



# LAGUARDIA AIRPORT (LGA)



- LGA is the 21<sup>st</sup> busiest airport in the U.S.
- The Airport served approximately 30 million passengers in 2018.
- It is the primary business/short-haul airport for New York City.

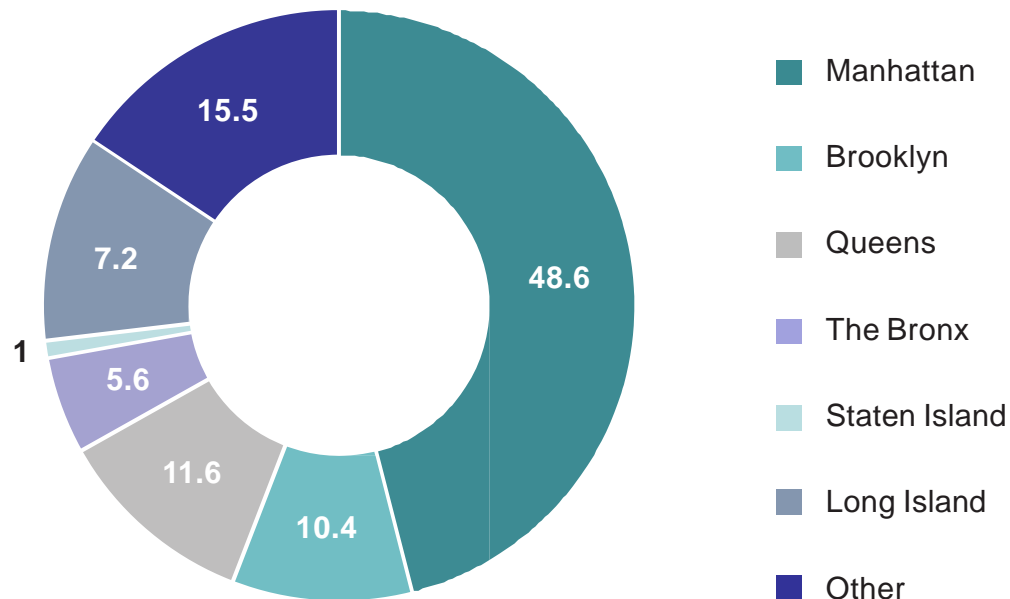


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# PROJECT BACKGROUND – PASSENGER CHARACTERISTICS

## Percentage of Passengers by to/from locations



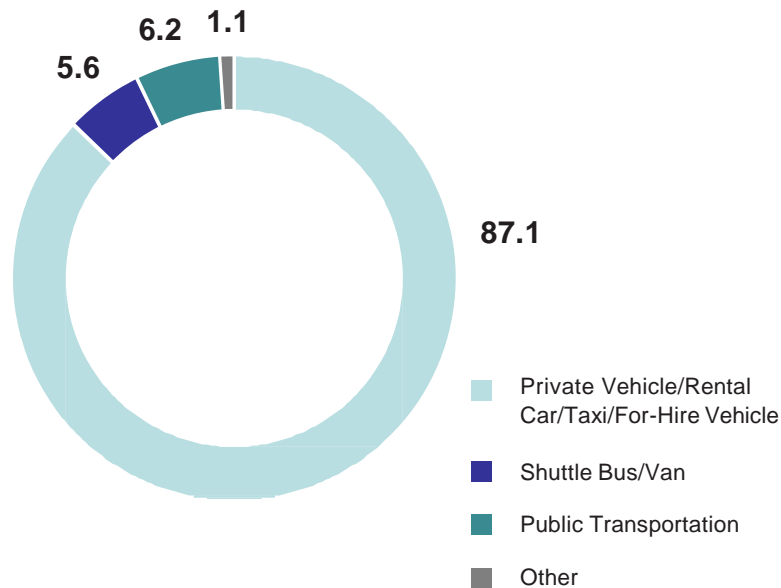
- Approximately **77 percent** of LGA passengers arrive from NYC or leave for destinations within NYC.
- **More than half** of LGA passengers with origins and destinations in Manhattan are traveling to/from Midtown.
- Midtown Manhattan customers represent **26.3 percent** of all LGA passengers.



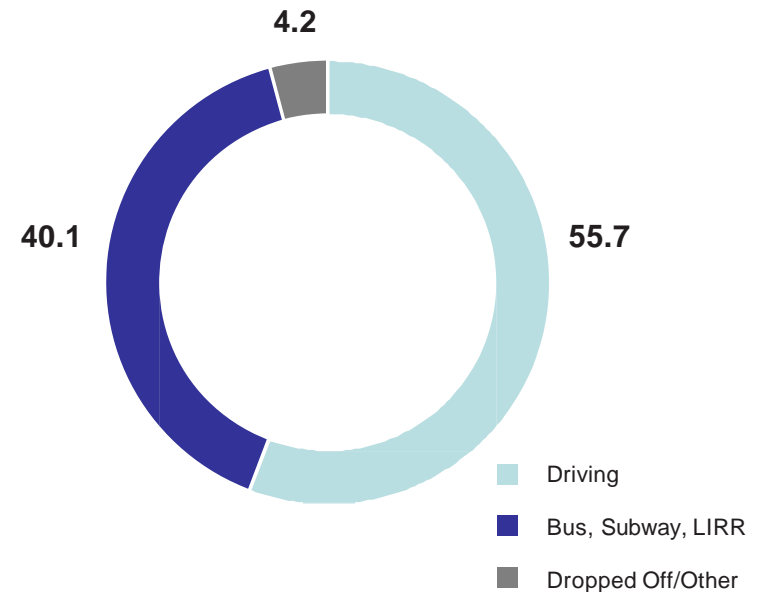
# PROJECT BACKGROUND – PASSENGER CHARACTERISTICS

Today, LGA passengers and employees depend **almost exclusively** on roadway-based vehicles for part of or the entire trip.

Percent of **Passengers** to and from LGA by Mode of Transportation



Percent of **Employee** Commutes to and from LGA by Mode of Transportation





## PROJECT BACKGROUND – TRAVEL TIMES

For trips from LGA to Times Square from 2014-2017

Annual Average  
Travel Time

**36 → 43** MINUTES

**↑** UP 20 percent

Annual Average  
Daily Maximum Travel Time

**54 → 65** MINUTES

**↑** UP 20 percent

Source: The NYC Taxi and Limousine Commission. Taxi GPS Dataset.



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## Slide 7

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**SC3**

add arrows instead of dashes (indicates change instead of range)

Stephen Culberson, 6/4/2019



# PURPOSE AND NEED

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## PURPOSE

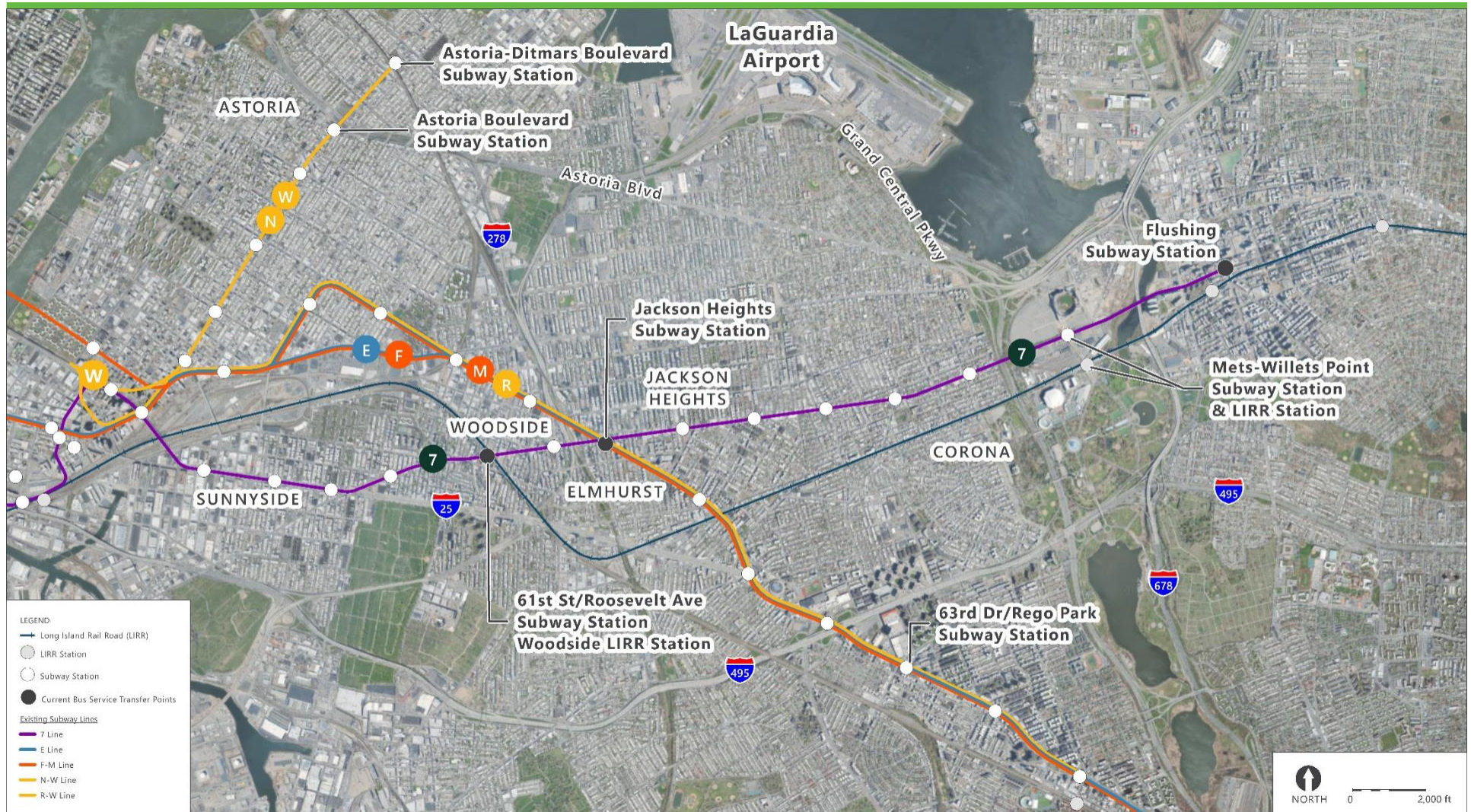
- Provide a time-certain transportation option for air passenger and employee access to LGA
- Ensure adequate parking for Airport employees

## NEED

- Increasing and unreliable travel times to and from key locations in New York City
- Passenger and employee access to LGA is limited to roadway access
- Traffic congestion on off-Airport roadways contributes to Airport access travel times
- Limited on-Airport options to provide adequate employee parking and maintenance activities



# EXISTING RAIL/SUBWAY TRANSIT LINES NEAR LAGUARDIA AIRPORT



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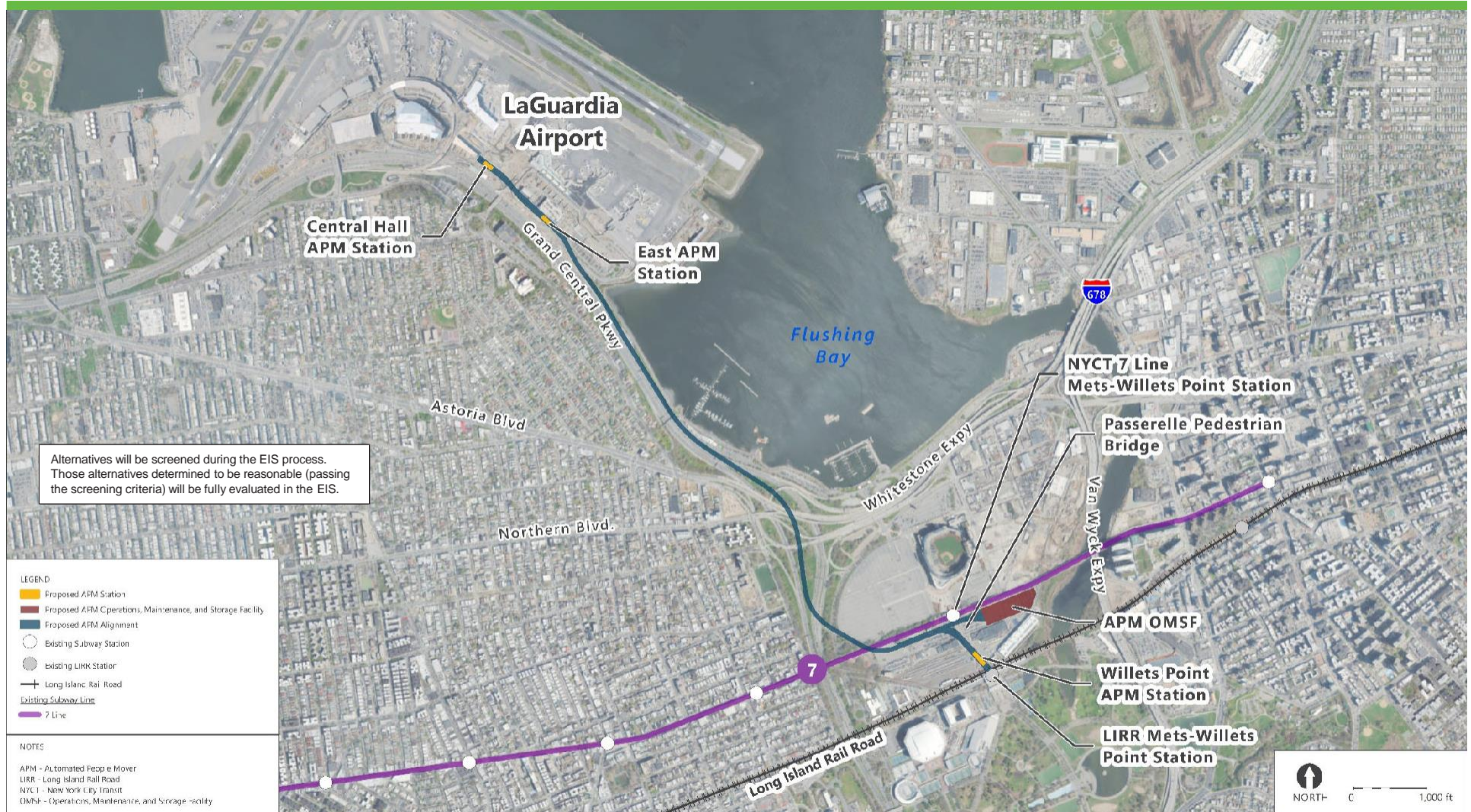
# ALTERNATIVES

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- Range of Alternatives Considered by the Port Authority:
  - No Action Alternative
  - Transportation Systems Management
  - Transportation Demand Management
  - Use of Other Airports
  - Off-Airport Roadway Expansion
  - Bus (Exclusive Roadway)
  - Ferry Service
  - Rail or Subway Extensions
  - Fixed Guideway
  - Emerging Transportation Technologies
- Scoping identified other alternatives for consideration
- **FAA is independently evaluating all alternatives brought forward**
- Alternatives will be screened during the EIS. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.



# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE



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# CONNECTED ACTIONS OF THE PORT AUTHORITY'S PROPOSED ALTERNATIVE



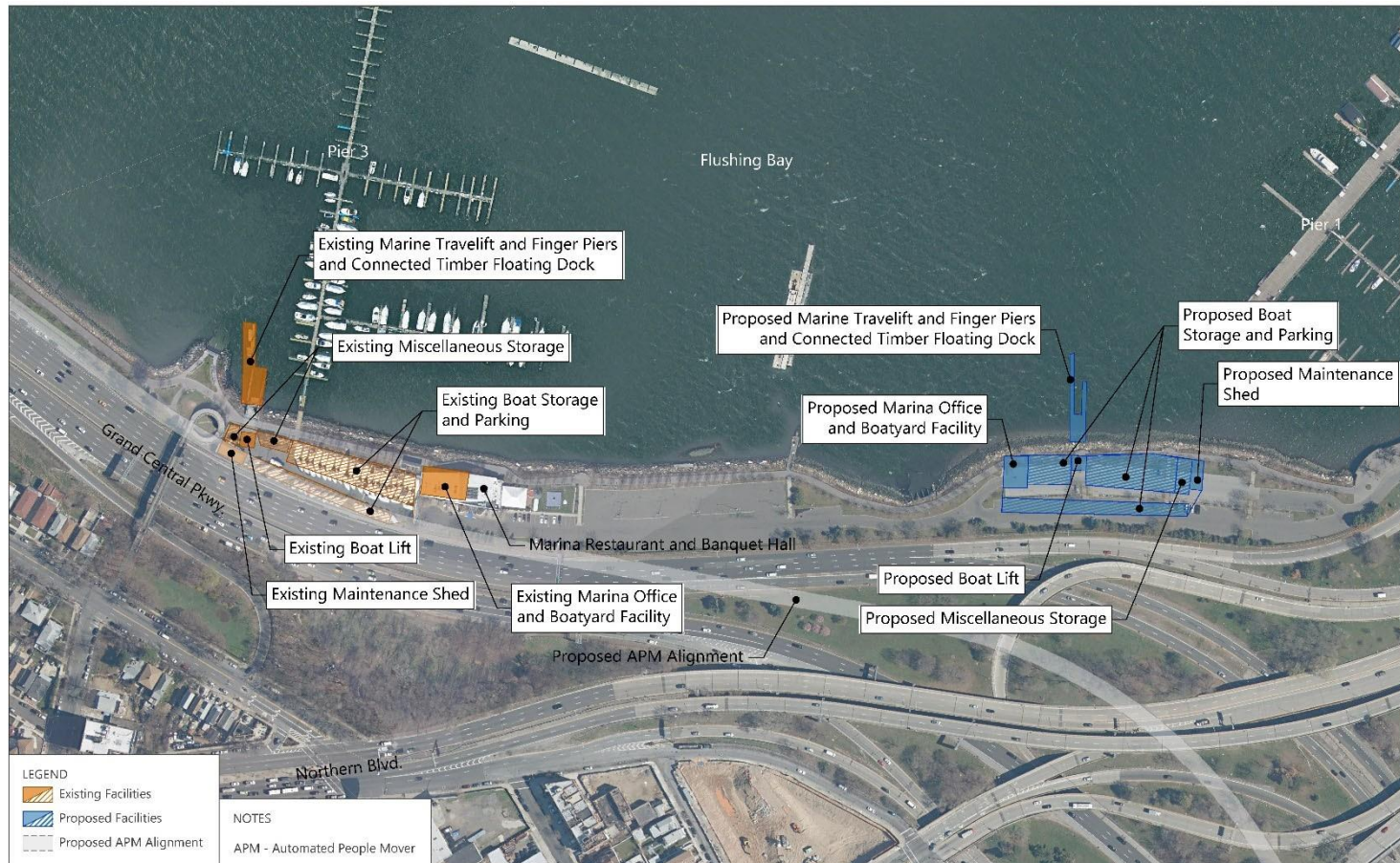
- Relocation of the Passerelle Pedestrian Bridge
- Improvements to the Metropolitan Transportation Authority Long Island Rail Road Mets-Willets Point Station
  - Two new platforms
  - Four new tracks within the station
  - New crossovers and signal system
- Relocation of Worlds Fair Marina facilities
- Utility relocations and improvements



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# CONNECTED ACTIONS OF THE PORT AUTHORITY'S PROPOSED ALTERNATIVE

- Relocation of World's Fair Marina Facilities



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# ENVIRONMENTAL IMPACT STATEMENT PROCESS



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# SCHEDULE / MILESTONES

MILESTONE	TARGET DATE*
Concurrence Point 1 – Purpose and Need Statement	Completed (April 5, 2019)
Permitting Timetable Concurrence	Completed (May 1, 2019)
FAA Issues Notice of Intent	Completed (May 3, 2019)
Scoping Comment Period including Public Meetings	Completed (June 2019)
Concurrence Point 2 - Alternatives to be Carried Forward for Analysis	4th Quarter 2019
Public Workshops	1st Quarter 2020
Concurrence Point 3 - Preferred Alternative	2nd Quarter 2020
FAA Publishes Notice of Availability of Draft EIS	3rd Quarter 2020
Public Review Period for Draft EIS (minimum of 45 days)	3rd/4th Quarter 2020
FAA Publishes Notice of Availability of Final EIS	1st Quarter 2021
FAA Issues Record of Decision	2nd Quarter 2021
Other Agency Authorizations/Permit Issuance	3rd Quarter 2021

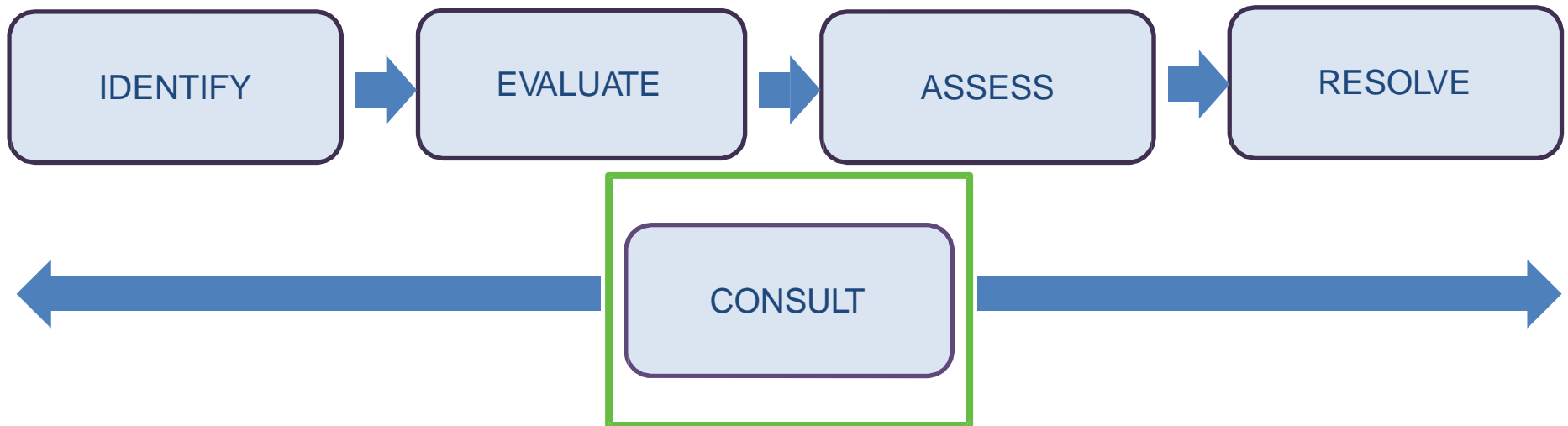
Milestones are based on One Federal Decision process and are subject to change.



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# SECTION 106 PROCESS

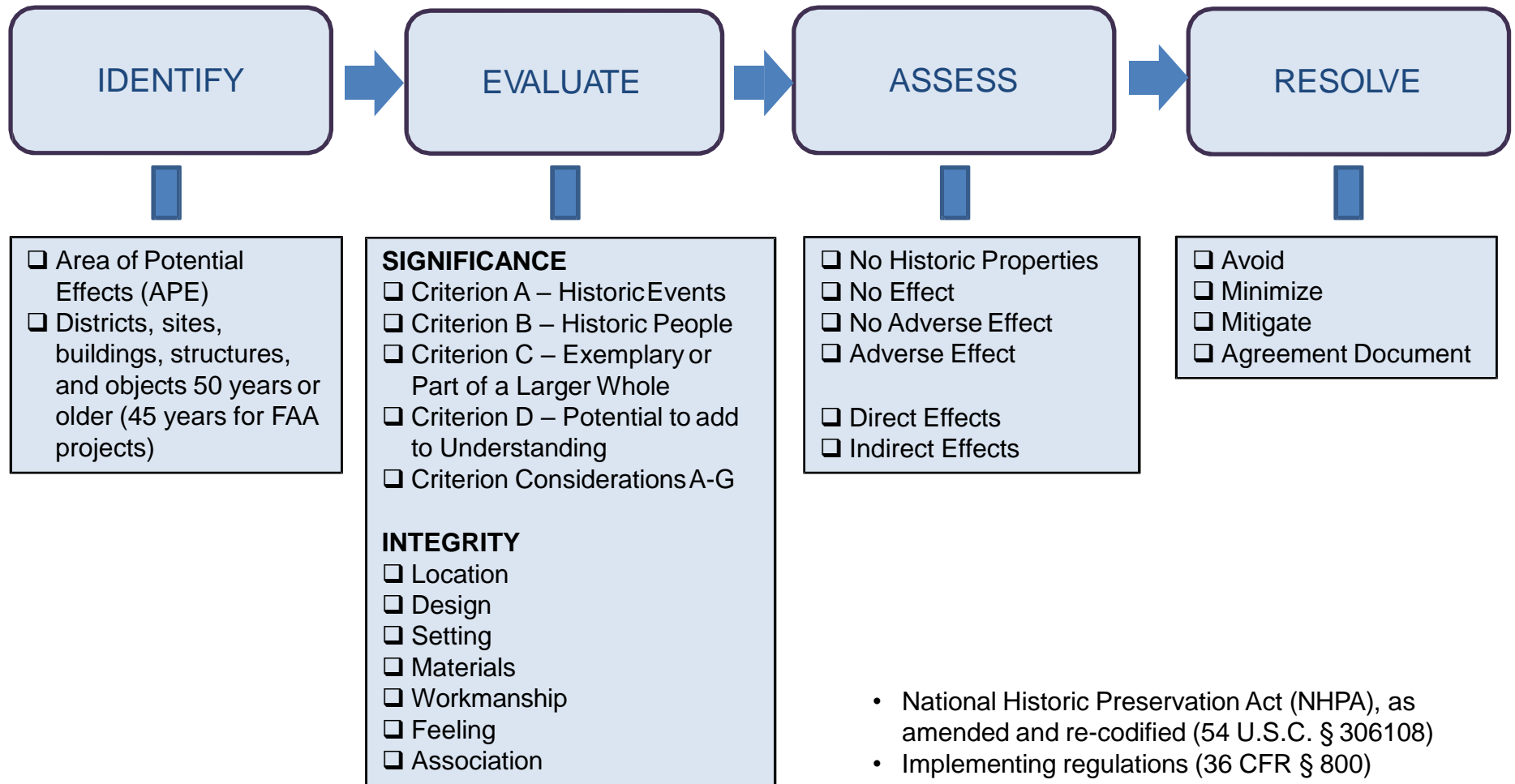


## CONSULTING PARTIES PARTICIPATION

- Lead Federal Agency, SHPO, Tribes, Local Government, Applicant, Individuals & Organizations
- Participation throughout process
- Assist with identification of historic properties
- Consider effects
- Propose options to avoid, minimize, or mitigate adverse effects
- Review and comment



# SECTION 106 PROCESS - NATIONAL REGISTER OF HISTORIC PLACES CRITERIA





# AREA OF POTENTIAL EFFECTS (APE)



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# PHASE IA ARCHAEOLOGICAL SENSITIVITY ASSESSMENT – GOALS AND METHODS

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- Assess the potential for pre-Contact period Native American or historic archaeological sites (Native American or EuroAmerican) within the limit of disturbance (Direct APE) for proposed alternatives.
- Determine if any archaeological sites have been documented in the APE, including in the near shore setting of Flushing Bay.
- Research the physical conditions of the direct APE, including geomorphology, soil types, shoreline changes through the Holocene (the past 12,000 years), topography, and drainage.
- Review the results of prior surveys within or near the direct APE (LGA, Flushing Meadows, etc.).
- Construct pre-Contact period and historic cultural contexts that identify archaeological resource types that could be expected, if any.
- Examine and document through photography the current conditions of the direct APE.





# PHASE IA ARCHAEOLOGICAL SENSITIVITY ASSESSMENT – RESULTS

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- Research concludes no terrestrial or near-shore submerged cultural resources have been identified to date in or near the direct APE.
- Physical environment is one dominated by filled in or disturbed landscapes that lack integrity.
- Prior surveys concluded predominantly low archaeological sensitivity in and around LGA, Flushing Bay shoreline, Citi Field, and Corona Park.
- Isolated areas of sensitivity have been identified (none within direct APE):
  - elevated knolls
  - buried shoreline (under 8 to 30 feet of fill)
  - deeply buried 1939 or 1964 World's Fair structural foundations in fill
  - nineteenth century buildings
- World's Fair Marina relocation direct APE is a near-shore submerged setting, mapped shipwrecks are nearby but none within the direct APE.
- Port Authority's Proposed Alternative would involve isolated impacts in previously disturbed or filled areas.
- Survey concluded direct APE for Port Authority's Proposed Alternative has low archaeological sensitivity for pre-Contact period Native American and historic (Native American and EuroAmerican) archaeological sites.



# RECONNAISSANCE ARCHITECTURAL SURVEY – IDENTIFIED RESOURCES



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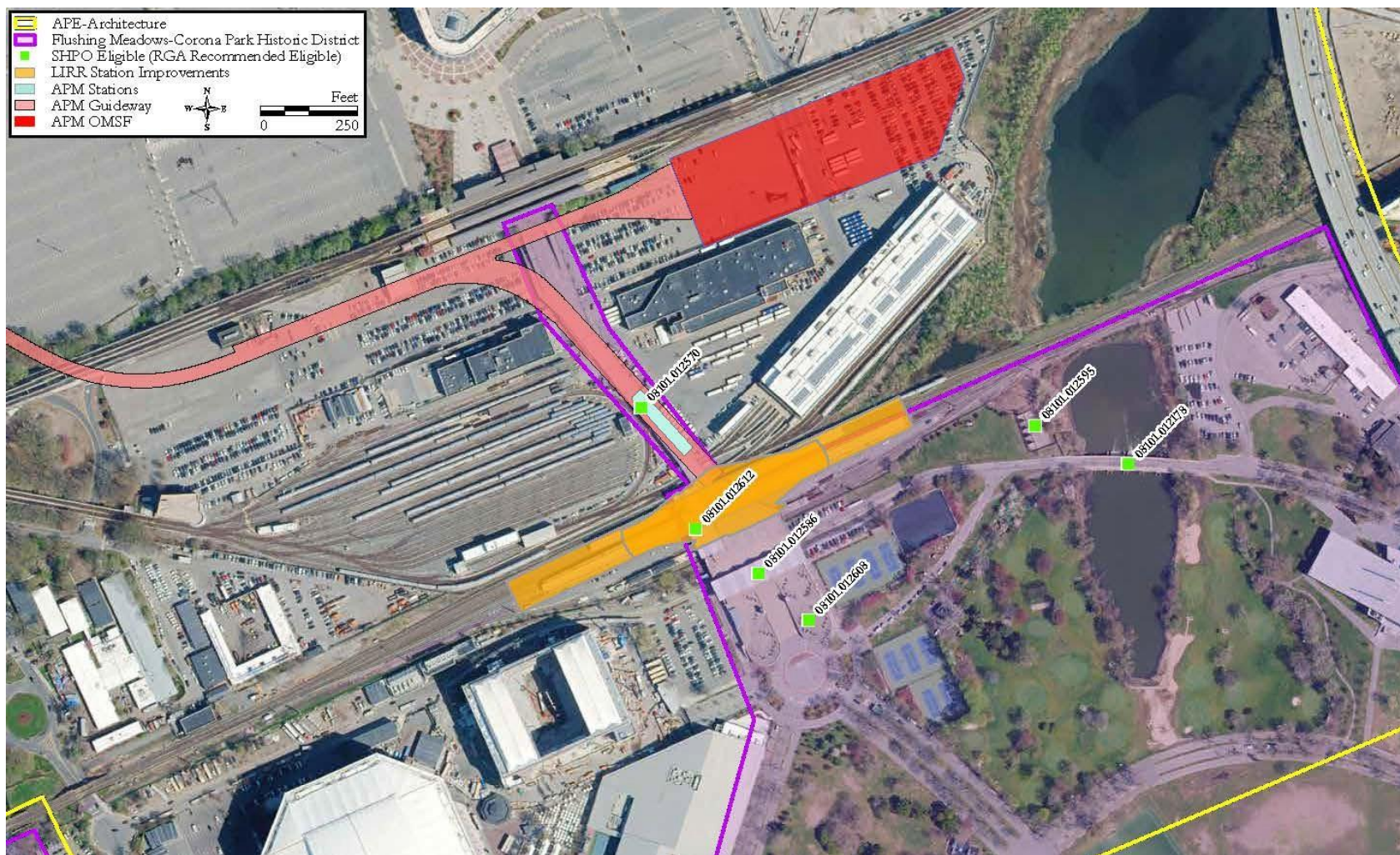
# RECONNAISSANCE ARCHITECTURAL SURVEY – IDENTIFIED RESOURCE TYPES



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# RECONNAISSANCE ARCHITECTURAL SURVEY – IDENTIFIED HISTORIC PROPERTIES



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# RECONNAISSANCE ARCHITECTURAL SURVEY – PRELIMINARY RESULTS

Image	USN No.	Resource Name	Resource Date	Current NRHP Status	Significance	RGA Recommended Status
	08101.012611	Flushing Meadows-Corona Park [Historic District]	1939-1967	Individually Eligible	Criteria A & C/ Social History; Entertainment and Recreation; Designed Landscape  POS: 1939-1967  Retains overall integrity	Individually Eligible
	08101.012570	Passerelle Bridge	c. 1939; Rebuilt 1964	Eligible/ Contributing to Flushing Meadows-Corona Park	Criteria A & C/ Social History; Entertainment and Recreation; Designed Landscape  Retains overall integrity	Eligible/ Contributing to Flushing Meadows-Corona Park



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# RECONNAISSANCE ARCHITECTURAL SURVEY – PRELIMINARY RESULTS



Image	USN No.	Resource Name	Resource Date	Current NRHP Status	Significance	RGA Recommended Status
	08101.012612	Pavilion on the Passerelle Bridge (over the LIRR)	1964	Eligible/Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment and Recreation; Designed Landscape  Retains overall integrity	Eligible/Contributing to Flushing Meadows-Corona Park
	08101.012586	Main Gate Entrance	1964	Eligible/Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment and Recreation; Designed Landscape  Retains overall integrity	Eligible/Contributing to Flushing Meadows-Corona Park



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# RECONNAISSANCE ARCHITECTURAL SURVEY – PRELIMINARY RESULTS

Image	USN No.	Resource Name	Resource Date	Current NRHP Status	Significance	RGA Recommended Status
	08101.012608	Passarelle Buildings at Main Entrance,	1964	Eligible/Contributing to Flushing Meadows-Corona Park	Criteria A & C/Social History; Entertainment and Recreation; Designed Landscape  Retains overall integrity	Eligible/Contributing to Flushing Meadows-Corona Park
	08101.012178	Porpoise Bridge (tidal gate bridge)-BIN 2270690	c. 1936-1937	Individually Eligible/key contributing to Flushing Meadows-Corona Park	Criterion C/Engineering  POS: c. 1936-1937  Retains overall integrity	Individually Eligible/key contributing to Flushing Meadows-Corona Park



# RECONNAISSANCE ARCHITECTURAL SURVEY – PRELIMINARY RESULTS

Image	USN No.	Resource Name	Resource Date	Current NRHP Status	Significance	RGA Recommended Status
	08101.012595	Concrete Arches- 1964 Ruin	c.1964	Eligible / Contributing to Flushing Meadows- Corona Park	Criteria A & C/Social History; Entertainment and Recreation; Designed Landscape  Retains overall integrity	Eligible/ Contributing to Flushing Meadows- Corona Park





# SCHEDULE AND NEXT STEPS

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## SCHEDULE

- Meeting in November to discuss potential effects and preliminary alternatives
- Meeting in January to discuss alternatives/mitigation

## NEXT STEPS

- Complete any additional field work for other reasonable alternatives
- Submit survey reports to SHPO and Consulting Parties for review
- FAA identify potential effects to historic resources





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# **Aeropuerto LaGuardia Proyecto de Mejoramiento de Acceso Declaración de Impacto Ambiental**

*Reunión de Partes Consultoras*

Septiembre 18, 2019



# Agenda

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- Introducción
- Antecedentes del Proyecto
- Proceso de Declaración de Impacto Ambiental (EIS, por sus siglas en inglés)
- Proceso de Sección 106 y Partes Consultoras
- Area de Efectos Potenciales
- Inspecciones de Recursos Culturales
- Programación/Próximos pasos



# INTRODUCCIÓN

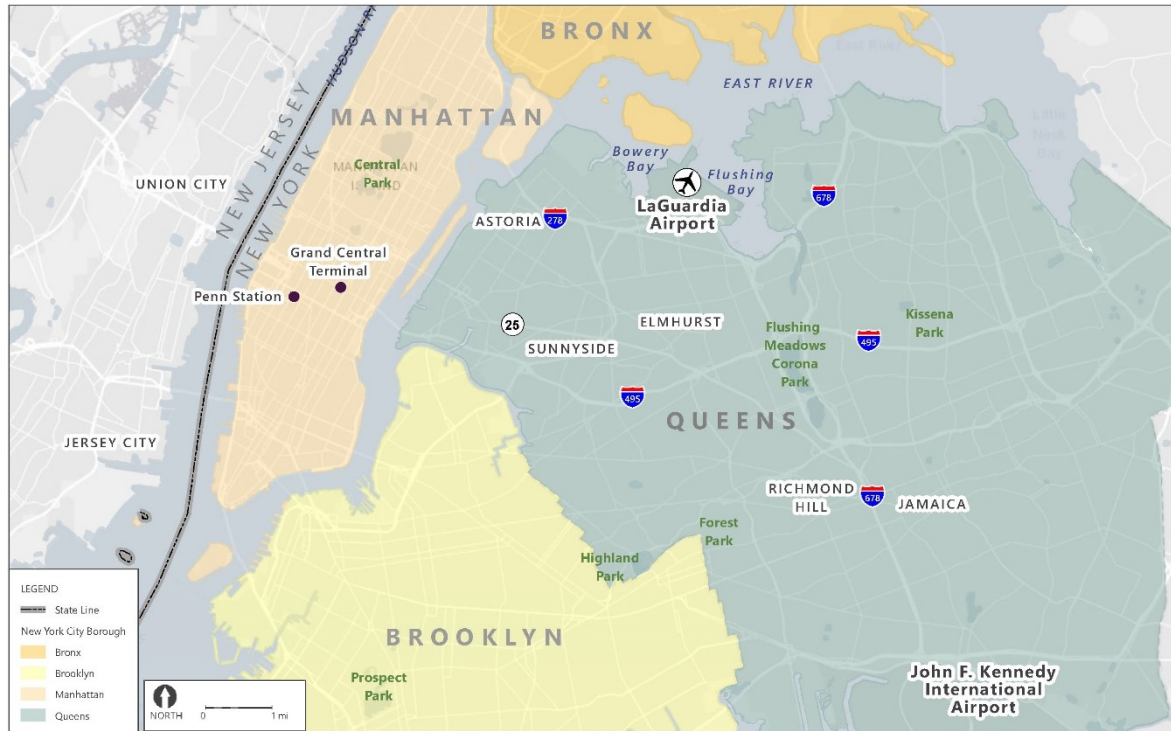
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- La Autoridad Portuaria de Nueva York y Nueva Jersey (Autoridad Portuaria) está solicitando aprobación para imponer y usar un cargo a pasajeros por instalaciones (PFC, por sus siglas en inglés) con la finalidad de construir y operar un sistema automatizado movilizador de personas (APM, por sus siglas en inglés) entre el Aeropuerto LaGuardia y las estaciones de tránsito Mets-Willets Point.
- La Administración Federal de Aviación (FAA, por sus siglas en inglés) debe emitir una decisión sobre la aplicación del PFC, lo cual desencadena acciones bajo el Acta Nacional de Protección Ambiental (NEPA, por sus siglas en inglés).
- FAA es responsable de evaluar recursos potenciales cumpliendo con la Sección 106 del Acta Nacional de Preservación Histórica y usará el proceso de NEPA para satisfacer los requerimientos de de la Sección 106 acerca de involucramiento del público.
- FAA ha determinado que la propuesta de la Autoridad Portuaria será revisada en una Declaración de Impacto Ambiental (EIS, por sus siglas en inglés).
- FAA emitió la Notificación de Intención (NOI, por sus siglas en inglés) de preparar un EIS en Mayo 3, 2019, lo cual inició el proceso de Determinación de Alcance del EIS.





# AEROPUERTO LAGUARDIA (LGA)



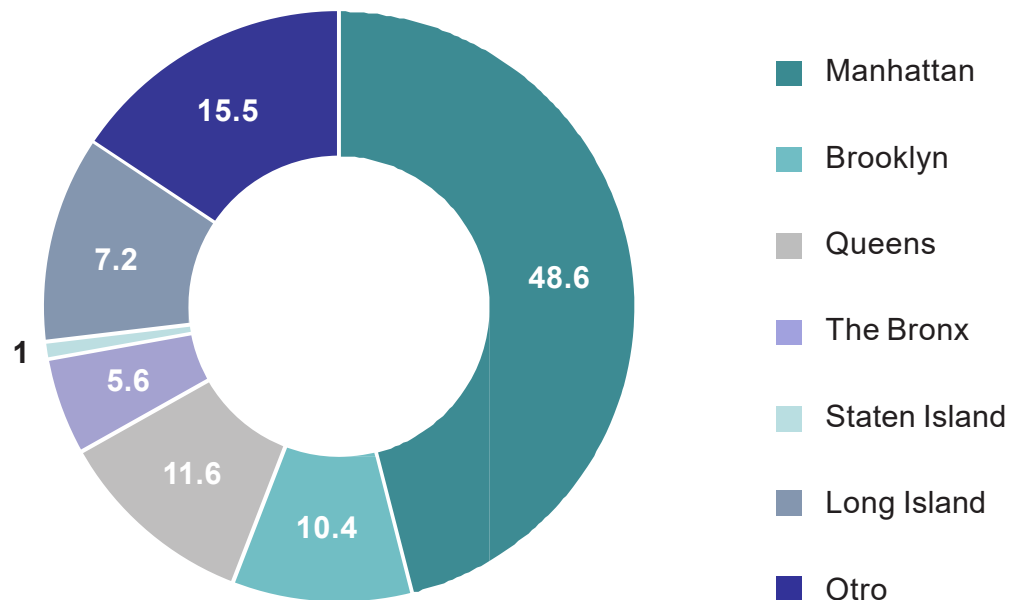
- LGA es el 21° aeropuerto más utilizado en U.S.A.
- El aeropuerto prestó servicio a aproximadamente 30 millones de pasajeros en 2018
- Es el aeropuerto primario de la Ciudad de Nueva York para negocios/trayectos cortos



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# ANTECEDENTES DEL PROYECTO – CARACTERÍSTICAS DE LOS PASAJEROS

## Porcentaje de Pasajeros según localidades desde/hacia



- Aproximadamente **77 por ciento** de los pasajeros de LGA vienen de NYC or van hacia destinos dentro de NYC.
- **Mas de la mitad** de los pasajeros de LGA con origen y destino en Manhattan viajan desde/hasta Midtown.
- Clientes de Midtown Manhattan representan el **26.3 por ciento** de todos los pasajeros de LGA.

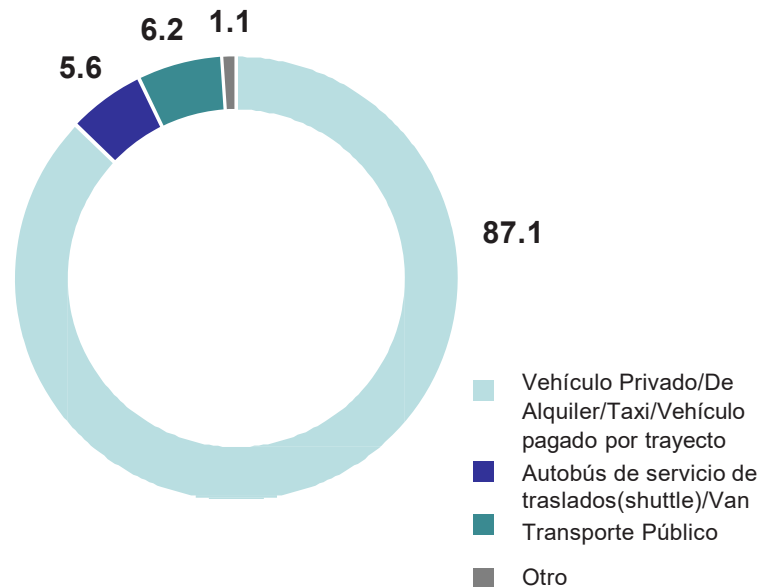




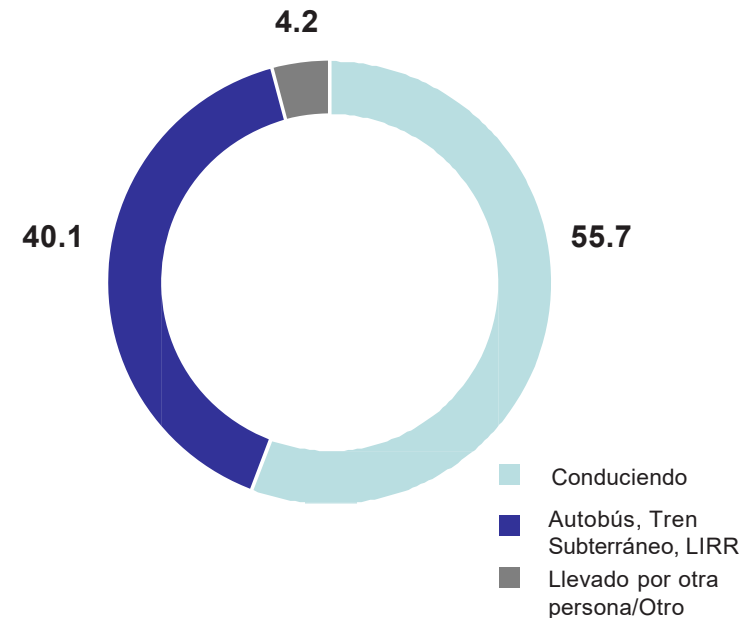
# ANTECEDENTES DEL PROYECTO – CARACTERÍSTICAS DE LOS PASAJEROS

Actualmente, los pasajeros y empleados de LGA dependen **casi exclusivamente** de vehículos operando en el sistema de calles para partes del trayecto o el trayecto entero.

Porcentaje de **Pasajeros** viajando desde y hacia LGA según Modo de Transporte



Porcentaje de trayectos de **Empleados** desde y hacia LGA según Modo de Transporte



# ANTECEDENTES DEL PROYECTO – DURACIÓN DEL VIAJE

Para viajes de LGA a Times Square durante 2014-2017

Duración del Viaje  
Promedio Anual

**36 → 43** MINUTOS

**↑** AUMENTÓ  
**20 por ciento**

Máxima Duración del Viaje Diario,  
Promedio Anual

**54 → 65** MINUTOS

**↑** AUMENTÓ  
**20 por ciento**

Fuente: The NYC Taxi and Limousine Commission. Datos de Taxi GPS.



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# PROPÓSITO Y NECESIDAD

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## PROPÓSITO

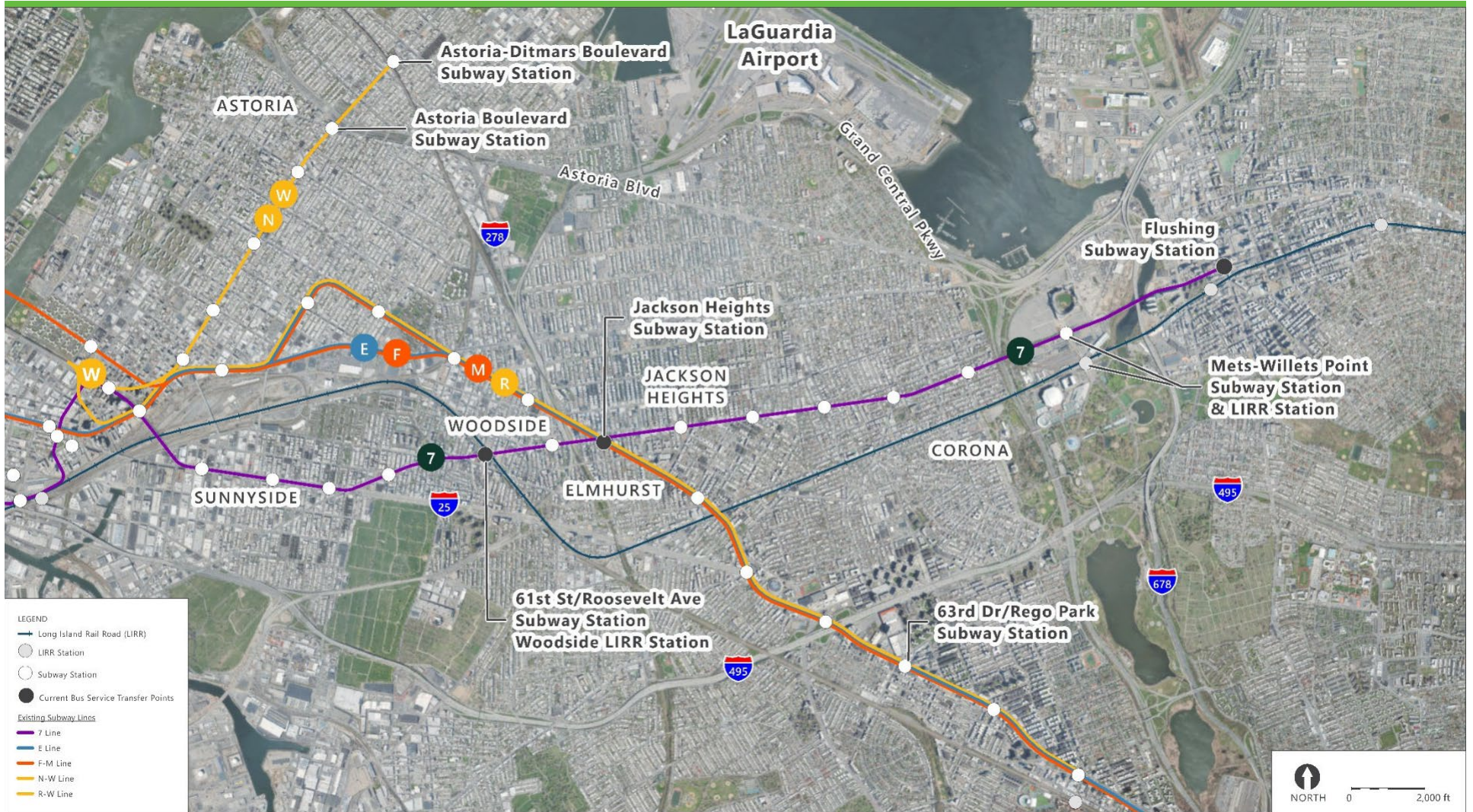
- Proveer una opción de transporte de duración certera para pasajeros aéreos y acceso de empleados a LGA
- Asegurar estacionamiento adecuado para empleados del Aeropuerto

## NECESIDAD

- La duración de los viajes entre LGA y ubicaciones clave en la Ciudad de Nueva York va en aumento y no es predecible
- El acceso a LGA para pasajeros y empleados está limitado a acceso por el sistema de calles
- La congestión del tráfico en calles fuera del Aeropuerto contribuye a la duración de los viajes de entrada y salida del Aeropuerto
- Las opciones de estacionamiento adecuado para empleados y actividades de mantenimiento dentro del Aeropuerto son limitadas



# LÍNEAS EXISTENTES DE TREN/TREN SUBTERRÁNEO CERCA DEL AEROPUERTO LAGUARDIA



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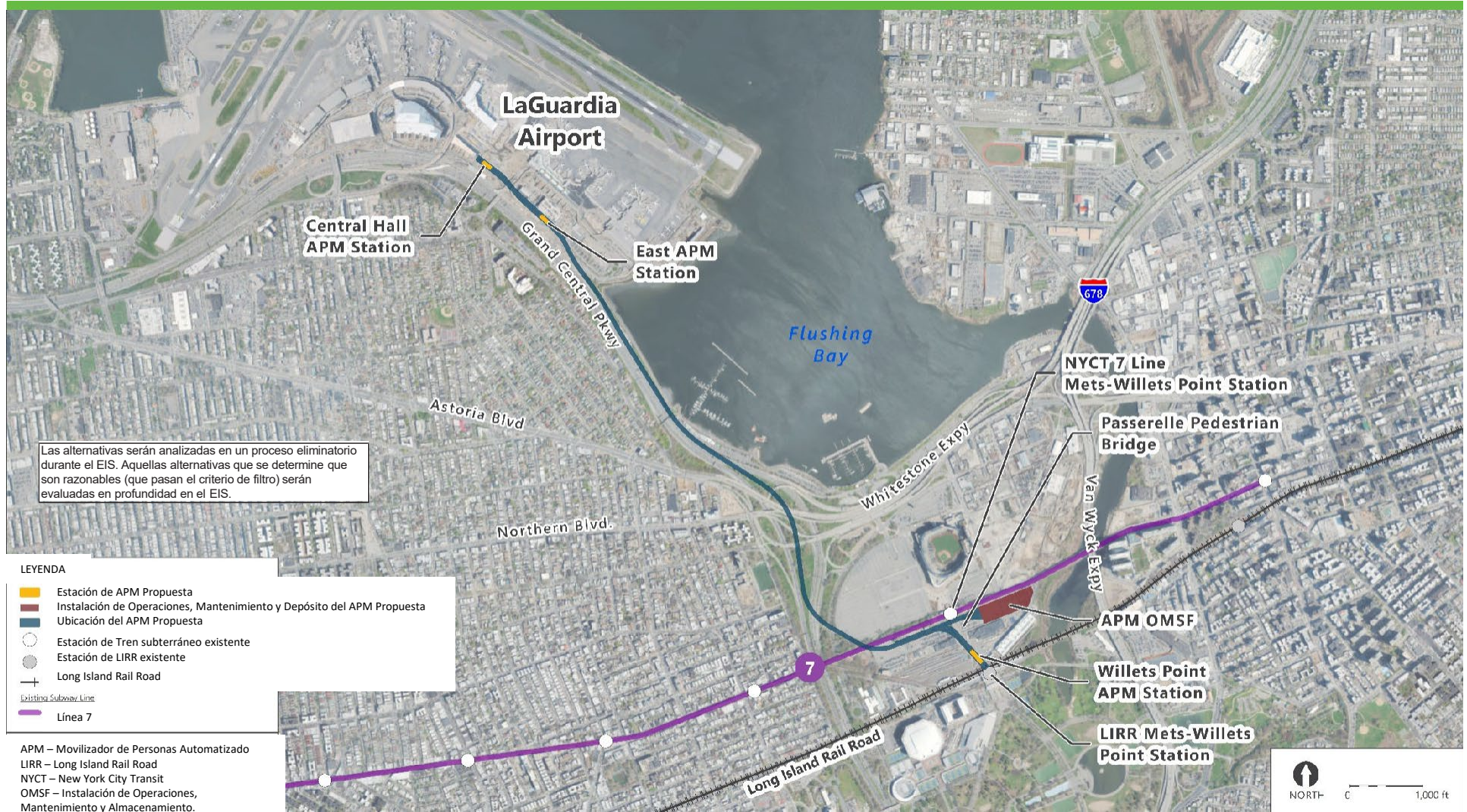
# ALTERNATIVAS

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- Rango de Alternativas Consideradas por la Autoridad Portuaria:
  - Alternativa de No Acción
  - Gerencia de Sistemas de Transporte
  - Gerencia de la Demanda de Transporte
  - Uso de Otros Aeropuertos
  - Expansión del sistema de calles fuera del Aeropuerto
  - Autobús (Canal Exclusivo)
  - Servicio de Ferry
  - Extensiones del Tren o Tren Subterráneo
  - Tren de Guía Fija
  - Tecnologías Emergentes de Transporte
- La determinación de alcance identificó otras alternativas para ser consideradas
- **FAA está evaluando independientemente todas las alternativas presentadas**
- Las alternativas serán analizadas en un proceso eliminatorio durante el EIS. Aquellas alternativas que se determine que son razonables (que pasan el criterio de filtro) serán evaluadas en profundidad en el EIS.



# ALTERNATIVA PROPUESTA POR LA AUTORIDAD PORTUARIA DE NUEVA YORK Y NUEVA JERSEY



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# ACCIONES CONECTADAS CON LA ALTERNATIVA PROPUESTA POR LA AUTORIDAD PORTUARIA



- Reubicación de la Pasarela - Puente Peatonal
- Mejoramiento de la Estación Mets-Willets Point de la Metropolitan Transportation Authority Long Island Rail Road
  - Dos plataformas nuevas
  - Cuatro carriles nuevos dentro de la estación
  - Cruces y semáforos de señales nuevos
- Reubicación de las instalaciones de la Marina Worlds Fair
- Reubicación y mejoras a los servicios públicos



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# ACCIONES CONECTADAS CON LA ALTERNATIVA PROPUESTA POR LA AUTORIDAD PORTUARIA

- Reubicación de las instalaciones de la Marina Worlds Fair



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# PROCESO DE DECLARACIÓN DE IMPACTO AMBIENTAL



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# PROGRAMACIÓN / HITOS

HITO	FECHA OBJETIVO*
Punto de Coincidencia 1 – Declaración de Propósito y Necesidad	Completada (Abril 5, 2019)
Coincidencia en la Programación de Permisos	Completada (Mayo 1, 2019)
FAA emite la Notificación de Intención	Completado (Mayo 3, 2019)
Período de Comentarios de Determinación de Alcance incluyendo Reuniones con el Público	Completado (Junio 2019)
Punto de Coincidencia 2 - Alternativas a analizar	4to Trimestre 2019
Talleres Públicos	1er Trimestre 2020
Punto de Coincidencia 3 – Alternativa Preferida	2do Trimestre 2020
FAA publica la Notificación de Disponibilidad del EIS Inicial	3er Trimestre 2020
Período de Revisión Pública del EIS Inicial (mínimo 45 días)	3ro/4to Trimestre 2020
FAA publica Notificación de Disponibilidad del EIS Final	1er Trimestre 2021
FAA emite el Registro de Decisión	2do Trimestre 2021
Autorizaciones/Emisión de Permisos por parte de Otras Agencias	3er Trimestre 2021

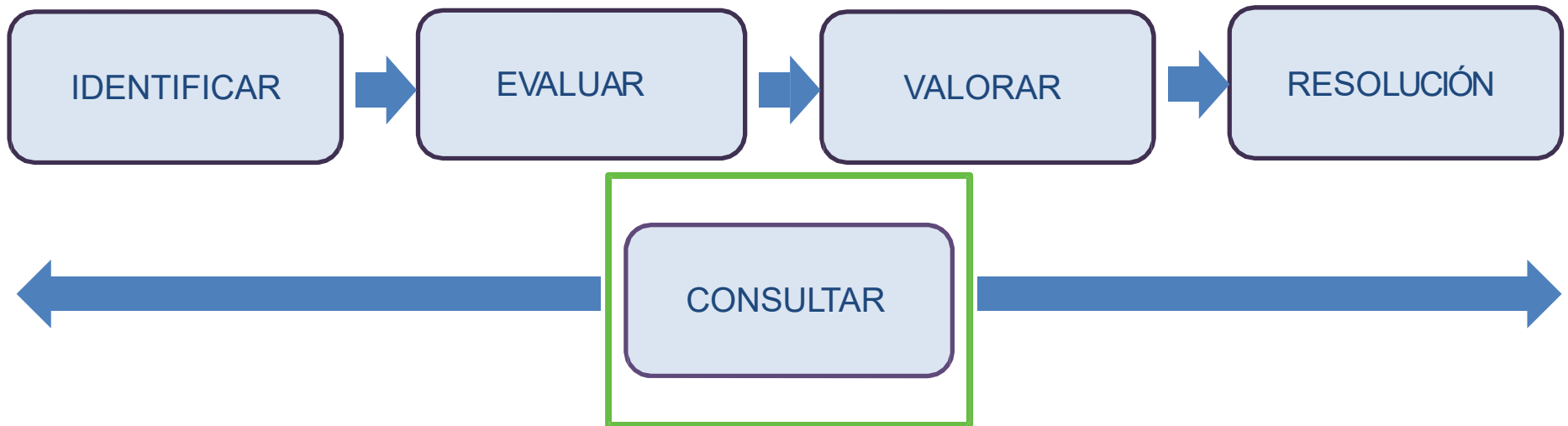
\* Hitos basados en el proceso Una Decisión Federal y están sujetos a cambio.



Administración Federal  
de Aviación



## PROCESO DE LA SECCIÓN 106



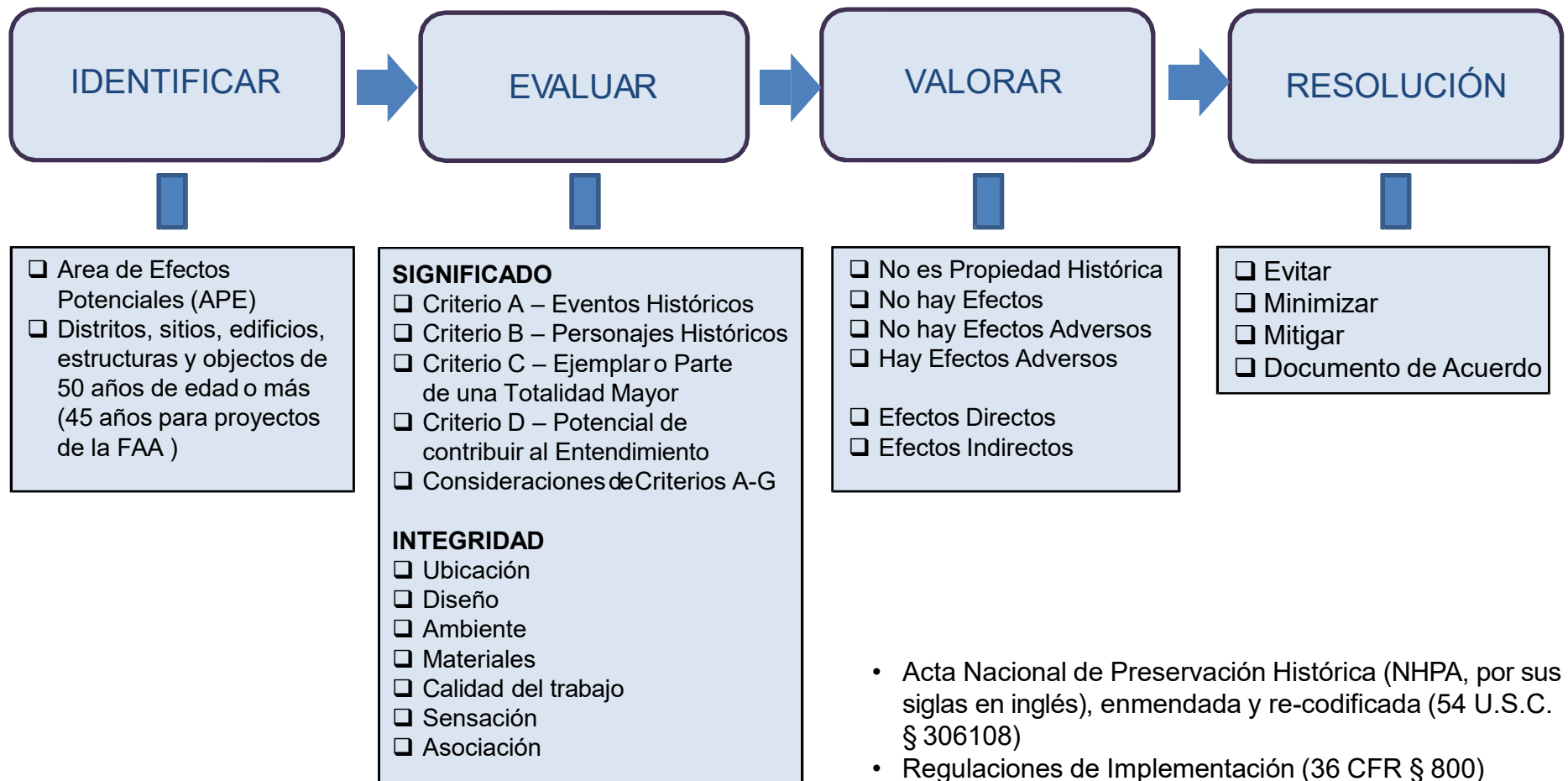
### PARTICIPACIÓN DE LAS PARTES CONSULTORAS

- Agencia Federal Líder, SHPO, Tribus, Gobierno Local, Aplicante, Individuos y Organizaciones
- Participación a lo largo del proceso
- Asistencia con identificación de propiedades históricas
- Considerar efectos
- Proponer opciones para evitar, minimizar, o mitigar efectos adversos
- Revisar y comentar



Administración Federal  
de Aviación

# PROCESO DE LA SECCIÓN 106 - CRITERIOS DEL REGISTRO NACIONAL DE SITIOS HISTÓRICOS





# AREA DE EFECTOS POTENCIALES (APE)



Administración Federal  
de Aviación

# FASE IA EVALUACIÓN DE SENSIBILIDAD ARQUEOLÓGICA – METAS Y MÉTODOS

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- Evaluar el potencial para la existencia de sitios Nativo Americanos del período pre-Contacto o sitios arqueológicos históricos (Nativo Americanos o Euro Americanos) dentro de los límites de la perturbación (APE directo) en las alternativas propuestas.
- Determinar si algún sitio arqueológico ha sido documentado en el APE, incluyendo dentro el ambiente de la costa cercana de Flushing Bay.
- Investigar las condiciones físicas del APE directo incluyendo geomorfología, tipos de suelos, cambios en la costa desde el Holoceno (los últimos 12,000 años), topografía y drenaje.
- Revisar los resultados de inspecciones previas dentro o cerca del APE directo (LGA, Flushing Meadows, etc.).
- Construir los contextos culturales del período pre-Contacto e históricos que identifican los tipos de recursos arqueológicos que podrían esperarse, de ser el caso.
- Examinar y documentar a través de fotografía las condiciones actuales del APE directo.





# FASE IA EVALUACIÓN DE SENSIBILIDAD ARQUEOLÓGICA – RESULTADOS

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- Las investigaciones concluyen que ningún recurso cultural terrestre o sumergido en la costa cercana ha sido identificado hasta la fecha en o cerca el APE directo.
- El ambiente físico está dominado por paisajes urbanizados o perturbados que carecen de integridad cultural para los efectos de la Sección 106.
- Inspecciones previas concluyen predominantemente en baja sensibilidad arqueológica dentro y alrededor de LGA, en la línea costera de Flushing Bay, Citi Field y Corona Park.
- Se han identificado áreas aisladas de sensibilidad (ninguna dentro del APE directo):
  - lomas elevadas
  - línea costera bajo tierra (bajo 8 - 30 pies de relleno)
  - fundaciones estructurales de la World's Fair de 1939 or 1964 en relleno
  - edificios del siglo diecinueve
- El APE de la reubicación de la Worlds Fair Marina es un ambiente sumergido cercano a la costa, hay naufragios mapeados cerca pero ninguno dentro del APE directo.
- La Alternativa Propuesta por la Autoridad Portuaria involucraría impactos aislados en áreas previamente perturbadas o rellenadas.
- La inspección concluyó que el APE directo de la Alternativa Propuesta por la Autoridad Portuaria tiene baja sensibilidad arqueológica para la existencia de sitios arqueológicos Nativo Americanos del período pre-Contacto o sitios arqueológicos históricos (Nativo Americanos o Euro Americanos).



# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RECURSOS IDENTIFICADOS



Administración Federal  
de Aviación



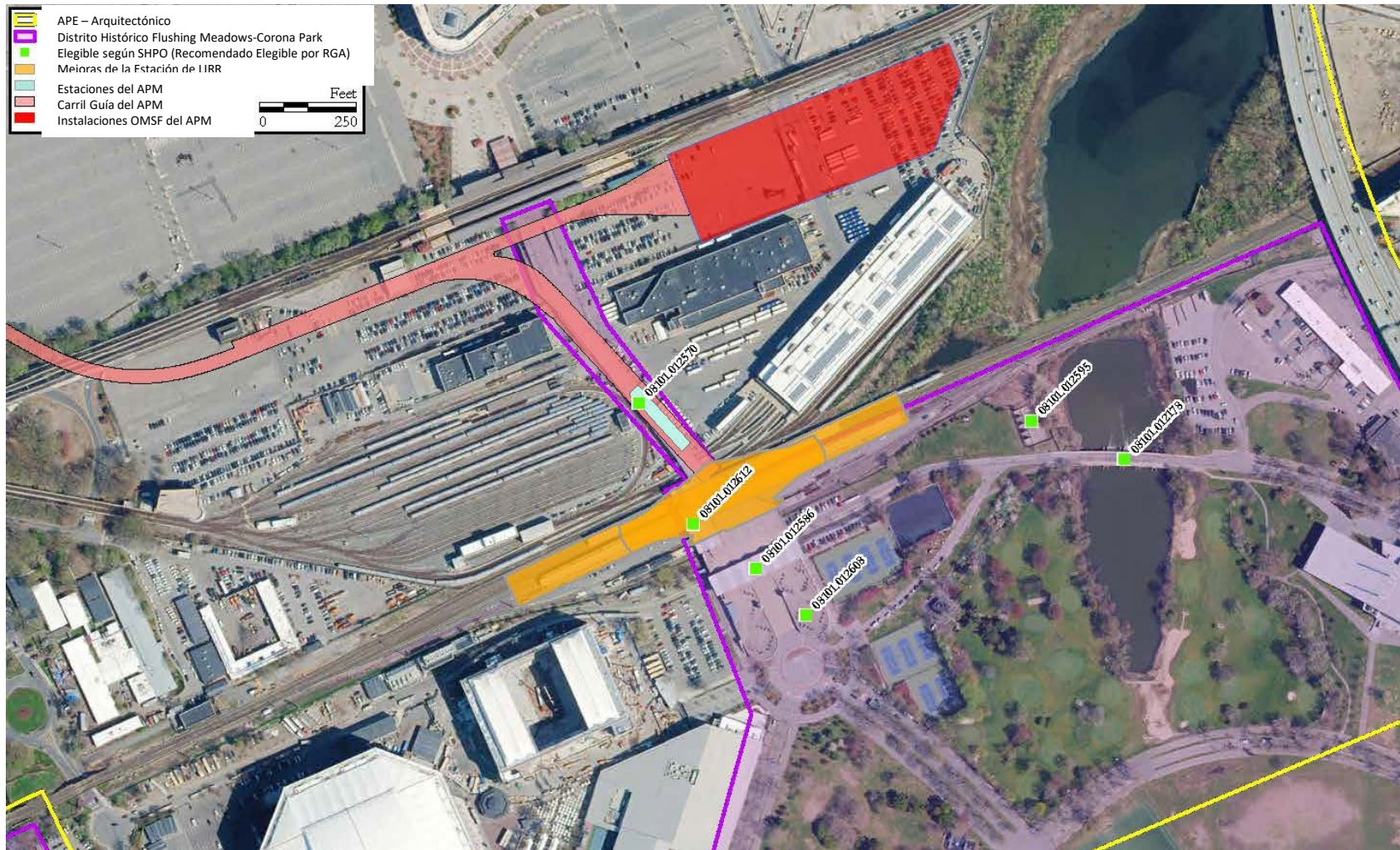
# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – TIPOS DE RECURSOS IDENTIFICADOS



Administración Federal  
de Aviación





# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – PROPIEDADES HISTÓRICAS IDENTIFICADAS



Administración Federal  
de Aviación





# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS PRELIMINARES

Imagen	No. USN	Nombre del Recurso	Fecha del Recurso	Estado NRHP Actual	Importancia	Estado RGA Recomendado
	08101.012611	Flushing Meadows-Corona Park (Distrito Histórico)	1939-1967	Elegible individualmente	Criterios A y C/ Historia Social; Entretención y Recreación; Paisaje Diseñado  POS: 1939-1967  Mantiene integridad general	Elegible individualmente
	08101.012570	Puente Pasarela	c.1939; Reconstruido 1964	Elegible/ Contribuye con Flushing Meadows-Corona Park	Criterios A y C/ Historia Social; Entretención y Recreación; Paisaje Diseñado  Mantiene integridad general	Elegible/ Contribuye con Flushing Meadows-Corona Park





# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS PRELIMINARES

Imagen	No. USN	Nombre del Recurso	Fecha del Recurso	Estado NRHP Actual	Importancia	Estado RGA Recomendado
	08101.012612	Pabellón en el Puente Pasarela (sobre la estación LIRR)	1964	Elegible/ Contribuye con Flushing Meadows-Corona Park	Criterios A y C/ Historia Social; Entretención y Recreación; Paisaje Diseñado  Mantiene integridad general	Elegible/ Contribuye con Flushing Meadows-Corona Park
	08101.012586	Puerta Principal de Entrada	1964	Elegible/ Contribuye con Flushing Meadows-Corona Park	Criterios A y C/ Historia Social; Entretención y Recreación; Paisaje Diseñado  Mantiene integridad general	Elegible/ Contribuye con Flushing Meadows-Corona Park






# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS PRELIMINARES

Imagen	No. USN	Nombre del Recurso	Fecha del Recurso	Estado NRHP Actual	Importancia	Estado RGA Recomendado
	08101.012608	Edificios de la Pasarela en la Entrada Principal	1964	Elegible/ Contribuye con Flushing Meadows- Corona Park	Criterios A y C/ Historia Social; Entretención y Recreación; Paisaje Diseñado  Mantiene integridad general	Elegible/ Contribuye con Flushing Meadows- Corona Park
	08101.012178	Puente Porpoise (puente con compuerta para flujo de marea)	c. 1936-37	Elegible Individualmente /elemento clave contribuyente con Flushing Meadows- Corona Park	Criterio C/ Ingeniería  POS: c. 1936- 1937  Mantiene integridad general	Elegible Individualmente /elemento clave contribuyente con Flushing Meadows- Corona Park



# RECONNAISSANCE ARCHITECTURAL SURVEY – PRELIMINARY RESULTS

Imagen	No. USN	Nombre del Recurso	Fecha del Recurso	Estado NRHP Actual	Importancia	Estado RGA Recomendado
	08101.012595	Arcos de Concreto - Ruina de 1964	c. 1964	Elegible/ Contribuye con Flushing Meadows-Corona Park	Criterios A y C/ Historia Social; Entretenimiento y Recreación; Paisaje Diseñado  Mantiene integridad general	Elegible/ Contribuye con Flushing Meadows-Corona Park





# PROGRAMACIÓN Y PRÓXIMOS PASOS

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## PROGRAMACIÓN

- Reunión en Noviembre para discutir efectos potenciales y alternativas preliminares
- Reunión en Enero para discutir alternativas/mitigación

## PRÓXIMOS PASOS

- Culminar cualquier trabajo de campo adicional para otras alternativas razonables
- Entregar los reportes de inspección a SHPO y Partes Consultoras para revisión
- FAA - identificar efectos potenciales a recursos históricos





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Colleen Alderson, Chief of Parklands  
New York City Department of Parks and Recreation  
The Arsenal, Central Park  
830 Fifth Avenue  
New York, NY 10065

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Alderson,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

The US Department of Transportation's Federal Aviation Administration (FAA) is responsible under the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. § 4321 et seq.), for preparing an Environmental Impact Statement (EIS) to assess the potential impacts of the proposed LaGuardia Airport Access Improvement Project and its enabling projects and connected actions (the proposed action). As the federal lead agency, FAA is intending to use the preparation of this EIS to comply with the concurrent statutory review process under Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in or eligible for listing in the National Register of Historic Places (NRHP).

With this letter, the FAA is inviting your organization to join as a Consulting Party in the Section 106 process. Early identification of important historic properties of concern to your organization will allow the FAA to consider ways to avoid or minimize potential impacts to those resources, as project plans and alternatives are developed and refined. We would be pleased to discuss the details of the proposed Project with you at a consulting parties meeting scheduled for Wednesday, September 18, 2019, from



10:00 a.m. to 12:00 p.m. at the Holiday Inn LaGuardia Airport located at 37-10 114th Street, Corona, New York.

The EIS will be prepared in accordance with Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508) and the procedures described in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, this EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of these cooperating and participating agencies.

The Port Authority has identified a proposed alternative for the Project (see **Exhibit 1**), which the FAA will assess along with other possible alternatives during an alternatives screening process currently underway. The Port Authority's proposal encompasses the following Project components:

- construction of an elevated dual-lane fixed guideway APM system approximately 2.3 miles in length that extends from the LGA Central Hall (Terminal B) Building (currently under unrelated construction) to the Metropolitan Transit Authority (MTA) Long Island Railroad (LIRR) Mets-Willets Point Station and the New York City Transit (NYCT) 7 Line Mets-Willets Point Station;
- construction of two on-Airport APM stations (Central Hall [Terminal B] APM Station; East [Terminal C and East Garage] APM Station);
- construction of one off-Airport (Willets Point) APM station at Mets-Willets Point that provides connections to the Mets-Willets Point LIRR and NYCT 7 Line stations;
- construction of a multi-level above ground APM operations, maintenance, and storage facility (OMSF) with integrated garage for 500 Airport employee parking spaces and replacement parking for Citi Field parking spaces that would be affected by the Proposed Action
- construction of passenger walkway systems compliant with the Americans with Disabilities Act to connect the APM stations to the Airport passenger terminals, ground transportation facilities; and parking facilities at the OMSF;
- construction of three traction power substations to provide power to the APM guideway: one located at the on-Airport East APM Station, another at the Willets Point APM Station, and the third at the OMSF;
- construction of a 27kV main substation located adjacent to the OMSF structure on MTA property; and
- construction of utilities infrastructure, both new and modified, as needed, to support the proposed Project.

The proposed Project also includes various enabling projects and connected actions, consisting principally of: utility relocation and demolition of certain existing facilities; construction of temporary and permanent parking facilities; demolition, reconstruction and/or relocation of the previously

identified National Register of Historic Places (NRHP)-eligible Passerelle Bridge (USN 08101.012570), a contributing element to the NRHP-eligible Flushing Meadows-Corona Park (USN 08101.012611); modifications to the MTA LIRR Mets-Willets Point Station, including service changes on the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage.

The elevated fixed guideway, APM stations, and OMSF would vary in height, depending on conditions and required clearances. The guideway would be supported on circular columns at intervals of approximately 120 feet on average and constructed using typical common deep pile foundation systems, including drilled shafts and tapertube piles. Overall, the guideway would range in height approximately 45 to 85 feet above sea level, corresponding to approximately 30 to 75 feet above grade. The standard width of the dual-lane guideway would measure 35 feet and diverge at the APM stations to accommodate station platforms. The tops of the on-Airport APM station facilities would measure approximately 102 feet in height. The tops of the Willets Point APM Station and OMSF facility would stand approximately 106 feet in height.

The FAA has not identified or endorsed any specific Project alternatives at this time, and any alternatives identified by the FAA in the future may differ substantially from the Port Authority's proposed alternative. The FAA is currently conducting cultural resources surveys for the Port Authority's proposed alternative and possible alternatives as they are developed, in order to identify historic properties that may be directly or indirectly effected by the Project.

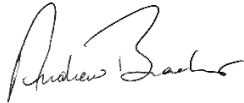
The FAA understands that the Port Authority's proposed alternative includes the proposed demolition, reconstruction, and/or relocation of the previously identified NRHP-eligible Passerelle Bridge (USN 08101.012570). The Port Authority's plans also include proposed alterations to the NRHP-eligible Pavilion on the Passerelle Bridge over the Long Island Railroad (LIRR) (USN 08101.012612), the Main Gate Entrance (USN 08101.012586), and the Passerelle Buildings at Main Entrance (USN 08101.012608). Collectively referred to as the Passerelle Bridge, all four resources are contributing elements to the NRHP-eligible Flushing Meadows-Corona Park historic district (USN 08101.012611).

We would appreciate you notifying us of your intention to participate in the Wednesday, September 18, 2019, from 10:00 a.m. to 12:00 p.m. Consulting Parties meeting at the Holiday Inn LaGuardia Airport (37-10 114th Street, Corona, New York) as soon as possible. To confirm your attendance in person, please contact Maria Bernardez with Ricondo at 312.606.0611, x374, or [mgbernardez@ricondo.com](mailto:mgbernardez@ricondo.com). Ricondo has been selected as the third-party contractor and is preparing the EIS under direction of the FAA.



If you have any questions or need additional information about participating in the Section 106 consultation process, please do not hesitate to contact me by email at [andrew.brooks@faa.gov](mailto:andrew.brooks@faa.gov) or by phone at 718-553-2511.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Brooks". The signature is fluid and cursive, with the first name "Andrew" and last name "Brooks" clearly distinguishable.

Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).

EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

September 9, 2019

Mr. John Arbuckle  
DOCOMOMO  
601 West 26th st  
Suite 325/10  
New York , NY 10001

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Arbuckle,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

The US Department of Transportation's Federal Aviation Administration (FAA) is responsible under the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. § 4321 et seq.), for preparing an Environmental Impact Statement (EIS) to assess the potential impacts of the proposed LaGuardia Airport Access Improvement Project and its enabling projects and connected actions (the proposed action). As the federal lead agency, FAA is intending to use the preparation of this EIS to comply with the concurrent statutory review process under Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in or eligible for listing in the National Register of Historic Places (NRHP).

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10:00 a.m. to 12:00 p.m. at the Holiday Inn LaGuardia Airport located at 37-10 114th Street, Corona, New York.

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- construction of utilities infrastructure, both new and modified, as needed, to support the proposed Project.

The proposed Project also includes various enabling projects and connected actions, consisting principally of: utility relocation and demolition of certain existing facilities; construction of temporary and permanent parking facilities; demolition, reconstruction and/or relocation of the previously



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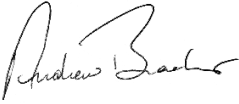
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Sincerely,

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's Proposed Action





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EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Professional Archaeologists of New York City (PANYC)  
P.O. Box 1503  
Murray Hill Station  
New York , NY 10156-1503

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Sir or Madam,

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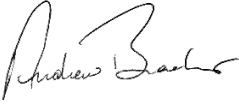
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We would appreciate you notifying us of your intention to participate in the Wednesday, September 18, 2019, from 10:00 a.m. to 12:00 p.m. Consulting Parties meeting at the Holiday Inn LaGuardia Airport (37-10 114th Street, Corona, New York) as soon as possible. To confirm your attendance in person, please contact Maria Bernardez with Ricondo at 312.606.0611, x374, or [mgbernardez@ricondo.com](mailto:mgbernardez@ricondo.com). Ricondo has been selected as the third-party contractor and is preparing the EIS under direction of the FAA.



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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).

EXHIBIT 1

PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Susan Bachor, Delaware Tribe Historic Preservation Representative  
Delaware Tribe  
5100 Tuxedo Blvd  
Bartlesville, OK 74006

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Bachor,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

The US Department of Transportation's Federal Aviation Administration (FAA) is responsible under the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. § 4321 et seq.), for preparing an Environmental Impact Statement (EIS) to assess the potential impacts of the proposed LaGuardia Airport Access Improvement Project and its enabling projects and connected actions (the proposed action). As the federal lead agency, FAA is intending to use the preparation of this EIS to comply with the concurrent statutory review process under Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in or eligible for listing in the National Register of Historic Places (NRHP).

With this letter, the FAA is inviting your organization to join as a Consulting Party in the Section 106 process. Early identification of important historic properties of concern to your organization will allow the FAA to consider ways to avoid or minimize potential impacts to those resources, as project plans and alternatives are developed and refined. We would be pleased to discuss the details of the proposed Project with you at a consulting parties meeting scheduled for Wednesday, September 18, 2019, from

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The EIS will be prepared in accordance with Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508) and the procedures described in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, this EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of these cooperating and participating agencies.

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- construction of an elevated dual-lane fixed guideway APM system approximately 2.3 miles in length that extends from the LGA Central Hall (Terminal B) Building (currently under unrelated construction) to the Metropolitan Transit Authority (MTA) Long Island Railroad (LIRR) Mets-Willets Point Station and the New York City Transit (NYCT) 7 Line Mets-Willets Point Station;
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- construction of passenger walkway systems compliant with the Americans with Disabilities Act to connect the APM stations to the Airport passenger terminals, ground transportation facilities; and parking facilities at the OMSF;
- construction of three traction power substations to provide power to the APM guideway: one located at the on-Airport East APM Station, another at the Willets Point APM Station, and the third at the OMSF;
- construction of a 27kV main substation located adjacent to the OMSF structure on MTA property; and
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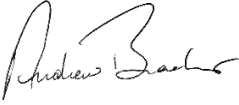
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





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EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Mr. Ajay Banga, Co-Chairperson  
Partnership for New York City  
One Battery Park Plaza  
5th Floor  
New York, NY 10005

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Banga,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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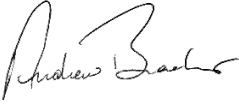
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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

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U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Mr. Simeon Bankoff, Executive Director  
Historic Districts Council  
232 East 11th Street  
New York , NY 10003

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Bankoff,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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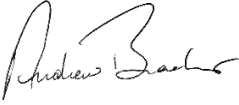
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U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Mr. Michael Braner, Chairperson  
The New York Landmarks Conservancy  
One Whitehall Street  
New York , NY 10004

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Braner,

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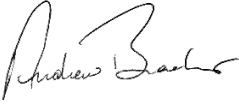
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).

EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Mr. David Bunn Martine  
Shinnecock Indian Nation  
P.O. Box 5006  
Southampton, NY 11969

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Bunn Martine,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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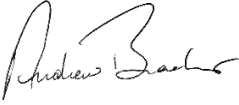
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





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EXHIBIT 1

PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Mr. Mark J. Coleman, Chairperson  
Queens Museum  
New York City Building  
Flushing Meadows Corona Park  
Queens, NY 11368

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Coleman,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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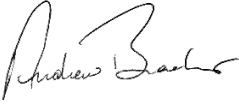
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U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Corona-East Elmhurst Historic Preservation Society  
P.O. Box 690304  
East Elmhurst, NY 11369-0304

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Environmental Program Manager  
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EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Beth Cumming, Senior Historic Site Restoration Coordinator  
New York State Division for Historic Preservation  
Peebles Island Resource Center  
One Delaware Ave North  
Cohoes, NY 12047

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Cumming,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

The US Department of Transportation's Federal Aviation Administration (FAA) is responsible under the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. § 4321 et seq.), for preparing an Environmental Impact Statement (EIS) to assess the potential impacts of the proposed LaGuardia Airport Access Improvement Project and its enabling projects and connected actions (the proposed action). As the federal lead agency, FAA is intending to use the preparation of this EIS to comply with the concurrent statutory review process under Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in or eligible for listing in the National Register of Historic Places (NRHP).

With this letter, the FAA is inviting your organization to join as a Consulting Party in the Section 106 process. Early identification of important historic properties of concern to your organization will allow the FAA to consider ways to avoid or minimize potential impacts to those resources, as project plans and alternatives are developed and refined. We would be pleased to discuss the details of the proposed Project with you at a consulting parties meeting scheduled for Wednesday, September 18, 2019, from



10:00 a.m. to 12:00 p.m. at the Holiday Inn LaGuardia Airport located at 37-10 114th Street, Corona, New York.

The EIS will be prepared in accordance with Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508) and the procedures described in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, this EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of these cooperating and participating agencies.

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- construction of three traction power substations to provide power to the APM guideway: one located at the on-Airport East APM Station, another at the Willets Point APM Station, and the third at the OMSF;
- construction of a 27kV main substation located adjacent to the OMSF structure on MTA property; and
- construction of utilities infrastructure, both new and modified, as needed, to support the proposed Project.

The proposed Project also includes various enabling projects and connected actions, consisting principally of: utility relocation and demolition of certain existing facilities; construction of temporary and permanent parking facilities; demolition, reconstruction and/or relocation of the previously

identified National Register of Historic Places (NRHP)-eligible Passerelle Bridge (USN 08101.012570), a contributing element to the NRHP-eligible Flushing Meadows-Corona Park (USN 08101.012611); modifications to the MTA LIRR Mets-Willets Point Station, including service changes on the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage.

The elevated fixed guideway, APM stations, and OMSF would vary in height, depending on conditions and required clearances. The guideway would be supported on circular columns at intervals of approximately 120 feet on average and constructed using typical common deep pile foundation systems, including drilled shafts and tapertube piles. Overall, the guideway would range in height approximately 45 to 85 feet above sea level, corresponding to approximately 30 to 75 feet above grade. The standard width of the dual-lane guideway would measure 35 feet and diverge at the APM stations to accommodate station platforms. The tops of the on-Airport APM station facilities would measure approximately 102 feet in height. The tops of the Willets Point APM Station and OMSF facility would stand approximately 106 feet in height.

The FAA has not identified or endorsed any specific Project alternatives at this time, and any alternatives identified by the FAA in the future may differ substantially from the Port Authority's proposed alternative. The FAA is currently conducting cultural resources surveys for the Port Authority's proposed alternative and possible alternatives as they are developed, in order to identify historic properties that may be directly or indirectly effected by the Project.

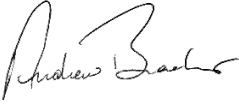
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If you have any questions or need additional information about participating in the Section 106 consultation process, please do not hesitate to contact me by email at [andrew.brooks@faa.gov](mailto:andrew.brooks@faa.gov) or by phone at 718-553-2511.

Sincerely,

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).







U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Mr. Matthew DiScenna, Senior Program Manager, LGA AirTrain  
Port Authority of New York and New Jersey  
4 World Trade Center  
150 Greenwich Street  
New York, NY 10006

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. DiScenna,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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With this letter, the FAA is inviting your organization to join as a Consulting Party in the Section 106 process. Early identification of important historic properties of concern to your organization will allow the FAA to consider ways to avoid or minimize potential impacts to those resources, as project plans and alternatives are developed and refined. We would be pleased to discuss the details of the proposed Project with you at a consulting parties meeting scheduled for Wednesday, September 18, 2019, from

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identified National Register of Historic Places (NRHP)-eligible Passerelle Bridge (USN 08101.012570), a contributing element to the NRHP-eligible Flushing Meadows-Corona Park (USN 08101.012611); modifications to the MTA LIRR Mets-Willets Point Station, including service changes on the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage.

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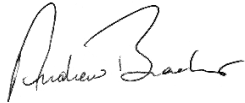
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If you have any questions or need additional information about participating in the Section 106 consultation process, please do not hesitate to contact me by email at [andrew.brooks@faa.gov](mailto:andrew.brooks@faa.gov) or by phone at 718-553-2511.

Sincerely,

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





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EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Renetta English, Chairperson  
Queens Community Board 3  
82-11 37th Avenue  
Suite 606  
Jackson Heights, NY 11372

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. English,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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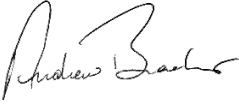
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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

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EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Mr. Timothy L. Gallagher, Senior Project Manager  
NYC Dept of City Planning  
253 Broadway  
14th Floor  
New York, NY 10007

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Gallagher,

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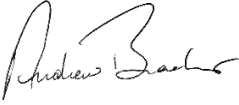
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We would appreciate you notifying us of your intention to participate in the Wednesday, September 18, 2019, from 10:00 a.m. to 12:00 p.m. Consulting Parties meeting at the Holiday Inn LaGuardia Airport (37-10 114th Street, Corona, New York) as soon as possible. To confirm your attendance in person, please contact Maria Bernardez with Ricondo at 312.606.0611, x374, or [mgbernardez@ricondo.com](mailto:mgbernardez@ricondo.com). Ricondo has been selected as the third-party contractor and is preparing the EIS under direction of the FAA.

If you have any questions or need additional information about participating in the Section 106 consultation process, please do not hesitate to contact me by email at [andrew.brooks@faa.gov](mailto:andrew.brooks@faa.gov) or by phone at 718-553-2511.

Sincerely,

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.









U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Mr. Nick Gulotta, Queens Borough Director  
Office of the Mayor  
253 Broadway  
14th Floor  
New York , NY 10007

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Gulotta,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

The US Department of Transportation's Federal Aviation Administration (FAA) is responsible under the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. § 4321 et seq.), for preparing an Environmental Impact Statement (EIS) to assess the potential impacts of the proposed LaGuardia Airport Access Improvement Project and its enabling projects and connected actions (the proposed action). As the federal lead agency, FAA is intending to use the preparation of this EIS to comply with the concurrent statutory review process under Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in or eligible for listing in the National Register of Historic Places (NRHP).

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- construction of passenger walkway systems compliant with the Americans with Disabilities Act to connect the APM stations to the Airport passenger terminals, ground transportation facilities; and parking facilities at the OMSF;
- construction of three traction power substations to provide power to the APM guideway: one located at the on-Airport East APM Station, another at the Willets Point APM Station, and the third at the OMSF;
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The proposed Project also includes various enabling projects and connected actions, consisting principally of: utility relocation and demolition of certain existing facilities; construction of temporary and permanent parking facilities; demolition, reconstruction and/or relocation of the previously

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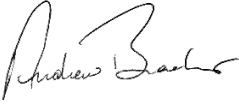
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).

EXHIBIT 1

PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Bonney Hartley, Tribal Historic Preservation Officer  
Stockbridge-Munsee Mohican Tribal Historic Preservation  
65 1st Street  
Troy, NY 12180

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Hartley,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

The US Department of Transportation's Federal Aviation Administration (FAA) is responsible under the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. § 4321 et seq.), for preparing an Environmental Impact Statement (EIS) to assess the potential impacts of the proposed LaGuardia Airport Access Improvement Project and its enabling projects and connected actions (the proposed action). As the federal lead agency, FAA is intending to use the preparation of this EIS to comply with the concurrent statutory review process under Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in or eligible for listing in the National Register of Historic Places (NRHP).

With this letter, the FAA is inviting your organization to join as a Consulting Party in the Section 106 process. Early identification of important historic properties of concern to your organization will allow the FAA to consider ways to avoid or minimize potential impacts to those resources, as project plans and alternatives are developed and refined. We would be pleased to discuss the details of the proposed Project with you at a consulting parties meeting scheduled for Wednesday, September 18, 2019, from

10:00 a.m. to 12:00 p.m. at the Holiday Inn LaGuardia Airport located at 37-10 114th Street, Corona, New York.

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identified National Register of Historic Places (NRHP)-eligible Passerelle Bridge (USN 08101.012570), a contributing element to the NRHP-eligible Flushing Meadows-Corona Park (USN 08101.012611); modifications to the MTA LIRR Mets-Willets Point Station, including service changes on the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage.

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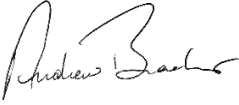
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).

EXHIBIT 1

PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Kathleen Joy, Assistant Counsel  
New York State Department of Transportation  
50 Wolf Road  
Albany, NY 12232

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Joy,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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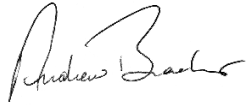
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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





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EXHIBIT 1

PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Christy MacLear, Chairperson  
The Municipal Art Society of New York  
488 Madison Ave  
Suite 1900  
New York , NY 10022

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. MacLear,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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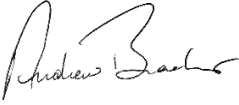
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).

EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Haeda Mihaltses, Vice President, External Affairs  
New York Mets  
120-01 Roosevelt Ave  
Queens, NY 11368

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Mihaltses,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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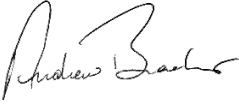
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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

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EXHIBIT 1

PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

National Trust for Historic Preservation  
2600 Virginia Avenue NW  
Suite 1100  
Washington, DC 20037

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Sir or Madam,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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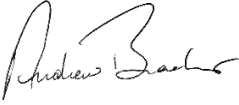
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EXHIBIT 1

PORT AUTHORITY'S PROPOSED ACTION







U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Michele Samuelson-Jaiswal, Project Manager  
New York City Department of Transportation  
55 Water Street  
9th Floor  
New York, NY 10041

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Samuelson-Jaiswal,

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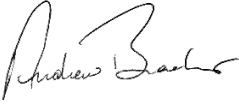
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Drawing: P:\Project-Chicago\PANYNJ\LGA AirTrain EIS\07 - AutoCAD\LGA - Proposed Airtrain Alignment\_20190805.dwgLayout: Exhibit 1- Proposed Action Plotted: Aug 15, 2019, 04:42PM





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Gina Santucci, Environmental Review Coordinator  
New York City Landmarks Preservation Commission  
1 Centre Street  
9th Floor North  
New York, NY 10007

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

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- construction of utilities infrastructure, both new and modified, as needed, to support the proposed Project.

The proposed Project also includes various enabling projects and connected actions, consisting principally of: utility relocation and demolition of certain existing facilities; construction of temporary and permanent parking facilities; demolition, reconstruction and/or relocation of the previously



identified National Register of Historic Places (NRHP)-eligible Passerelle Bridge (USN 08101.012570), a contributing element to the NRHP-eligible Flushing Meadows-Corona Park (USN 08101.012611); modifications to the MTA LIRR Mets-Willets Point Station, including service changes on the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage.

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).



Drawing: P:\Project-Chicago\PANYNJ\LGA AirTrain EIS\07 - AutoCAD\LGA - Proposed Airtrain Alignment\_20190805.dwgLayout: Exhibit 1- Proposed Action Plotted: Aug 15, 2019, 04:42PM





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Mr. Carlo A. Scissura, President & CEO  
New York Buildings Congress  
1040 Avenue of the Americas  
21st Fl  
New York , NY 10018

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Scissura,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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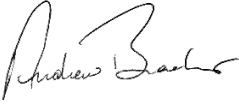
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Sincerely,

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).

EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Patricia B. Sherwood, President  
Queens Historical Society  
143-35 37th Avenue  
Flushing, NY 11354

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Sherwood,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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With this letter, the FAA is inviting your organization to join as a Consulting Party in the Section 106 process. Early identification of important historic properties of concern to your organization will allow the FAA to consider ways to avoid or minimize potential impacts to those resources, as project plans and alternatives are developed and refined. We would be pleased to discuss the details of the proposed Project with you at a consulting parties meeting scheduled for Wednesday, September 18, 2019, from

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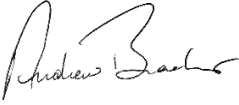
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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





EXHIBIT 1

PORT AUTHORITY'S PROPOSED ACTION







U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Sarah C. Stokely, Program Analyst  
Advisory Council on Historic Preservation  
401 F Street NW  
Suite 308  
Washington, DC 20001

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Stokely,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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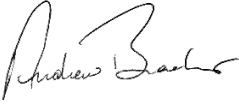
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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

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EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Erin Thompson, Director, Cultural Resources/Section106  
Delaware Nation  
31064 State Highway  
281 Building 100  
Anadarko, OK 73005

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Thompson,

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10:00 a.m. to 12:00 p.m. at the Holiday Inn LaGuardia Airport located at 37-10 114th Street, Corona, New York.

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The proposed Project also includes various enabling projects and connected actions, consisting principally of: utility relocation and demolition of certain existing facilities; construction of temporary and permanent parking facilities; demolition, reconstruction and/or relocation of the previously



identified National Register of Historic Places (NRHP)-eligible Passerelle Bridge (USN 08101.012570), a contributing element to the NRHP-eligible Flushing Meadows-Corona Park (USN 08101.012611); modifications to the MTA LIRR Mets-Willets Point Station, including service changes on the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage.

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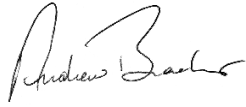
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).

EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Mr. Louis Walker, Chairperson  
Queens Community Board 4  
46-11 104th Street  
Corona, NY 11368

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Walker,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA. The Port Authority's proposal would also ensure adequate parking for Airport employees.

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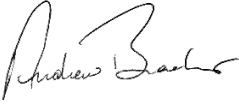
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cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.









U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Ms. Liz Waytkus  
DOCOMOMO  
601 West 26th st  
Suite 325/10  
New York , NY 10001

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Waytkus,

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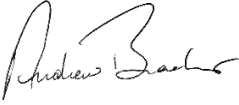
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EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

August 21, 2019

Mr. Daniel Zausner, Chief Operating Officer  
United States Tennis Association  
USTA Billie Jean King National Tennis Center,  
Flushing Meadows - Corona Park  
Flushing, NY 11368

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

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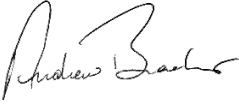
The FAA understands that the Port Authority's proposed alternative includes the proposed demolition, reconstruction, and/or relocation of the previously identified NRHP-eligible Passerelle Bridge (USN 08101.012570). The Port Authority's plans also include proposed alterations to the NRHP-eligible Pavilion on the Passerelle Bridge over the Long Island Railroad (LIRR) (USN 08101.012612), the Main Gate Entrance (USN 08101.012586), and the Passerelle Buildings at Main Entrance (USN 08101.012608). Collectively referred to as the Passerelle Bridge, all four resources are contributing elements to the NRHP-eligible Flushing Meadows-Corona Park historic district (USN 08101.012611).

We would appreciate you notifying us of your intention to participate in the Wednesday, September 18, 2019, from 10:00 a.m. to 12:00 p.m. Consulting Parties meeting at the Holiday Inn LaGuardia Airport (37-10 114th Street, Corona, New York) as soon as possible. To confirm your attendance in person, please contact Maria Bernardez with Ricondo at 312.606.0611, x374, or [mgbernardez@ricondo.com](mailto:mgbernardez@ricondo.com). Ricondo has been selected as the third-party contractor and is preparing the EIS under direction of the FAA.



If you have any questions or need additional information about participating in the Section 106 consultation process, please do not hesitate to contact me by email at [andrew.brooks@faa.gov](mailto:andrew.brooks@faa.gov) or by phone at 718-553-2511.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Brooks". The signature is fluid and cursive, with the first name "Andrew" and last name "Brooks" clearly distinguishable.

Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA

Attachments: Exhibit 1- Port Authority's proposed action.





SOURCE: Port Authority New York New Jersey, July 2018 (aerial image); Ricondo & Associates, Inc., July 2019 (project components).

EXHIBIT 1



PORT AUTHORITY'S PROPOSED ACTION





## APPENDIX K.9.3

# Consulting Parties Meeting #2 Materials

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# LGA Access Improvement Project EIS

November 14, 2019

## Section 106 Consulting Parties Briefing

10:00 a.m. EDT

18061104

MEETING FACILITATOR(s): A. Brooks; P. Hayden; M. L. Rainey

NOTE TAKER(S): M. Bernardez, W. Yu

ATTENDEES	REPRESENTING
<u>FEDERAL AGENCIES</u>	
Sarah Stokely	Advisory Council on Historic Preservation
<u>STATE AGENCIES</u>	
Jacob Balter	MTA - Long Island Rail Road
Adam McCool	MTA - Long Island Rail Road
Kathleen Joy	New York State Department of Transportation
Leoncio Romero	New York State Department of Transportation
<u>CITY AGENCIES/ORGANIZATIONS</u>	
Tim Gallagher	Mayor's Office
Meira Berkower	NYC Department of Parks and Recreation
David Cuff	NYC Department of Parks and Recreation
Michael Bradley	NYC Department of Parks and Recreation
Bill Meehan	Queens Community Board 3
Renetta English	Queens Community Board 3
Warren Schreiber	Queens Community Board 7
Michael Papagianakis	New York Building Congress
Frank Taylor	Ditmars Boulevard Block Association
Lisa Atkins	Queens Borough President's Office
<u>Federal Aviation Administration (FAA)</u>	
Andrew Brooks	FAA
Marie Jenet	FAA
Andrew Teodorescu	FAA
John Doyle	FAA
Jean Wolfers-Lawrence	FAA



ATTENDEES	REPRESENTING
<u>EIS TEAM</u>	
Mary Lynne Rainey	RGA
Philip Hayden	RGA
Dave Full	RS&H
Kevin Narvaez	Envision
John Williams	Ricondo
Stephen Culberson	Ricondo
Maria Bernardez	Ricondo
Wendy Yu	DY Consultants
<u>Port Authority of New York &amp; New Jersey (Port Authority)</u>	
Matt DiScenna	Port Authority
Michelle Cohen	Port Authority
James Beers	Port Authority
John Vicinanza	Port Authority
Hersh Parekh	Port Authority
Jessica Puliafaco	Port Authority
Claudia Cooney	AKRF
Carol Wynperle	WSP
Wendy Wenster	Li/Saltzman Architects
Michal Mrowiec	STV Inc

## SUMMARY OF MEETING DISCUSSION

### 1. INTRODUCTIONS/AGENDA REVIEW

Andrew Brooks (FAA) introduced himself and the EIS Team then requested that everyone in attendance, both in person and by telephone, identify themselves and their affiliation.

### 2. REVIEW OF SECTION 106 PROCESS

A presentation was shown with an overview of the National Historic Preservation Act (NHPA) Section 106 Process. Section 106 requires federal agencies to take into account the effect of their undertakings (proposed projects they carry out, assist, fund, permit, license or approve) on historic properties. These are defined as resources listed in or eligible for listing in the National Register of Historic Places (NRHP). As lead federal agency, FAA is responsible for consulting with the SHPO, Native American tribes, representatives of local governments, historic preservation organizations, and others with an interest in the effects of the undertaking on historic resources. FAA has identified an Area of Potential Effects (APE) for the proposed project, with which the SHPO has concurred.

To be eligible for listing in the NRHP, resources have to meet proscribed eligibility criteria found in the regulations. If a resource is deemed eligible for listing in the NRHP, the potential effects of a federally funded or permitted project on that historic property need to be assessed. Effects determinations can include: No Historic Properties Affected, No Effect on Historic Properties, No Adverse Effect on Historic Properties, or Adverse Effect on Historic Properties. If a proposed project would have a potential Adverse Effect, that effect needs to be addressed through consultation with identified Consulting Parties to consider ways to avoid, minimize, or mitigate the adverse effect. The views of the public are also taken into account through the concurrent Environmental Impact Statement (EIS) process under the National Environmental Policy Act (NEPA). It was explained that FAA has not made any final recommendations on the eligibility of historic properties or determinations on potential effects of the proposed project on historic resources.

Within the four-step Section 106 process (Identify, Evaluate, Assess, Resolve), the FAA is currently in the Evaluation phase, to determine which resources are eligible for listing in the NRHP.

### 3. PORT AUTHORITY'S PROPOSED ALTERNATIVE

The presentation continued showing that a range of Alternatives was considered, which FAA has independently evaluated. Alternatives were identified from different sources including:

- Port Authority of New York and New Jersey planning
- Literature review of similar past studies
- Scoping process
- Other potentially reasonable options identified during evaluation process

The Port Authority's proposed Alternative was explained next. Certain connected actions to this alternative are anticipated. Connected actions include:

- Relocation of the Passerelle Pedestrian Bridge
- Improvements to the Metropolitan Transportation Authority Long Island Rail Road Mets-Willets Point Station:
  - Two new platforms
  - Four new tracks within the station
  - New crossovers and signal system
- Relocation of World's Fair Marina facilities
- Utility relocations and improvements

The relocation of a portion of the World's Fair Marina facilities would include a boat yard, finger pier, boat lift, New York City Parks Operations Center, and associated parking. These facilities would be relocated east of the existing location, as shown on a slide.



#### 4. ARCHAEOLOGY AND ARCHITECTURE SURVEY RESULTS

Richard Grubb & Associates, Inc., (RGA), cultural resources sub-consultants working on behalf of Ricondo & Associates, Inc. (Ricondo), the prime environmental consultant for the FAA's EIS document, completed two cultural resources investigations. Both reports have been submitted to the New York State Historic Preservation Officer (SHPO) and the Consulting Parties for their review and comment.

The Phase 1A Archaeological Sensitivity Assessment goals and methods were explained, including research on previously identified historic and prehistoric archaeological sites and prior cultural resources surveys within or near the APE. Research also addressed the environmental setting of the APE over the last approximately 12,000 years. The potential for archaeological resources to be identified in undisturbed natural strata within the APE was considered. The research concluded that no terrestrial or near-shore submerged cultural resources have been identified to date in or near the direct APE and the direct APE for the Port Authority's Proposed Alternative has low archaeological sensitivity.

The Reconnaissance Architectural Survey goals and methods were also reviewed. Above-ground resources within the APE over 45 years of age and identified for consideration were explained using maps and colored keys. The investigation examined 23 previously recorded resources and 127 newly identified resources. Of these, 30 resources were selected for special consideration because of their greater than average potential to meet the NRHP eligibility criteria. The remaining newly identified resources were found to lack the requisite level of integrity necessary to convey historic significance and were therefore not advanced for additional analysis. As a result of the investigation, the survey identified seven NRHP-eligible historic properties and associated contributing elements within the APE. All seven were previously identified as a result of other cultural resources investigations. These were explained individually in detail:

USN No.	Name	NRHP Criteria	NRHP Eligibility
08101.012611	Flushing Meadows-Corona Park (Historic District)	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture	Individually Eligible
08101.012570	Passerelle Bridge	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture	Eligible/ Contributing to Flushing Meadows-Corona Park
08101.012612	Pavilion on the Passerelle Bridge (over the LIRR)	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture	Eligible/ Contributing to Flushing Meadows-Corona Park
08101.012586	Main Gate Entrance	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture	Eligible/ Contributing to Flushing Meadows-Corona Park
08101.012608	Passerelle Buildings at Main Entrance	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture	Eligible/ Contributing to Flushing Meadows-Corona Park
08101.012595	Concrete Arches	Criteria A & C/Social History; Entertainment/ Recreation; Community Planning and Development; Landscape Architecture	Eligible/ Contributing to Flushing Meadows-Corona Park
08101.012178	Porpoise Bridge (tidal gate bridge)- BIN 2270690	Criterion C/ Engineering	Individually Eligible/key contributing to Flushing Meadows-Corona Park

FAA is seeking input and comments from the Consulting Parties on the survey reports and the recommendations for National Register eligibility for the properties examined within the APE. Comments on the survey reports were requested by close of business on November 22. FAA will consider all comments received in developing final determinations of eligibility for listing on the National Register of Historic Places in consultation with the SHPO.

## 5. CONSIDERING EFFECTS AND METHODS TO ADDRESS IMPACTS

Philip Hayden (RGA) explained the overall criteria of adverse effects for any project, the types of effects possible under the Section 106 evaluation process, and then he explained adverse effects and gave general examples of adverse effects. An adverse effect occurs when an undertaking alters, directly or indirectly, any of the characteristics of an historic property that would qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. In other words, integrity must continue to exist to convey historic significance.

Andrew Brooks (FAA) explained the current condition of the Passerelle Bridge and plans to replace the bridge by NYC Parks even if the Port Authority's Proposed Alternative is not implemented. However, because the Port Authority's Proposed Alternative would affect the Passerelle Bridge, plans to replace the bridge have been incorporated into the overall project. The Port Authority has initiated dialogue with NYC Parks, as well as the U.S. Tennis Association (USTA) and the Mets organization, which host events at the USTA Billie Jean King National Tennis Center and Citi Field, respectively, throughout the year.

Questions were raised about impacts to the Passerelle Bridge:

- If it wasn't for the proposed project, would the Passerelle Bridge be relocated or renovated? The answer given was that the Bridge has reached the end of its useful life and is in need of rehabilitation. NYC Parks, owner of the Bridge, had developed plans and identified funds to replace the bridge. Those plans were put on hold, however, after the Port Authority proposed replacing the bridge to accommodate an automated people mover (APM) Station at Mets-Willets Point.
- What happens to the historic status of the Passerelle Bridge after the relocation? Once relocated, would it preserve its eligibility as a historical resource? The answer given was that the undertaking would affect the integrity of the bridge; demolition of a historic property is an adverse effect. Once the historic property is removed and no longer exists, then it would no longer be eligible for the NRHP. The removal of the bridge, the footprint of which constitutes part of the boundary of the Flushing Meadows-Corona Park, raises the question whether or not the boundary of the eligible Park would also change as a result of the loss of the bridge. If the bridge were replaced in its current location, it would still be an adverse effect because the original structure would no longer exist.

The existing conditions at the Passerelle Bridge were then compared with the Port Authority's Proposed Alternative at the same location for the purposes of understanding the current conceptual design and for considering potential effects. Different elements of the Port Authority's proposed action were presented, including vertical circulation, walking areas, and connectivity to the rail transit stations and the Park. Specifically, the proposed action includes removal of the existing Passerelle bridge to make way for an elevated AirTrain Station; construction of a new Passerelle bridge on a parallel alignment; removal of the Pavilion on the Passerelle Bridge (over the LIRR); the Main



Entrance Gate canopy would be preserved, restored, and reinstalled in its current location; the pedestrian ramp between the Passerelle Buildings would be reconfigured to comply with the Americans with Disabilities Act (ADA); and potential renovations would take place to the roof decks of the two flanking buildings. The design as a whole is still being developed.

## 6. GENERAL DISCUSSION

Questions raised:

- What is the MTA's input on the AirTrain alignment above Corona Yard? Response: The proposed alignment of the Port Authority's Proposed Alternative has been coordinated with MTA. The Port Authority will be coordinating construction staging and phasing to minimize effects to MTA operations.
- Will the ramp be ADA accessible and will there be an elevator from the Passerelle Bridge to the LIRR, as it currently has stairs? Response: The proposed design would be ADA compliant, providing accessibility options that do not currently exist.
- Will the catering hall at the World's Fair Marina be relocated? What will replace the boat yard? Response: The catering hall is 500 feet to the southeast of the existing boatlift and finger pier; it would not be relocated or physically impacted. The boat yard and surrounding facilities would be relocated approximately 1800 feet to the east; the existing boatyard would be made into a parking area to replace the parking area that would be displaced due to the relocated boatyard.
- How many parking spaces will be relocated in the proposed parking garage? Is the proposed parking area currently used for parking? Response: The area where the proposed Operations, Maintenance, and Storage Facility (OMSF) would be located is currently used for 200 Mets overflow parking and MTA parking spaces. Areas north of Roosevelt Avenue have been identified for temporary relocation of parking during construction. These parking areas would be coordinated with the City. Permanent replacement parking spaces are being incorporated into the OMSF.
- Is there an impact to the gasoline station along the Grand Central Parkway east of LGA? Response: FAA has not begun its evaluation of impacts yet. The gasoline station has not been identified as a historic property, but effects to it will be evaluated as part of the EIS process.

## 7. SCHEDULE/NEXT STEPS

- Comments on the Phase 1A Archaeological Survey Report and the Historical Reconnaissance Report are due from Consulting Parties Friday, November 22. FAA will be evaluating recommendations for determinations of eligibility for listing in the NRHP, as well as identifying potential effects on those historic properties that meet NRHP eligibility criteria.
- Next Consulting Parties Meeting will be held on January 15, 2020 to discuss the effects evaluation and identify opportunities for avoidance, minimization and mitigation measures to resolve any adverse effects.
- The Draft EIS will have a 45-day comment period and public hearings/public workshops.
- The Final EIS is scheduled for release in Q1 2021.

# Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) del Proyecto de Mejoramiento del Acceso a LGA

Noviembre 14, 2019

## Reunión de Consulta de la Sección 106

10:00 a.m. EDT

18061104

**FACILITADORES:** A. Brooks; P. Hayden; M. L. Rainey

**TOMANDO NOTAS:** M. Bernardez, W. Yu

ASISTENTES	REPRESENTANDO
<u>FEDERAL AGENCIES</u>	
Sarah Stokely	Consejo Asesor en Preservación Histórica
<u>AGENCIAS ESTATALES</u>	
Jacob Balter	Autoridad de Transporte Metropolitano (MTA)- Tren de Long Island (LIRR)
Adam McCool	Autoridad de Transporte Metropolitano (MTA)- Tren de Long Island (LIRR)
Kathleen Joy	Departamento de Transporte del Estado de Nueva York (NYSDOT)
Leoncio Romero	Departamento de Transporte del Estado de Nueva York (NYSDOT)
<u>AGENCIAS DE LA CIUDAD/ORGANIZACIONES</u>	
Tim Gallagher	Oficina del Alcalde
Meira Berkower	Departamento de Parques y Recreación de la Ciudad de Nueva York (NYC Parks)
David Cuff	Departamento de Parques y Recreación de la Ciudad de Nueva York (NYC Parks)
Michael Bradley	Departamento de Parques y Recreación de la Ciudad de Nueva York (NYC Parks)
Bill Meehan	Junta Comunitaria de Queens 3
Renetta English	Junta Comunitaria de Queens 3
Warren Schreiber	Junta Comunitaria de Queens 7
Michael Papagianakis	Congreso de Construcción de Nueva York
Frank Taylor	Asociación del Bloque Boulevard Ditmars
Lisa Atkins	Oficina del Presidente del Vecindario de Queens
<u>ADMINISTRACIÓN FEDERAL DE AVIACIÓN (FAA)</u>	
Andrew Brooks	Administración Federal de Aviación (FAA)
Marie Jenet	Administración Federal de Aviación (FAA)
Andrew Teodorescu	Administración Federal de Aviación (FAA)
John Doyle	Administración Federal de Aviación (FAA)
Jean Wolfers-Lawrence	Administración Federal de Aviación (FAA)



ASISTENTES	REPRESENTANDO
<u>EQUIPO DEL EIS</u>	
Mary Lynne Rainey	RGA
Philip Hayden	RGA
Dave Full	RS&H
Kevin Narvaez	Envision
John Williams	Ricondo
Stephen Culberson	Ricondo
Maria Bernardez	Ricondo
Wendy Yu	DY Consultores
<u>AUTORIDAD PORTUARIA DE NUEVA YORK Y NUEVA JERSEY (AUTORIDAD PORTUARIA)</u>	
Matt DiScenna	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
Michelle Cohen	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
James Beers	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
John Vicinanza	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
Hersh Parekh	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
Jessica Puliafaco	Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ)
Claudia Cooney	AKRF
Carol Wynperle	WSP
Wendy Wenster	Li/Saltzman Arquitectos
Michal Mrowiec	STV Inc

## RESUMEN DEL CONTENIDO DE LA REUNIÓN

### 1. INTRODUCCIONES/REVISIÓN DE LA AGENDA

Andrew Brooks (FAA) se presentó a sí mismo y el equipo del EIS procedió a solicitar que todos los presentes, tanto en persona como por vía telefónica, se identificaran a sí mismos e identificaran su afiliación.

### 2. REVISIÓN DEL PROCESO DE SECCIÓN 106

Se mostró una presentación con un resumen del Proceso de la Sección 106 del Acta Nacional de Preservación Histórica (NHPA, por sus siglas en inglés). La Sección 106 requiere que las agencias federales consideren el efecto de sus proyectos (proyectos propuestos que ellas realicen, asistan, financien, autoricen, licencien, o aprueben) en propiedades históricas. Éstas son definidas como recursos listados o elegibles para ser listados en el Registro Nacional de Sitios Históricos (NRHP, por sus siglas en inglés). Como la agencia federal líder, FAA es responsable de consultar con el SHPO, tribus Nativo Americanas, representantes de gobiernos locales, organizaciones de preservación histórica y otros con un interés en los efectos del proyecto en recursos históricos. FAA ha identificado un Área de Efectos Potenciales (APE, por sus siglas en inglés) para el proyecto propuesto, con el cual el SHPO ha coincidido.

Para ser elegibles para ser listados en el NRHP, los recursos deben cumplir con los criterios de elegibilidad prescritos encontrados en las regulaciones. Si un recurso es determinado elegible para ser listado en el NRHP, se deben evaluar los efectos potenciales que un proyecto financiado o autorizado a nivel federal pueda tener en esa propiedad histórica. Las Determinaciones de Efectos pueden incluir: No hay Propiedades Históricas Afectadas, No hay Efectos en Propiedades Históricas, No hay Efectos Adversos en Propiedades Históricas, o Efectos Adversos en Propiedades Históricas. Si un proyecto propuesto tendría un potencial Efecto Adverso, ese efecto necesita ser afrontado a través de consulta con las Partes Consultoras identificadas para considerar maneras de evitar, minimizar o mitigar el efecto adverso. Los puntos de vista del público también son tomados en cuenta a través del proceso concurrente de Declaración de Impacto Ambiental (EIS) bajo el Acta Nacional de Política Ambiental (NEPA, por sus siglas en inglés). Se explicó que FAA no ha hecho ninguna recomendación final sobre la elegibilidad de propiedades históricas ni ha hecho determinaciones sobre efectos potenciales del proyecto propuesto en recursos históricos.

En el marco del proceso de cuatro pasos de la Sección 106 (Identificar, Evaluar, Valorar, Resolución), la FAA se encuentra actualmente en la fase de Evaluación, para determinar cuáles recursos son elegibles para ser listados en el NRHP.

### 3. ALTERNATIVA PROPUESTA POR LA AUTORIDAD PORTUARIA

La presentación continuó mostrando el rango de Alternativas que fueron consideradas, las cuales FAA ha evaluado independientemente. Las Alternativas fueron identificadas a través de diferentes fuentes incluyendo:

- Planificación de la Autoridad Portuaria de Nueva York y Nueva Jersey
- Revisión literaria de estudios pasados
- Proceso de determinación de alcance
- Otras opciones potencialmente razonables identificadas durante el proceso de evaluación

A continuación se explicó la Alternativa propuesta por la Autoridad Portuaria. Se anticipan ciertas acciones conectadas con esta Alternativa. Las acciones conectadas incluyen:

- Reubicación del Puente Peatonal Pasarela
- Mejoramientos a la Estación Long Island Rail Road Mets-Willets Point de la Autoridad Metropolitana de Transporte:
  - Dos plataformas nuevas
  - Cuatro vías nuevas dentro de la estación
  - Nuevo sistema de intersecciones y señales semáforo
- Reubicación de las instalaciones de la Marina de la Feria Mundial (World's Fair)
- Reubicación y mejoramiento de servicios públicos

La reubicación de una porción de las instalaciones de la Marina de la Feria Mundial incluiría al almacén de botes, muelle, elevador de botes, Centro de Operaciones de Parques de la Ciudad de Nueva York, y estacionamiento asociado. Estas instalaciones serían reubicadas al este de su ubicación actual, como se muestra en la diapositiva.



#### 4. RESULTADOS DE LAS INSPECCIONES DE ARQUEOLOGÍA Y ARQUITECTURA

Richard Grubb y Asociados, Inc., (RGA), sub-consultor de recursos culturales, trabajando en nombre de Ricondo y Asociados, Inc. (Ricondo), el consultor Ambiental principal para el documento EIS de FAA, completó dos investigaciones de recursos culturales. Ambos reportes han sido entregados al Oficial de Preservación Histórica del Estado de Nueva York (SHPO, por sus siglas en inglés) y a las Partes Consultoras para obtener su revisión y comentarios.

Las metas y métodos de la Fase 1A Evaluación de Sensibilidad Arqueológica fueron explicados, incluyendo investigaciones en sitios arqueológicos históricos y prehistóricos previamente identificados, e inspecciones culturales previas dentro o cerca del Área de Efectos Potenciales (APE, por sus siglas en inglés). Las investigaciones también abordaron el escenario Ambiental del APE en los últimos 12.000 años aproximadamente. Se consideró el potencial de identificar recursos arqueológicos en estratos naturales no perturbados dentro del APE. Las investigaciones concluyeron que no ha sido identificados hasta la fecha recursos culturales terrestres o en la costa cercana, dentro o cerca del APE directo, y el APE directo para la Alternativa Propuesta por la Autoridad Portuaria tiene baja sensibilidad arqueológica

También se reseñaron las metas y métodos de la Inspección Arquitectónica de Reconocimiento. Se explicaron los recursos sobre el nivel del suelo con más de 45 años de antigüedad dentro del APE e identificados para consideración, utilizando mapas y claves de color. La investigación examinó 23 recursos previamente registrados y 127 recursos recién identificados. De éstos, 30 recursos fueron seleccionados para consideración especial debido a su potencial, mayor que el promedio, de cumplir con el criterio de elegibilidad del NRHP. Se encontró que los recursos restantes, recientemente identificados, carecían del nivel de integridad requerido para transmitir significado histórico y por lo tanto no fueron avanzados para análisis adicional. Como resultado de la investigación, la inspección identificó siete propiedades históricas elegibles para el NRHP y elementos contribuyentes asociados dentro del APE. Los siete habían sido identificados previamente como resultado de otras investigaciones de recursos culturales. Éstos fueron explicados individualmente en detalle:

No. USN	Nombre	Criterio NRHP	Elegibilidad NRHP
08101.012611	Parque Flushing Meadows-Corona (Distrito Histórico)	Criterios A & C/Historia Social; Entretenimiento/Recreación; Planificación Comunitaria y Desarrollo; Arquitectura Paisajística	Elegible Individualmente
08101.012570	Puente Pasarela	Criterios A & C/Historia Social; Entretenimiento/Recreación; Planificación Comunitaria y Desarrollo; Arquitectura Paisajística	Elegible / Contribuye al Parque Flushing Meadows-Corona
08101.012612	Pabellón en el Puente Pasarela (sobre la Estación LIRR)	Criterios A & C/Historia Social; Entretenimiento/Recreación; Planificación Comunitaria y Desarrollo; Arquitectura Paisajística	Elegible / Contribuye al Parque Flushing Meadows-Corona
08101.012586	Puerta de Entrada Principal	Criterios A & C/Historia Social; Entretenimiento/Recreación; Planificación Comunitaria y Desarrollo; Arquitectura Paisajística	Elegible / Contribuye al Parque Flushing Meadows-Corona

08101.012608	Edificios de la Pasarela en la Entrada Principal	Criterios A & C/Historia Social; Entretenimiento/Recreación; Planificación Comunitaria y Desarrollo; Arquitectura Paisajística	Elegible / Contribuye al Parque Flushing Meadows-Corona
08101.012595	Arcos de Concreto	Criterios A & C/Historia Social; Entretenimiento/Recreación; Planificación Comunitaria y Desarrollo; Arquitectura Paisajística	Elegible / Contribuye al Parque Flushing Meadows-Corona
08101.012178	Puente Porpoise (Puente con compuerta para la marea) - BIN 2270690	Criterio C/ Ingeniería	Elegible Individualmente/ Contribuyente Clave con el Parque Flushing Meadows-Corona

FAA está solicitando contribuciones de información y comentarios de las Partes Consultoras acerca de los reportes de inspección y acerca de las recomendaciones de elegibilidad para el Registro Nacional de las propiedades examinadas dentro del APE. Los comentarios acerca de los reportes de inspección se solicitaron para final del día Noviembre 22, a más tardar. FAA considerará todos los comentarios recibidos al desarrollar determinaciones finales de elegibilidad para el listado en el Registro Nacional de Sitios Históricos, en Consulta con el SHPO.

## 5. CONSIDERACIÓN DE EFECTOS Y MÉTODOS PARA AFRONTAR IMPACTOS

Philip Hayden (RGA) explicó los criterios generales para efectos adversos en cualquier proyecto, los tipos de efectos posibles bajo el proceso de evaluación de la Sección 106, también explicó los tipos de efectos adversos y dio ejemplos generales de efectos adversos. Un efecto adverso ocurre cuando un proyecto altera, directa o indirectamente, cualquiera de las características de una propiedad histórica que la harían calificar para su inclusión en el NRHP, de una manera que disminuiría la integridad de la ubicación de la propiedad, su diseño, ambiente, materiales, mano de obra, sensación o asociación. En otras palabras, la integridad debe continuar existiendo para transmitir significado histórico.

Andrew Brooks (FAA) explicó cuál es la condición actual del Puente Pasarela y los planes de Parques de NYC reemplazar el puente incluso si la Alternativa Propuesta por la Autoridad Portuaria no se implementa. Sin embargo, debido a que la Alternativa Propuesta por la Autoridad Portuaria afectaría el Puente Pasarela, se han incorporado planes para reemplazar el puente dentro del proyecto global. La Autoridad Portuaria ha iniciado diálogo con Parques de NYC, así como con la Asociación de Tenis de U.S. (USTA) y la organización Mets, quienes presentan eventos en el Centro de Tenis Nacional de la USTA Billie Jean King y en el Citi Field, respectivamente, a lo largo del año.

Se formularon preguntas acerca de los impactos en el Puente Pasarela:

- ¿Si no fuera por el proyecto propuesto, el Puente Pasarela sería igualmente reubicado o renovado? La respuesta proporcionada fue que el Puente ha llegado al final de su vida útil y necesita rehabilitación. Parques NYC, propietarios del Puente, había desarrollado planes e identificado fondos para reemplazar el Puente. Sin embargo, estos planes fueron suspendidos cuando la Autoridad Portuaria propuso reemplazar



el puente para hacer espacio para una estación de movilizador de personas automático (APM) en Mets-Willets Point.

- ¿Qué ocurre con el estatus histórico del Puente Pasarela luego de la reubicación? ¿Una vez reubicado, preservaría su elegibilidad como recurso histórico? La respuesta proveída fue que el proyecto afectaría la integridad del puente; la demolición de una propiedad histórica es un efecto adverso. Una vez que la propiedad histórica es removida y cesa de existir, ya no continuaría siendo elegible para el NRHP. La remoción del Puente, el área que ocupa la cual se encuentra dentro de los límites del Parque Flushing Meadows-Corona, genera la pregunta de si los límites del Parque elegible también cambiarían como resultado de la pérdida del puente. Si el puente fuera reemplazado en su ubicación actual, igualmente sería un efecto adverso ya que la estructura original cesaría de existir.

Las condiciones existentes en el Puente Pasarela fueron entonces comparadas con la Alternativa Propuesta por la Autoridad Portuaria en esa ubicación, con el propósito de entender el diseño conceptual actual y para considerar efectos potenciales. Se presentaron diferentes elementos de la acción propuesta por la Autoridad Portuaria incluyendo la circulación vertical, áreas peatonales y conectividad con las estaciones de tránsito de riel y el Parque. Específicamente, la acción propuesta incluye la remoción del Puente Pasarela existente para hacer espacio para una estación elevada del Tren Aéreo (AirTrain); construcción de un nuevo Puente Pasarela en una ubicación paralela; remoción del Pabellón en el Puente Pasarela (sobre LIRR); el techo sobre la Puerta de la Entrada Principal sería preservado, restaurado y reinstalado en su ubicación actual; la rampa de peatones entre los Edificios de la Pasarela serían reconfigurados para cumplir con el Acta de Americanos con Discapacidades (ADA, por sus siglas en inglés); y potencialmente podrían ocurrir renovaciones a los techos de los dos edificios a los costados. El diseño global aún está en desarrollo.

## 6. DISCUSIÓN GENERAL

Preguntas formuladas:

- ¿Qué ha dicho la MTA acerca de que el AirTrain se proponga pasar por encima del almacén en Corona? Respuesta: El posicionamiento propuesto de la Alternativa Propuesta por la Autoridad Portuaria ha sido coordinado con MTA. La Autoridad Portuaria estará coordinando las fases y sitios de montaje de la construcción para minimizar efectos a operaciones de la MTA.
- ¿La rampa será accesible ADA y habrá un elevador del Puente Pasarela al LIRR, ya que actualmente tiene escaleras? Respuesta: El diseño propuesto cumpliría con ADA, proveyendo opciones de accesibilidad actualmente inexistentes.
- ¿El salón de banquetes en la Marina de la Feria Mundial será reubicado? ¿Qué reemplazará el almacén de botes? Respuesta: El salón de banquetes está a 500 pies sureste del elevador de botes y el muelle, no sería reubicado o impactado físicamente. El almacén de botes e instalaciones cercanas serían reubicados aproximadamente 1800 pies hacia el este; el almacén de botes existente sería convertido en un área de estacionamiento para sustituir el área de estacionamiento que sería desplazada, debido a la reubicación del almacén de botes.
- ¿Cuántos espacios de estacionamiento serán reubicados en el estacionamiento propuesto? ¿El área de estacionamiento propuesta está siendo utilizada como estacionamiento actualmente? Respuesta: el área

donde la instalación propuesta para Operaciones, Mantenimiento y Depósito (OMSF, por sus siglas en inglés) se encontraría está siendo utilizada actualmente como 200 espacios de estacionamiento de reserva de los Mets y puestos de estacionamiento de la MTA. Áreas al norte de la Avenida Roosevelt han sido identificadas para reubicación temporal de estacionamientos durante la construcción. Estas áreas de estacionamiento serían coordinadas con la Ciudad. Espacios de estacionamiento de reemplazo permanentes están siendo incorporados al OMSF propuesto.

- ¿Hay algún impacto a la estación de gasolina que está en la Grand Central Parkway este de LGA? Respuesta: FAA no ha aún comenzado su evaluación de impactos. La estación de gasolina no ha sido identificada como propiedad histórica, sin embargo, como parte del proceso de EIS se evaluarán efectos que pueda haber sobre ella.

## 7. PROGRAMACIÓN/PRÓXIMOS PASOS

- La fecha límite para que las Partes Consultoras envíen comentarios sobre el Reporte de Inspección Arqueológica Fase 1A y el Reporte de Reconocimiento Histórico es Viernes, Noviembre 22. FAA evaluará las recomendaciones para determinaciones de elegibilidad de listado en el NRHP, así como identificación de efectos potenciales en esas propiedades históricas que cumplen con los criterios de elegibilidad NRHP.
- La próxima reunión de Partes Consultoras se llevará a cabo en Enero 15, 2020, para discutir la evaluación de efectos e identificar oportunidades para medidas de evasión, minimización y mitigación para resolver cualquier efecto adverso.
- El EIS (Borrador) tendrá un período de comentarios de 45 días y audiencias/talleres públicos.
- El EIS Final está programado para emisión en el 1<sup>er</sup> Trimestre de 2021.



## SIGN-IN SHEET



**LaGuardia Airport**  
**Access Improvement Project**  
*Environmental Impact Statement (EIS)*

**Consulting Parties Meeting**

November 14, 2019 | 10:00 AM - 12:00 PM

LaGuardia Airport Marriott Hotel

102-05 Ditmars Blvd., East Elmhurst, NY 11369

Name (Please Print)	Organization	Address	Email	Phone #
JOHN VIGANZA	PANYNJ		jviganza@panynj	845-242-8752
Hersh Parekh	PANYNJ			
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Adam McCool	LIRR		asmccool@lirr.org	516-523-0147
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WARREN SCHREIBER	CB7		WARRENNYC @GMAIL.COM	917 494-2247
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## SIGN-IN SHEET



**LaGuardia Airport**  
**Access Improvement Project**  
*Environmental Impact Statement (EIS)*

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Name (Please Print)	Organization	Address	Email	Phone #
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Meira Berkower	NYC Parks		meira.berkower@nyc-parks.gov	718-760-6567
Lisa Atkins	QBPO		latkins@queensbor.org	718 226 8860
Tim Gallagher	NYC Mayor		tgallagher@cityhall.nyc.gov	



Federal Aviation  
Administration

# LaGuardia Airport Access Improvement Project Environmental Impact Statement

*Consulting Parties Meeting*

November 14, 2019



# AGENDA

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- Introductions
- Review of Section 106 Process
- Port Authority's Proposed Alternative
- Archaeology and Architecture Survey Results
- Considering Effects and Methods to Address Impacts
- General Discussion
- Schedule/Next Steps



# INTRODUCTION

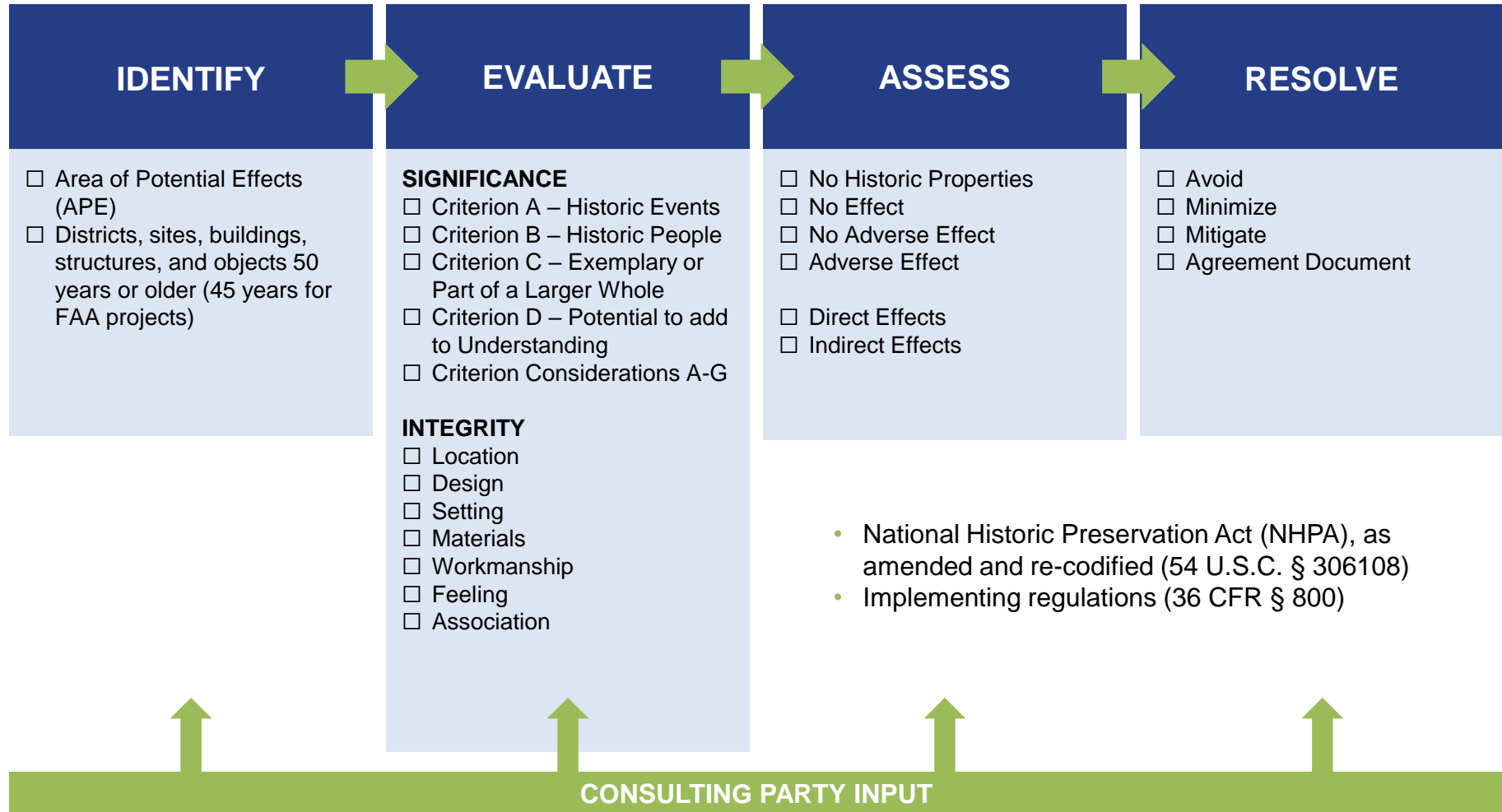
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- Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects on historic resources of proposed projects they carry out, assist, fund, permit, license, or approve
- Historic resources are those that are listed or determined to be eligible for listing in the National Register of Historic Places
- As lead federal agency, FAA is responsible for consulting with the SHPO, Native American tribes, representatives of local governments, historic preservation organizations, and others with an interest in the effects of the undertaking on historic resources
- FAA has identified an Area of Potential Effects for the proposed project, with which the SHPO has concurred
- FAA has not made any recommendations on the eligibility of historic resources or determinations on potential effects of the proposed project on historic resources





# SECTION 106 PROCESS REVIEW – NATIONAL REGISTER OF HISTORIC PLACES CRITERIA



# ALTERNATIVES

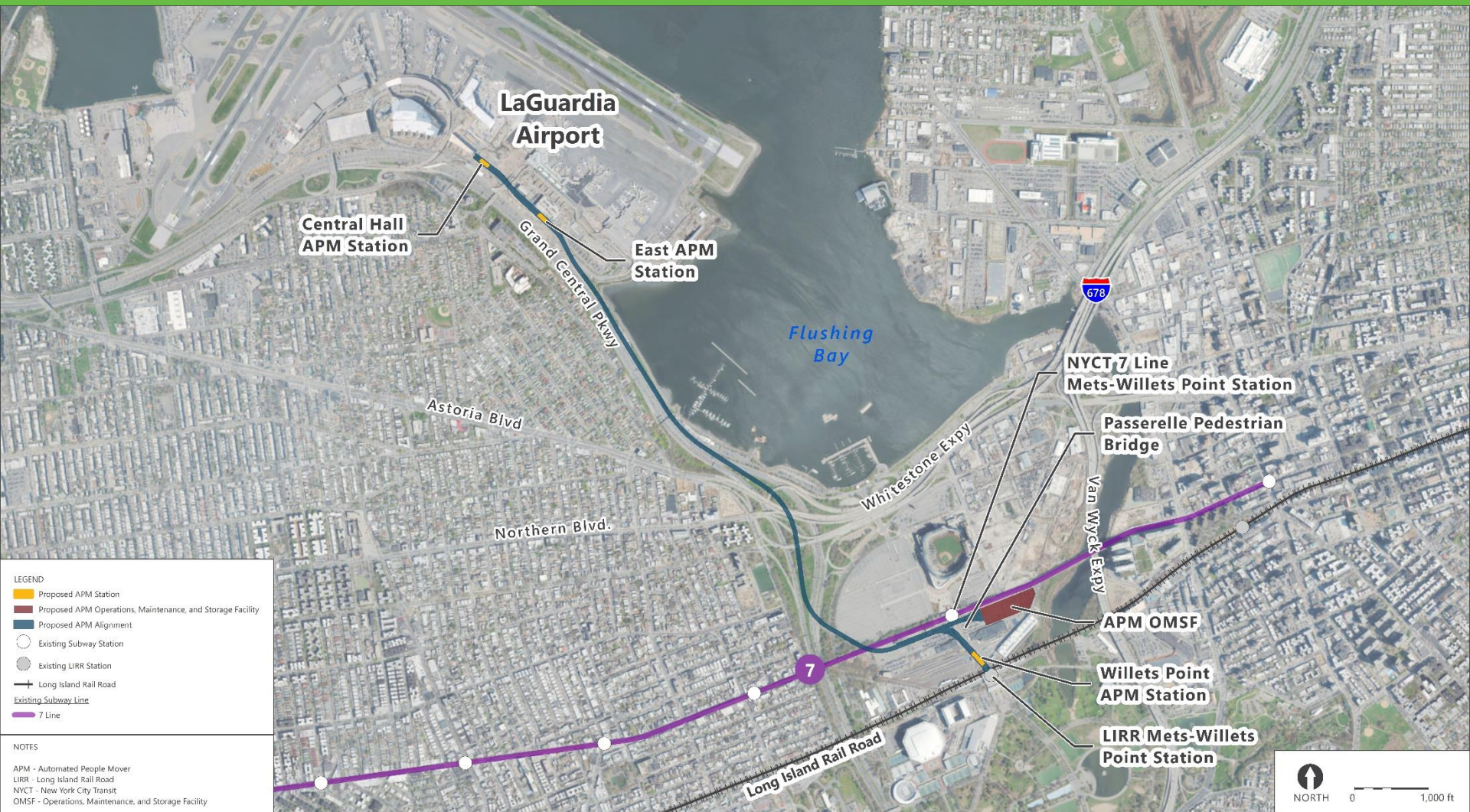
## Evaluated alternatives identified through:

- Port Authority of New York and New Jersey planning
- Literature review of similar past studies
- Scoping process
- Other potentially reasonable options identified during evaluation process
- Range of Alternatives Considered:
  - No Action Alternative
  - Diversion of Air Traffic from LGA
  - Use of Other Modes of Transportation to LGA
  - Transportation Systems Management
  - Transportation Demand Management
  - Emerging Transportation Technologies
  - Off-Airport Roadway Expansion
  - Subway Extension
  - Fixed Guideway
  - Rail
- **FAA has independently evaluated all alternatives brought forward**





# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE



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# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE - CONNECTED ACTIONS



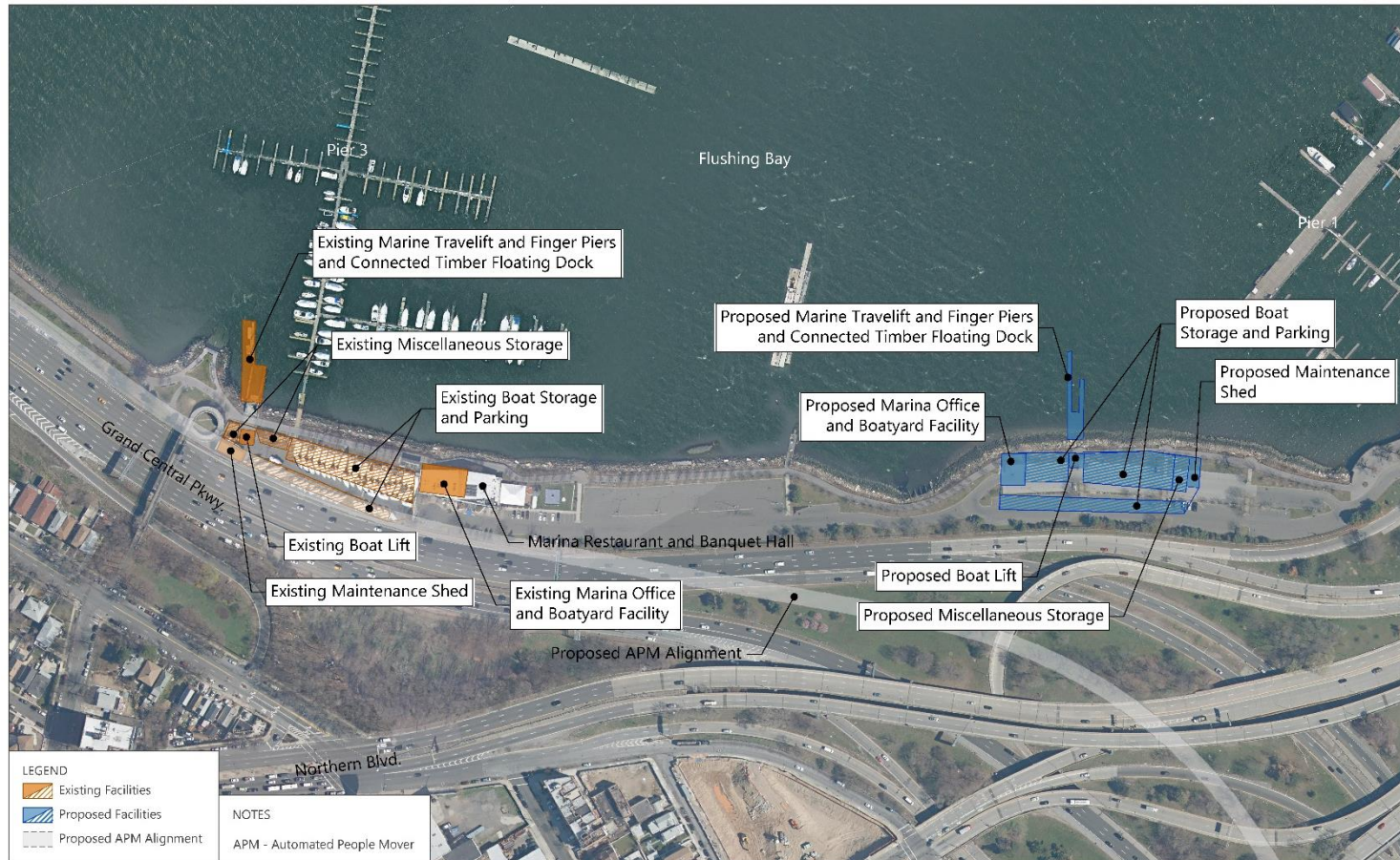
- Relocation of the Passerelle Pedestrian Bridge
- Improvements to the Metropolitan Transportation Authority Long Island Rail Road Mets-Willets Point Station
  - Two new platforms
  - Four new tracks within the station
  - New crossovers and signal system
- Relocation of Worlds Fair Marina facilities
- Utility relocations and improvements





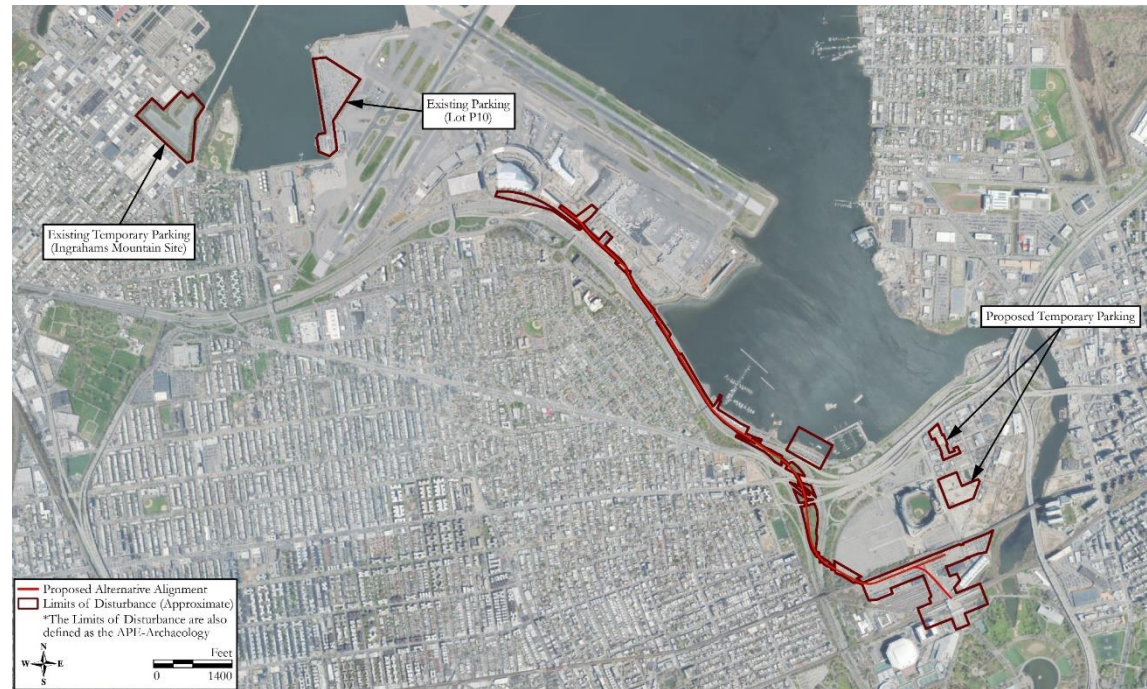
# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE - CONNECTED ACTIONS

- Relocation of World's Fair Marina Facilities



# PHASE IA ARCHAEOLOGICAL SENSITIVITY ASSESSMENT – DEFINING THE AREA OF POTENTIAL EFFECTS (APE)

- Under Section 106, the APE is defined in 36 CFR § 800.16(d) as follows: “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.”



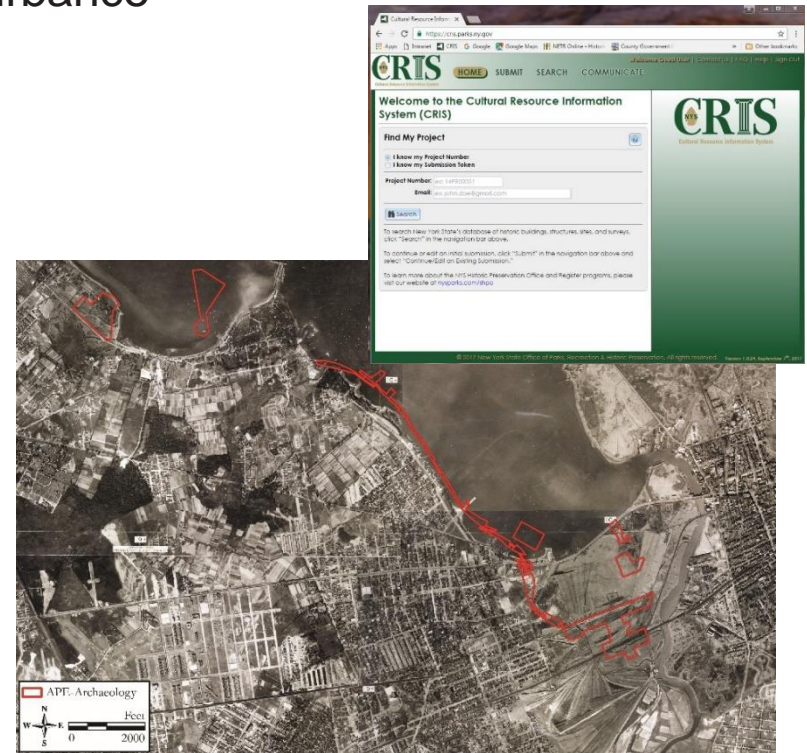
- The APE-Archaeology comprises the locations where the Proposed Alternative may result in potential direct effects caused by the construction and operation of the proposed Project.





# PHASE IA ARCHAEOLOGICAL SENSITIVITY ASSESSMENT – GOALS AND METHODS

- Assess the potential for Native American or EuroAmerican archaeological sites within the limit of disturbance (Direct APE) for proposed alternatives.
- Determine if any archaeological sites have been registered with the NY SHPO in the APE, including in the near shore setting of Flushing Bay.
- Research the physical conditions of the direct APE over the past 12,000 years.
  - *What natural resources were available to Native Americans over time?*
  - *How did the modern shoreline of Flushing Bay evolve?*
  - *Is there a potential for undisturbed natural strata within the APE?*

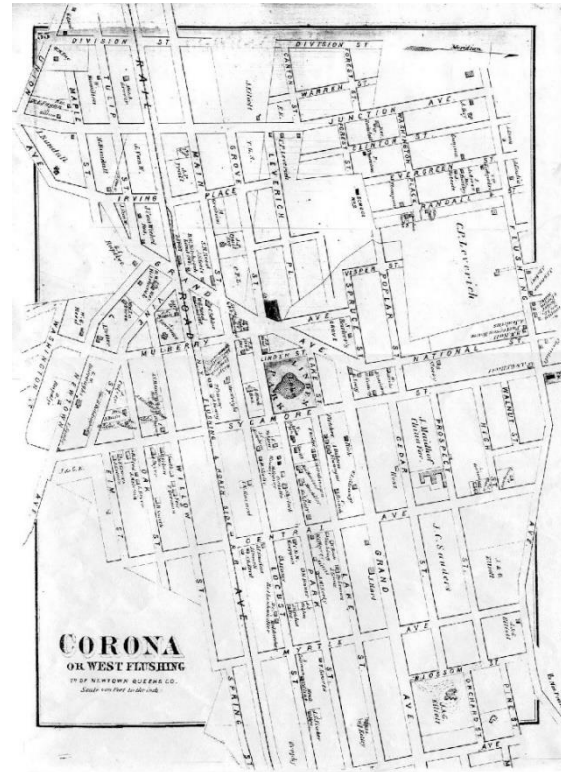


1924 Aerial Photograph



# PHASE IA ARCHAEOLOGICAL SENSITIVITY ASSESSMENT – GOALS AND METHODS

- Review the results of prior surveys within or near the direct APE (including LGA, Flushing Meadows ecosystem, City Schools, etc.).
- Georeference historic maps and aerial photographs with the direct APE.
- Construct Native American and historic cultural contexts that identify archaeological resource types that could be expected, if any.
- Examine and document through photography the current conditions of the direct APE.





# PHASE IA ARCHAEOLOGICAL SENSITIVITY ASSESSMENT – RESULTS

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- Research concludes that no terrestrial or near-shore submerged cultural resources have been identified to date in or near the direct APE.
- The physical environment is one dominated by filled in or disturbed landscapes that lack integrity.
- As a result, prior surveys completed in this area have concluded predominantly low archaeological sensitivity in and around the LGA, the Flushing Bay shoreline, in the areas of Citi Field, and in Flushing Meadows-Corona Park.



# PHASE IA ARCHAEOLOGICAL SENSITIVITY ASSESSMENT – RESULTS

- Isolated areas of sensitivity have been identified: elevated knolls, buried shoreline (under 8 to 30 feet of fill), deeply buried 1939 or 1964 World's Fair structural foundations in fill, nineteenth century buildings. None are within the direct APE.
- Worlds Fair Marina facilities relocation direct APE is a near-shore submerged setting, mapped shipwrecks are nearby but none within the direct APE.
- The Proposed Alternative would involve isolated impacts in previously disturbed or filled areas, or no below-ground impacts in other areas (such as temporary parking lots).
- The survey concluded that the direct APE for the Proposed Alternative has low archaeological sensitivity.

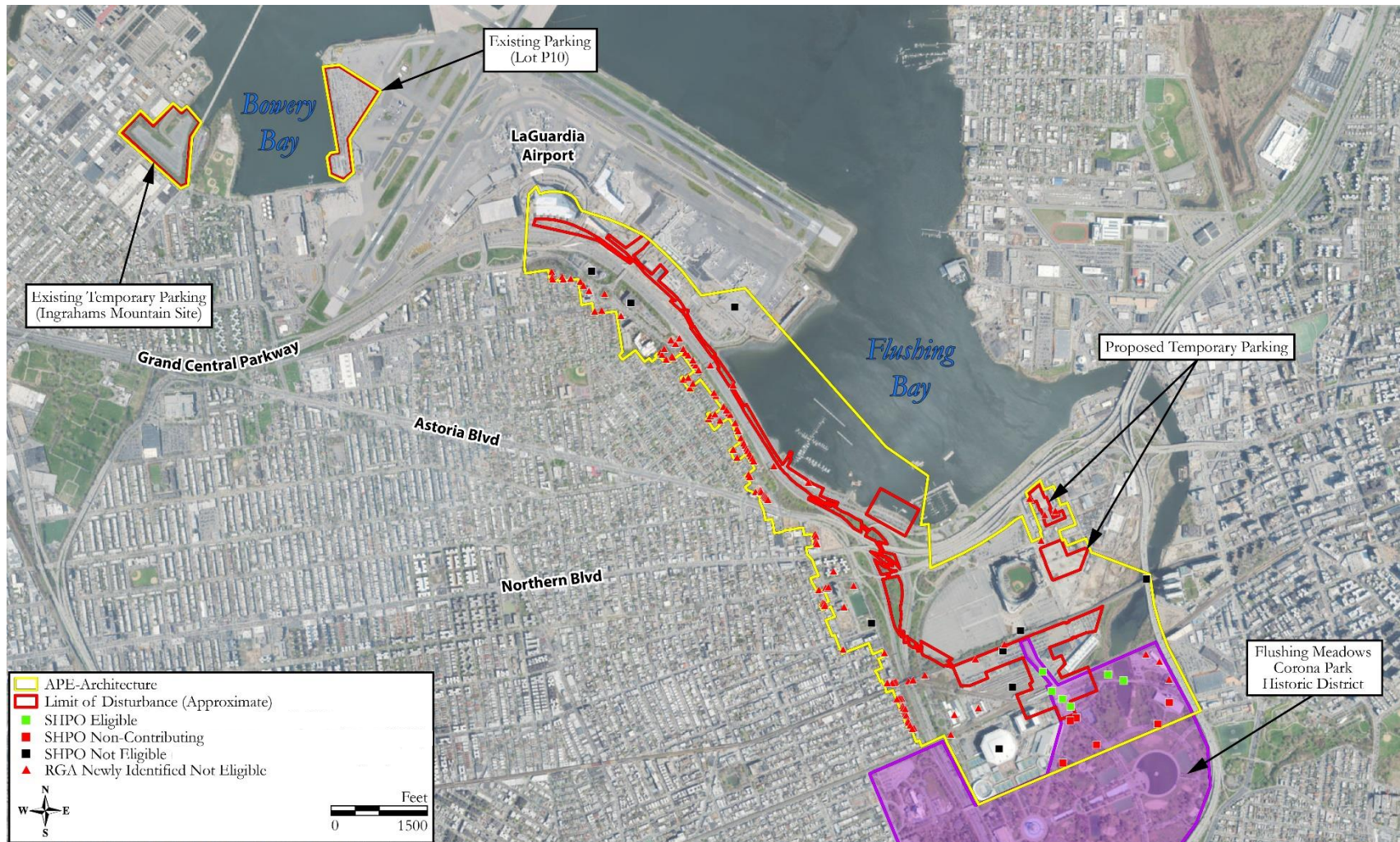


*1966 Aerial Photograph*



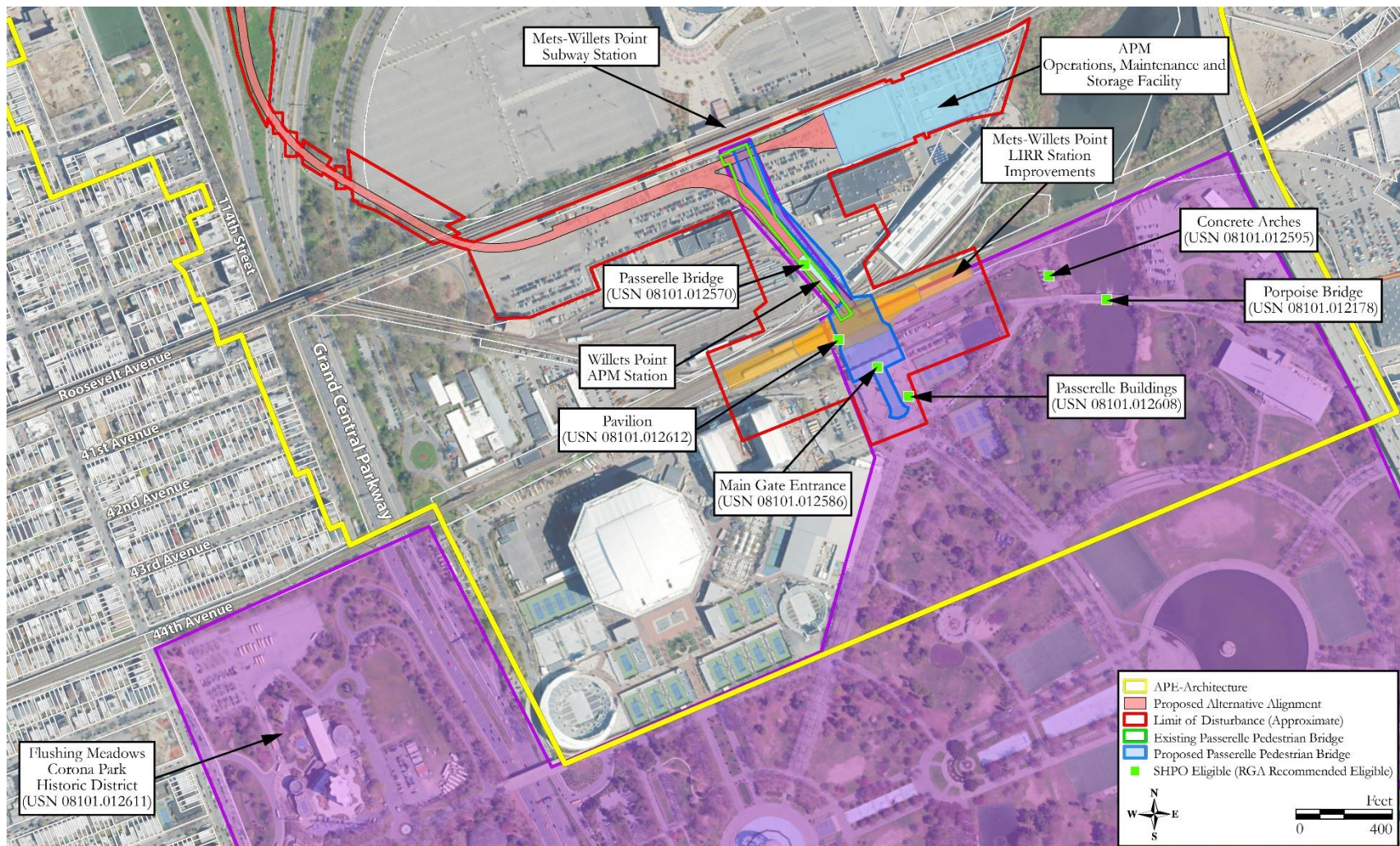


# RECONNAISSANCE ARCHITECTURAL SURVEY – IDENTIFIED RESOURCES FOR CONSIDERATION





# RECONNAISSANCE ARCHITECTURAL SURVEY – SURVEY RESULTS





# RECONNAISSANCE ARCHITECTURAL SURVEY – SURVEY RESULTS

## Flushing Meadows-Corona Park (USN 08101.012611)

*Individually Eligible Historic District*

*Criteria A & C - Social History;  
Entertainment / Recreation;  
Community Planning and  
Development; Landscape  
Architecture*

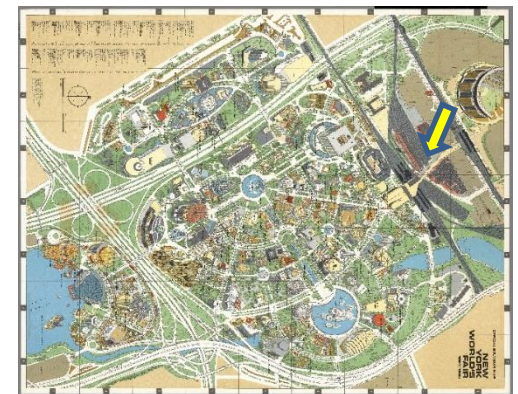
*POS: 1939-1967*

The 897-acre park is the former site of two World's Fairs and a complex landscape composed of landscape elements, structures, buildings, sculptures, and passive green/recreational spaces. It includes 57 identified resources. Most contribute to the historical district; some do not.



Worldsfaircommunity.org

1939



Bollmann 1964

1964



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# RECONNAISSANCE ARCHITECTURAL SURVEY – SURVEY RESULTS

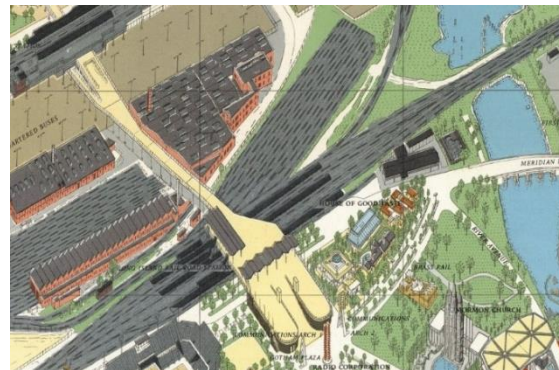
## Passerelle Bridge (USN 08101.012570)

*Eligible / Contributing to Flushing  
Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment / Recreation;  
Community Planning and  
Development; Landscape Architecture*

*Date: c. 1939; Rebuilt 1964*

Multi-span, elevated steel trestle topped by a pedestrian boardwalk with timber and concrete decking, metal railings, and flagpoles forming the primary processional entrance into the former World's Fair / Park site. The structure crosses the Corona Rail Yard and connects the NYCT 7 Line and the LIRR with Citi Field and the Flushing Meadows-Corona Park.



Bollmann 1964

1964



NY Public Library

1964



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# RECONNAISSANCE ARCHITECTURAL SURVEY – SURVEY RESULTS

## Pavilion on the Passerelle Bridge (USN 08101.012612)

*Eligible / Contributing to Flushing  
Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment / Recreation;  
Community Planning and  
Development; Landscape Architecture*

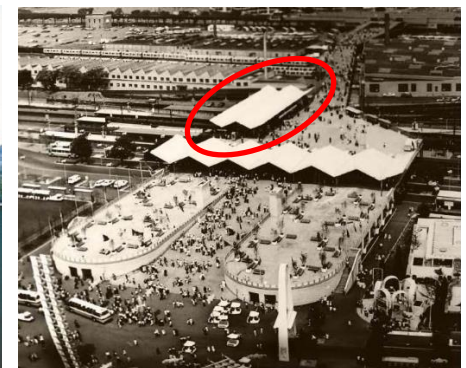
*Date: 1964*

Built for the 1964 World's Fair in connection with the LIRR station, the open pavilion reflects the International style and features flat steel roof panels arranged in a zig-zag pattern and supported on nine pairs of tapered steel posts with tapered steel principal rafters underpinning transverse steel common rafters.



[www.trainsarefun.com](http://www.trainsarefun.com)

1964



NY Public Library

1964



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# RECONNAISSANCE ARCHITECTURAL SURVEY – SURVEY RESULTS

## Main Gate Entrance (USN 08101.012586)

*Eligible / Contributing to Flushing  
Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment / Recreation;  
Community Planning and  
Development; Landscape Architecture*

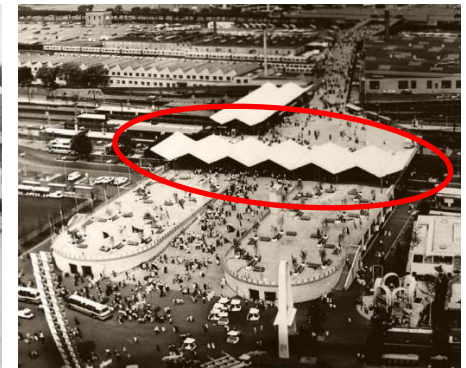
*Date: 1964*

Built for the 1964 World's Fair as the main entrance gate, the open pavilion reflects the International style and features flat steel roof panels arranged in a zig-zag pattern and supported on six sets of three tapered steel posts with tapered steel principal rafters underpinning transverse steel common rafters.



NYC Parks Archives

1964



NY Public Library

1964





# RECONNAISSANCE ARCHITECTURAL SURVEY – SURVEY RESULTS

## Passerelle Buildings at Main Entrance (USN 08101.012608)

*Eligible / Contributing to Flushing  
Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment / Recreation;  
Community Planning and  
Development; Landscape Architecture*

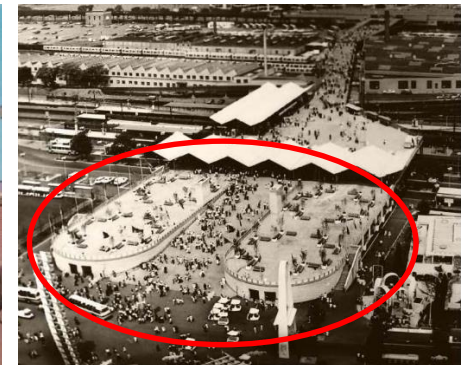
*Date: 1964*

Built for the 1964 World's Fair as part of the main entrance, the property comprises a pair of 1-story, curved brick buildings on each side of an integral pedestrian ramp. Each building features a flat roof with a pedestrian terrace and overlook, metal railings, flagpoles, and a pair of large brick pylon/ ventilation shafts flanking the central ramp.



NY Public Library

1964



NY Public Library

1964



Federal Aviation  
Administration

# RECONNAISSANCE ARCHITECTURAL SURVEY – SURVEY RESULTS

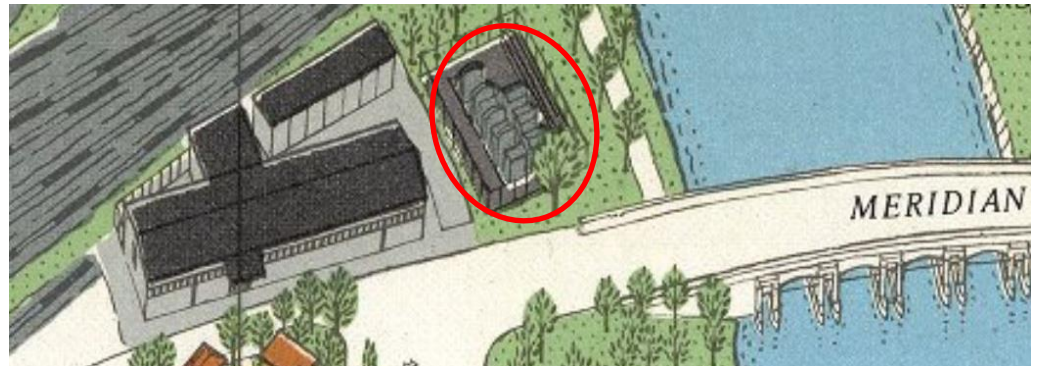
## Concrete Arches (USN 08101.012595)

*Eligible / Contributing to Flushing  
Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment/ Recreation;  
Community Planning and  
Development; Landscape Architecture*

*Date c.1964*

The structure features a row of five arched concrete structures on a concrete pad and are likely the remains of electrical Substation No. 3, erected for the 1964 World's Fair, and probably served as safety baffles between high-voltage transformers. Associated buildings and equipment have been removed.



Bollman 1964

**1964**



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# RECONNAISSANCE ARCHITECTURAL SURVEY – SURVEY RESULTS

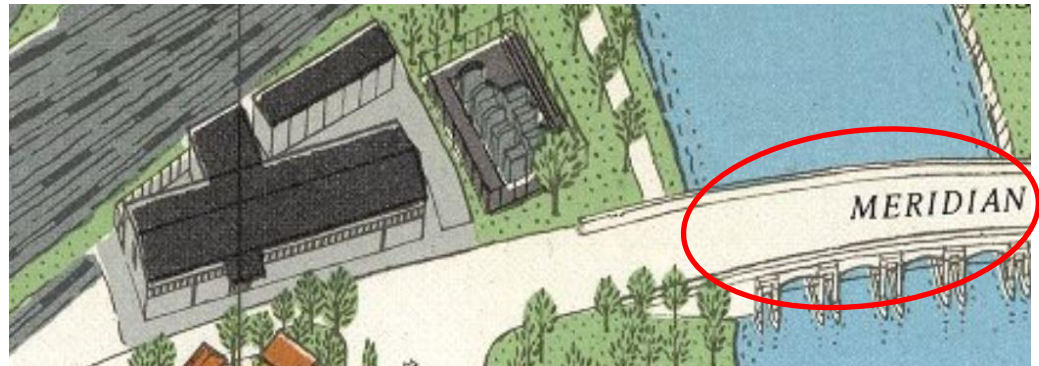
## Porpoise Bridge (tidal gate bridge) (USN 08101.012178)

*Individually Eligible / Key Contributing  
to Flushing Meadows-Corona Park*

*Criterion C - Engineering*

*POS: c. 1936-1937*

A 14-span rigid frame structure (BIN 2270690) with Modern design elements carrying Meridian Road over Flushing Creek, supported by reinforced concrete piers and pile foundation. Underneath the north fascia, there is a floodwater flow control structure.



Bollman 1964

1964



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# RECONNAISSANCE ARCHITECTURAL SURVEY – SURVEY RESULTS

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**QUESTIONS / DISCUSSION**



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# CONSIDERING EFFECTS

## Criteria of Adverse Effect

*“An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that would qualify it for inclusion in the National Register, in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” (36 CFR 800.5).*

## Types of Effects

- ☐ No Historic Properties Present
- ☐ No Effect
- ☐ No Adverse Effect
- ☐ Adverse Effect
  
- ☐ Direct Effects
- ☐ Indirect Effects



# CONSIDERING EFFECTS

## Types of Adverse Effects

- ☐ Reasonably foreseeable
- ☐ Occur later in time
- ☐ Farther removed in distance
- ☐ Cumulative

## Examples of Adverse Effects

- ☐ Physical destruction or damage
- ☐ Alteration not consistent with the Secretary's *Standards for the Treatment of Historic Properties*
- ☐ Removal from historic location
- ☐ Change of character of use or of physical features within the setting
- ☐ Introduction of visual, atmospheric, or audible elements that diminish integrity
- ☐ Neglect causing deterioration
- ☐ Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions



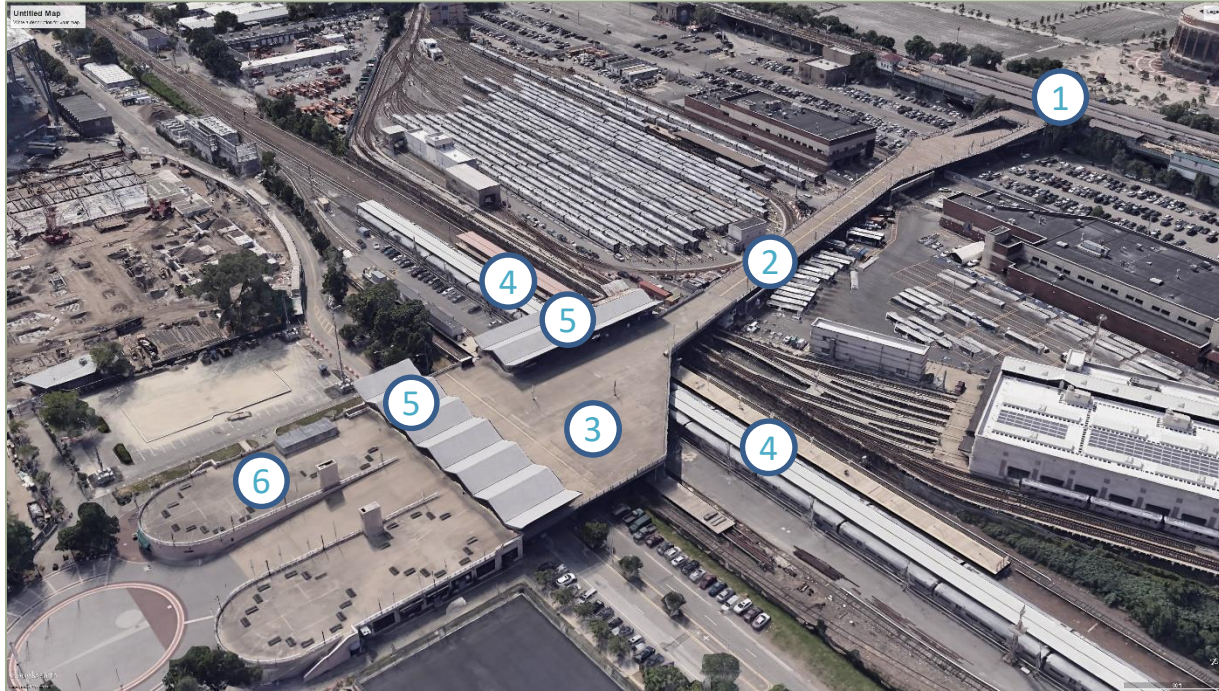


# PASSERELLE BRIDGE

- Passerelle Bridge, owned by NYC Parks, has reached the end of its useful life and is in need of rehabilitation
- NYC Parks had developed plans and earmarked funds to replace the bridge
- Those plans were put on hold after the Port Authority proposed replacing the bridge to accommodate a Mets-Willets Point APM Station
- The Port Authority has begun coordinating plans for the replacement bridge with MTA, USTA, NYC Parks and NY Mets to minimize effects to their operations and facilities
- The design of the replacement Passerelle Bridge is also subject to a separate Public Design Commission (PDC) process



# CONSIDERING EFFECTS EXISTING CONDITIONS

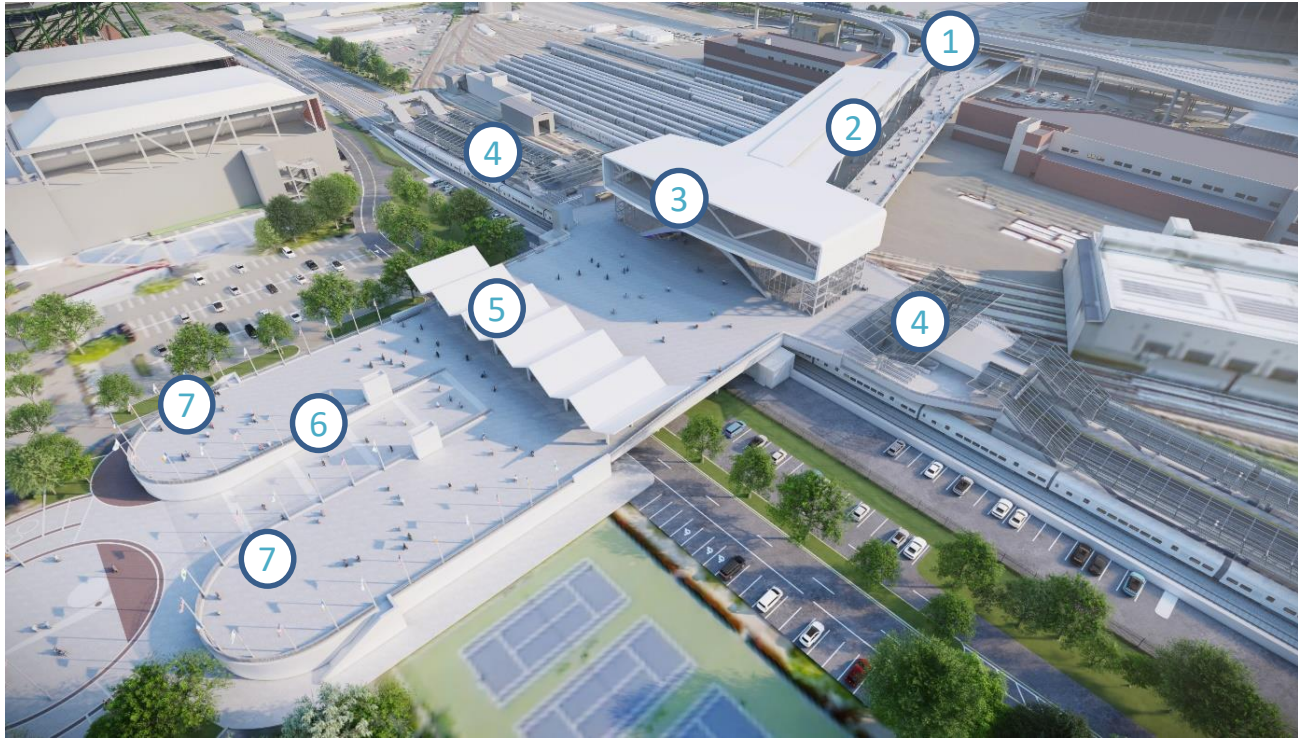


- 1) NYCT 7 Train Mets-Willets Point Station
- 2) Passerelle Bridge
- 3) Passerelle Plaza
- 4) LIRR Mets-Willets Point Station
- 5) Historic Canopy Structure
- 6) Passerelle Administration Building





# CONSIDERING EFFECTS PROPOSED CONDITIONS



- 1) NYCT 7 Train Mets-Willets Point Station Interface
- 2) New Passerelle Bridge
- 3) AirTrain Station (Conceptual)
- 4) LIRR Mets-Willets Point Station (Conceptual)
- 5) Restored Historic Canopy Structure (Canopy Over LIRR Station To Be Relocated)
- 6) ADA Compliant Pedestrian Ramp
- 7) Potential Renovated Passerelle Administration Building Roof



# CONSIDERING EFFECTS

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**QUESTIONS / DISCUSSION**



Federal Aviation  
Administration



# SCHEDULE AND NEXT STEPS

## NEXT STEPS

- Review comments from SHPO and Consulting Parties on survey reports, recommendations, and potential effects
- FAA/SHPO final identification of historic properties
- FAA identify potential effects to historic properties, seek input from Consulting Parties, including SHPO
- Consulting Parties Meeting on January 15 to discuss effects and options/mitigation to avoid/minimize effects
- Consider options and/or mitigation for any adverse effects
- Seek input from Consulting Parties on resolution of any adverse effects
- FAA identifies effects to historic properties and submits to SHPO for concurrence





Administración  
Federal de Aviación

# **Aeropuerto LaGuardia Proyecto de Mejoramiento del Acceso Declaración de Impacto Ambiental**

*Reunión de Partes Consultoras*

Noviembre 14, 2019



# AGENDA

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- Introducciones
- Revisión del Proceso de la Sección 106
- Alternativa Propuesta por la Autoridad Portuaria
- Resultados de las Inspecciones de Arqueología y Arquitectura
- Consideración de Efectos y Métodos para Abordar Impactos
- Discusión General
- Programación/Próximos Pasos



# INTRODUCCIÓN

- La Sección 106 del Acta Nacional de Preservación Histórica requiere que las agencias federales consideren los efectos sobre recursos históricos que los proyectos propuestos que ellas realicen, asistan, financien, permitan, licencien o aprueben, puedan tener
- Recursos históricos son aquellos listados o determinados elegibles para ser listados en el Registro Nacional de Sitos Históricos
- Como agencia federal líder, FAA es responsable de consultar con el SHPO, tribus Nativo-americanas, representantes de gobiernos locales, organizaciones de preservación histórica y otros que tengan un interés en los efectos del Proyecto sobre recursos históricos
- FAA ha identificado un Área de Efectos Potenciales para el proyecto propuesto, con la cual el SHPO ha coincidido
- FAA no ha hecho recomendaciones acerca de la elegibilidad de recursos históricos o determinaciones acerca de potenciales efectos del proyecto propuesto sobre recursos históricos





# REVISIÓN DEL PROCESO DE SECCIÓN 106 – CRITERIOS DEL REGISTRO NACIONAL DE SITIOS HISTÓRICOS



- Acta Nacional de Preservación Histórica (NHPA, por sus siglas en inglés), enmendada y re-codificada (54 U.S.C. § 306108)
- Regulaciones de Implementación (36 CFR § 800)



# ALTERNATIVAS

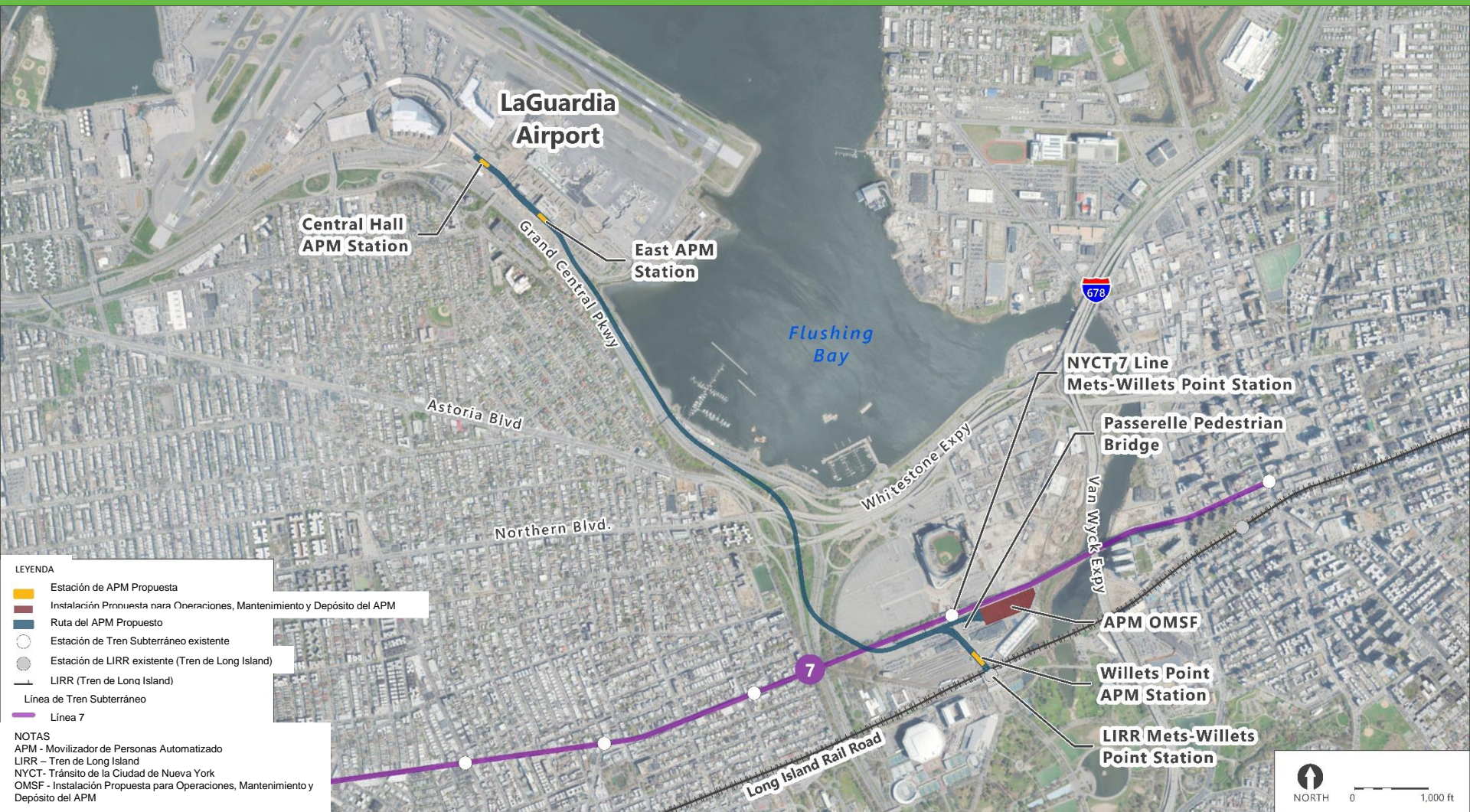
## Las alternativas evaluadas han sido identificadas a través de:

- Planificación de la Autoridad Portuaria de Nueva York y Nueva Jersey
  - Revisión de literatura de estudios previos similares
  - Proceso de Determinación de Alcance
  - Otras opciones potencialmente razonables identificadas durante el proceso de evaluación
- Rango de Alternativas Considerado:
    - Alternativa de No Acción
    - Desvío del Tráfico Aéreo fuera de LGA
    - Uso de otros Modos de Transporte a LGA
    - Gerencia de Sistemas de Transporte
    - Gerencia de la Demanda de Transporte
    - Tecnologías Emergentes de Transporte
    - Expansión del sistema de calles fuera del Aeropuerto
    - Extensiones del Tren Subterráneo
    - Tren de Guía Fija
    - Tren de raíles
- **FAA ha evaluado independientemente todas las alternativas presentadas**





# ALTERNATIVA PROPUESTA POR LA AUTORIDAD PORTUARIA DE NUEVA YORK Y NUEVA JERSEY



Administración Federal  
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# ALTERNATIVA PROPUESTA POR LA AUTORIDAD PORTUARIA DE NUEVA YORK Y NUEVA JERSEY – ACCIONES CONECTADAS



- Reubicación del Puente Peatonal - Pasarela
- Mejoramiento de la Estación Mets-Willets Point de la Metropolitan Transportation Authority Long Island Rail Road
  - Dos plataformas nuevas
  - Cuatro carriles nuevos dentro de la estación
  - Cruces y semáforos de señales nuevos
- Reubicación de las instalaciones de la Marina World's Fair
- Reubicación y mejoras a los servicios públicos (utilidades)





# ALTERNATIVA PROPUESTA POR LA AUTORIDAD PORTUARIA DE NUEVA YORK Y NUEVA JERSEY – ACCIONES CONECTADAS

- Reubicación de las instalaciones de la Marina World's Fair



# FASE IA EVALUACIÓN DE SENSIBILIDAD ARQUEOLÓGICA – DEFINIENDO EL AREA DE EFECTOS POTENCIALES (APE)

- Bajo la Sección 106, el APE es definido en 36 CFR § 800.16(d) como sigue: “el área o áreas geográficas dentro de las cuales un Proyecto puede directa o indirectamente causar cambios en el carácter o uso de propiedades históricas, si alguna de tales propiedades existe.”



- El APE-Arqueología comprende los sitios donde la Alternativa Propuesta puede resultar en efectos directos potenciales causados por la construcción y la operación del Proyecto propuesto.





# FASE IA EVALUACIÓN DE SENSIBILIDAD ARQUEOLÓGICA – METAS Y MÉTODOS

- Evaluar el potencial de que existan sitios arqueológicos Nativo-Americanos o Euro-Americanos dentro de los linderos de la perturbación (APE Directo) para las alternativas propuestas.
- Determinar si se ha registrado algún sitio arqueológico con el SHPO de NY dentro del APE, incluyendo en el ambiente de la costa cercana a Flushing Bay.
- Investigar las condiciones físicas del APE en los últimos 12.000 años
  - *De qué recursos naturales disponían los Nativo-Americanos en esos tiempos?*
  - *Cómo ha evolucionado la costa moderna de Flushing Bay?*
  - *Hay potencial para que exista suelo natural no perturbado dentro del APE?*

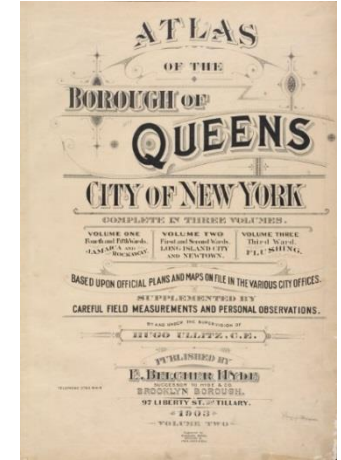


Fotografía Aérea de 1924



# FASE IA EVALUACIÓN DE SENSIBILIDAD ARQUEOLÓGICA – METAS Y MÉTODOS

- Revisar los resultados de inspecciones anteriores dentro de o cerca del APE (*incluyendo LGA, ecosistema de Flushing Meadows, Escuelas de la Ciudad, etc.*).
- Georreferenciar mapas históricos y fotografías aéreas dentro del APE directo.
- Construir contextos Nativo Americanos e histórico-culturales que identifiquen los tipos de recursos arqueológicos que pudieran encontrarse, de ser el caso.
- Examinar y documentar las condiciones actuales del APE directo a través de fotografía.





# FASE IA EVALUACIÓN DE SENSIBILIDAD ARQUEOLÓGICA – RESULTADOS

- La investigación concluye que, hasta la fecha, no se han identificado recursos culturales terrestres o sumergidos en la costa cercana, dentro o cerca del APE directo.
- El ambiente físico está dominado por ambientes urbanizados o perturbados que carecen de integridad.
- Como consecuencia, las inspecciones completadas previamente en el área han concluido que las áreas dentro y alrededor de LGA, la costa de Flushing Bay, áreas de Citi Field, y el Parque Flushing Meadows-Corona tienen predominantemente baja sensibilidad arqueológica.



# FASE IA EVALUACIÓN DE SENSIBILIDAD ARQUEOLÓGICA

## – RESULTADOS

- Se han identificado áreas de sensibilidad aisladas: lomas elevadas, costa sumergida (bajo 8 - 30 pies de relleno), fundaciones estructurales de la World's Fair de 1939 o 1964, enterradas profundo en relleno, y edificios del siglo diecinueve. Ninguna de estas áreas está dentro del APE directo.
- El APE directo de la reubicación de la World's Fair Marina es un ambiente sumergido cercano a la costa, hay naufragios mapeados cerca pero ninguno dentro del APE directo.
- La Alternativa Propuesta por la Autoridad Portuaria involucraría impactos aislados en áreas previamente perturbadas o urbanizadas, o impactos en otras áreas no-bajo tierra (como en el estacionamiento temporal).
- La inspección concluyó que el APE directo de la Alternativa Propuesta por la Autoridad Portuaria tiene baja sensibilidad arqueológica.

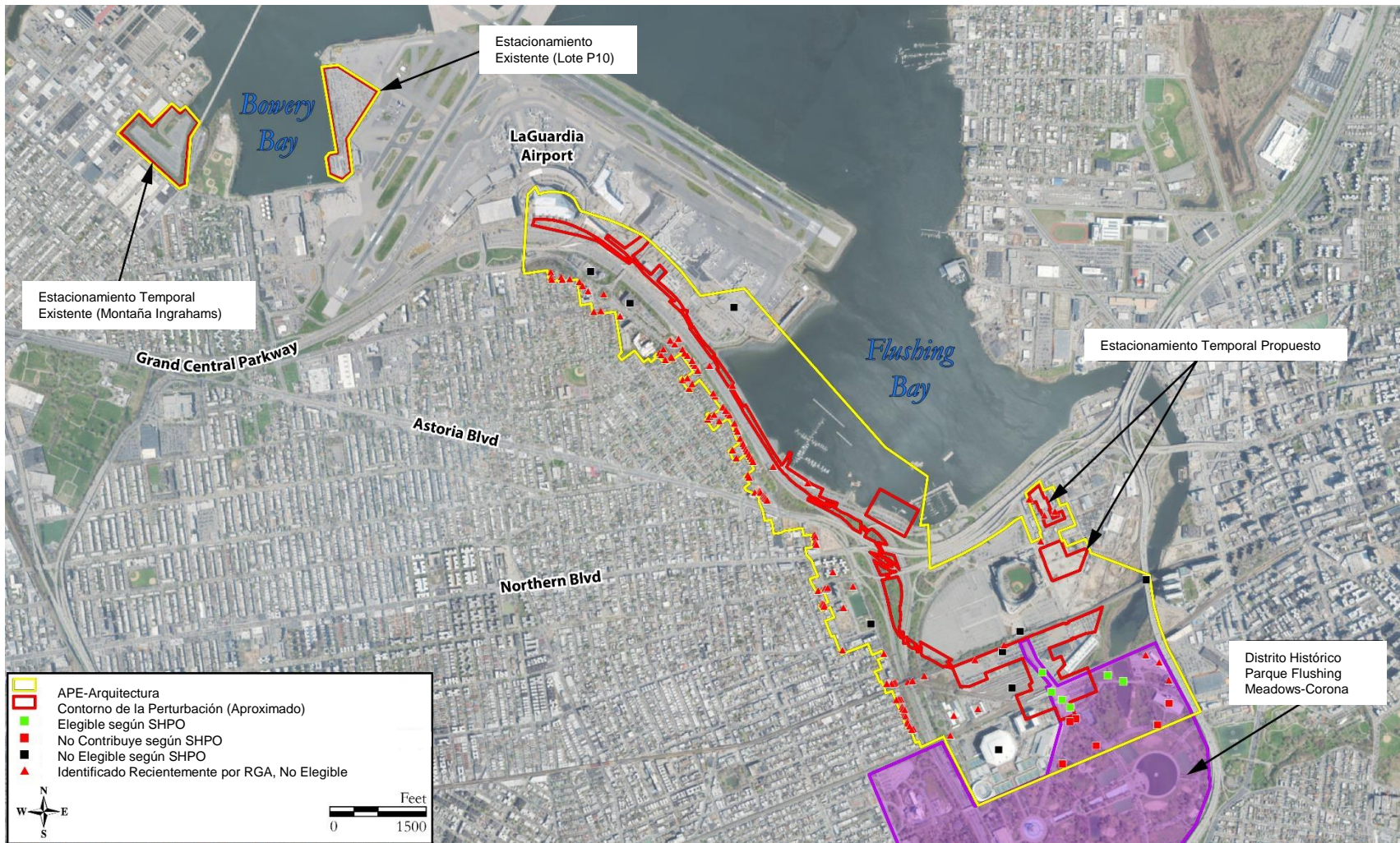


*Fotografía Aérea 1966*



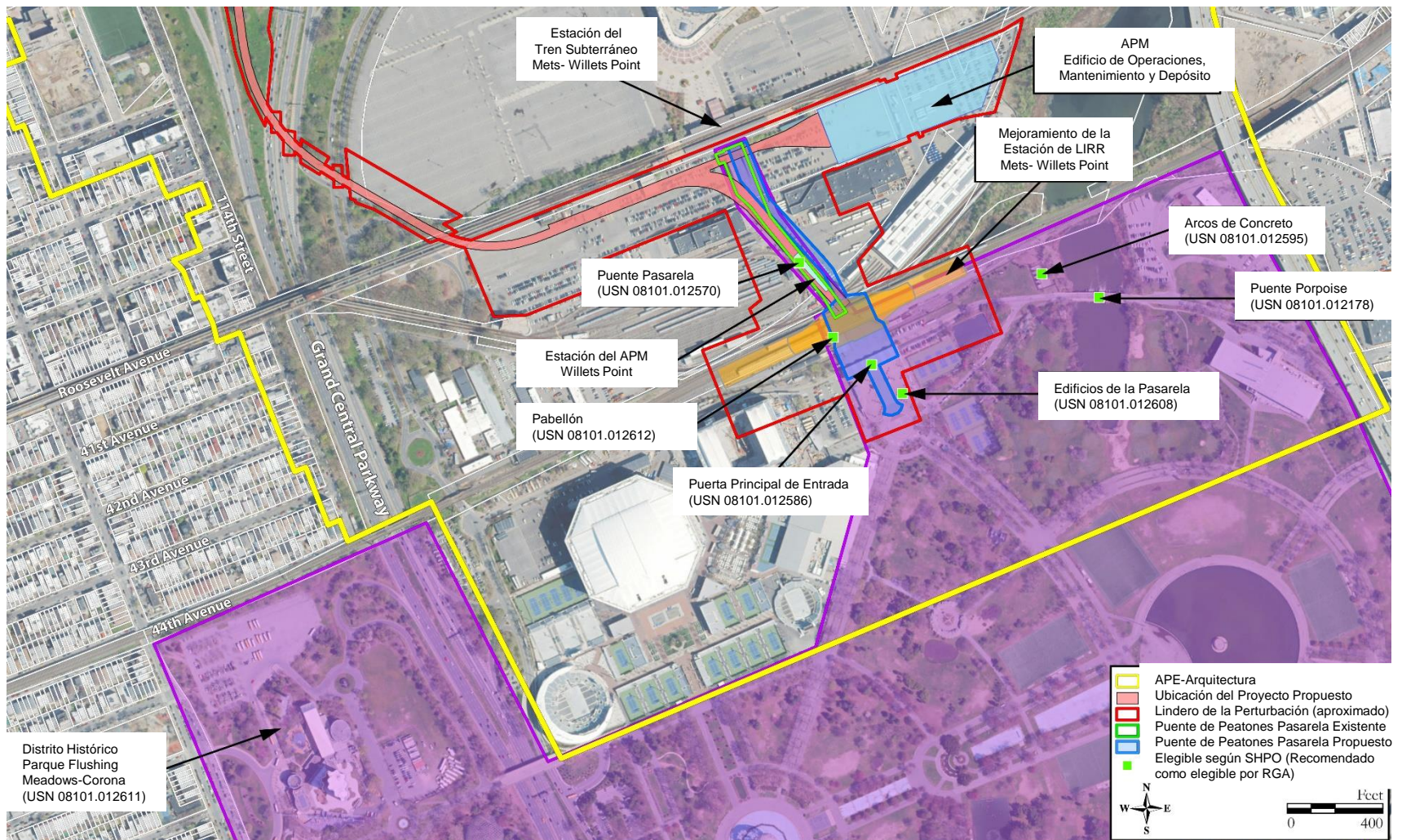


# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RECURSOS IDENTIFICADOS PARA CONSIDERACIÓN





# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS DE LA INSPECCIÓN





# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS DE LA INSPECCIÓN

## Parque Flushing Meadows-Corona (USN 08101.012611)

*Distrito Histórico Elegible Individualmente*

*Criterios A & C – Historia Social;  
Entretenimiento / Recreación;  
Planificación y Desarrollo Comunitario;  
Arquitectura Paisajística*

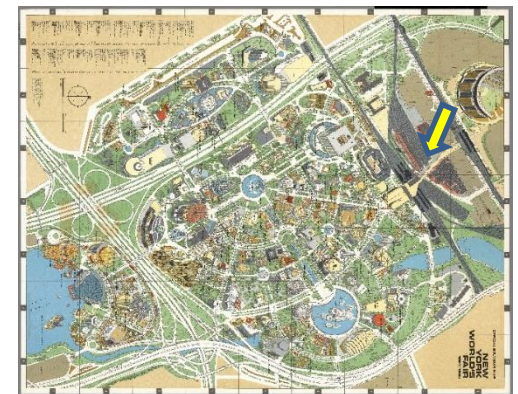
*POS: 1939-1967*

Este parque de 897 acres es el antiguo sitio de dos Ferias Mundiales (World's Fair en inglés), un paisaje complejo compuesto de elementos de paisaje, estructuras, edificios, esculturas y espacios pasivos verdes/recreacionales. Incluye 57 recursos identificados. La mayoría de ellos contribuye con el distrito histórico, algunos no.



Worldsfaircommunity.org

1939



Bollmann 1964

1964



Administración Federal  
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# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS DE LA INSPECCIÓN

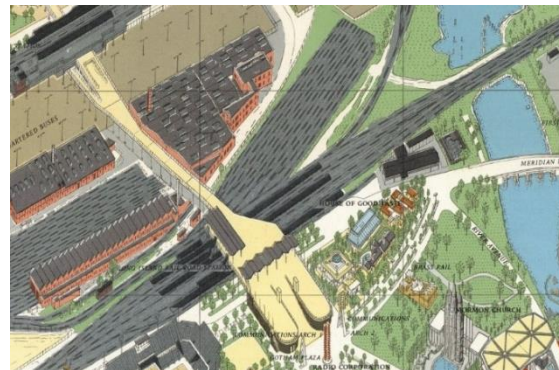
## Puente Pasarela (USN 08101.012570)

*Elegible / Contribuye al Parque Flushing Meadows-Corona*

*Criterios A & C – Historia Social;  
Entretenimiento / Recreación;  
Planificación y Desarrollo Comunitario;  
Arquitectura Paisajística*

*Fecha: c. 1939; Reconstruido 1964*

Caballete de metal elevado de varios niveles cubierto por un paseo entablado sobre plataforma de madera y acero, raíles de metal y astas de bandera que forman la entrada procesional primaria hacia el antiguo sitio del Parque/World's Fair. La estructura cruza el Depósito de Corona Rail y conecta la Línea 7 de NYCT y la LIRR con Citi Field y el Parque Flushing Meadows-Corona.



Bollmann 1964

**1964**



Biblioteca Pública de NY

**1964**



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# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS DE LA INSPECCIÓN

## Pabellón en el Puente Pasarela (USN 08101.012612)

*Elegible / Contribuye al Parque Flushing Meadows-Corona*

*Criterios A & C – Historia Social;  
Entretenimiento / Recreación;  
Planificación y Desarrollo Comunitario;  
Arquitectura Paisajística*

*Fecha: 1964*

Construido para la Feria Mundial World's Fair de 1964 en conexión con la estación LIRR, el pabellón abierto refleja el estilo Internacional y presenta paneles de acero plano en el techo dispuestos en un patrón de zig-zag, apoyados en nueve postes de acero que se van estrechando con vigas principales de acero estrechas, apuntalando vigas comunes transversales de acero.



[www.trainsarefun.com](http://www.trainsarefun.com)

1964



Biblioteca Pública de NY

1964



Administración Federal  
de Aviación

# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS DE LA INSPECCIÓN

## Puerta de Entrada Principal (USN 08101.012586)

*Elegible / Contribuye al Parque Flushing Meadows-Corona*

*Criterios A & C – Historia Social;  
Entretenimiento / Recreación;  
Planificación y Desarrollo Comunitario;  
Arquitectura Paisajística*

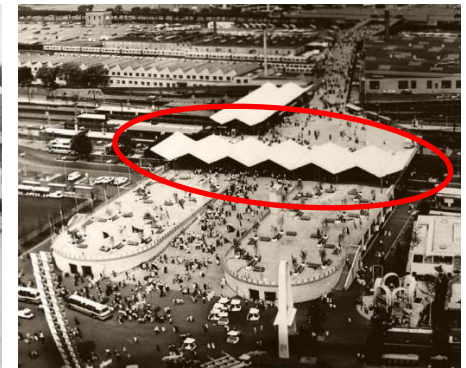
*Fecha: 1964*

Construida para la Feria Mundial World's Fair de 1964 como la puerta de entrada principal, el pabellón abierto refleja el Estilo Internacional y presenta paneles de acero plano en el techo dispuestos en un patrón de zig-zag, apoyado en seis sets de 3 postes de metal que se van estrechando con vigas principales estrechas apuntalando vigas communes transversales de acero.



Archivos de NYC Parks

1964



Biblioteca Pública de NY

1964



Administración Federal  
de Aviación



# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS DE LA INSPECCIÓN

## Edificios de la Pasarela en la Entrada Principal (USN 08101.012608)

*Elegible / Contribuye al Parque Flushing Meadows-Corona*

*Criterios A & C – Historia Social;  
Entretenimiento / Recreación;  
Planificación y Desarrollo Comunitario;  
Arquitectura Paisajística*

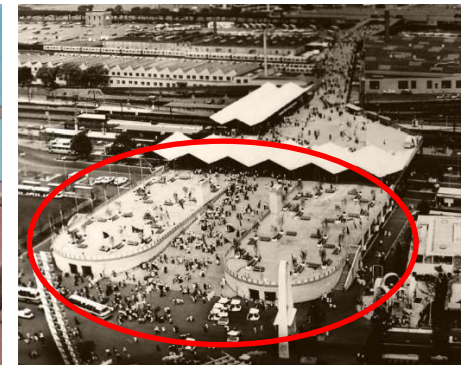
*Fecha: 1964*

Construido para la Feria Mundial World's Fair 1964 como parte de la entrada principal, la propiedad comprende un par de edificios de una planta, con ladrillos curvos, a cada lado de una rampa de peatones integral. Cada edificio presenta un techo plano con una terraza y mirador para peatones, railes de metal, astas de bandera y un par de torres / huecos de ventilación de ladrillos a los costados de la rampa central.



Biblioteca Pública de NY

1964



Biblioteca Pública de NY

1964



Administración Federal  
de Aviación

# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS DE LA INSPECCIÓN

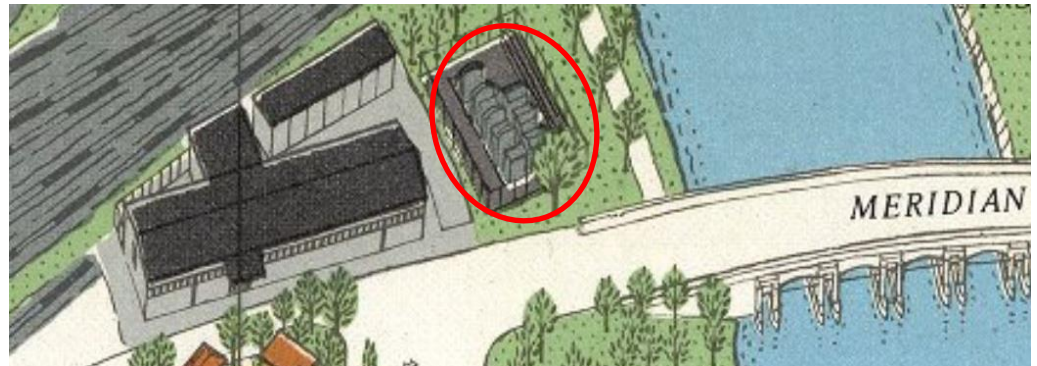
## Arcos de Concreto (USN 08101.012595)

*Elegible / Contribuye al Parque Flushing Meadows-Corona*

*Criterios A & C – Historia Social;  
Entretenimiento / Recreación;  
Planificación y Desarrollo Comunitario;  
Arquitectura Paisajística*

*Fecha: c. 1964*

La estructura presenta una fila de cinco estructuras de concreto arqueadas sobre una base de concreto, posiblemente remanentes de la Sub-estación eléctrica No. 3, erigida para la Feria Mundial World's Fair 1964, y probablemente servía como deflector de seguridad entre transformadores de alto voltaje. Los equipos y edificios asociados han sido removidos.



Bollman 1964

1964



Administración Federal  
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# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS DE LA INSPECCIÓN

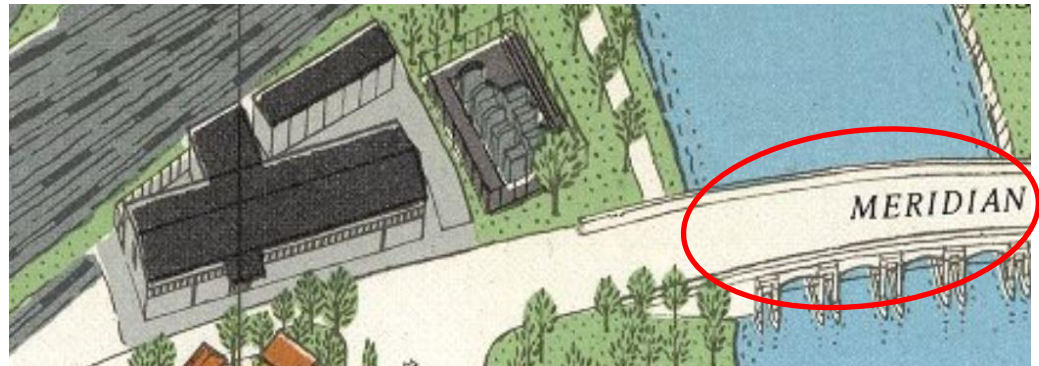
## Puente Porpoise (Puente con compuerta para la marea) (USN 08101.012178)

*Elegible Individualmente/  
Contribuyente Clave con el Parque  
Flushing Meadows-Corona*

*Criterio C - Ingeniería*

*POS: c. 1936-1937*

Una estructura de marco rígido con 14 secciones (BIN 2270690) y elementos de diseño Moderno que lleva a Meridian Road por encima de Flushing Creek, apoyada en una fundación de pilares y pilotes de concreto reforzado. Debajo de la cara norte hay una estructura para el control del flujo de agua crecida.



Bollman 1964

1964



Administración Federal  
de Aviación

# INSPECCIÓN ARQUITECTÓNICA DE RECONOCIMIENTO – RESULTADOS DE LA INSPECCIÓN

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**PREGUNTAS / DISCUSIÓN**





# CONSIDERACIÓN DE EFECTOS

## Criterio de Efectos Adversos

*“Un efecto adverso se refiere a cuando un Proyecto puede alterar, directa o indirectamente, alguna de las características de una propiedad histórica que le harían calificar para la inclusión en el Registro Nacional, de una manera que disminuiría la integridad de la propiedad en cuanto a su ubicación, diseño, ambiente, materiales, mano de obra, sensación o asociación” (36 CFR 800.5).*

## Tipos de Efectos

- ☐ No es Propiedad Histórica
  - ☐ No hay Efectos
  - ☐ No hay Efectos Adversos
  - ☐ Hay Efectos Adversos
- 
- ☐ Efectos Directos
  - ☐ Efectos Indirectos



# CONSIDERACIÓN DE EFECTOS

## Tipos de Efectos Adversos

- ☐ Razonablemente anticipable
- ☐ Ocurrirá más adelante
- ☐ En un futuro distante
- ☐ Acumulativo

## Ejemplos de Efectos Adversos

- ☐ Daño o destrucción física
- ☐ Alteración inconsistente con los *Estándares para el Tratamiento de Propiedades Históricas* del Secretario
- ☐ Remoción de la ubicación histórica
- ☐ Cambio del carácter del uso o características físicas dentro del ambiente
- ☐ Introducción de elementos visuales, atmosféricos, o audibles que disminuyen integridad
- ☐ Negligencia que causa deterioro
- ☐ Transferencia, alquiler o venta de la propiedad fuera de posesión o control Federal sin las restricciones adecuadas legalmente aplicables





# PUENTE PASARELA

- El Puente Pasarela, propiedad de Parques NYC, ha llegado al fin de su vida útil y necesita rehabilitación
- Parques NYC había desarrollado planes y reservado fondos para reemplazar el Puente
- Esos planes fueron congelados luego de que la Autoridad Portuaria propusiera reemplazar el Puente para colocar una Estación de APM Mets-Willets Point
- La Autoridad Portuaria ha comenzado a coordinar planes para el Puente de reemplazo con MTA, USTA, Parques NYC y NY Mets, buscando minimizar los efectos sobre sus operaciones e instalaciones
- El diseño del Puente Pasarela de reemplazo está también sujeto a un proceso separado por parte de la Comisión de Diseño Público (PDC, por sus siglas en inglés)



# CONSIDERACIÓN DE EFECTOS CONDICIONES EXISTENTES

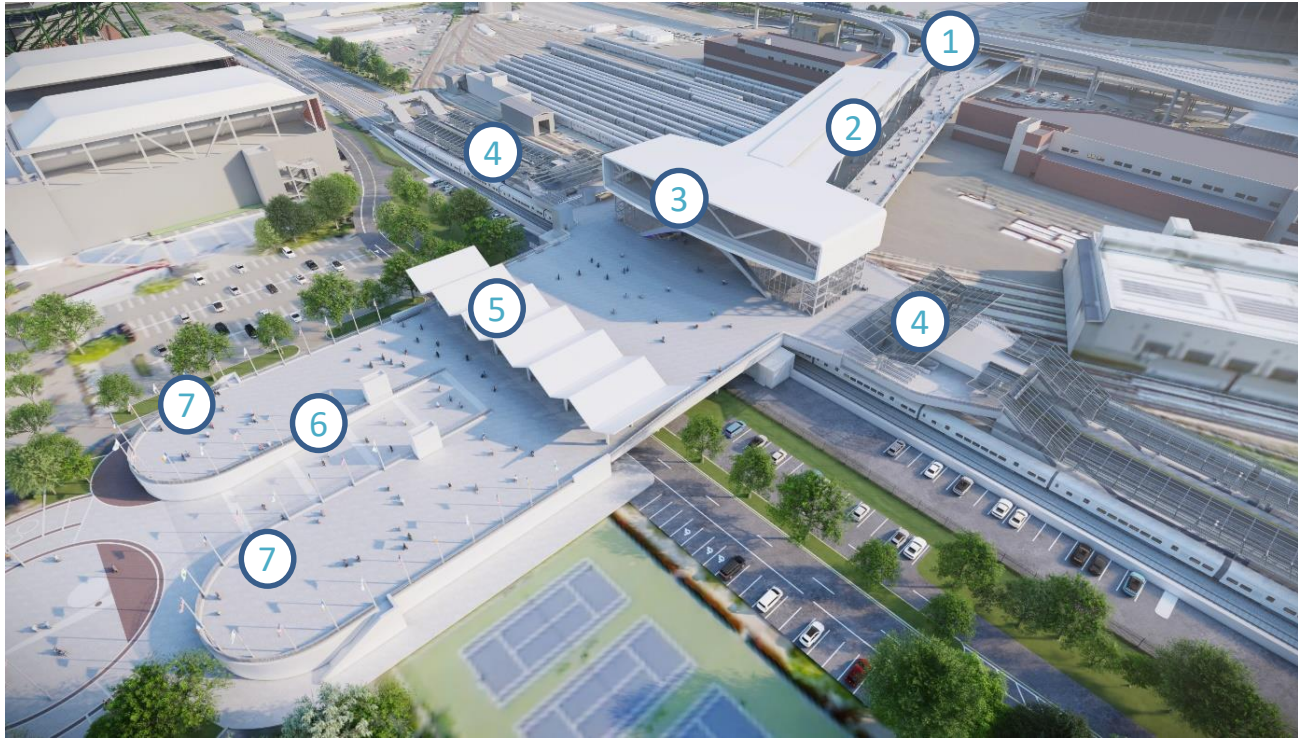


- 1) Estación de Tren NYCT 7  
Mets-Willets Point
- 2) Puente Pasarela
- 3) Plaza Pasarela
- 4) Estación LIRR Mets-Willets  
Point
- 5) Estructura de Techo  
Histórica
- 6) Edificio de Administración  
de la Pasarela





# CONSIDERACIÓN DE EFECTOS CONDICIONES PROPUESTAS



- 1) Interfaz NYCT 7 Train Mets-Willets Point Station
- 2) Nuevo Puente Pasarela
- 3) Estación AirTrain (Conceptual)
- 4) Estación LIRR Mets-Willets Point (Conceptual)
- 5) Estructura de Techo Histórica Restaurada (Techo sobre la Estación LIRR será reubicado)
- 6) Rampa de peatones que cumple con ADA
- 7) Techo del Edificio de Administración de la Pasarela Potencialmente Renovado



# CONSIDERING EFFECTS

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**PREGUNTAS / DISCUSIÓN**





# PROGRAMACIÓN Y PRÓXIMOS PASOS

## PRÓXIMOS PASOS

- Revisar comentarios de SHPO y Partes Consultoras sobre los reportes de inspección, recomendaciones y efectos potenciales
- FAA/SHPO: identificación final de propiedades históricas
- FAA: identificar efectos potenciales en propiedades históricas, solicitar contribuciones de información por parte de las Partes Consultoras, incluyendo SHPO
- Reunión de Partes Consultoras en Enero 15 para discutir efectos y opciones/mitigación para evitar/minimizar efectos
- Considerar opciones y/o mitigación para cualquier efecto adverso
- Solicitar contribuciones de información por parte de las Partes Consultoras en cuanto a resolución de cualquier efecto adverso
- FAA: identificar efectos en propiedades históricas y someter a SHPO para coincidencia





## APPENDIX K.9.4

# Consulting Parties Meeting #3 Materials

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# LGA Access Improvement Project EIS

January 15, 2020

## Section 106 Consulting Parties Briefing #3

10:00 a.m. EDT

18061104

MEETING FACILITATOR(S): A. Brooks; P. Hayden; M. L. Rainey; S. Culberson

NOTE TAKER(S): M. Bernardez; B. Davis

ATTENDEES	REPRESENTING
<u>FEDERAL AGENCIES, NATIONS and TRIBES</u>	
Sarah Stokely	Advisory Council on Historic Preservation
Erin Thompson-Paden	Delaware Nation
<u>STATE AGENCIES</u>	
Jacob Balter	MTA - Long Island Rail Road
Kathleen Joy	New York State Department of Transportation
Olivia Brazee	New York State Division for Historic Preservation (SHPO)
Beth Cumming	New York State Division for Historic Preservation (SHPO)
<u>CITY AGENCIES/ORGANIZATIONS</u>	
Tim Gallagher	Mayor's Office
David Cuff	NYC Department of Parks and Recreation
Sybil Young	NYC Department of Parks and Recreation
Lisa Atkins	Queens Borough President's Office
Bill Meehan	Queens Community Board 3
Renetta English	Queens Community Board 3
Warren Schreiber	Queens Community Board 7
Frank Taylor	Ditmars Boulevard Block Association
Gina Santucci	New York City Landmarks Preservation Commission
Marie Gayle	Representing Property Owner (106-18 27th Ave)
Julio Diaz	Property owner (105-19 Ditmars Blvd)
Patrick St Jean	Property owner (105-11 Ditmars Blvd)
Steve Foster	Ditmars Boulevard Block Association
Gregory Campbell	Ditmars Boulevard Block Association
Brooke H	
<u>Federal Aviation Administration (FAA)</u>	

ATTENDEES	REPRESENTING
Andrew Brooks	FAA
Marie Jenet	FAA
Andrew Teodorescu	FAA
Jean Wolfers-Lawrence	FAA
Laura Price	FAA
Patricia Henn	FAA
<u>EIS TEAM</u>	
Mary Lynne Rainey	RGA
Philip Hayden	RGA
John Williams	Ricondo
Stephen Culberson	Ricondo
Allison Sampson	Ricondo
Maria Bernardez	Ricondo
Avant Ramsey	Ricondo
Beverly Davis	RS&H
<u>Port Authority of New York &amp; New Jersey (Port Authority)</u>	
Matt DiScenna	Port Authority
Michelle Cohen	Port Authority
John Vicinanza	Port Authority
Jennifer Leighton	Port Authority
Elizabeth Rogak	Port Authority
Hersh Parekh	Port Authority
Faith Tabifunda	Port Authority
Jen Hogan	AKRF
Claudia Cooney	AKRF
Wendy Leventer	Li Saltzman Architects
Michael Mrowvoc	STV

## SUMMARY OF MEETING DISCUSSION

### 1. INTRODUCTIONS/AGENDA REVIEW

Andrew Brooks (FAA) introduced himself and the EIS Team requested that everyone in attendance, both in person and by telephone, identify themselves and their affiliation.



## 2. CURRENT STATUS OF SECTION 106 CONSULTATION WITH THE NEW YORK STATE HISTORIC PRESERVATION OFFICER (SHPO)

Steve Culberson (Ricondo) went through the agenda for this meeting, including key work completed since the last meeting and preliminary potential effects on historic properties. FAA has submitted a letter dated January 7, 2020 to SHPO on properties identified to date as being eligible for listing on the National Register of Historic Places (NRHP). The letter was also provided to Consulting Parties with attachments - no additional recommendations or information have been received to date from Consulting Parties

## 3. PROJECT CHANGES AND MINOR ADJUSTMENTS TO THE AREA OF POTENTIAL EFFECTS (APE)

A slide was presented depicting the location of the Metropolitan Transportation Authority (MTA) or Tully Site and a revised Direct Area of Potential Effects (APE) (in red, where construction will occur) and the Indirect APE (in yellow, accounting for indirect effects including visual and noise). The MTA/Tully Site has been heavily disturbed, used for construction staging and waste transfer. It would serve as a temporary site for MTA bus storage, accessible to the existing Casey Stengel Bus Depot and MTA parking facility via an existing underpass beneath Roosevelt Avenue. In relation to potential archeological impacts, Steve Culberson (Ricondo) added that disturbance below ground would be minimal.

### Q&A segment:

- Warren Schreiber (Community Board 7 [CB 7]): Has anyone spoken to Sam Tully regarding the relocation of the bus parking area? Although MTA owns the property, Sam Tully owns the adjacent building.
  - Matt DiScenna (Port Authority): MTA has spoken to Mr. Tully. His business would be able to operate on the northern end of the property, only the southern end of the property is being vacated. This use would be temporary.
  - Jacob Balter (LIRR): Coordination has been underway with Mr. Tully. Additionally, LIRR's lease includes a clause allowing LIRR to use the site for operations if needed; this use would exercise that clause in the lease.
- There is limited access to the MTA/Tully Site from adjoining roads and there is a concern with increased congestion, bus parking, and emergency access.
  - Andrew Brooks (FAA): Access to the relocation site would not change and would be via the Casey Stengel Bus Depot at 126th Street, with access to the Tully Site portion from the existing depot parking lot under the existing Roosevelt Avenue bridge.
  - Unsure if MTA has reached out to CB 7, but that coordination will be important before the Draft EIS is completed.
  - Hersh Parekh (Port Authority): Information about traffic and related topics will be included in the Draft EIS with an opportunity to review and comment. In the meantime, the Port Authority can work with MTA to obtain specific information. The Port Authority is happy to attend CB 7 meetings and to speak to MTA to better inform the community on traffic, access, and related topics before the Draft EIS is released.

#### 4. RESULTS OF ADDITIONAL TECHNICAL STUDIES WITHIN THE REVISED APE

Mary Lynne Rainey (RGA) presented results of the Phase 1A Archaeological Reconnaissance survey for the MTA/Tully Site Direct APE. The survey tasks included review of prior survey coverage near the Direct APE, development of a site-specific environmental context, and assessment of archaeological potential within the framework of the prehistoric and historic cultural contexts. The area had meadows originally, until 1873 when the railroad went through. The Addendum report concluded that the MTA/Tully Site is primarily disturbed, filled-in former marshland with low archaeological sensitivity for prehistoric and historic resources. . There are some known Native American sites in the general area, however none within the Direct APE.

Phil Hayden (RGA) explained the Addendum Historic Architectural Survey assessing the MTA/Tully Site. The APE was re-drawn with a buffer around the site in order to capture any potential historical buildings. RGA conducted a survey of the expanded APE, including a review of historic maps and aerial photographs and site reconnaissance. Two newly identified buildings within the re-delineated APE meet the age criteria for assessment (45 years or older). These buildings did not meet the NRHP significance/integrity criteria, particularly because of losses to materials, workmanship, and design. Therefore, the Addendum Survey identified no new NRHP-eligible historic properties inside the revised APE-Architecture for the MTA/Tully Site.

#### 5. FAA'S IDENTIFICATION OF HISTORIC PROPERTIES ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES (NRHP)

Phil Hayden explained that in the course of consultation, three resources were initially recommended not eligible for listing in the NRHP, but the New York City Landmarks Preservation Commission (LPC), acting in its capacity as a Section 106 Consulting Party, issued comments stating that the three resources "appear [New York] State/National Register eligible." At FAA's request, RGA conducted additional analyses of these three resources to take into account the LPC's comments and re-assess the initial eligibility recommendation. The process included further background research, additional reconnaissance assessment from the public right of way, zoomed photos for more detail, a check of online resources to review the rear of the structures from the Grand Central Parkway, and a re-examination of aerial photos and maps. The resources that were examined further are located at:

- 105-05 Ditmars Boulevard, residence
- 105-11 Ditmars Boulevard, residence
- 112-14 Northern Boulevard, Dorie Miller Cooperative Houses

As a result of the additional analyses, RGA recommended that these resources still did not meet the eligibility criteria, mostly due to their diminished integrity caused by changes to the structures over time. RGA recommended that the two resources on Ditmars Boulevard lacked sufficient architectural or historic significance and/or historic integrity for listing in the NRHP. The Dorie Miller Cooperatives Houses complex lacked sufficient historic integrity for listing in the NRHP.

#### Q&A segment:

- Patrick St. Jean (Resident): How can the building's integrity be diminished when needed replacements of doors and windows, using updated materials and standards, are installed when the originals wear out? Additionally:
  - A staff person from the consulting team visited his home but did not represent herself clearly and did not adequately document his home or research its prior residents.



- Research for all of the houses within the area should be redone because it is unclear why only three houses were identified as eligible historic properties when many houses along Ditmars Boulevard are old. Some houses may not show on the 1920s maps, but they were present back then.
- Phil Hayden: All of the properties over 45 years of age within the APE along Ditmars Boulevard were considered during the initial reconnaissance survey. A selection of properties, including Mr. St. Jean's residence, were re-examined in still greater detail in response to the LPC's comments. The report containing the additional analysis has been forwarded to SHPO and is under review, but comments have not been received yet. If the Consulting Parties have any additional information on these or other properties, please provide that information to the FAA for consideration.

Three additional residences in the Ditmars Boulevard area, were originally recommended not eligible, however SHPO disagreed with this recommendation. FAA has accepted the SHPO's recommendations and determined these three historic properties eligible under Criterion C in the area of architecture. These buildings include:

- 105-19 Ditmars Boulevard (USN 08101.013145)
- 105-33 Ditmars Boulevard (USN 08101.013146)
- 106-18 27th Avenue (USN 08101.013148)

The historic resources previously determined eligible in the Flushing Meadows-Corona Park area include the park itself as a Historic District (USN 08101.012611) and the following contributing elements:

- Passerelle Bridge (USN 08101.012570);
- Pavilion on the Passerelle Bridge over the LIRR (USN 08101.012612);
- Main Gate Entrance (USN 08101.012586);
- Passerelle Buildings at Main Entrance (USN 08101.012608); and
- Concrete Arches (USN 08101.012595);

The previously identified, individually eligible Porpoise Bridge (USN 08101.012178) is also located inside the Flushing Meadows-Corona Park Historic District and is therefore a key contributing element to the district.

Other contributing elements to the district identified by the SHPO during consultation include:

- Paint Shed (USN 08101.013166); and
- Maintenance Building (USN 08101.013167).

FAA has accepted the SHPO's recommendation and identified them as eligible for listing on the NRHP as contributing elements to the Flushing Meadows-Corona Park Historic District.

#### Q&A segment:

#### Historic Properties

- Steven Foster (Resident): There are many homes built in the 1920s along Ditmars Boulevard; why were only those three homes identified?
  - Phil Hayden: all homes 45 years of age and older were evaluated individually for eligibility for listing in the NRHP. RGA also identified a grouping of buildings that collectively appeared to retain a higher than average

degree of integrity and evaluated these buildings as a possible historic district. Applying the procedures for consideration of historic districts, RGA delineated a likely boundary around the potential historic district and evaluated each resource to determine which resources contributed, and which did not. The review identified an equal number of contributing and non-contributing elements, with the large number of non-contributing resources detracting from the overall integrity of the potential district. RGA also determined that the potential district lacked overall physical and visual cohesion to convey its architectural significance. Therefore, RGA declined to recommend the area as a possible historic district. The SHPO has since concurred with this recommendation.

- Steven Foster: this is just an attempt to diminish the historic significance of our properties.
- Gregory Campbell (Resident): my house is considered a landmark; it was purchased from Ella Fitzgerald and is over 100 years old. How can landmark houses not be included and only three identified; what is the process?
  - Beth Cumming (SHPO): the SHPO does an independent review, which is still ongoing. SHPO is responsible for all historic designations in the State and with so many buildings, requirements are stringent. Not identifying a building as eligible to the NRHP does not mean it's not significant. Also, identified State/National historic properties may not align with those identified locally as there may be different integrity parameters at the municipal level. The law states the SHPO to review all federal and state funded, permitted, and licensed undertakings in New York.
  - Andrew Brooks: the NRHP and the Landmark criteria don't always match up but that doesn't diminish the significance of the property or mean that the house won't be looked at for other impact categories within the EIS. This is just one out of a multitude of categories FAA looks at. [Post-meeting Note: There are no official Landmarks designated by the New York City LPC within the APE.]
- Partrick St. Jean: the process is designed to diminish the significance of the area and the value of the properties -there needs to be a re-evaluation.
- Marie Gayle (Resident): We are residents of the area and want to know what the appeal process is, what information is needed to appeal a determination of eligibility or non-eligibility for listing in the NRHP and to whom do we provide the information. We would like to see more details on the criteria and the documentation of the results of the analysis.
  - Beth Cumming (SHPO): SHPO has the documents which are under review, if the request is made to the SHPO office in some form (phone call, email, letter) SHPO will consider the information. We take the information provided about a resource and produce a significance evaluation explaining why the resource was eligible or ineligible.
  - Phil Hayden: All survey information is included in an appendix of the Historic Architecture Survey report and includes the survey results, photos, etc. The survey text explains the regulations and evaluation process used during the reconnaissance survey. Additional resources for information regarding the evaluation process is available on the website of New York State Department of Parks, Recreation, and Historic Preservation. Another key resource is the National Park Service Bulletin "How to Complete the National Register Registration Form."
  - Andrew Brooks: We do have a table available in the appendix explaining details resource by resource.
- Bill Meeham (Resident, CB 3 Airport Committee co-chair) expressed concern about the catering business, the Flushing Bay Promenade, and the relocated Marina facilities. Only 6 people from the community are present here today and there is ongoing frustration from the LGA projects.



- Andrew Brooks: the catering facility would remain in place under the Port Authority's proposed project; the boat lift and Marina office are to be relocated approximately 800 feet east. The Promenade itself is a park resource and not an historic resource, but coordination with City Parks is ongoing and impacts will be identified on all of the park areas. The Parks Department is developing a mitigation approach.
- Patrick St. Jean: it's a large geographic area, but only a few houses were picked out and information packages were forwarded to those residents. Why weren't all the community residents informed and the information provided to all? It looks like information recipients were hand-picked to include only those who were not expected to attend meetings, and I wasn't informed.
- Andrew Brooks: FAA sent multiple notices to residents regarding interest in the Section 106 process, additional responses were not received. The attendees at today's meeting have requested to be Consulting Parties.
- Frank Taylor (Ditmars Block Association): I'm representing a 102-year-old neighbor who received this large package of information on Monday and today is Wednesday, that is not fair. This is a lot of information to review and to be informed and not all on the list received the information, including the Ditmars organization. We applied last time and we are still not a partner.
- Andrew Brooks: We reached out to all identified Consulting Parties on January 8, 2020. 129 resources were looked at. We sent information only to homeowners whose properties met the eligibility criteria. The information was sent to all Consulting Parties; no written requests to participate from the Ditmars Boulevard Block Association have been received to date.
- Warren Schreiber (CB 7): The Dorie Miller housing complex is the first racially integrated co-op in New York City and should be considered again for inclusion. Common sense criteria needs to be included. Dorie Miller represents integration in New York City, and this definitely needs to be re-evaluated.

Promenade facilities:

- Warren Schreiber (CB 7): What is being relocated at the Marina and what are the impacts on the environment?
  - Andrew Brooks: The relocation needs to occur because access would be restricted by new infrastructure. Because one structure needs to be moved then all supporting facilities also need to be relocated. There is ongoing coordination with agencies, including the Army Corps of Engineers and Parks, which owns the Marina facilities. The evaluation of the environmental impacts is underway and all that information will be included in the Draft EIS.
  - Warren Schreiber suggests coordinating with the New York City Planning Department on what their plans for the area may include.
- Frank Taylor: What is going in the boat yard after relocation?
  - Andrew Brooks: The current area for relocation is parking for the Promenade. With the relocation, the parking will be moved to the area where the current office and boat lift are. The same amount of parking spots will be included in the new configuration.
- Frank Taylor: Is that parking for the Port Authority?
  - Andrew Brooks: No, the parking is open to the public for access to the Promenade.

- Frank Taylor: It seems that there is a battle for waterway and beach access throughout the country and we are restricting access here.
- Steve Culberson: We are looking at coastal resources impacts, as well as park resources and visual effects to parks as well as homeowners. Visual simulations for different seasons will be completed and included in the Draft EIS.
- Matt DiScenna: the Port Authority identified potential Promenade improvements, and ongoing coordination with the Parks Department is underway. It was communicated in an earlier meeting that community members did not use the Promenade and this project provides the potential to improve it for community members.
- Frank Taylor: there is a miscommunication because I stated that the Promenade is underutilized due to the homeless population living there and concerns over personal safety. Since that meeting, programs are underway to address the homeless population.

## 6. PRELIMINARY ASSESSMENT OF POTENTIAL EFFECTS TO HISTORIC PROPERTIES

Andrew Brooks explained that potential effects on the three previously mentioned houses or any other resource that might be identified will be looked at and information will be added to the studies.

Phil Hayden stated that looking at effects is the next step. The criteria for assessing adverse effects are in the regulations. The types of adverse effects were then explained. For example, considerations of changes to the viewshed of a historic property significant for its architecture and may or may not affect or diminish that historic property's significance as a work of architecture. Indirect APE includes:

- Resources on Ditmars Boulevard overlook LGA, Flushing Bay, and the Promenade. The proposed APM Guideway would be constructed 30 feet above the Promenade. However, Ditmars Boulevard is elevated at this location. The APM Guideway could create a visual impact. Noise and vibration from construction and operation of the APM could also be an effect.
- Historic resource on 27th Avenue. Main effects anticipated are noise and vibration.
- Flushing Meadows-Corona Park properties: Main effects are to the Passerelle Bridge and associated contributing elements, as well as the Historic District at large.

Steve Culberson explained existing conditions of the Passerelle Bridge. Main concerns are areas 1, 2, and 3 on the exhibit (NYCT 7 Train Mets-Willets Point Station, Passerelle Bridge and Passerelle Plaza).

## 7. OPPORTUNITIES TO AVOID, MINIMIZE, OR MITIGATE POSSIBLE ADVERSE EFFECTS

Steve Culberson went through the proposed preliminary concept for the Port Authority alternative showing details and how the LIRR station would be expanded.

### Q&A segment:

- Frank Taylor: How are noise and vibration evaluated and what does that mean? Also, LGA is farther away from where the potential APM is located. The construction at LaGuardia is already impacting homes and this additional construction will further impact them.
- Andrew Brooks: the noise and vibration evaluations will be done for the entire AirTrain route and not just designated historic properties. The additional impacts and the degree of impact will be identified.



- Frank Taylor: does the study include damage already occurring due to the current LGA construction?
  - Andrew Brooks: The EIS will evaluate the effects of noise and vibration from the project on adjacent areas. Potential mitigation for effects to historic resources could include determining existing conditions and monitoring during construction.
- Patrick St. Jean: these are people's lives and homes; we live here and are not being respected. There is damage from the current LGA construction that is 500 feet away and this proposed project is closer. Monitoring is being done but it's not being done correctly. Residents are the ones suffering, not the Port Authority, not FAA, and not the team. Personnel come to the houses to monitor effects about 50 times a month.
  - Andrew Brooks: we are not yet at the point of developing a mitigation approach and incorporating that into a Memorandum of Agreement. Concerns about the ongoing construction impacts of LGA were expressed in an early meeting before the EIS process started; the EIS will assess the effects of both construction and operation of the proposed project.
- Marie Gayle: is this EIS fully funded? It was stated in an earlier meeting that the effort was not funded
  - Matt DiScenna (Port Authority): it was stated in an earlier meeting that the funding was in place for the first tasks of the effort so that the project could get underway, then the subsequent tasks were funded. Yes, the EIS is fully funded.

## 8. SCHEDULE/NEXT STEPS

- FAA currently seeking input from Consulting Parties including SHPO, on eligibility determinations and any other information concerning historic resources
- Matt DiScenna suggested sending a follow up email with contact details for the SHPO and Advisory Council to all Consulting Parties.
- Next meeting February 25 will be focused on adverse effects avoidance options and mitigation.
- Andrew Brooks stated that the full Phase 1A archaeological survey and reconnaissance-level historic architectural survey will be posted to the website.
- Sarah Stokely (ACHP): several agencies are observing the development and implementation of the Section 106 process. The ACHP is also participating to make sure FAA operates on a reasonable, good faith standard. Additional properties were in effect evaluated and added. If anybody feels additional evaluation is needed, they should express it to the FAA, the ACHP, or the SHPO.
- There will be an additional Consulting Parties meeting on April 2nd to review mitigation options and discuss a Memorandum of Agreement to resolve any adverse effects.



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# LaGuardia Airport Access Improvement Project Environmental Impact Statement

*Consulting Parties Meeting*

January 15, 2020



# AGENDA

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- Introductions and Review of Port Authority's Proposed Alternative
- Revised APE
- Addendum Archaeology and Architecture Survey Results
- Final Identification of Historic Properties
- Considering Effects and Methods to Address Impacts
- General Discussion
- Schedule/Next Steps



# INTRODUCTION

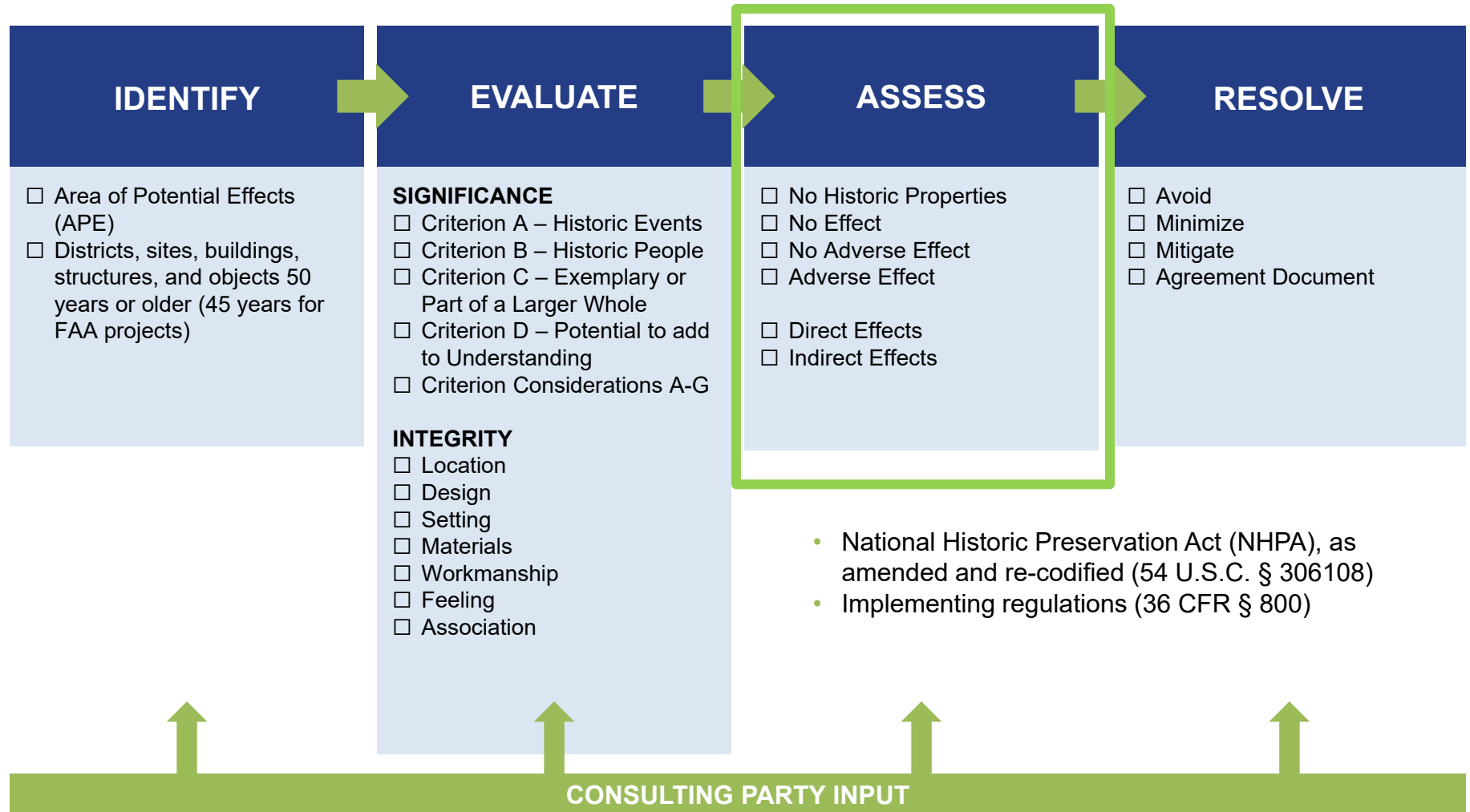
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- Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects on historic resources of proposed projects they carry out, assist, fund, permit, license, or approve
- Historic resources are those that are listed or determined to be eligible for listing in the National Register of Historic Places
- As lead federal agency, FAA is responsible for consulting with the SHPO, Native American tribes, representatives of local governments, historic preservation organizations, and others with an interest in the effects of the undertaking on historic resources
- FAA has delineated an Area of Potential Effects for the proposed project, with which the SHPO has concurred
- FAA has identified and recommended eligible historic properties
- FAA has not made any recommendations on potential effects of the proposed project on historic properties





# SECTION 106 PROCESS REVIEW – NATIONAL REGISTER OF HISTORIC PLACES CRITERIA



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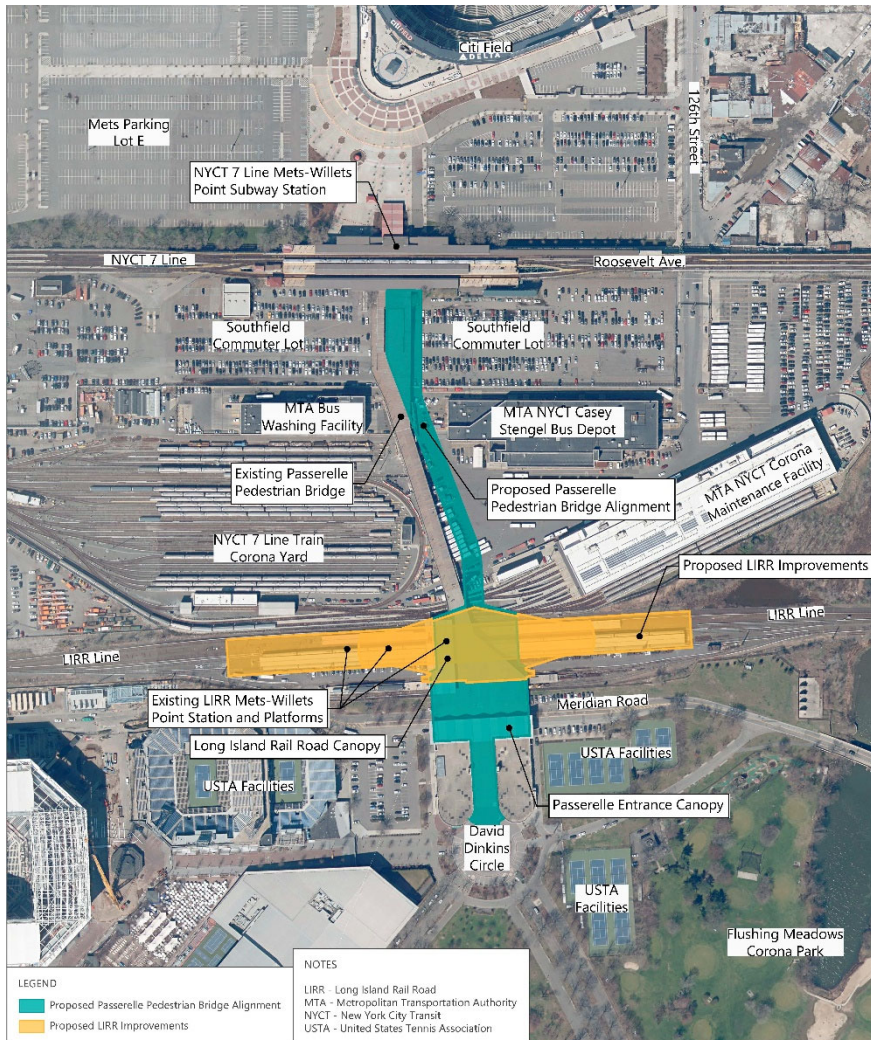
# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE



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# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE - CONNECTED ACTIONS



- Relocation of the Passerelle Pedestrian Bridge
- Improvements to the Metropolitan Transportation Authority Long Island Rail Road Mets-Willets Point Station
  - New shuttle service to Penn Station and Grand Central Terminal
  - Two new platforms
  - Four new tracks within the station
  - New crossovers and signal system
- Relocation of Worlds Fair Marina facilities
- Utility relocations and improvements

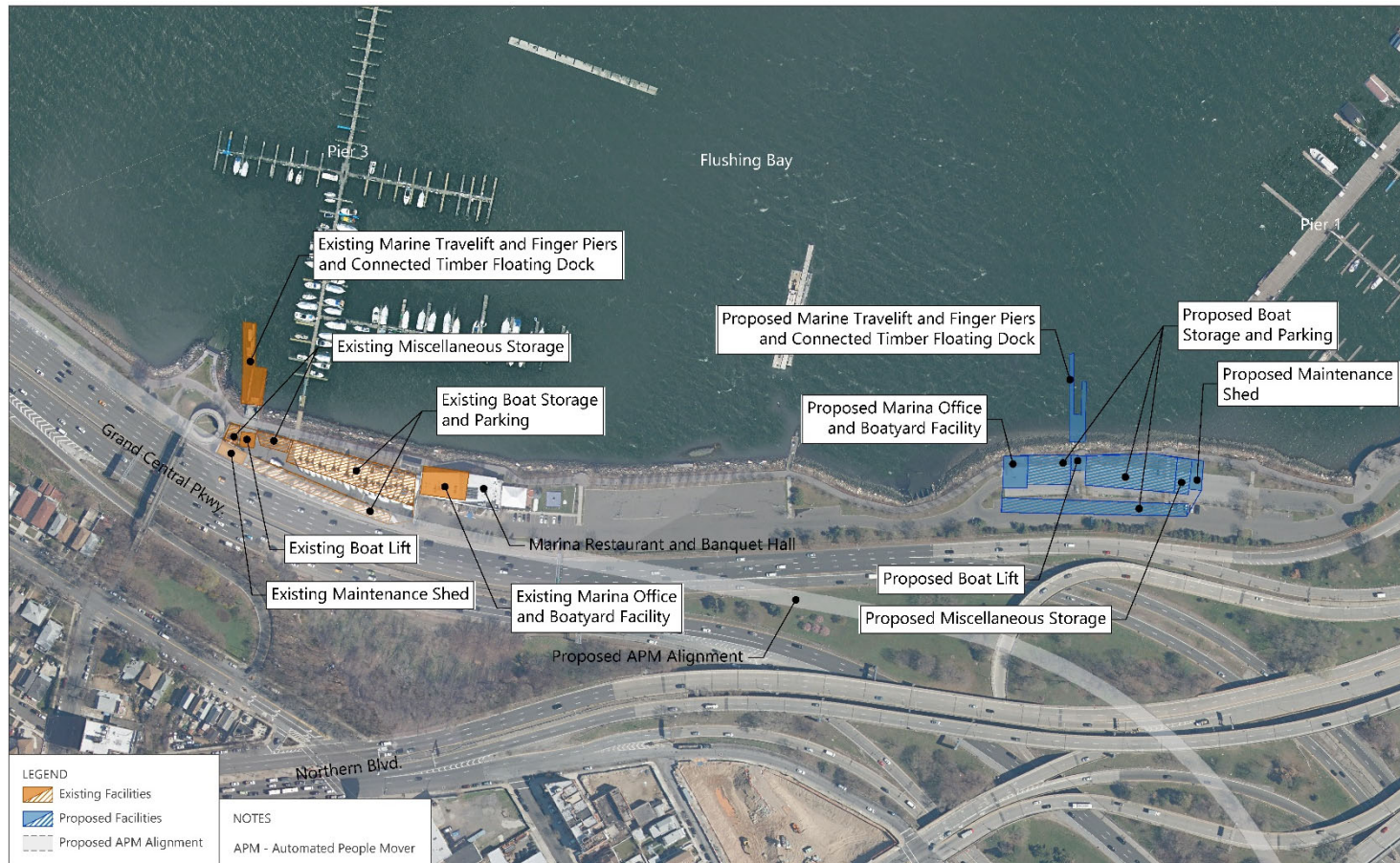


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# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE - CONNECTED ACTIONS

- Relocation of World's Fair Marina Facilities



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# PANYNJ PROPOSED ALTERNATIVE - REVISED AREA OF POTENTIAL EFFECTS (APE)

- Under Section 106, the APE is defined in 36 CFR § 800.16(d) as follows: “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.”

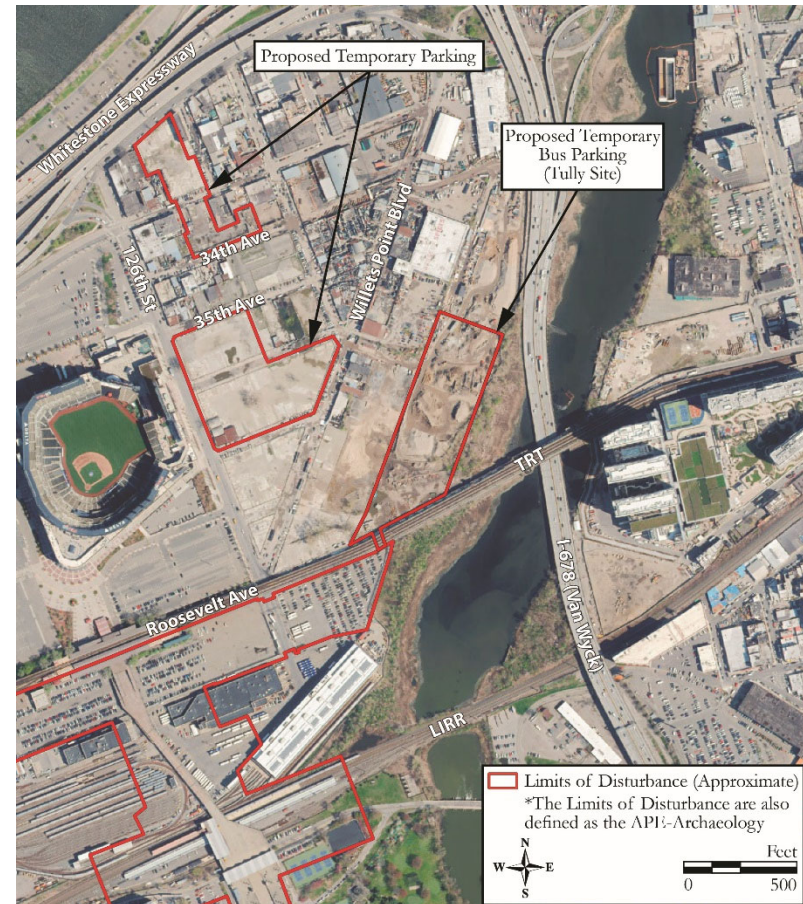


- The direct and indirect APE for the Proposed Alternative was revised in December 2019 due to the addition of the MTA (Tully) site – a temporary bus parking lot.



# REVISED DIRECT AREA OF POTENTIAL EFFECTS (APE) – THE MTA (TULLY) SITE: TEMPORARY BUS PARKING

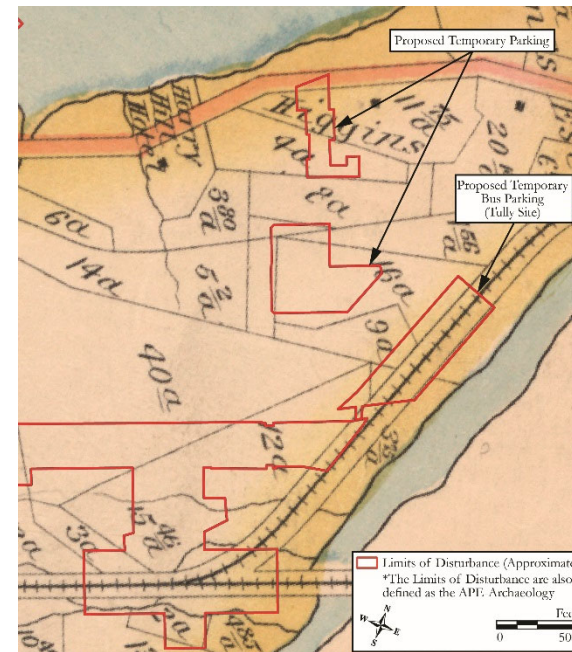
- **MTA (Tully) Site:** 6.42-acre paved open lot east of Willets Point Boulevard and north of Roosevelt Avenue.
- **Use:** temporary relocation of approximately 240 buses from the Casey Stengel Bus Depot during construction of the Proposed Alternative.
- **Preparation:** paved and striped and improved with access points and driveways for bus circulation.
- **Below ground disturbance:** minimal to none.
- **Access:** via a 30-foot wide bus underpass from Casey Stengel, under existing Roosevelt Avenue viaduct.





# ADDENDUM PHASE IA ARCHAEOLOGICAL SENSITIVITY ASSESSMENT - THE TULLY SITE

- The Tully Site falls within an area of former marsh filled during the nineteenth century. The NRCS (2019) maps the Tully Site as urban fill.
- Previously surveyed in 2003 as part of the Flushing Bay Ecosystem Restoration Project, Area 1 W. Flushing Creek.
- No prehistoric or historic sites identified within or near, however some historic piers are located to the east, adjacent to Flushing Creek.
- A feeder track of the Flushing & North Side Railroad (F&NSRR) intersected the Tully site by 1873, this became LIRR rail yard developed by early 20<sup>th</sup> c along with some industrial buildings by mid-20<sup>th</sup> c.



1891

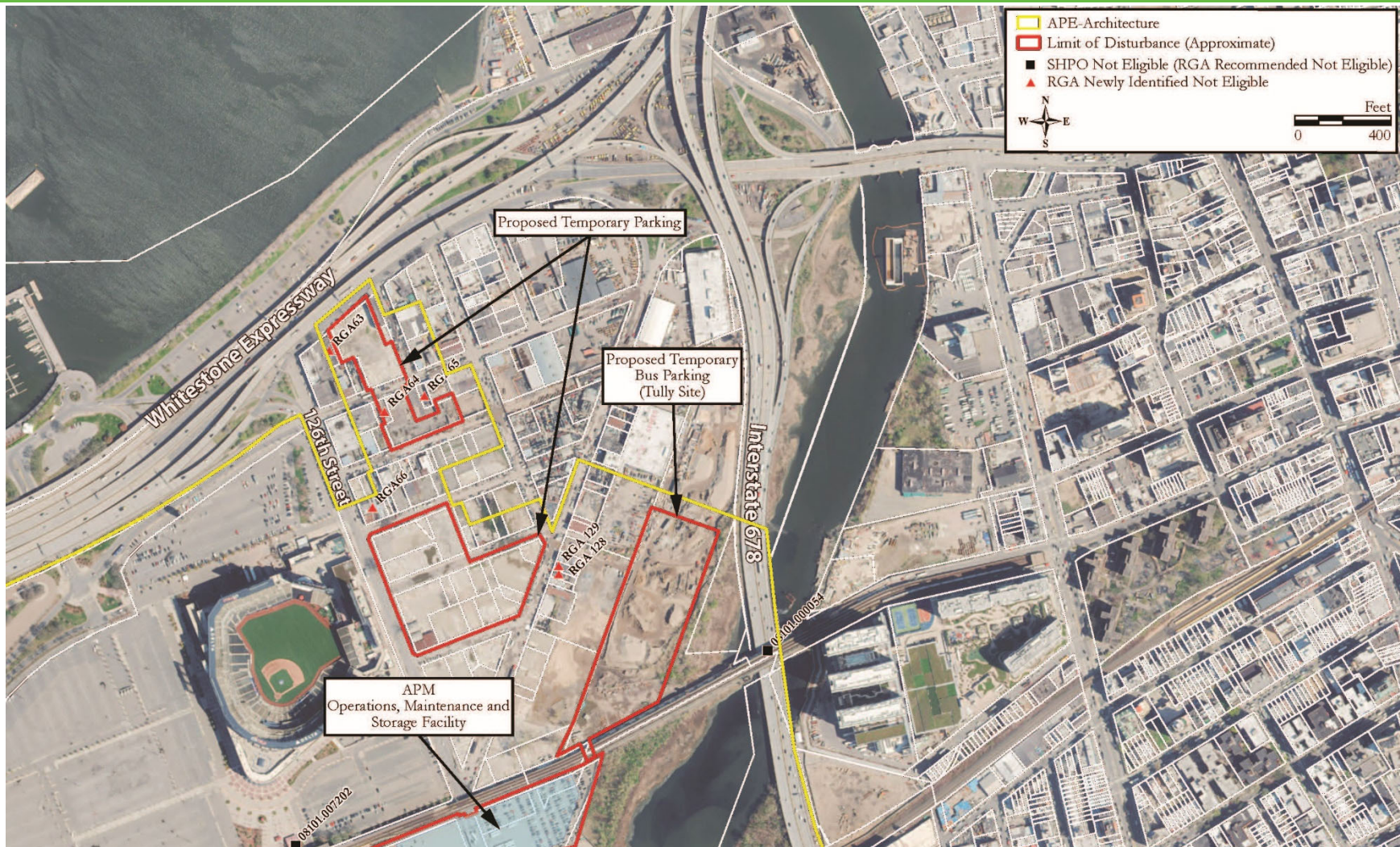
- The survey concluded that the direct APE for the Tully Site has low archaeological sensitivity.



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# ADDENDUM RECONNAISSANCE ARCHITECTURAL SURVEY – MTA (TULLY) SITE



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# ADDENDUM RECONNAISSANCE ARCHITECTURAL SURVEY – MTA (TULLY) SITE RESULTS

- The Addendum Architectural Survey examined two resources over 45 years of age for potential eligibility for listing in the NRHP
- Neither met the historic integrity standard for NRHP eligibility
- The survey identified no new NRHP-eligible historic properties inside the revised APE-Architecture for the MTA (Tully) Site



# LPC ADDITIONAL RECOMMENDED SITES

- New York City Landmarks Preservation Commission suggested that three resources initially identified as not eligible appeared eligible for State or National listing:
  - 105-05 Ditmars Boulevard
  - 105-11 Ditmars Boulevard
  - Dorie Miller Cooperative Houses, 112-14 Northern Boulevard
- Additional analysis was conducted and concluded that the two resources on Ditmars Boulevard do not possess sufficient architectural or historic significance and/or historic integrity for listing on the National Register
- Additional analysis of the Dorie Miller Cooperatives Houses concluded that the resource does not retain sufficient historic integrity for listing on the National Register





# IDENTIFICATION OF HISTORIC PROPERTIES



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# IDENTIFICATION OF HISTORIC PROPERTIES – DITMARS BLVD AREA



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# IDENTIFICATION OF HISTORIC PROPERTIES

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## **Dwelling, 105-19 Ditmars Blvd (USN 08101.013145)**

*Individually Eligible*

*Criterion C - Architecture*

*POS: Circa 1925*

The starkly geometrical, two-story, brick residence represents an intact, unusual interpretation of the Tudor Revival style, executed in brick. It embodies the distinctive characteristics of its type and period.



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# IDENTIFICATION OF HISTORIC PROPERTIES

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## **Dwelling, 105-33 Ditmars Blvd (USN 08101.013146)**

*Individually Eligible*

*Criterion C - Architecture*

*POS: Circa 1920*

This asymmetrical stucco dwelling represents a substantially intact early-twentieth-century Mission Revival style residence. It embodies the distinctive characteristics of its type and period.



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# IDENTIFICATION OF HISTORIC PROPERTIES

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## **Dwelling, 106-18 27th Ave (USN 08101.013148)**

*Individually Eligible*

*Criterion C - Architecture*

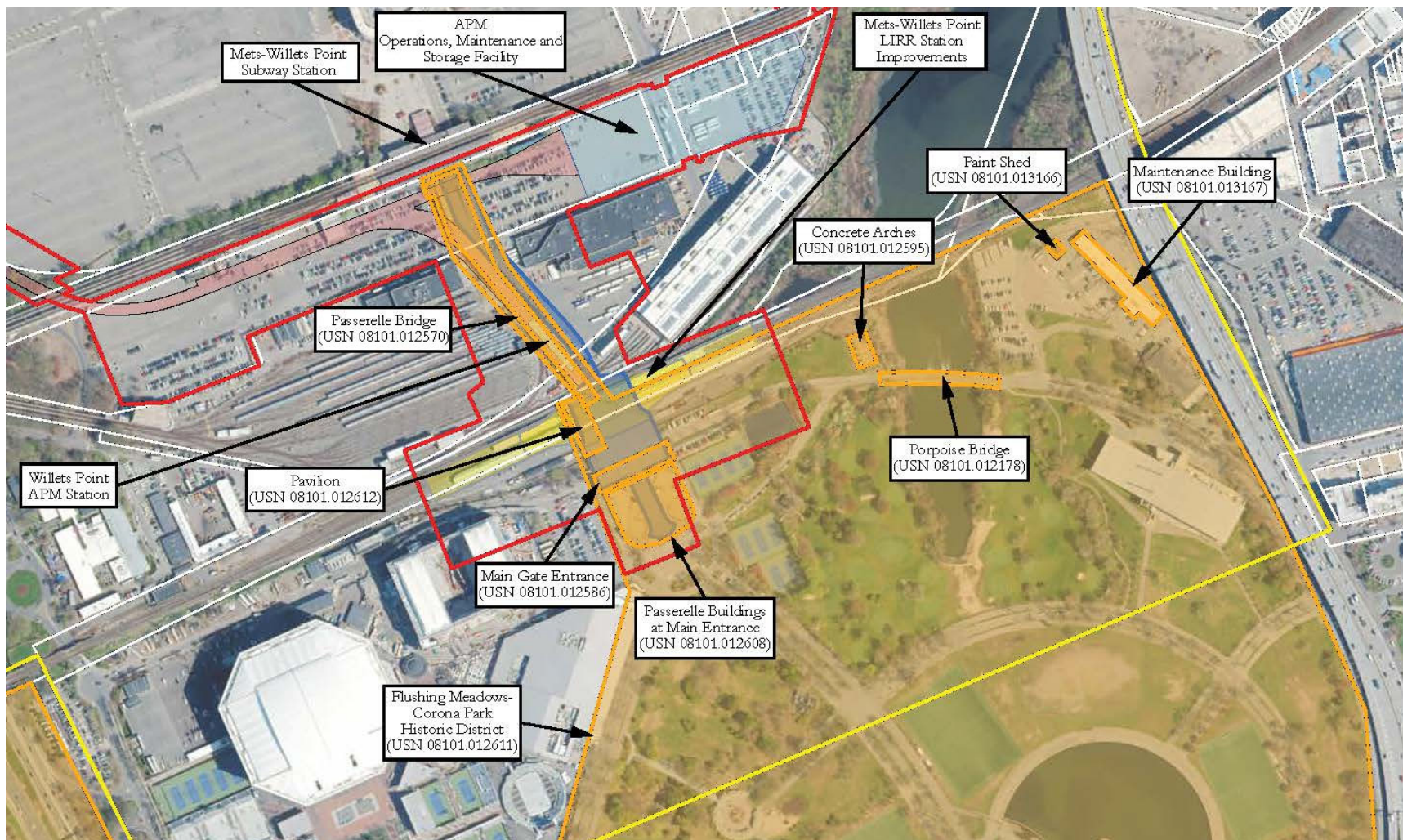
*POS: Circa 1925*

The one-and-a-half-story brick bungalow represents an historically significant, intact example of a brick Craftsman-style bungalow. It embodies the distinctive characteristics of its type and period.



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# IDENTIFICATION OF HISTORIC PROPERTIES – FLUSHING MEADOWS-CORONA PARK AREA



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# IDENTIFICATION OF HISTORIC PROPERTIES

## Flushing Meadows-Corona Park (USN 08101.012611)

*Individually Eligible Historic District*

*Criteria A & C - Social History;  
Entertainment / Recreation;  
Community Planning and  
Development; Landscape  
Architecture*

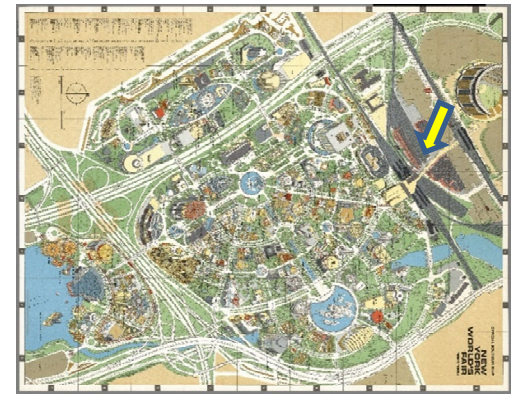
*POS: 1939-1967*

The 897-acre park is the former site of two World's Fairs and a complex landscape composed of landscape elements, structures, buildings, sculptures, and passive green/recreational spaces. It includes 57 identified resources. Most contribute to the historical district; some do not.



Worldsfaircommunity.org

1939



Bollmann 1964

1964



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# IDENTIFICATION OF HISTORIC PROPERTIES

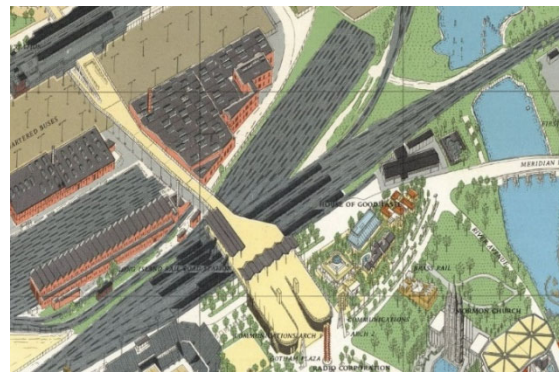
## Passerelle Bridge (USN 08101.012570)

*Eligible / Contributing to Flushing Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment / Recreation;  
Community Planning and  
Development; Landscape Architecture*

*Date: c. 1939; Rebuilt 1964*

Multi-span, elevated steel trestle topped by a pedestrian boardwalk with timber and concrete decking, metal railings, and flagpoles forming the primary processional entrance into the former World's Fair / Park site. The structure crosses the Corona Rail Yard and connects the NYCT 7 Line and the LIRR with Citi Field and the Flushing Meadows-Corona Park.



Bollmann 1964

1964



NY Public Library

1964



Federal Aviation  
Administration



# IDENTIFICATION OF HISTORIC PROPERTIES

## Pavilion on the Passerelle Bridge (USN 08101.012612)

*Eligible / Contributing to Flushing Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment / Recreation;  
Community Planning and  
Development; Landscape Architecture*

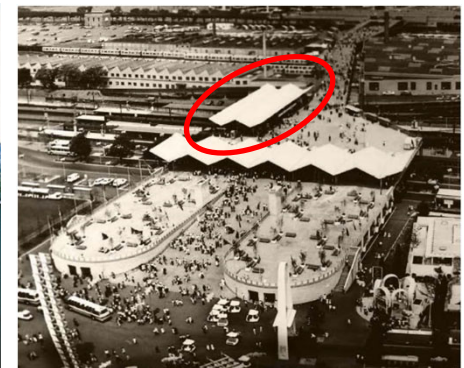
*Date: 1964*

Built for the 1964 World's Fair in connection with the LIRR station, the open pavilion reflects the International style and features flat steel roof panels arranged in a zig-zag pattern and supported on nine pairs of tapered steel posts with tapered steel principal rafters underpinning transverse steel common rafters.



[www.trainsarefun.com](http://www.trainsarefun.com)

1964



NY Public Library

1964



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# IDENTIFICATION OF HISTORIC PROPERTIES

## Main Gate Entrance (USN 08101.012586)

*Eligible / Contributing to Flushing Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment / Recreation;  
Community Planning and  
Development; Landscape Architecture*

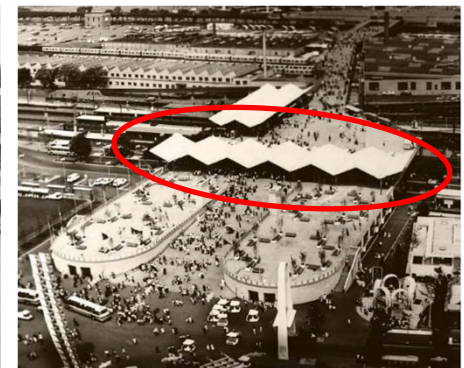
*Date: 1964*

Built for the 1964 World's Fair as the main entrance gate, the open pavilion reflects the International style and features flat steel roof panels arranged in a zig-zag pattern and supported on six sets of three tapered steel posts with tapered steel principal rafters underpinning transverse steel common rafters.



NYC Parks Archives

1964



NY Public Library

1964



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Administration



# IDENTIFICATION OF HISTORIC PROPERTIES

## Passerelle Buildings at Main Entrance (USN 08101.012608)

*Eligible / Contributing to Flushing Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment / Recreation;  
Community Planning and  
Development; Landscape Architecture*

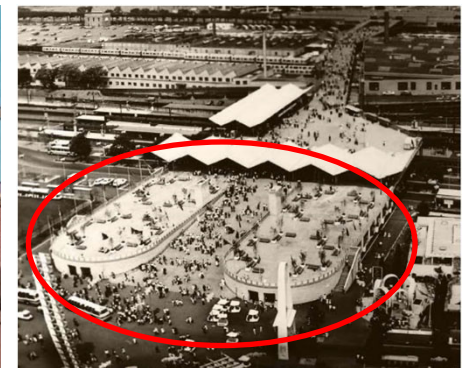
*Date: 1964*

Built for the 1964 World's Fair as part of the main entrance, the property comprises a pair of 1-story, curved brick buildings on each side of an integral pedestrian ramp. Each building features a flat roof with a pedestrian terrace and overlook, metal railings, flagpoles, and a pair of large brick pylon/ ventilation shafts flanking the central ramp.



NY Public Library

1964



NY Public Library

1964



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Administration

# IDENTIFICATION OF HISTORIC PROPERTIES

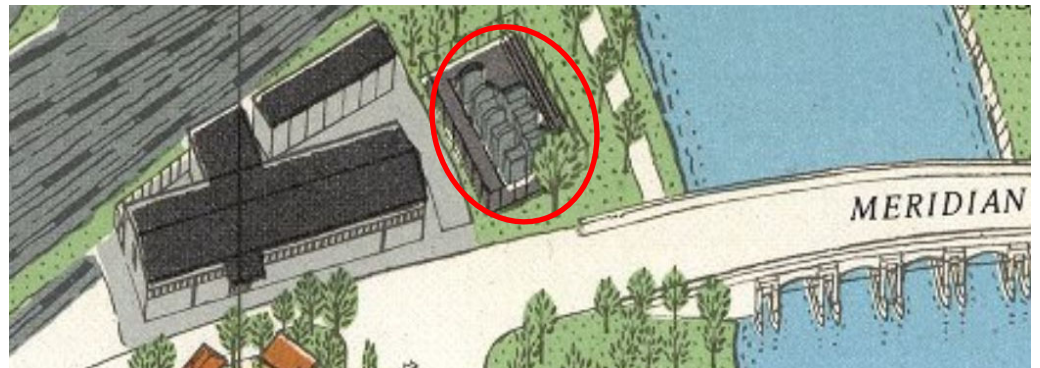
## Concrete Arches (USN 08101.012595)

*Eligible / Contributing to Flushing Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment/ Recreation;  
Community Planning and  
Development; Landscape Architecture*

*Date c.1964*

The structure features a row of five arched concrete structures on a concrete pad and are likely the remains of electrical Substation No. 3, erected for the 1964 World's Fair, and probably served as safety baffles between high-voltage transformers. Associated buildings and equipment have been removed.



Bollman 1964

1964



Federal Aviation  
Administration



# IDENTIFICATION OF HISTORIC PROPERTIES

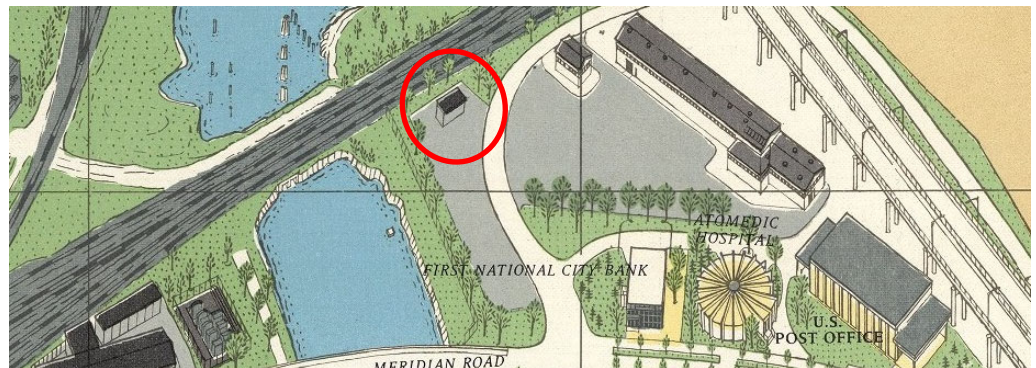
## Paint Shed (USN 08101.013166)

*Eligible / Contributing to Flushing Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment/ Recreation;  
Community Planning and  
Development; Landscape Architecture*

*Date c.1964*

Built for the 1964 World's Fair to serve as a paint shed, this small corrugated metal building features a low-pitched gable roof, ribbon windows (blocked), and a large metal roof vent.



Bollman 1964

1964



Federal Aviation  
Administration

# IDENTIFICATION OF HISTORIC PROPERTIES

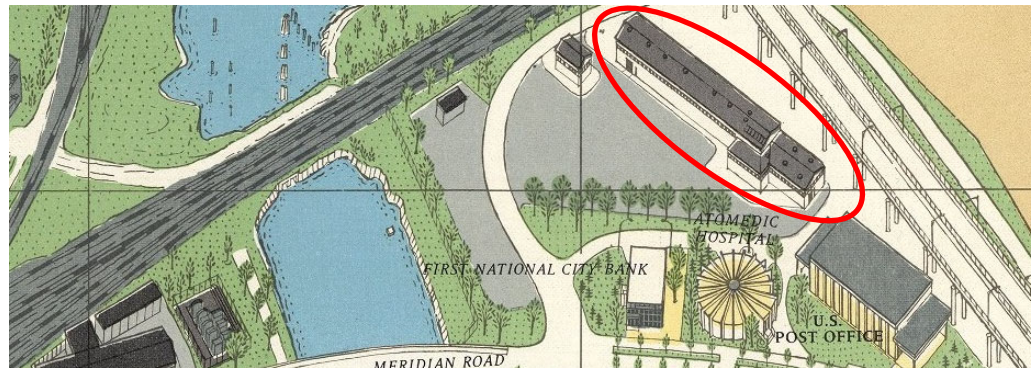
## Maintenance Building (USN 08101.013167)

*Eligible / Contributing to Flushing Meadows-Corona Park*

*Criteria A & C - Social History;  
Entertainment/ Recreation;  
Community Planning and  
Development; Landscape Architecture*

*Date c.1964*

Built for the 1964 World's Fair to serve as a maintenance building, this metal structure features a low-pitched gable roof, ribbon windows, multiple vehicular bays, and additions.



Bollman 1964

1964



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Administration



# IDENTIFICATION OF HISTORIC PROPERTIES

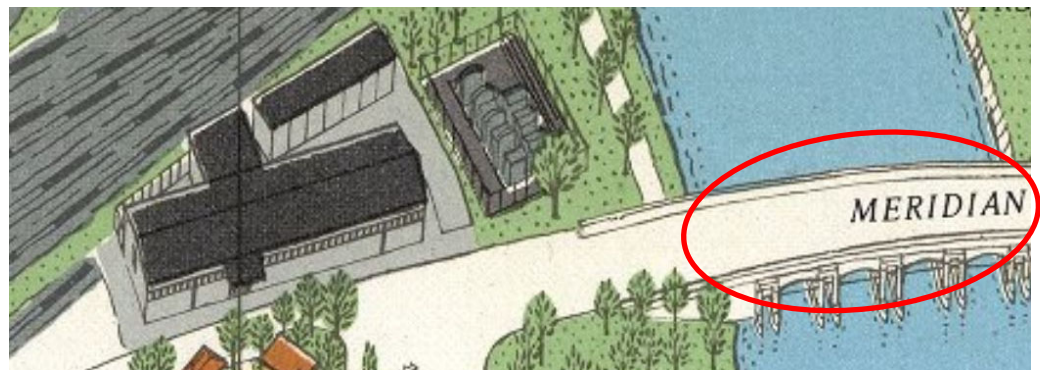
## Porpoise Bridge (tidal gate bridge) (USN 08101.012178)

*Individually Eligible / Key Contributing  
to Flushing Meadows-Corona Park*

*Criterion C - Engineering*

*POS: c. 1936-1937*

A 14-span rigid frame structure (BIN 2270690) with Modern design elements carrying Meridian Road over Flushing Creek, supported by reinforced concrete piers and pile foundation. Underneath the north fascia, there is a floodwater flow control structure.



Bollman 1964

1964



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Administration

# IDENTIFICATION OF HISTORIC PROPERTIES

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**QUESTIONS / DISCUSSION**



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# CONSIDERING EFFECTS

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## Criteria of Adverse Effect

*“An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that would qualify it for inclusion in the National Register, in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” (36 CFR 800.5).*

## Types of Effects

- ☐ No Historic Properties Present
- ☐ No Effect
- ☐ No Adverse Effect
- ☐ Adverse Effect
  
- ☐ Direct Effects
- ☐ Indirect Effects



# CONSIDERING EFFECTS

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## Types of Adverse Effects

- ☐ Reasonably foreseeable
- ☐ Occur later in time
- ☐ Farther removed in distance
- ☐ Cumulative

## Examples of Adverse Effects

- ☐ Physical destruction or damage
- ☐ Alteration not consistent with the Secretary's *Standards for the Treatment of Historic Properties*
- ☐ Removal from historic location
- ☐ Change of character of use or of physical features within the setting
- ☐ Introduction of visual, atmospheric, or audible elements that diminish integrity
- ☐ Neglect causing deterioration
- ☐ Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions





# CONSIDERING EFFECTS

## DITMARS BOULEVARD PROPERTIES

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- Indirect APE
- 105-19 Ditmars Blvd and 105-33 Ditmars Blvd back onto the Grand Central Parkway and overlook LGA and Flushing Bay
- Visual: proposed APM Guideway would stand approximately 230 feet east of the historic properties and approximately 30 feet above current grade level
- Noise and vibration: construction and operation



# CONSIDERING EFFECTS

## 27<sup>TH</sup> AVENUE PROPERTY

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- Indirect APE
- 106-18 27th Ave at corner of 27<sup>th</sup> Avenue and Ditmars Blvd
- Proposed APM Guideway would stand approximately 430 feet east of the historic property and approximately 30 feet above current grade level
- Visual: topography, intervening buildings, and vegetation limit visibility of the proposed APM Guideway
- Noise and vibration: construction and operation



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# CONSIDERING EFFECTS

## FLUSHING MEADOWS-CORONA PARK PROPERTIES

- Indirect APE
- Proposed OMSF, APM Willets Point Station, LIRR Station improvements, would stand between approximately 280 - 730 feet west / northwest of the contributing Concrete Arches, Paint Shed, and Maintenance Building and between approximately 420 - 945 feet west / northwest of the individually eligible / key contributing Porpoise Bridge
- Visual: Intervening vegetation limits visibility
- Porpoise Bridge proposed to be replaced under separate undertaking



# CONSIDERING EFFECTS

## PASSERELLE BRIDGE AND ADJACENT PROPERTIES

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- Direct APE
- Passerelle Bridge, owned by NYC Parks, has reached the end of its useful life and is in need of rehabilitation
- NYC Parks had developed plans and earmarked funds to replace the bridge
- Those plans were put on hold after the Port Authority proposed replacing the bridge to accommodate a Mets-Willets Point APM Station
- The Port Authority has begun coordinating plans for the replacement bridge with MTA, USTA, NYC Parks and NY Mets to minimize effects to their operations and facilities
- The design of the replacement Passerelle Bridge is also subject to a separate New York City Public Design Commission (PDC) process





# CONSIDERING EFFECTS PASSERELLE BRIDGE EXISTING CONDITIONS



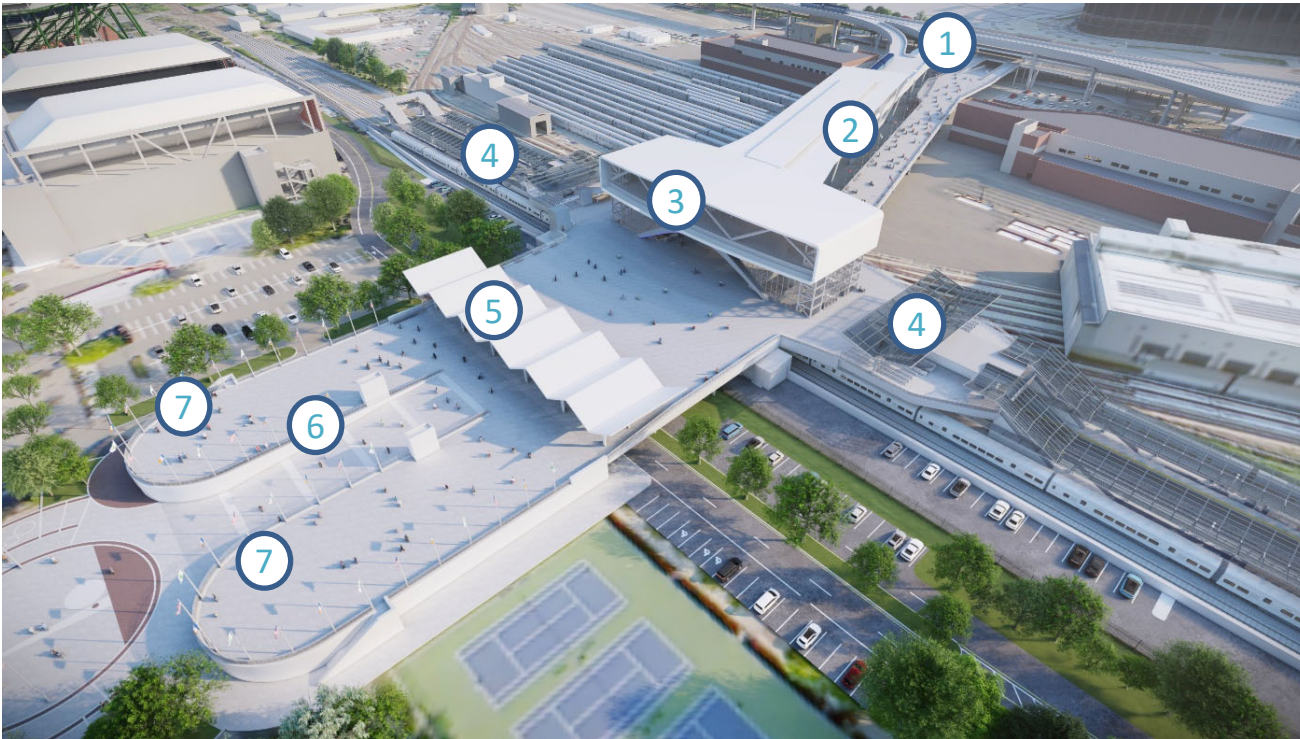
- 1) NYCT 7 Train Mets-Willets Point Station
- 2) Passerelle Bridge
- 3) Passerelle Plaza
- 4) LIRR Mets-Willets Point Station
- 5) Historic Canopy Structure
- 6) Passerelle Administration Building



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# CONSIDERING EFFECTS

## PASSERELLE BRIDGE PROPOSED PRELIMINARY CONCEPT



- 1) NYCT 7 Train Mets-Willets Point Station Interface
- 2) New Passerelle Bridge
- 3) AirTrain Station (Conceptual)
- 4) LIRR Mets-Willets Point Station (Conceptual)
- 5) Restored Historic Canopy Structure (Canopy Over LIRR Station To Be Relocated)
- 6) ADA Compliant Pedestrian Ramp
- 7) Potential Renovated Passerelle Administration Building Roof



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# CONSIDERING EFFECTS

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## QUESTIONS / DISCUSSION



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Administration

# SCHEDULE AND NEXT STEPS

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## NEXT STEPS

- FAA seek input from Consulting Parties, including SHPO, on effects
- 4<sup>th</sup> Consulting Parties Meeting - February 25
  - Present options and/or mitigation for any adverse effects
  - Seek input from Consulting Parties on resolution of any adverse effects and mitigation measures
- FAA identifies effects to historic properties and submits to SHPO for concurrence
- 5<sup>th</sup> Consulting Parties Meeting – April 2
  - Review mitigation options and develop a Memorandum of Agreement or Programmatic Agreement in consultation with Consulting Parties to resolve any adverse effects







U. S. Department  
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New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Colleen Alderson  
Chief of Parklands  
New York City Department of Parks and Recreation  
The Arsenal, Central Park  
830 Fifth Avenue  
New York, NY 10065

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Alderson,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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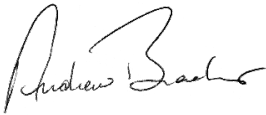
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The third Consulting Parties meeting is scheduled for **Wednesday, January 15, 2020**, from 10:00 a.m. to 12:00 p.m. at the LaGuardia Airport Marriott located at 102-05 Ditmars Boulevard, East Elmhurst, New York. We would appreciate you notifying us by January 6, 2020 of your intention to attend the meeting by contacting Maria Bernardez with Ricondo & Associates, Inc. (Ricondo), by telephone at 312-606-0611, x374, or by email at [mgbernardez@ricondo.com](mailto:mgbernardez@ricondo.com). Ricondo has been selected as the third-party contractor and is preparing the EIS under direction of the FAA.

In the meantime, if you have any questions, need additional information about participating in the Section 106 consultation process, or are unable to attend the meeting but wish to provide comments concerning potential Project impacts to NRHP eligible historic properties, please do not hesitate to contact me by email at [andrew.brooks@faa.gov](mailto:andrew.brooks@faa.gov) or by phone at 718-553-2511. I look forward to seeing you at the next meeting.

Sincerely,

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Susan Bachor  
Historic Preservation Representative  
Delaware Tribe  
5100 Tuxedo Blvd  
Bartlesville, OK 74006

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Bachor,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

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U. S. Department  
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Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Jacob Balter  
Director – Strategic Investments  
Long Island Rail Road  
2 Broadway, B4.101  
New York , NY 10004

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Balter,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

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Eastern Region

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Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Ajay Banga  
Co-Chairperson  
Partnership for New York City  
One Battery Park Plaza, 5th Floor  
New York , NY 10005

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Banga,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
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Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Simeon Bankoff  
Executive Director  
Historic Districts Council  
232 East 11th Street  
New York , NY 10003

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Bankoff,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

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U. S. Department  
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Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Michael Braner  
Chairperson  
The New York Landmarks Conservancy  
One Whitehall Street  
New York , NY 10004

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Braner,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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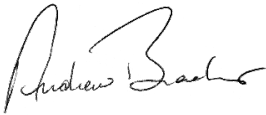
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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

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U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. David Bunn Martine  
Shinnecock Indian Nation  
P.O. Box 5006  
Southampton, NY 11969

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Bunn Martine,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

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U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Mark J. Coleman  
Chairperson  
Queens Museum  
New York City Building  
Flushing Meadows Corona Park  
Queens, NY 11368

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Coleman,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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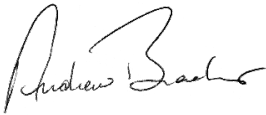
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In the meantime, if you have any questions, need additional information about participating in the Section 106 consultation process, or are unable to attend the meeting but wish to provide comments concerning potential Project impacts to NRHP eligible historic properties, please do not hesitate to contact me by email at [andrew.brooks@faa.gov](mailto:andrew.brooks@faa.gov) or by phone at 718-553-2511. I look forward to seeing you at the next meeting.

Sincerely,

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Corona-East Elmhurst Historic Preservation Society  
P.O. Box 690304  
East Elmhurst, NY 11369-0304

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Sir or Madam,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Beth Cumming  
Senior Historic Site Restoration Coordinator  
New York State Division for Historic Preservation (SHPO)  
Peebles Island Resource Center  
One Delaware Ave North  
Cohoes, NY 12047

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Cumming,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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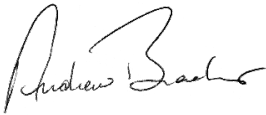
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Julio Diaz  
105-19 Ditmars Boulevard  
East Elmhurst, NY 11369

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Diaz,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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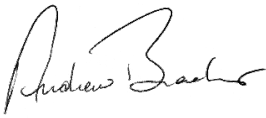
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Matthew DiScenna  
Senior Program Manager, LGA AirTrain  
Port Authority of New York and New Jersey  
4 World Trade Center  
150 Greenwich Street  
New York, NY 10006

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. DiScenna,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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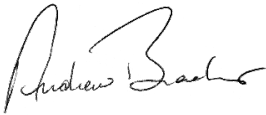
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Renetta English  
Chairperson  
Queens Community Board 3  
82-11 37th Avenue, Suite 606  
Jackson Heights, NY 11372

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. English,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Timothy L. Gallagher  
Senior Project Manager  
New York City Department of City Planning  
253 Broadway, 14th Floor  
New York, NY 10007

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Gallagher,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Thomas Grech  
President & CEO  
Queens Chamber of Commerce  
75-20 Astoria Blvd, Suite 140  
Jackson Heights, NY 11370

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Grech,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Bonney Hartley  
Tribal Historic Preservation Officer  
Stockbridge-Munsee Mohican Tribal Historic Preservation  
65 1st Street  
Troy, NY 12180

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Hartley,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Tami Hausman  
Treasurer  
DOCOMOMO  
601 West 26th st.  
Suite 325/10  
New York , NY 10001

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Hausman,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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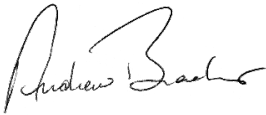
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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
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1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Kylah Hynes  
Director of Federal Affairs  
Metropolitan Transportation Authority  
444 North Capitol Street NW, Suite 301  
Washington, DC 20001

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Hynes,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Sincerely,

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Kathleen Joy  
Assistant Counsel  
New York State Department of Transportation  
50 Wolf Road  
Albany, NY 12232

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Joy,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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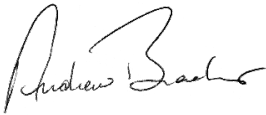
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Melinda Katz  
President  
Office of the Mayor, Queens Borough Director  
253 Broadway, 14th Floor  
New York, NY 10007

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Katz,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

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U. S. Department  
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New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Eugene Kelty Jr.  
Chairperson  
Queens Community Board 7  
133-32 41st Road, Suite 3B  
Flushing, NY 11355

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Kelty, Jr.,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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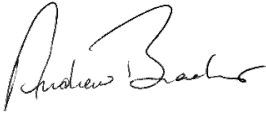
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Elcido Mercado  
105-33 Ditmars Boulevard  
East Elmhurst, NY 11369

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Mercado,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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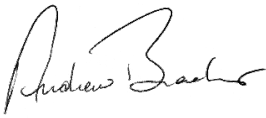
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Haeda Mihaltses  
Vice President, External Affairs  
New York Mets  
120-01 Roosevelt Ave  
Queens, NY 11368

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Mihaltses,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

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U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. L.C. Moss  
106-18 27th Ave  
East Elmhurst, NY 11369

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Moss,

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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA  
Marie Gayle





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

National Trust for Historic Preservation  
2600 Virginia Avenue NW, Suite 1100  
Washington, DC 20037

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

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U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Professional Archaeologists of New York City (PANYC)  
P.O. Box 1503  
Murray Hill Station  
New York , NY 10156-1503

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

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New York Airports District Office  
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1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Michael Papagianakis (Pantelidis)  
Vice President  
New York Buildings Congress  
1040 Avenue of the Americas, 21st Floor  
New York, NY 10018

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Papagianakis (Pantelidis),

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Federal Aviation Administration, Eastern Regional Office

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U. S. Department  
of Transportation

New York Airports District Office  
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1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Michele Samuelson-Jaiswal  
Project Manager  
New York City Department of Transportation  
55 Water Street, 9th Floor  
New York, NY 10041

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Samuelson-Jaiswal,

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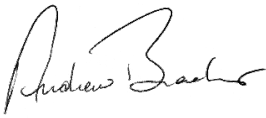
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In the meantime, if you have any questions, need additional information about participating in the Section 106 consultation process, or are unable to attend the meeting but wish to provide comments concerning potential Project impacts to NRHP eligible historic properties, please do not hesitate to contact me by email at [andrew.brooks@faa.gov](mailto:andrew.brooks@faa.gov) or by phone at 718-553-2511. I look forward to seeing you at the next meeting.

Sincerely,

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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA





U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Gina Santucci  
Environmental Review Coordinator  
New York City Landmarks Preservation Commission  
1 Centre Street, 9th Floor North  
New York , NY 10007

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Santucci,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

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U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Patricia B. Sherwood  
President  
Queens Historical Society  
143-35 37th Avenue  
Flushing, NY 11354

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Sherwood,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

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Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Ms. Sarah C. Stokely  
Program Analyst  
Advisory Council on Historic Preservation  
401 F Street NW, Suite 308  
Washington, DC 20001

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Stokely,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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**Federal Aviation  
Administration**

December 18, 2019

Ms. Erin Thompson  
Director, Cultural Resources/Section106  
Delaware Nation  
31064 State Highway  
281 Building 100  
Anadarko, OK 73005

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Ms. Thompson,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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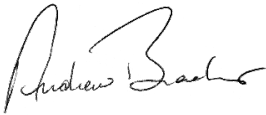
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Federal Aviation Administration, Eastern Regional Office

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U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Louis Walker  
Chairperson  
Queens Community Board 4  
46-11 104th Street  
Corona, NY 11368

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Walker,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

December 18, 2019

Mr. Daniel Zausner  
Chief Operating Officer  
United States Tennis Association  
USTA Billie Jean King National Tennis Center,  
Flushing Meadows - Corona Park  
Flushing, NY 11368

**RE: Section 106 Consulting Parties Coordination  
LaGuardia Airport Access Improvement Project**

Dear Mr. Zausner,

The Federal Aviation Administration (FAA) would like to invite you and/or your organization to participate in the third Consulting Parties meeting as part of the continuing National Historic Preservation Act Section 106 process for the LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS). As you are aware, the Port Authority of New York and New Jersey (Port Authority), which operates LaGuardia Airport (LGA), is proposing to improve access to LGA through the construction and operation of a new automated people mover AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA.

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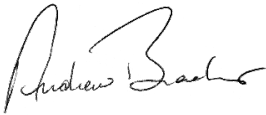
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Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration, Eastern Regional Office

cc: Marie Jenet, FAA



**LGA-EIS CONSULTING PARTIES MEETING No. 4  
FEBRUARY 25, 2020**

**DRAFT AGENDA DISCUSSION POINTS**

**Update on Identification of Historic Properties**

- Results of consultation with the New York State Historic Preservation Officer (SHPO) regarding FAA's identification of historic properties eligible for listing in the National Register of Historic Places (NRHP)

**Review of Possible Effects to Historic Properties**

- Direct & Indirect Effects
- Ditmars Blvd Properties
- Flushing Meadows-Corona Park Properties

**Consideration of Alternatives**

- Ditmars Blvd Properties
  - Illustrate Typical Guideway Design
  - Lower Height of Guideway?
  - Vibration/Noise Studies and Findings to Date
- Flushing Meadows-Corona Park Properties
  - Potential Effects to Non-Passerelle Bridge Properties
  - Potential Effects to Passerelle Bridge Properties
  - Current Conceptual Design for Willets Point Station
  - No Action Alternative
  - Passerelle Bridge Alternatives:
    - Preservation and Rehabilitation Alternatives
    - Replacement Bridge
  - Station Parallel to Elevated 7 Line With or Without a Walkway
  - Station Above Elevated 7 Line With or Without a Walkway
  - Station West of Passerelle Bridge
  - Station East of Passerelle Bridge
  - Station Above Reconfigured LIRR Station With or Without a Walkway

**Mitigation Ideas/MOA**

- Vibration Monitoring/Action Plan?
- HABS/HAER Recordation?
- Design Treatments?
- Restoration of Main Entrance and Passerelle Building?
- Passerelle Canopy Relocation and Adaptive Re-use?
- Interpretive/Educational Displays at Select Sites?
- Archival Documentation?
- Alternative Mitigation – Restoration Funding for Other Park Property, Such as Unisphere?

## LGA Access Improvement Project EIS

February 25, 2020

## Section 106 Consulting Parties Meeting #4

10:00 a.m. EDT

18061104

MEETING FACILITATOR(s): A. Brooks; P. Hayden; M. L. Rainey; S. Culberson

NOTE TAKER(S): M. Bernardez

ATTENDEES	REPRESENTING
<u>FEDERAL AGENCIES, NATIONS and TRIBES</u>	
Sarah Stokely	Advisory Council on Historic Preservation
<u>STATE AGENCIES</u>	
Jacob Balter	MTA - Long Island Railroad
Olivia Brazee	New York State Division for Historic Preservation (SHPO)
Beth Cumming	New York State Division for Historic Preservation (SHPO)
<u>CITY AGENCIES/ORGANIZATIONS</u>	
Tim Gallagher	Mayor's Office
David Cuff	NYC Department of Parks and Recreation
Sybil Young	NYC Department of Parks and Recreation
Michael Bradley	NYC Department of Parks and Recreation
Meira Berkower	NYC Department of Parks and Recreation
Adrienne Weremchuck	NYC Department of Parks and Recreation
Frampton Tolbert	DOCOMOMO
Grace	NYC Public Design Commission (PDC)
Renetta English	Queens Community Board 3
Warren Schreiber	Queens Community Board 7
Patrick St Jean	Property owner (105-11 Ditmars Blvd)
Grace Han	NYC Public Design Commission
<u>Federal Aviation Administration (FAA)</u>	
Andrew Brooks	FAA
Marie Jenet	FAA
Andrew Teodorescu	FAA
John Doyle	FAA



ATTENDEES	REPRESENTING
Jean Wolfers-Lawrence	FAA
Laura Price	FAA
David Sanchez	FAA
<u>EIS TEAM</u>	
Mary Lynne Rainey	RGA
Philip Hayden	RGA
John Williams	Ricondo
Stephen Culberson	Ricondo
Allison Sampson	Ricondo
Maria Bernardez	Ricondo
Dave Full	RS&H
<u>Port Authority of New York &amp; New Jersey (Port Authority)</u>	
Matt DiScenna	Port Authority
Michelle Cohen	Port Authority
Claudia Cooney	AKRF
Jennifer Hogan	AKRF
Wendy Leuenter	Li Saltzman Architects
Carol Wynperle	WSP

## SUMMARY OF MEETING DISCUSSION

### 1. INTRODUCTIONS/AGENDA REVIEW

Andrew Brooks (FAA) introduced himself and then requested that everyone in attendance, both in person and by telephone, identify themselves and their affiliation.

### 2. CURRENT STATUS OF SECTION 106 CONSULTATION WITH THE NEW YORK STATE HISTORIC PRESERVATION OFFICER (SHPO)

Steve Culberson (Ricondo) went through the agenda for the meeting, including: Overview of the Section 106 process; Review of Port Authority's Proposed Alternative; Results of Second Addendum Phase 1A - Outfalls and Retention Basin; Final Identification of Historic Properties; Consideration of Effects and Methods to Address Impacts; General Discussion and Schedule/Next Steps.

Steve Culberson explained that as lead federal agency, the FAA is responsible for this project's EIS and compliance with Section 106 including consultation with SHPO, Tribes, historic organizations and other organizations who might have an interest in historic resources. FAA, in consultation with the Consulting Parties, is currently in the "Assess" and "Resolve" phase of the Section 106 process.

### 3. REVIEW OF PORT AUTHORITY'S PROPOSED ALTERNATIVE

A slide was presented depicting the Port Authority's proposed alternative, including the route for the AirTrain, the OMSF building, and additional parking areas. An additional slide focused on connected actions and provided details on the relocation of the World's Fair Marina. The revised direct APE, which was modified in January 2020 to include the MTA/Tully Site stormwater outfall and the OMSF stormwater outfall and detention basin, was presented.

Q&A Segment:

- Warren Schreiber (CB 7): The Willets Point LIRR station currently only operates during special events. You mention there will be upgrades so it can service AirTrain passengers. Who will pay for these upgrades? And is that money already in place?
  - Steve Culberson: It will be paid for partly by the project and some other upgrades will be paid by MTA directly, i.e. the ADA upgrades, which they would implement regardless of the proposed Project.
- Warren Schreiber: Where is the stormwater flowing to? Will it discharge into Flushing Creek?
  - Steve Culberson: Originally, the Port Authority identified that stormwater discharge for the project would be conveyed into existing infrastructure. However, they would like the option of constructing two stormwater outfalls into Flushing Creek if the existing stormwater system can't adequately accommodate Project needs. Stormwater discharge will adhere to water quality treatment requirements. Impacts of stormwater infrastructure will be analyzed and disclosed in the Draft EIS.
  - Andrew Brooks: The Draft EIS will go into more detail about plans for stormwater discharge and treatment.

### 4. RESULTS OF SECOND ADDENDUM PHASE 1A – OUTFALLS AND RETENTION BASIN

Mary Lynne Rainey (RGA) discussed the ongoing Second Addendum to the Phase 1A Archaeological Reconnaissance Survey for the areas proposed for the stormwater management facilities. Research concludes that no terrestrial or near-shore submerged cultural resources have been identified to date in or near the locations, including the two facility locations for stormwater management. The 2003 Flushing Bay Ecosystem Restoration Project survey concluded the western shoreline of lower Flushing Creek had low archaeological sensitivity. However, additional fieldwork, research, and reconnaissance will be conducted to document existing conditions and determine the potential presence of pre-contact period archaeological resources or historic shoreline infrastructure. Geotechnical records may be used to identify breadth and depth of fill material.

### 5. FINAL IDENTIFICATION OF HISTORIC PROPERTIES

There were three previously discussed additional resources suggested by the New York City Landmarks Preservation Commission (LPC) as potentially meeting the eligibility criteria for State or National listing, including:

- 105-05 Ditmars Boulevard, residence
- 105-11 Ditmars Boulevard, residence
- 112-14 Northern Boulevard, Dorie Miller Cooperative Houses

RGA conducted detailed research on these and other properties of interest to the Consulting Parties, using deeds, mortgage records, , newspapers, maps, aerial photographs, and telephone directories,. The additional research



confirmed the original recommendations that the resources do not possess sufficient historic significance and/or historic integrity for listing in the NRHP.

The Addendum Phase IA and Historic Architecture Surveys for the MTA/Tully Site and eligibility determination on resources within the APE were submitted to the SHPO on January 7, 2020. On January 29, 2020, FAA received SHPO concurrence on these documents, including the revised APE and the identification of historic properties. On February 10, 2020, the NYC LPC agreed with the Addendum Phase IA and Historic Architecture Surveys, including the SHPO determination that the structures listed above are not eligible for listing on the NRHP. No additional feedback has been received from any of the Consulting Parties.

In summary, three residential historical properties were identified in the Ditmars Boulevard area; nine historical resources and contributing elements were identified in the Flushing Meadows-Corona Park, including: the park as a Historic District, the Passerelle Pedestrian Bridge, Pavilion on the Passerelle Pedestrian Bridge, the Main Gate Entrance, the Passerelle Buildings at the Main Entrance, the Porpoise Bridge, the Concrete Arches, the Maintenance Building, and the Paint Shed.

## 6. CONSIDERING EFFECTS AND METHODS TO ADDRESS IMPACTS

Phil Hayden explained the criteria for determining effects and aspects of integrity that are relevant; types of effects, including no effect, no adverse effect, adverse effect, and direct/indirect effects; and provided types and examples of adverse effects.

### Ditmars Boulevard properties

105-19 and 105-33 Ditmars Boulevard are residential properties located within the indirect APE and have been identified as eligible for the NRHP. Potential effects would be related to the construction of the guideway for the APM, approximately 230 feet east of the properties. Noise, vibration, and visual effects analyses are still underway. While visual effects/viewshed impacts are expected, these impacts are unlikely to affect the features of these homes that make them eligible for the NRHP under the Architecture Criterion.

- Renetta English (resident): Since you mention visual effects, is there a rendering or visual simulation of the AirTrain available, not just the columns?
  - Andrew Brooks: Renderings of the proposed APM system are being generated, but they have not been completed. Please note that in the Section 106 context, we are not evaluating all potential visual effects that could occur from the Proposed Action, this discussion is only about how visual effects may affect the historic aspects of identified historic properties.
- Renetta English: Are you only considering one alternative?
  - Andrew Brooks: At this point there are only two alternatives: the Proposed Action and No Action Alternative. We are looking at the impacts of the Proposed Action.

Phil Hayden continued by explaining that when evaluating whether adverse effects could detract from what makes these historic properties historic, which is their architectural significance, the question becomes: Does the change in the setting (caused by the APM) change the architectural status of the property? The answer is the change would not diminish the reason why they are historically significant as works of architecture.

- Andrew Brooks: in the EIS there will be a section to address Visual Effects, broadly. Those visual effects can also trigger adverse effects to historic properties which is the focus of today's meeting and what Phil is discussing, referring only to resources classified as eligible for listing the NRHP under Criterion C for Architecture.

In terms of the dwelling on 27th Avenue, Phil Hayden stressed that there is no direct view of the project area, as there are visual barriers between the home and the proposed undertaking. Potential noise and vibration effects could occur, but existing structures and vegetation diminish the impacts of potential visual effects for this home, to minimal or negligible.

#### Flushing Meadows-Corona Park properties

The Proposed Action elements in the vicinity of historic properties located in Flushing Meadows-Corona Park are located approximately 650 feet from the Concrete Arches, 900 feet from the Paint Shed, 1,000 feet from the Maintenance Building and 700 feet west-northwest of the individually eligible/ key contributing Porpoise Bridge. These resources are obstructed from view by intervening vegetation and structures. Effects from the project are unlikely to alter qualifying characteristics of these properties either directly or indirectly.

The Passerelle Pedestrian Bridge is within the Direct APE and owned by NYC Parks. NYC Parks had planned to replace the bridge; however, these plans were put on hold after the Port Authority proposed to replace the bridge to accommodate the Mets-Willets Point APM Station. The Port Authority is coordinating with NYC Parks, MTA, USTA, and the NY Mets Organization. The design of the replacement bridge is also subject to a separate process with the NYC Public Design Commission (PDC). Proposed Project impacts to the bridge related to Section 106 include physical destruction, removal of the structure from its original location, and the introduction of new visual elements that are likely to alter the qualifying characteristics of the Flushing Meadows-Corona Park, the Passerelle Pedestrian Bridge, the Pavilion on the Passerelle Pedestrian Bridge, the Main Gate Entrance, and the Passerelle Buildings at the Main Entrance, in a way that diminishes their integrity.

- Warren Schreiber: Agencies don't work together sometimes. Is the new Passerelle going to be constructed first or the old one demolished? Will we go through 1 to 3 years without any Passerelle?
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Phil Hayden: We are currently looking at preliminary concepts for mitigation.

Adverse Effects Avoidance or Minimization options considered:

- No action



- Ditmars Boulevard resources options – ways to minimize noise, vibration and visual impacts.
- Passerelle bridge preservation and rehabilitation options

There was a question about noise minimization and traffic studies.

- Andrew Brooks: Noise and traffic analyses are underway for incorporation into the EIS. Traffic studies are being analyzed; all this is relevant to the potential effects of the overall project; however, at this meeting we are looking at historic resources only. We are keeping record of the identified resources and the potential effects. The question right now is, does a change in the setting, or the presence of vibration or noise, change the architecture of the property? This is only from an architectural perspective. We are incorporating all feedback.

Steve Culberson explained different options to avoid removal of the Passerelle Pedestrian Bridge and the issues with each one, generally revolving around lack of direct links to the 7 Line or the LIRR and the need for walkways to link the stations. Location options were: South of the NYCT 7 Line, North of the NYCT 7 Line, Above the 7 Line, West of the Passerelle, East of the Passerelle, and above the LIRR.

#### Resolving adverse effects

Phil Hayden explained adverse effects will be resolved through a Memorandum of Agreement (MOA) or a Project Programmatic Agreement (PA). Whichever one is selected as the best fit to resolve adverse effects will be prepared in consultation with the Consulting Parties. It will be a binding document amongst the signatories: FAA, SHPO, ACHP and any invited signatories with responsibilities under the MOA or PA. The other Consulting Parties will be invited to sign as concurring parties with the MOA or PA.

Preliminary typical mitigation concepts with the objective of lessening effects/ reducing potential impacts were presented, including: vibration monitoring/action plan; landscaping; restoration of the main entrance and Passerelle buildings; interpretive displays; archival documentation; or other types of alternative mitigation, such as restoration funding for other park resources. Mitigation will be discussed with the Consulting Parties and incorporated into the MOA or PA as appropriate.

Andrew Brooks: we are evaluating and gathering a lot of information for the effects assessment. We want to make sure everyone is aware of what mitigation might look like, and plans will then be tailored to the resource that needs them. If FAA makes an effect determination, then we will apply some of these effects resolution processes as best applicable. At this point we are only introducing the concepts and seeking Consulting Party feedback on the nature of the potential effects and ways to mitigate them.

## **7. GENERAL DISCUSSION**

- Warren Schreiber: what is the difference between the MOA and the PA?
  - Beth Cumming (SHPO): those are two types of documents. An MOA identifies specific measures to resolve known and definable adverse impacts. A PA is used when effects are not fully known and identifies compliance procedures for common types of resources and frequently encountered effects.
- Sarah Stokely (ACHP): when considering effects like noise and vibration, traffic, that will include the period during construction and also during operations. There is a great amount of information being presented, and although it is well presented, the process is proceeding quickly. The information should be provided to the Consulting Parties in advance of the meetings so all participants can be informed and better equipped to ask questions during the meetings, due to the consultative nature of this process, so we can provide FAA with

comments. I am not being dismissive of what is being presented but, for example, the Passerelle Bridge avoidance options presented should be disseminated ahead of time.

- Andrew Brooks: as we get into avoidance and minimization measures, we will be discussing these options in greater detail and we will be sharing information as it becomes available for sharing.
- Michael Bradley (Parks): can you explain the significance of Consulting Parties as signatories in the process? Are they required by the regulations?
  - Beth Cumming: Consulting Parties are invited to concur with the MOA or PA to demonstrate that they participated and concur with the process, but are typically not signatories. Signatories are typically limited to those who are responsible for implementation of items stipulated in the MOA or PA.
- Patrick St. Jean: What are the effects of current construction-related vibrations on Ditmars Boulevard homes? 105 is very affected by vibrations from ongoing construction. Will effects be considered given the current condition of homes in their current state or take into account prior effects of vibration from ongoing construction at LGA?
  - Phil Hayden: For this project, as part of the Section 106 process, we'll look at effects from this undertaking, not at effects from other projects.
  - Andrew Brooks: We will do an examination of the past, the present and the foreseeable future projects in this area of Queens, as part of the cumulative impacts in the Draft EIS.
- Question around the schedule for mitigation. Will the Consulting Parties see a draft for the MOA or PA before the document gets into the Draft EIS?
  - Andrew Brooks: Information will be provided on the website. There will be a review of the MOA or PA by the signatories and the Consulting Parties. There is no timeframe for that yet.
- Question about how will Parks participate in the MOA or PA as the owner of the resource?
  - Andrew Brooks: Yes, any party that has responsibility on a resource will be involved and will most likely be invited as a signatory.

## 8. SCHEDULE/NEXT STEPS

- FAA will continue seeking input from Consulting Parties for resolution of adverse effects. The identification of effects is ongoing. Vibration will probably be the primary effect for impacts to the historic properties located on Ditmars Boulevard.
- Determine which device is more appropriate, an MOA or a PA, to address the minimization of effects.
- There will be an additional Consulting Parties meeting on April 2<sup>nd</sup> (NOTE: Subsequent to the February 25 meeting, this meeting date has been changed to April 20) to review mitigation options and develop a MOA or PA to resolve any adverse effects.
- By the end of August all effects information will go out to the public as part of the Draft EIS.





## APPENDIX K.9.5

# Consulting Parties Meeting #4 Materials

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## LGA Access Improvement Project EIS

February 25, 2020

## Section 106 Consulting Parties Meeting #4

10:00 a.m. EDT

18061104

MEETING FACILITATOR(s): A. Brooks; P. Hayden; M. L. Rainey; S. Culberson

NOTE TAKER(S): M. Bernardez

ATTENDEES	REPRESENTING
<u>FEDERAL AGENCIES, NATIONS and TRIBES</u>	
Sarah Stokely	Advisory Council on Historic Preservation
<u>STATE AGENCIES</u>	
Jacob Balter	MTA - Long Island Railroad
Olivia Brazee	New York State Division for Historic Preservation (SHPO)
Beth Cumming	New York State Division for Historic Preservation (SHPO)
<u>CITY AGENCIES/ORGANIZATIONS</u>	
Tim Gallagher	Mayor's Office
David Cuff	NYC Department of Parks and Recreation
Sybil Young	NYC Department of Parks and Recreation
Michael Bradley	NYC Department of Parks and Recreation
Meira Berkower	NYC Department of Parks and Recreation
Adrienne Weremchuck	NYC Department of Parks and Recreation
Frampton Tolbert	DOCOMOMO
Grace	NYC Public Design Commission (PDC)
Renetta English	Queens Community Board 3
Warren Schreiber	Queens Community Board 7
Patrick St Jean	Property owner (105-11 Ditmars Blvd)
Grace Han	NYC Public Design Commission
<u>Federal Aviation Administration (FAA)</u>	
Andrew Brooks	FAA
Marie Jenet	FAA
Andrew Teodorescu	FAA
John Doyle	FAA



ATTENDEES	REPRESENTING
Jean Wolfers-Lawrence	FAA
Laura Price	FAA
David Sanchez	FAA
<u>EIS TEAM</u>	
Mary Lynne Rainey	RGA
Philip Hayden	RGA
John Williams	Ricondo
Stephen Culberson	Ricondo
Allison Sampson	Ricondo
Maria Bernardez	Ricondo
Dave Full	RS&H
<u>Port Authority of New York &amp; New Jersey (Port Authority)</u>	
Matt DiScenna	Port Authority
Michelle Cohen	Port Authority
Claudia Cooney	AKRF
Jennifer Hogan	AKRF
Wendy Leuenter	Li Saltzman Architects
Carol Wynperle	WSP

## SUMMARY OF MEETING DISCUSSION

### 1. INTRODUCTIONS/AGENDA REVIEW

Andrew Brooks (FAA) introduced himself and then requested that everyone in attendance, both in person and by telephone, identify themselves and their affiliation.

### 2. CURRENT STATUS OF SECTION 106 CONSULTATION WITH THE NEW YORK STATE HISTORIC PRESERVATION OFFICER (SHPO)

Steve Culberson (Ricondo) went through the agenda for the meeting, including: Overview of the Section 106 process; Review of Port Authority's Proposed Alternative; Results of Second Addendum Phase 1A - Outfalls and Retention Basin; Final Identification of Historic Properties; Consideration of Effects and Methods to Address Impacts; General Discussion and Schedule/Next Steps.

Steve Culberson explained that as lead federal agency, the FAA is responsible for this project's EIS and compliance with Section 106 including consultation with SHPO, Tribes, historic organizations and other organizations who might have an interest in historic resources. FAA, in consultation with the Consulting Parties, is currently in the "Assess" and "Resolve" phase of the Section 106 process.

### 3. REVIEW OF PORT AUTHORITY'S PROPOSED ALTERNATIVE

A slide was presented depicting the Port Authority's proposed alternative, including the route for the AirTrain, the OMSF building, and additional parking areas. An additional slide focused on connected actions and provided details on the relocation of the World's Fair Marina. The revised direct APE, which was modified in January 2020 to include the MTA/Tully Site stormwater outfall and the OMSF stormwater outfall and detention basin, was presented.

Q&A Segment:

- Warren Schreiber (CB 7): The Willets Point LIRR station currently only operates during special events. You mention there will be upgrades so it can service AirTrain passengers. Who will pay for these upgrades? And is that money already in place?
  - Steve Culberson: It will be paid for partly by the project and some other upgrades will be paid by MTA directly, i.e. the ADA upgrades, which they would implement regardless of the proposed Project.
- Warren Schreiber: Where is the stormwater flowing to? Will it discharge into Flushing Creek?
  - Steve Culberson: Originally, the Port Authority identified that stormwater discharge for the project would be conveyed into existing infrastructure. However, they would like the option of constructing two stormwater outfalls into Flushing Creek if the existing stormwater system can't adequately accommodate Project needs. Stormwater discharge will adhere to water quality treatment requirements. Impacts of stormwater infrastructure will be analyzed and disclosed in the Draft EIS.
  - Andrew Brooks: The Draft EIS will go into more detail about plans for stormwater discharge and treatment.

### 4. RESULTS OF SECOND ADDENDUM PHASE 1A – OUTFALLS AND RETENTION BASIN

Mary Lynne Rainey (RGA) discussed the ongoing Second Addendum to the Phase 1A Archaeological Reconnaissance Survey for the areas proposed for the stormwater management facilities. Research concludes that no terrestrial or near-shore submerged cultural resources have been identified to date in or near the locations, including the two facility locations for stormwater management. The 2003 Flushing Bay Ecosystem Restoration Project survey concluded the western shoreline of lower Flushing Creek had low archaeological sensitivity. However, additional fieldwork, research, and reconnaissance will be conducted to document existing conditions and determine the potential presence of pre-contact period archaeological resources or historic shoreline infrastructure. Geotechnical records may be used to identify breadth and depth of fill material.

### 5. FINAL IDENTIFICATION OF HISTORIC PROPERTIES

There were three previously discussed additional resources suggested by the New York City Landmarks Preservation Commission (LPC) as potentially meeting the eligibility criteria for State or National listing, including:

- 105-05 Ditmars Boulevard, residence
- 105-11 Ditmars Boulevard, residence
- 112-14 Northern Boulevard, Dorie Miller Cooperative Houses

RGA conducted detailed research on these and other properties of interest to the Consulting Parties, using deeds, mortgage records, , newspapers, maps, aerial photographs, and telephone directories,. The additional research



confirmed the original recommendations that the resources do not possess sufficient historic significance and/or historic integrity for listing in the NRHP.

The Addendum Phase IA and Historic Architecture Surveys for the MTA/Tully Site and eligibility determination on resources within the APE were submitted to the SHPO on January 7, 2020. On January 29, 2020, FAA received SHPO concurrence on these documents, including the revised APE and the identification of historic properties. On February 10, 2020, the NYC LPC agreed with the Addendum Phase IA and Historic Architecture Surveys, including the SHPO determination that the structures listed above are not eligible for listing on the NRHP. No additional feedback has been received from any of the Consulting Parties.

In summary, three residential historical properties were identified in the Ditmars Boulevard area; nine historical resources and contributing elements were identified in the Flushing Meadows-Corona Park, including: the park as a Historic District, the Passerelle Pedestrian Bridge, Pavilion on the Passerelle Pedestrian Bridge, the Main Gate Entrance, the Passerelle Buildings at the Main Entrance, the Porpoise Bridge, the Concrete Arches, the Maintenance Building, and the Paint Shed.

## 6. CONSIDERING EFFECTS AND METHODS TO ADDRESS IMPACTS

Phil Hayden explained the criteria for determining effects and aspects of integrity that are relevant; types of effects, including no effect, no adverse effect, adverse effect, and direct/indirect effects; and provided types and examples of adverse effects.

### Ditmars Boulevard properties

105-19 and 105-33 Ditmars Boulevard are residential properties located within the indirect APE and have been identified as eligible for the NRHP. Potential effects would be related to the construction of the guideway for the APM, approximately 230 feet east of the properties. Noise, vibration, and visual effects analyses are still underway. While visual effects/viewshed impacts are expected, these impacts are unlikely to affect the features of these homes that make them eligible for the NRHP under the Architecture Criterion.

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The Proposed Action elements in the vicinity of historic properties located in Flushing Meadows-Corona Park are located approximately 650 feet from the Concrete Arches, 900 feet from the Paint Shed, 1,000 feet from the Maintenance Building and 700 feet west-northwest of the individually eligible/ key contributing Porpoise Bridge. These resources are obstructed from view by intervening vegetation and structures. Effects from the project are unlikely to alter qualifying characteristics of these properties either directly or indirectly.

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- Passerelle bridge preservation and rehabilitation options

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## 8. SCHEDULE/NEXT STEPS

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- Determine which device is more appropriate, an MOA or a PA, to address the minimization of effects.
- There will be an additional Consulting Parties meeting on April 2<sup>nd</sup> (NOTE: Subsequent to the February 25 meeting, this meeting date has been changed to April 20) to review mitigation options and develop a MOA or PA to resolve any adverse effects.
- By the end of August all effects information will go out to the public as part of the Draft EIS.





**Federal Aviation  
Administration**

# **LaGuardia Airport Access Improvement Project Environmental Impact Statement**

***Consulting Parties Meeting***

**February 25, 2020**

# AGENDA

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- Overview of the Section 106 Process
- Review of Port Authority's Proposed Alternative
- Results of Second Addendum Phase IA – Outfalls and Retention Basin
- Final Identification of Historic Properties
- Considering Effects and Methods to Address Impacts
- General Discussion
- Schedule/Next Steps



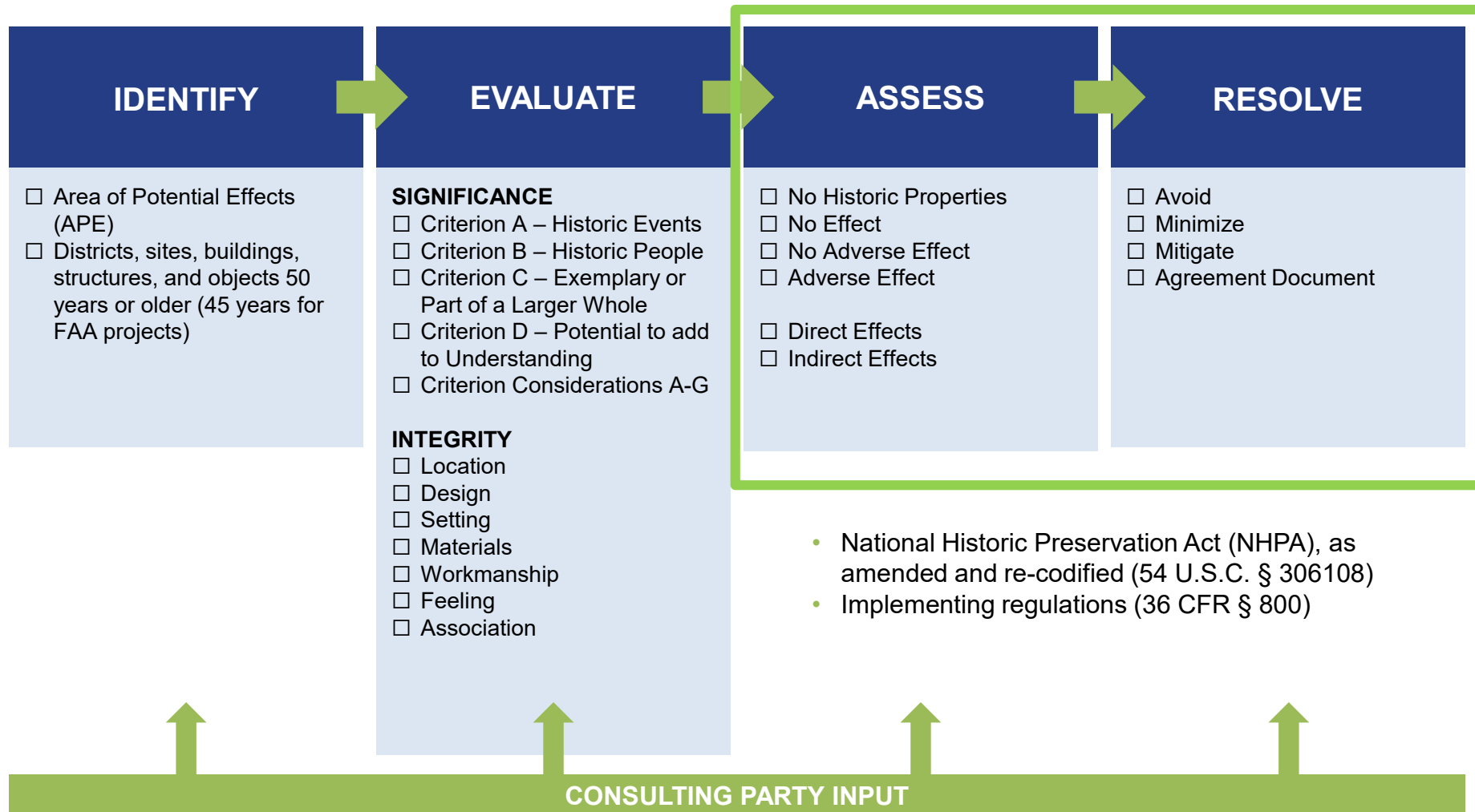


# INTRODUCTION

- FAA is preparing an Environmental Impact Statement (EIS) to assess all potential effects of the Port Authority's proposed action in compliance with the National Environmental Policy Act
- FAA also is responsible for complying with Section 106 of the National Historic Preservation Act, which requires federal agencies to consider the effects on historic properties of proposed projects they carry out, assist, fund, permit, license, or approve
- Historic properties are those that are listed or determined to be eligible for listing in the National Register of Historic Places based on meeting specific statutory and regulatory criteria
- As lead federal agency, FAA is responsible for consulting with the SHPO, Native American tribes, representatives of local governments, historic preservation organizations, and others with an interest in the effects of the undertaking on historic properties
- This meeting is limited to Section 106 issues and other resource categories only as they pertain to potential effects on historic properties. All other impacts are being assessed and will be available for review in the Draft EIS later this year



# SECTION 106 PROCESS REVIEW – NATIONAL REGISTER OF HISTORIC PLACES CRITERIA





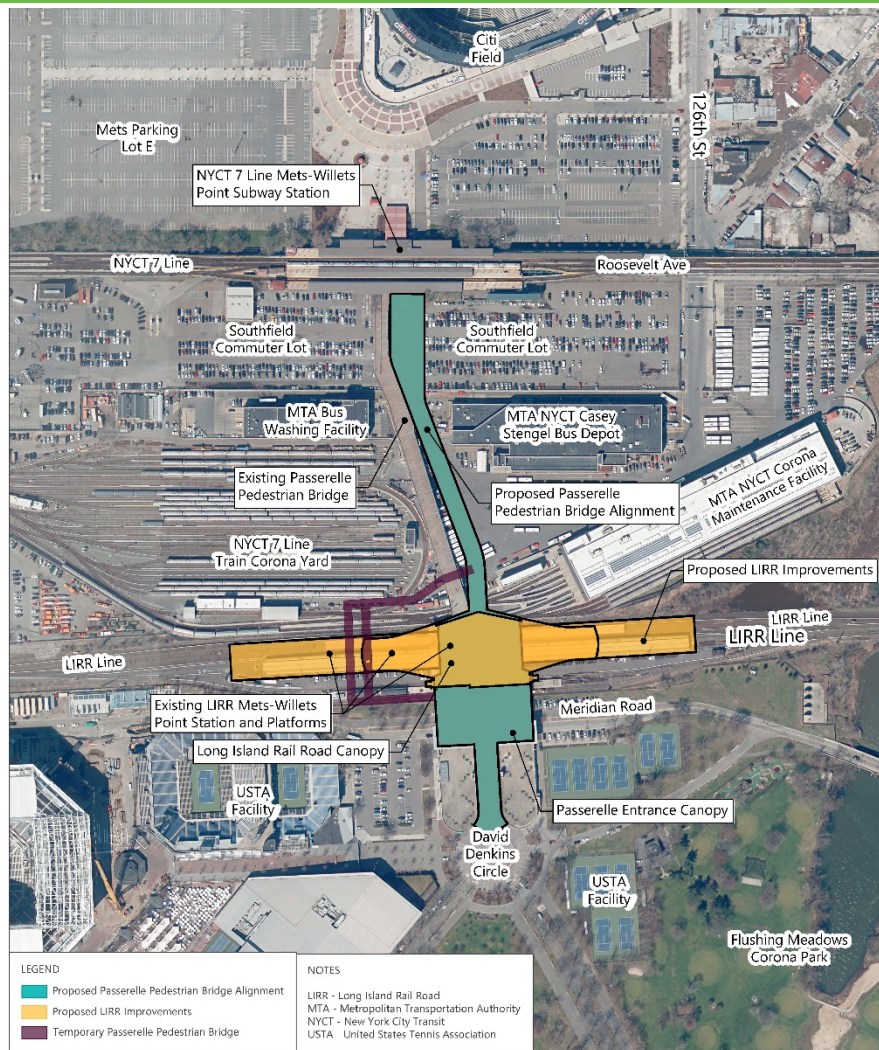
# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE



Federal Aviation  
Administration



# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE - CONNECTED ACTIONS



- Relocation of the Passerelle Pedestrian Bridge
- Temporary Passerelle Pedestrian Bridge
- Improvements to the MTA LIRR Mets-Willets Point Station
  - New shuttle service to Penn Station and Grand Central Terminal
  - Two new platforms
  - Four new tracks within the station
  - New crossovers and signal system
- Relocation of World's Fair Marina facilities
- Utility relocations and improvements

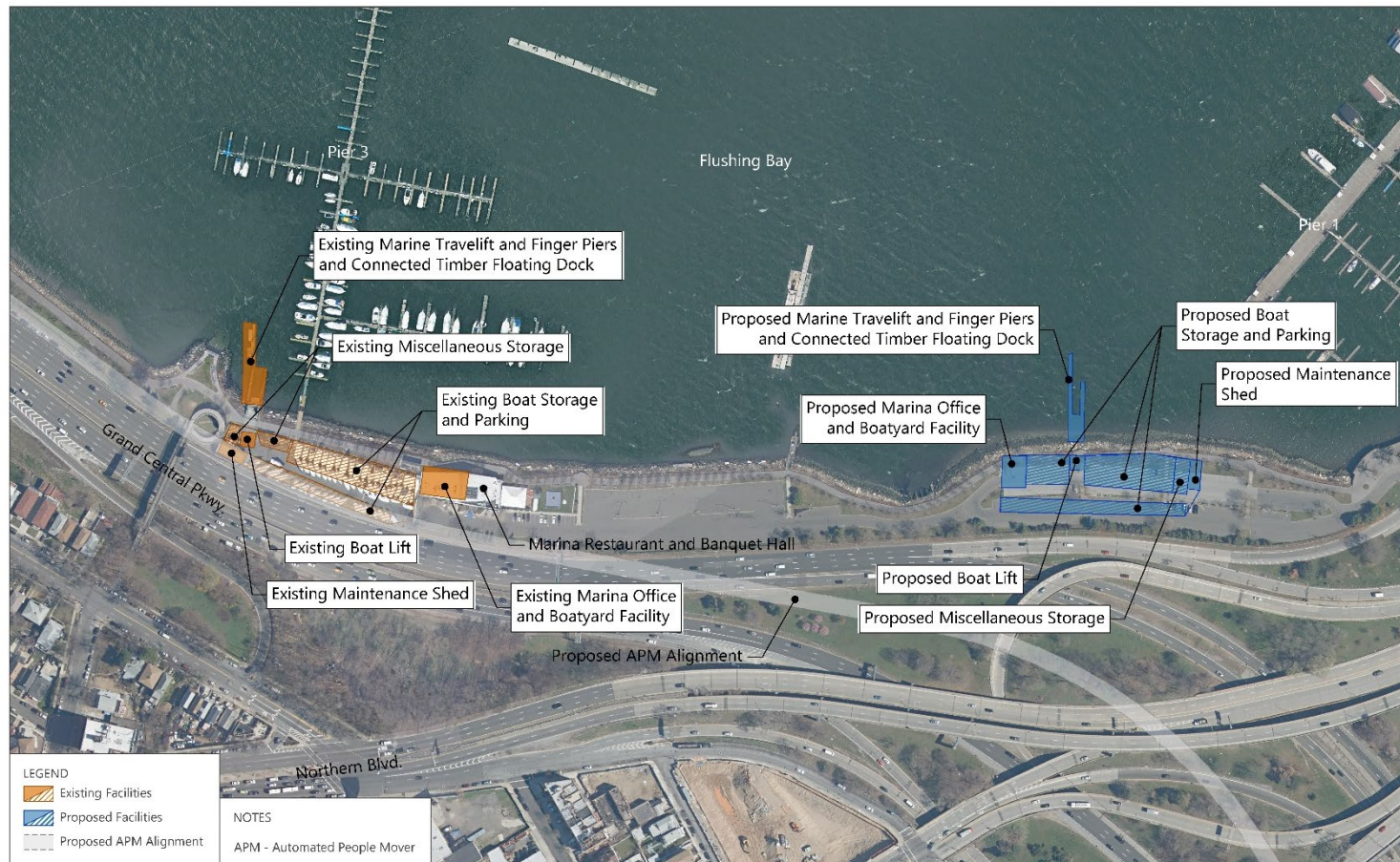


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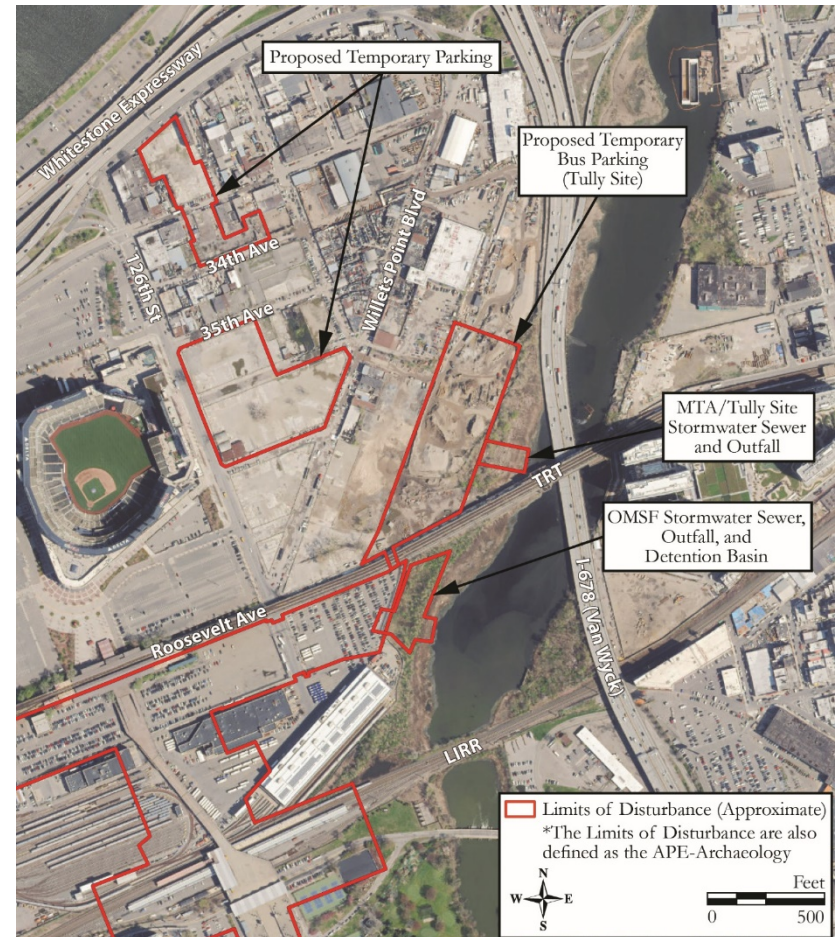
# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE - CONNECTED ACTIONS

- Relocation of World's Fair Marina Facilities



# PANYNJ PROPOSED ALTERNATIVE - REVISED AREA OF POTENTIAL EFFECTS (APE)

- Under Section 106, the APE is defined in 36 CFR § 800.16(d) as follows: “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.”
- The direct and indirect APE for the Proposed Alternative was revised in January 2020 to include the MTA/Tully site stormwater outfall, and the OMSF stormwater outfall and detention basin.





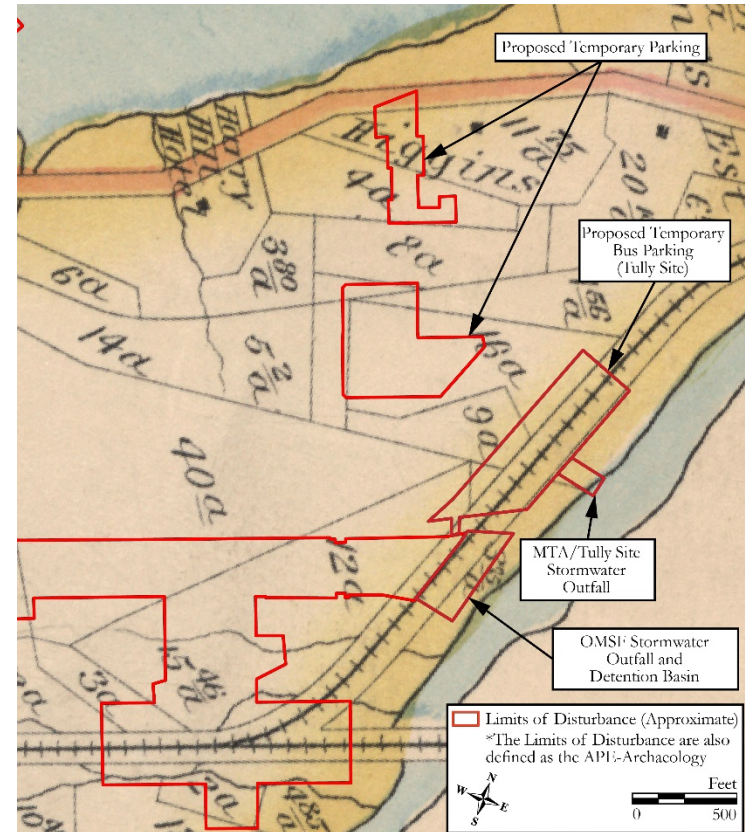
# REVISED APE – STORMWATER MANAGEMENT FACILITIES

- **OMSF stormwater outfall, and detention basin:** outflow pipe, headwall, stone apron and detention basin
- **MTA/Tully Site stormwater outfall:** Temporary outfall, headwall, and stone apron
- **Purpose:** To alleviate potential flooding in impervious areas during storm events.
- **Below ground disturbance:** trenching for stormwater pipes, minor excavation for headwalls and detention basin



# ADDENDUM PHASE IA ARCHAEOLOGICAL SENSITIVITY ASSESSMENT – STORMWATER MANAGEMENT FACILITIES

- Research concludes that no terrestrial or near-shore submerged cultural resources have been identified to date in or near the two facility locations.
- The physical environment for both locations is dominated by historically filled in or disturbed landscapes that lack integrity.
- The 2003 Flushing Bay Ecosystem Restoration Project survey concluded the western shoreline of lower Flushing Creek had low archaeological sensitivity. Some historic piers and bridge remains were identified in the near shore waters.
- A field reconnaissance will be conducted to document existing conditions.





## NEXT STEPS – ARCHAEOLOGICAL RESOURCES

---

- Additional fieldwork/research to determine potential presence of pre-Contact period archaeological resources or historic shoreline infrastructure originally identified in the Pan-American Flushing Bay Ecosystem Restoration Project Survey
- Research to identify existing geotechnical records to estimate breadth and depth of fill material



# IDENTIFICATION OF HISTORIC PROPERTIES – UPDATE

## SHPO Consultation

January 29, 2020, FAA received SHPO concurrence on Addendum Phase IA and Historic Architecture Surveys for the MTA/Tully Site temporary bus parking

- No further archaeological work required
- SHPO Concurrence on revised Area of Potential Effects and identification of historic properties
- SHPO Concurrence that 05-05 Ditmars Boulevard, 105-11 Ditmars Boulevard, and the Dorie Miller Cooperative Houses at 112-50 Northern Boulevard are not eligible for listing on the National Register of Historic Places

## Consulting Parties Feedback

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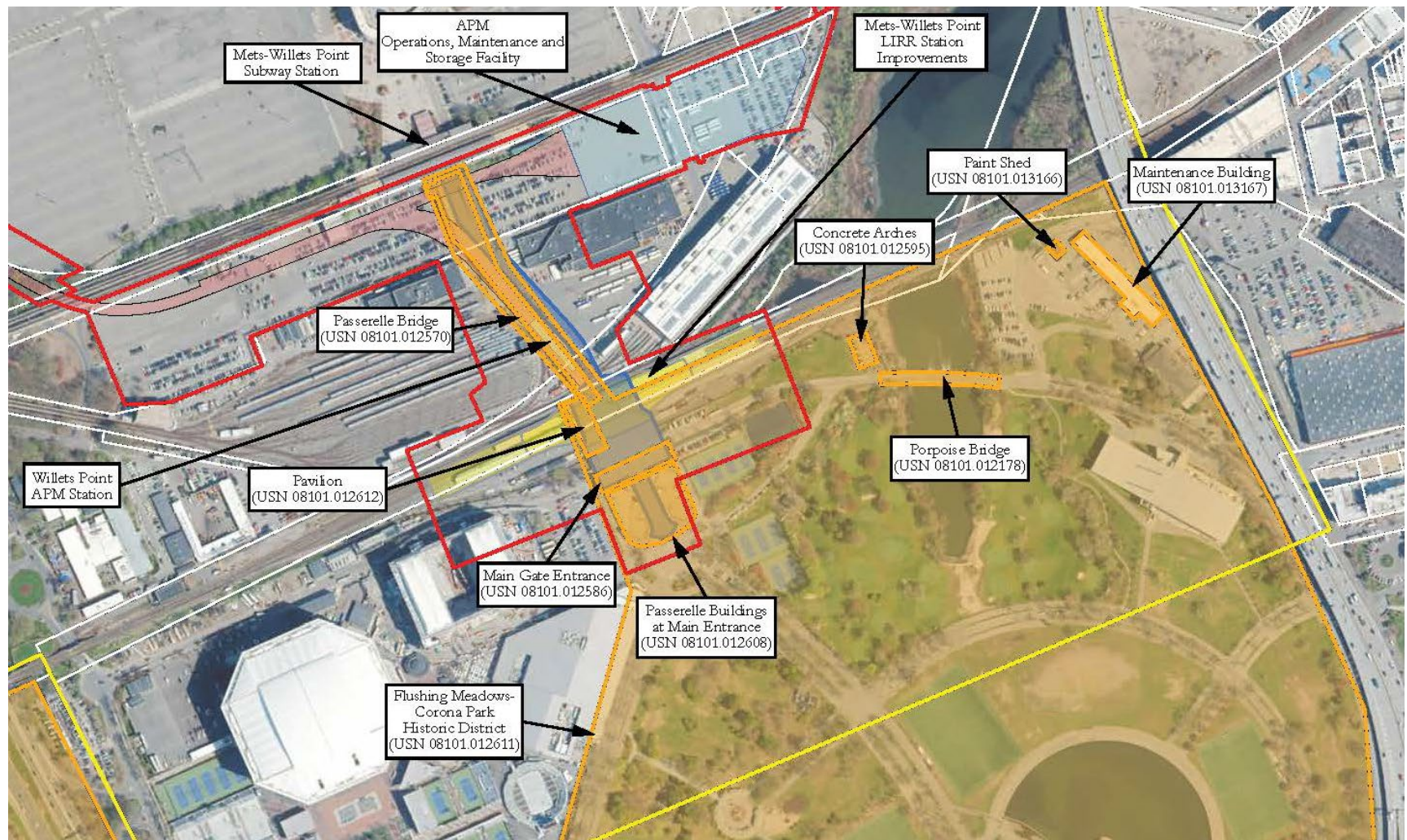


# IDENTIFICATION OF HISTORIC PROPERTIES – DITMARS BLVD AREA





# IDENTIFICATION OF HISTORIC PROPERTIES – FLUSHING MEADOWS-CORONA PARK AREA





# CONSIDERING EFFECTS

## Criteria of Adverse Effect

*“An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that would qualify it for inclusion in the National Register, in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” (36 CFR 800.5).*

## Types of Effects

- ☐ No Historic Properties Present
- ☐ No Effect
- ☐ No Adverse Effect
- ☐ Adverse Effect
  
- ☐ Direct Effects
- ☐ Indirect Effects



# CONSIDERING EFFECTS

## Types of Adverse Effects

- ☐ Reasonably foreseeable
- ☐ Occur later in time
- ☐ Farther removed in distance
- ☐ Cumulative

## Examples of Adverse Effects

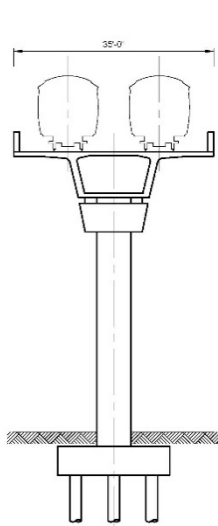
- ☐ Physical destruction or damage
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- ☐ Removal from historic location
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- ☐ Neglect causing deterioration
- ☐ Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions





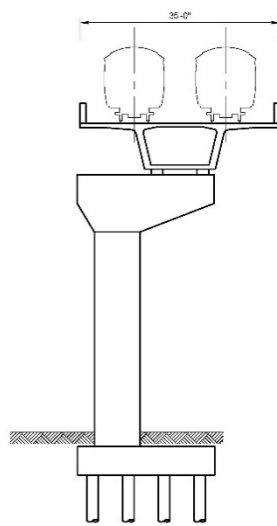
# CONSIDERING EFFECTS - DITMARS BOULEVARD PROPERTIES

- The proposed APM Guideway would stand approximately 30 feet above current grade level along the GCP and Flushing Bay Promenade in Ditmars Boulevard Area
- Typical columns that could be used to support the APM guideway are illustrated below
- Straddle bents only contemplated in area east of 31st Drive pedestrian bridge



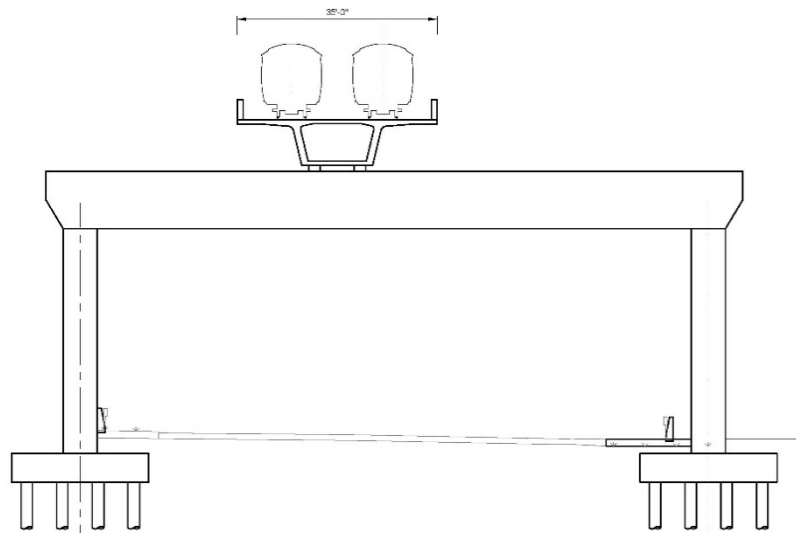
SUPERSTRUCTURE DEPTH 8'  
PIER CAP  
9' DIA. COLUMN  
18' PILE CAP  
9 - 24" TAPERED PILES (112' LONG)

TYPICAL PIERS



SUPERSTRUCTURE DEPTH 8'  
CANTILEVER PIER CAP  
9' DIA. COLUMN  
18' PILE CAP  
9 - 24" TAPERED PILES (112' LONG)

ECCENTRIC PIERS



SUPERSTRUCTURE DEPTH 8'  
STRADDLE BENT  
9' DIA. COLUMN  
18' PILE CAP  
9 - 24" TAPERED PILES (102' LONG)

STRADDLE BENTS OVER GCP

AIRPORT TO GCP INTERCHANGE



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# CONSIDERING EFFECTS - DITMARS BOULEVARD PROPERTIES

## Dwelling, 105-19 Ditmars Blvd (USN 08101.013145)

*Individually Eligible under Criterion C - Architecture*

*POS: Circa 1930*

The starkly geometrical, two-story, brick residence represents an intact, unusual interpretation of the Tudor Revival style, executed in brick. It embodies the distinctive characteristics of its type and period.



## Dwelling, 105-33 Ditmars Blvd (USN 08101.013146)

*Individually Eligible under Criterion C - Architecture*

*POS: Circa 1922*

This asymmetrical stucco dwelling represents a substantially intact early-twentieth-century Mission Revival style residence. It embodies the distinctive characteristics of its type and period.



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# CONSIDERING EFFECTS - DITMARS BOULEVARD PROPERTIES

- Located within the Indirect APE
- 105-19 Ditmars Blvd and 105-33 Ditmars Blvd back onto the GCP and overlook LGA and Flushing Bay
- Proposed APM Guideway would be located approximately 230 feet east of the historic properties
- Noise, vibration, and visual effects analyses are still underway
- Visual effects/viewshed impacts are expected, however, these impacts are unlikely to affect the features that make these resources eligible for listing on the National Register of Historic Places



# CONSIDERING EFFECTS - 27TH AVENUE PROPERTY

## Dwelling, 106-18 27th Ave (USN 08101.013148)

*Individually Eligible*

*Criterion C - Architecture*

*POS: Circa 1920*

The one-and-a-half-story brick bungalow represents an historically significant, intact example of a brick Craftsman-style bungalow. It embodies the distinctive characteristics of its type and period.



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# CONSIDERING EFFECTS - 27TH AVENUE PROPERTY

- Located within the Indirect APE
- 106-18 27th Ave at corner of 27th Avenue and Ditmars Blvd
- Proposed APM Guideway would be located approximately 430 feet east of the historic property
- Topography, intervening buildings, and vegetation limit visibility of proposed action area
- Noise, vibration, and visual effects analyses are still underway
- Visual effects/viewshed impacts are expected to be minimal or negligible



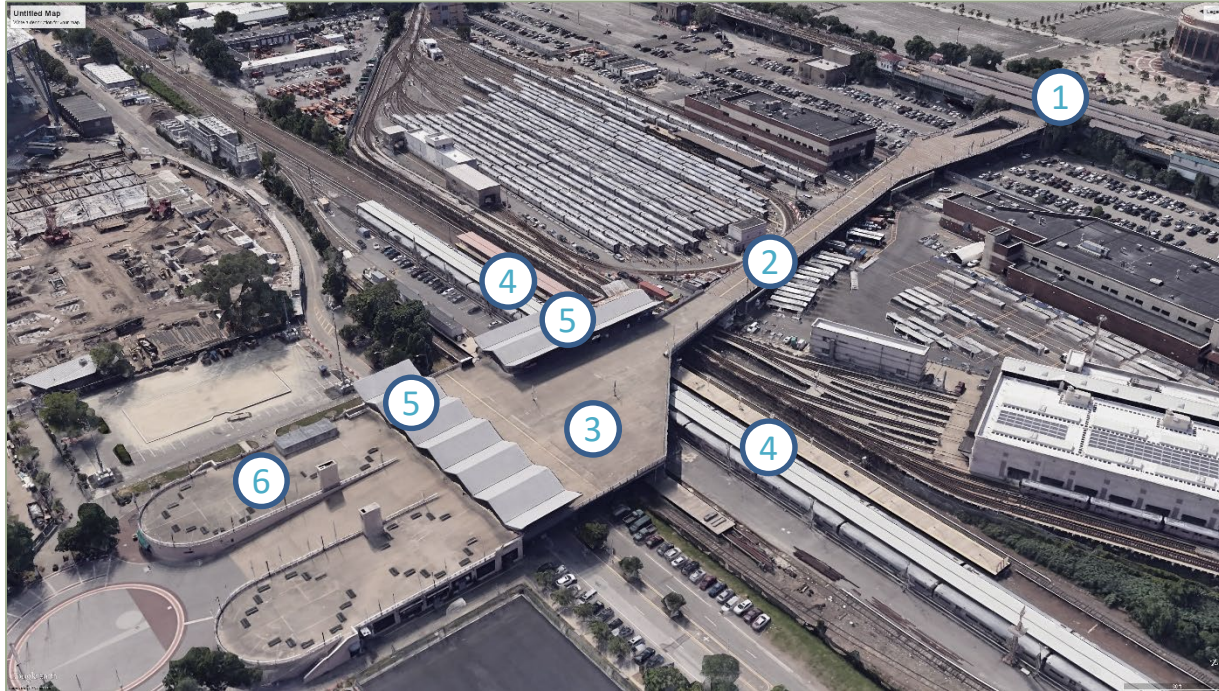
# CONSIDERING EFFECTS - FLUSHING MEADOWS-CORONA PARK PROPERTIES

- Located within the Indirect APE
- Proposed Project elements located approximately 650 feet from contributing Concrete Arches, 900 feet from the Paint Shed, 1,000 feet from the Maintenance Building and 700 feet west-northwest of the individually eligible/ key contributing Porpoise Bridge
- Intervening vegetation limits visibility of proposed action area
- Porpoise Bridge to be replaced under separate undertaking
- Distance between Project components and these properties unlikely to alter, directly or indirectly, any of the qualifying characteristics in a way that diminishes integrity





# CONSIDERING EFFECTS - PASSERELLE BRIDGE EXISTING CONDITIONS



- 1) NYCT 7 Line Mets-Willets Point Station
- 2) Passerelle Bridge
- 3) Passerelle Plaza
- 4) LIRR Mets-Willets Point Station
- 5) Historic Canopy Structure
- 6) Passerelle Administration Building



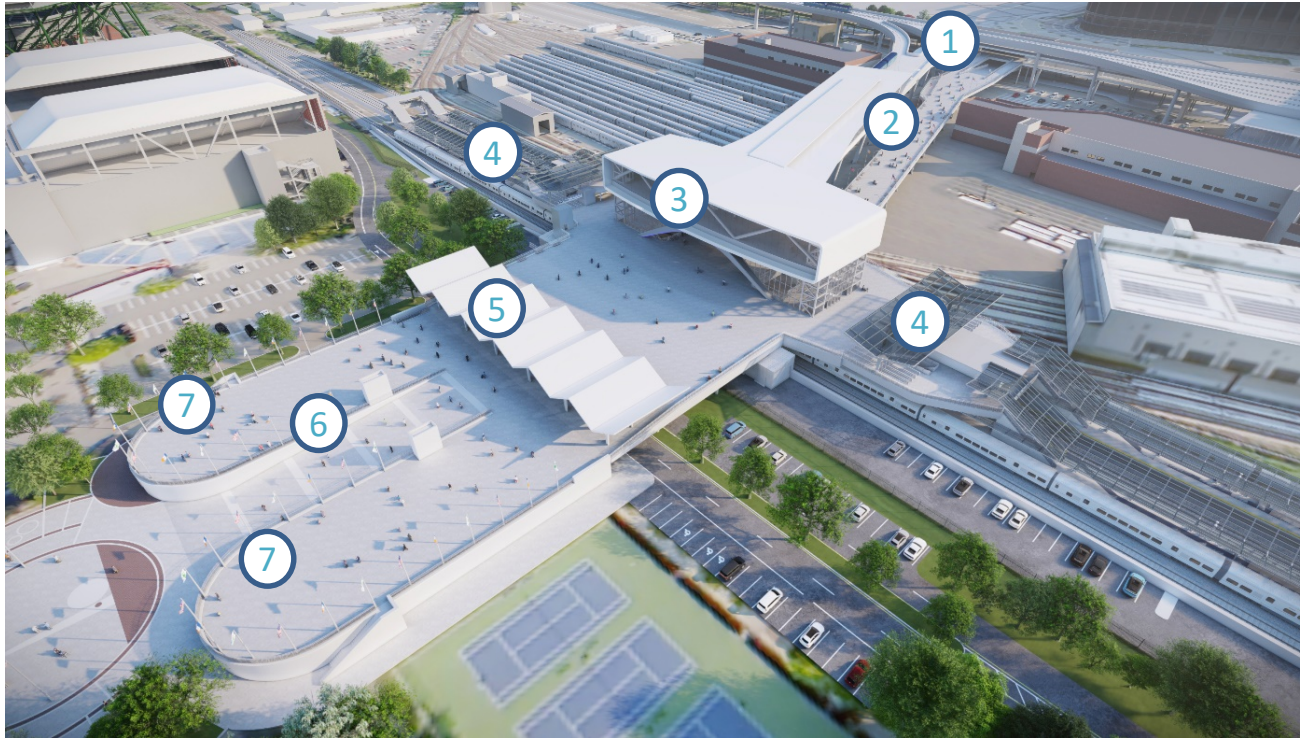
# CONSIDERING EFFECTS - PASSERELLE BRIDGE & OTHER CONTRIBUTING ELEMENTS

- Located within the Direct APE
- Passerelle Bridge, owned by NYC Parks, requires reconstruction/replacement
- NYC Parks plans to replace the bridge put on hold after the Port Authority proposed replacing the bridge to accommodate a Mets-Willets Point APM Station
- The Port Authority coordinating with MTA, USTA, NYC Parks, and NY Mets to minimize impacts
- The design of the replacement bridge is subject to a separate New York City Public Design Commission (PDC) process
- Anticipated Section 106 impacts include physical destruction, removal from original location, and introduction of new visual elements that are likely to alter, directly and indirectly, the qualifying characteristics in a way that diminishes integrity





# CONSIDERING EFFECTS - PASSERELLE BRIDGE PROPOSED PRELIMINARY CONCEPT



- 1) NYCT 7 Line Mets-Willets Point Station Interface
- 2) New Passerelle Bridge
- 3) AirTrain Station (Conceptual)
- 4) LIRR Mets-Willets Point Station (Conceptual)
- 5) Restored Historic Canopy Structure (Canopy Over LIRR Station To Be Relocated)
- 6) ADA Compliant Pedestrian Ramp
- 7) Potential Renovated Passerelle Administration Building Roof



# CONSIDERING EFFECTS - AVOIDANCE OR MINIMIZATION

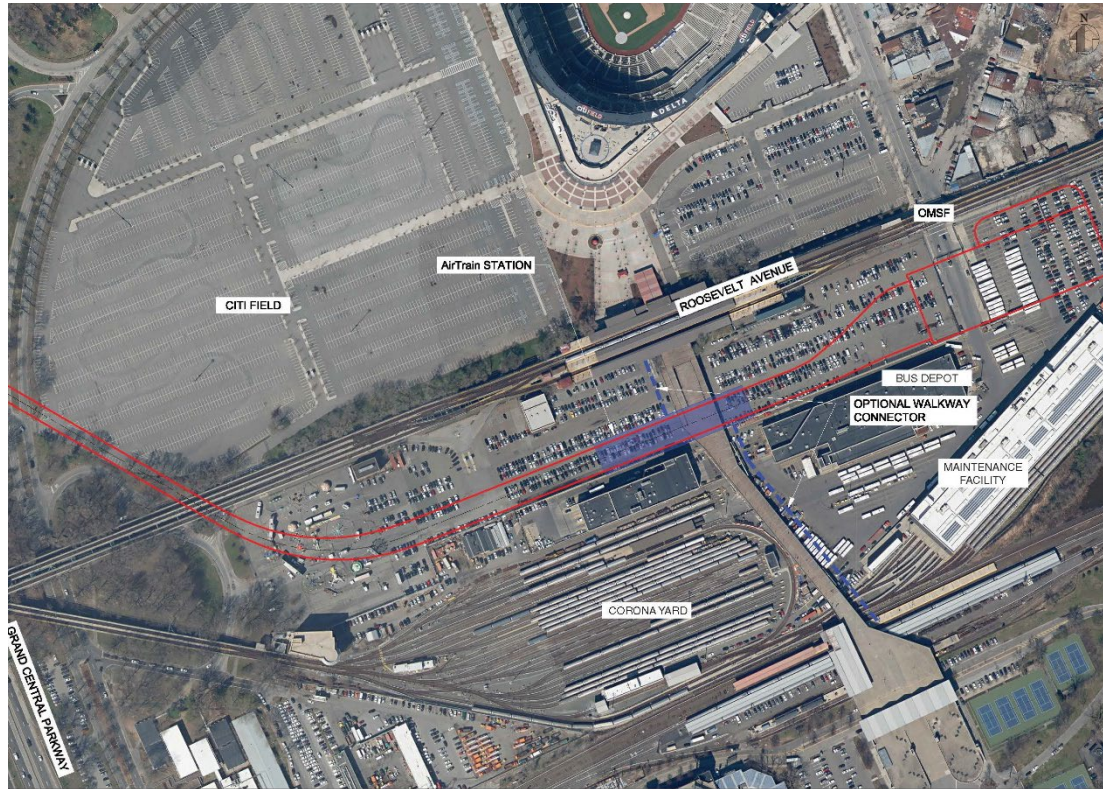
## Avoidance Options

- No Action
- Ditmars Boulevard Resources Options
- Passerelle Bridge Preservation and Rehabilitation Options
  - Station Parallel to South of Elevated NYCT 7 Line
  - Station Parallel to North of Elevated NYCT 7 Line
  - Station Above Elevated NYCT 7 Line
  - Station West of Passerelle Bridge
  - Station East of Passerelle Bridge
  - Station Above Reconfigured LIRR Station





# PASSERELLE BRIDGE OPTIONS - SOUTH OF NYCT 7 LINE



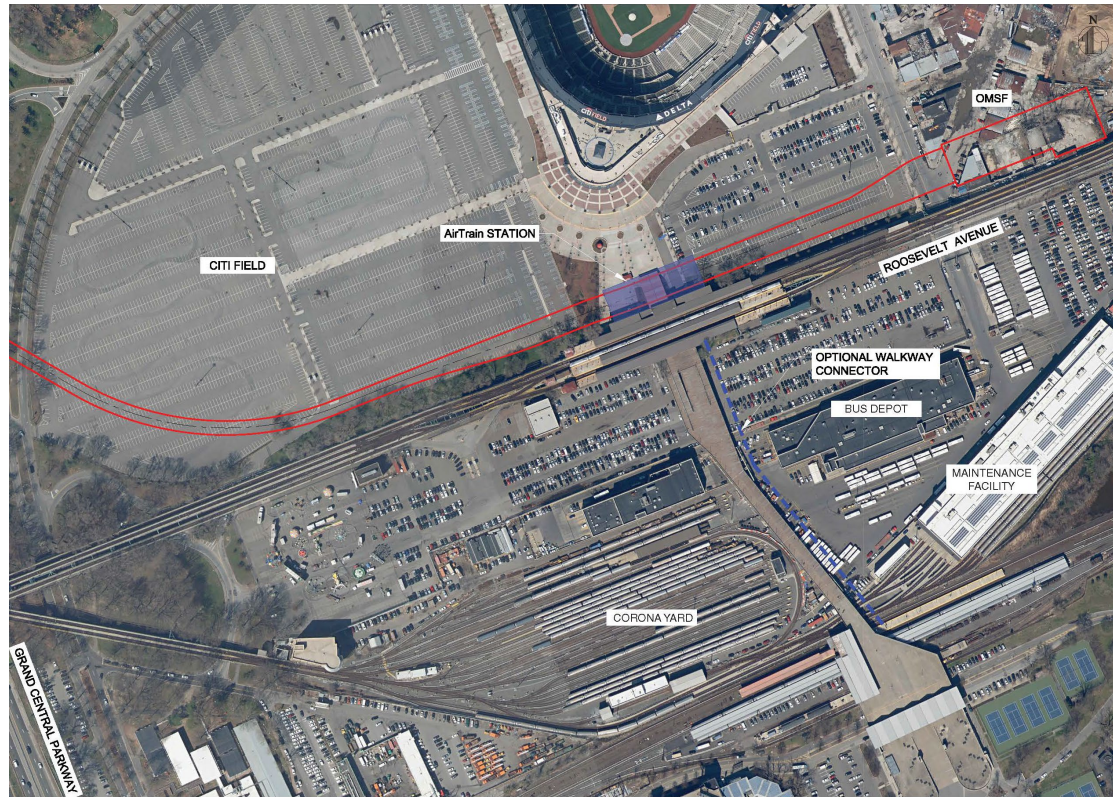
## Identified Issues

- No direct links to LIRR or NYCT 7 Line platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Passerelle reconstruction with temporary walkway still required
- Would still adversely affect Passerelle Bridge





# PASSERELLE BRIDGE OPTIONS - NORTH OF NYCT 7 LINE



## Identified Issues

- No direct links to LIRR or NYCT 7 Line platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Passerelle reconstruction with temporary walkway still required
- Would still likely adversely affect Passerelle Bridge





# PASSERELLE BRIDGE OPTIONS - ABOVE NYCT 7 LINE



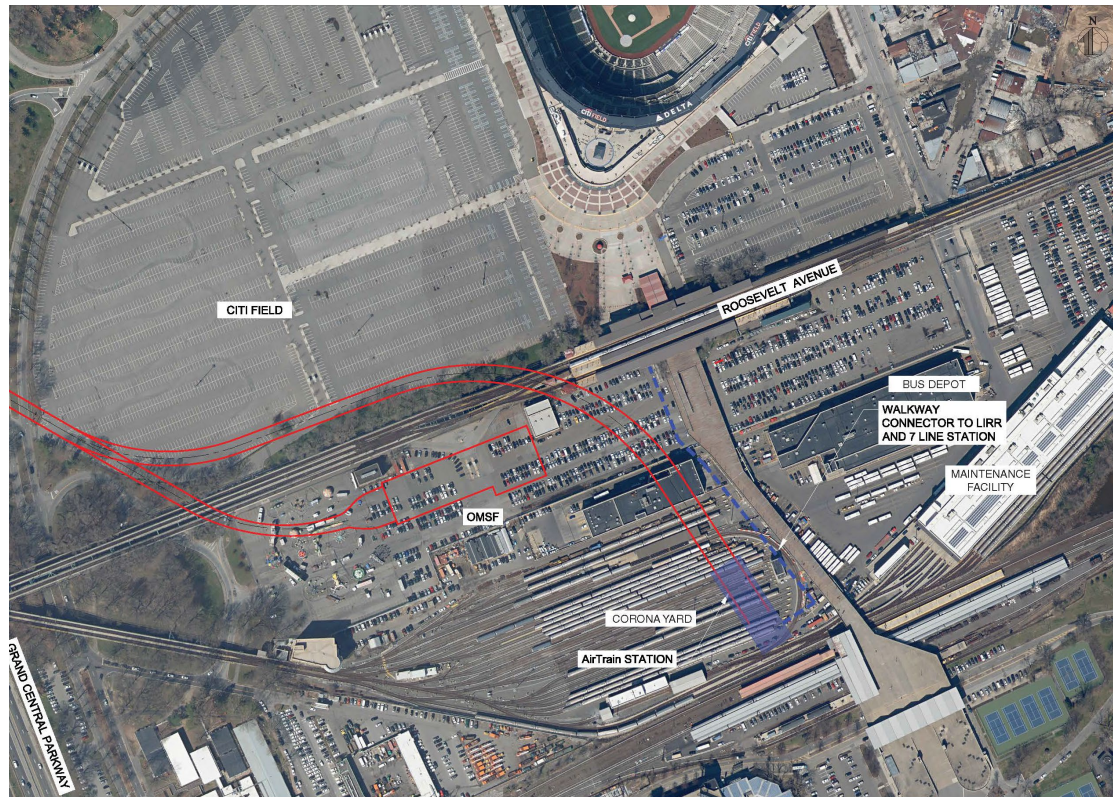
## Identified Issues

- No direct link to LIRR platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Significant service disruptions to the NYCT 7 Line during construction
- Passerelle reconstruction with temporary walkway still required
- Would still likely adversely affect Passerelle Bridge





# PASSERELLE BRIDGE OPTIONS - WEST OF PASSERELLE



## Identified Issues

- No direct link to LIRR or NYCT 7 Line platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Permanent impacts to Corona Yard – loss of rail storage for NYCT 7 Line
- Passerelle reconstruction with temporary walkway still required
- Would still likely adversely affect Passerelle Bridge





# PASSERELLE BRIDGE OPTIONS - EAST OF PASSERELLE



## Identified Issues

- No direct link to LIRR or NYCT 7 Line platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Potential impacts to MTA bus/subway yard and facilities
- Passerelle reconstruction with temporary walkway still required
- Would still adversely affect Passerelle Bridge





# PASSERELLE BRIDGE OPTIONS - ABOVE LIRR STATION



## Identified Issues

- No direct link to NYCT 7 Line platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Significant service disruptions to LIRR Port Washington Line
- Demolition of NYC Park facilities
- Passerelle reconstruction with temporary walkway still required
- Would still likely adversely affect Passerelle Bridge





# CONSIDERING EFFECTS

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**QUESTIONS / DISCUSSION**



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# RESOLVING ADVERSE EFFECTS

## Memorandum of Agreement (MOA) or Programmatic Agreement (PA)

- Prepared in consultation with Consulting Parties to resolve adverse effects
- Binding document among the FAA, SHPO, and ACHP\* as Signatories, and the Port Authority as Invited Signatory with specified responsibilities
- Consulting Parties may concur with the MOA or PA as a Concurring Party, but is not required by regulation

\*Advisory Council on Historic Preservation elected to participate by letter dated August 12, 2019





# RESOLVING ADVERSE EFFECTS

## MOA Mitigation Discussion Points – Lessen Effects/Reduce Potential Impact

- Vibration Monitoring/Action Plan?
- Landscaping?
- Historic American Buildings Survey (HABS) / Historic American Engineering Record (HAER) Documentation?
- Context-Sensitive Design Treatments?
- Restoration of Main Entrance and Passerelle Buildings?
- Passerelle Canopy Relocation and Adaptive Re-use?
- Interpretive/Educational Displays at Select Sites?
- Archival Documentation?
- Alternative Mitigation – Restoration funding for other park resources?
- Other?



# SCHEDULE AND NEXT STEPS

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## NEXT STEPS

- FAA continues to seek input from Consulting Parties, including SHPO, on effects and alternatives
- Continue to seek input from Consulting Parties on resolution of adverse effects, including possible mitigation measures
- FAA identifies effects to historic properties and submits to SHPO for concurrence; notifies ACHP
- Develop a draft Memorandum of Agreement or Programmatic Agreement in consultation with Consulting Parties to resolve adverse effects
- Next Consulting Parties meeting scheduled for April 2, 2020





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**QUESTIONS?**



# IDENTIFICATION OF HISTORIC PROPERTIES – UPDATE

- **105-33 Ditmars Blvd** – Built c. 1922 for Philip Mangone (1884-1957), Italian fashion designer and manufacturer of women's coats and suits. Later the long-time home of Estelle Massey Riddle Osborne (1901-1981) a prominent African American nurse, author, administrator, researcher, consultant, and activist for non-discrimination in the nursing field.
- **109-04 Ditmars Blvd** – Built c. 1925 for Gino Baranzelli (b. 1884), Italian stone manufacturer. Later owned for one year by William "Bill" Kenny (1914-1978) of the Ink Spots, a popular African American vocal group.
- **106-18 27th Ave** – Built c. 1920 for August Kohl (b. 1865), German baker and retired proprietor of Kohl Brothers Bakery, Manhattan. Later the home of Czechoslovakian pharmacist Alois Hostomsky (1877-1958) and wife Stella (b. 1885). Acquired 1961 by Lula C. Moss.



1940



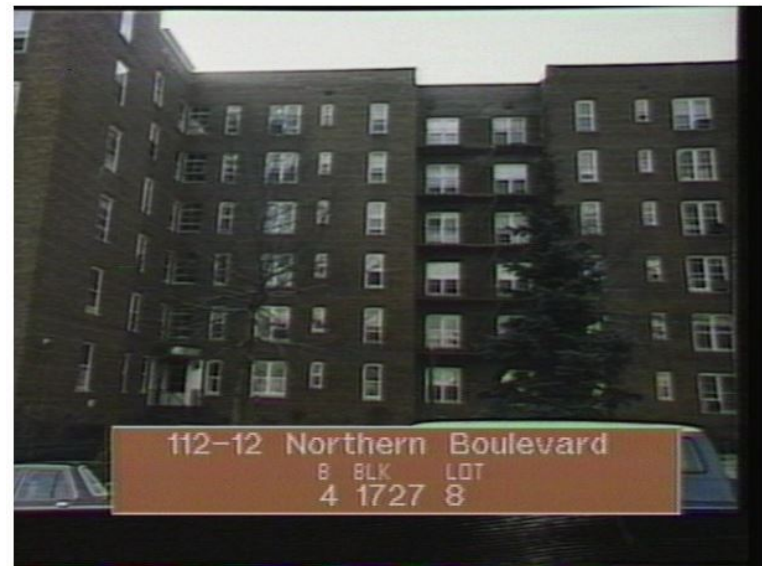


# IDENTIFICATION OF HISTORIC PROPERTIES – UPDATE

- **Dorie Miller Cooperative Houses** – Opened 1953 as a racially integrated cooperative apartment complex. Earlier examples of cooperative housing dates to the 1920s. Examples of non-segregated housing date to the 1930s. Queensview Houses, Long Island City (1950) was claimed at the time as a non-segregated cooperative housing complex. Parsons Gardens Housing Apartments (1951) is a documented early example of an integrated cooperative apartment complex.



1951



1980





Administración  
Federal de Aviación

# **Aeropuerto LaGuardia Proyecto de Mejoramiento del Acceso Declaración de Impacto Ambiental**

*Reunión de Partes Consultoras*

Febrero 25, 2020



# AGENDA

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- Revisión del Proceso de la Sección 106
- Revisión de la Alternativa Propuesta por la Autoridad Portuaria
- Resultados del Second Addendum Phase IA – Outfalls and Retention Basin
- Final Identification of Historic Properties
- Considering Effects and Methods to Address Impacts
- General Discussion
- Schedule/Next Steps



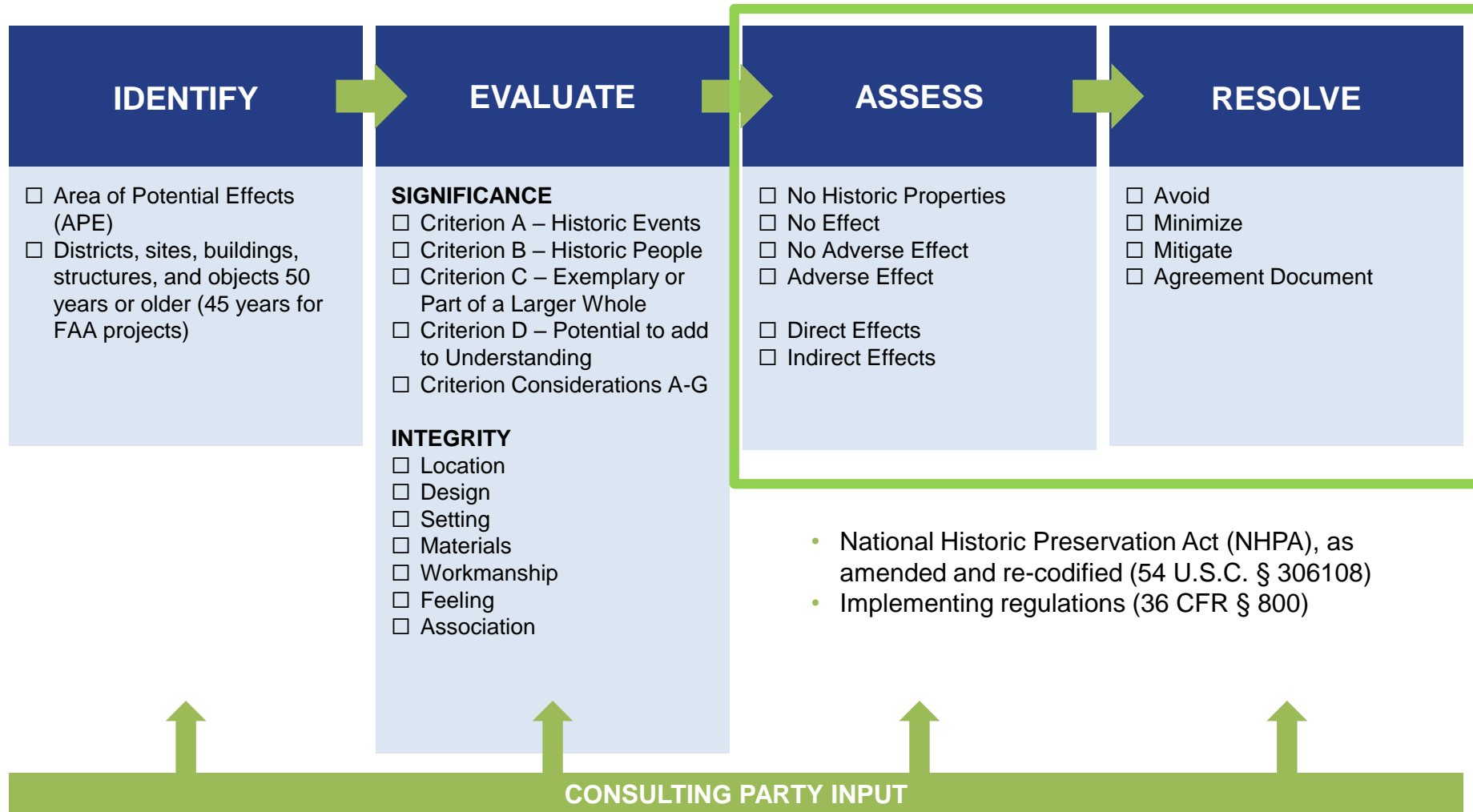
# INTRODUCTION

- FAA is preparing an Environmental Impact Statement (EIS) to assess all potential effects of the Port Authority's proposed action in compliance with the National Environmental Policy Act
- FAA also is responsible for complying with Section 106 of the National Historic Preservation Act, which requires federal agencies to consider the effects on historic properties of proposed projects they carry out, assist, fund, permit, license, or approve
- Historic properties are those that are listed or determined to be eligible for listing in the National Register of Historic Places based on meeting specific statutory and regulatory criteria
- As lead federal agency, FAA is responsible for consulting with the SHPO, Native American tribes, representatives of local governments, historic preservation organizations, and others with an interest in the effects of the undertaking on historic properties
- This meeting is limited to Section 106 issues and other resource categories only as they pertain to potential effects on historic properties. All other impacts are being assessed and will be available for review in the Draft EIS later this year





# SECTION 106 PROCESS REVIEW – NATIONAL REGISTER OF HISTORIC PLACES CRITERIA





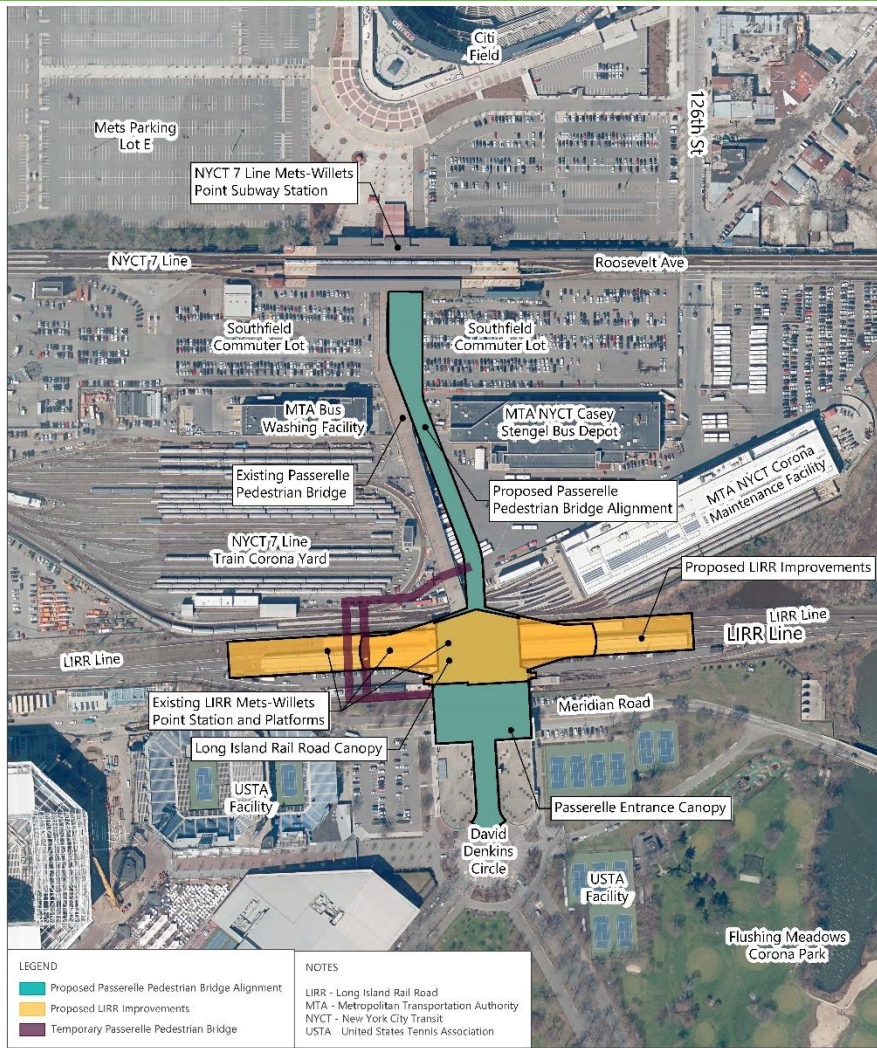
# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE



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# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PROPOSED ALTERNATIVE - CONNECTED ACTIONS



- Relocation of the Passerelle Pedestrian Bridge
- Temporary Passerelle Pedestrian Bridge
- Improvements to the MTA LIRR Mets-Willets Point Station
  - New shuttle service to Penn Station and Grand Central Terminal
  - Two new platforms
  - Four new tracks within the station
  - New crossovers and signal system
- Relocation of World's Fair Marina facilities
- Utility relocations and improvements

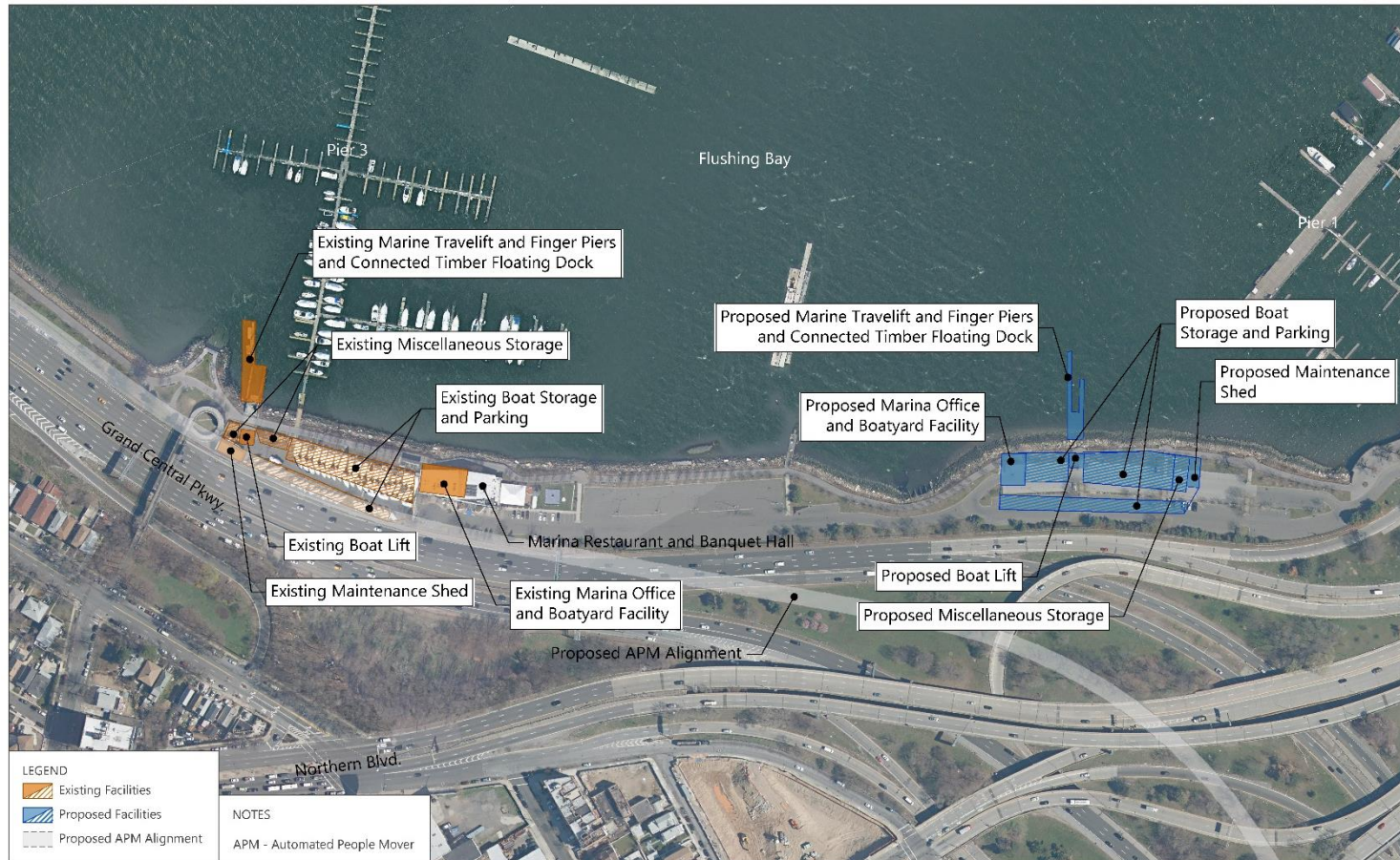


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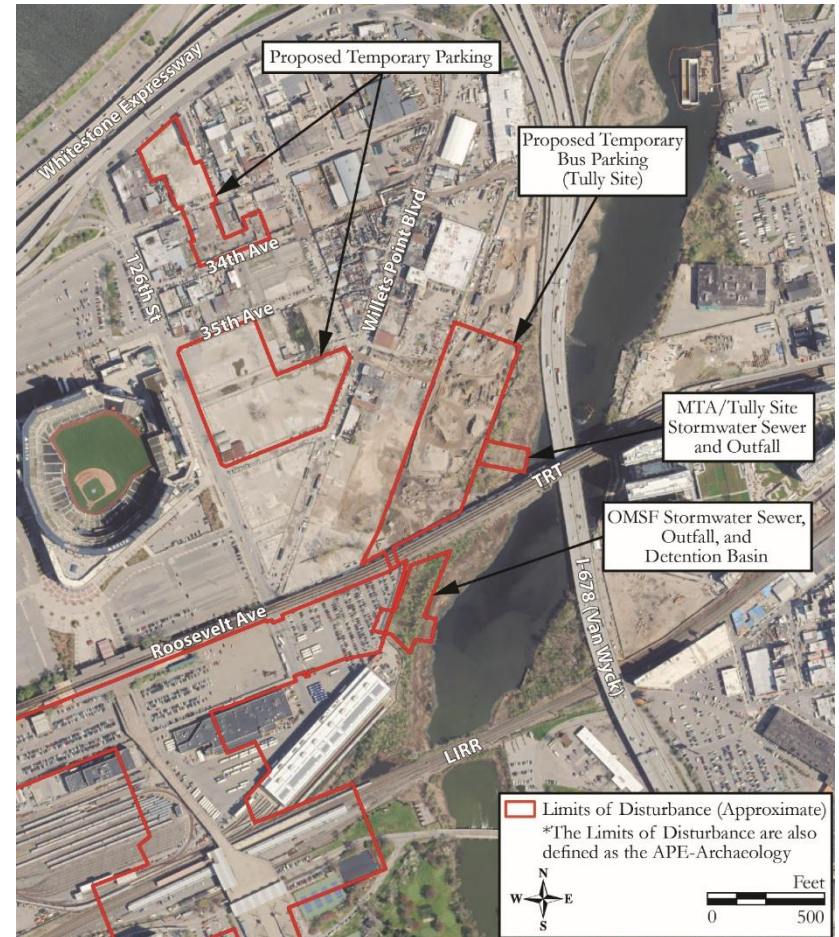
- Relocation of World's Fair Marina Facilities





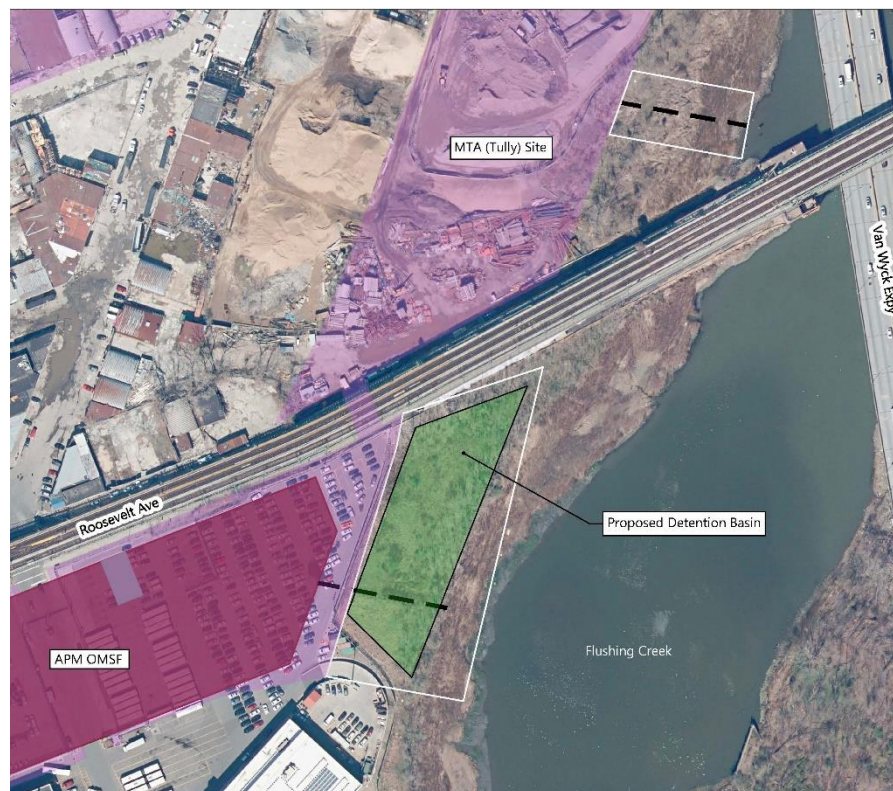
# PANYNJ PROPOSED ALTERNATIVE - REVISED AREA OF POTENTIAL EFFECTS (APE)

- Under Section 106, the APE is defined in 36 CFR § 800.16(d) as follows: “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.”
- The direct and indirect APE for the Proposed Alternative was revised in January 2020 to include the MTA/Tully site stormwater outfall, and the OMSF stormwater outfall and detention basin.



# REVISED APE – STORMWATER MANAGEMENT FACILITIES

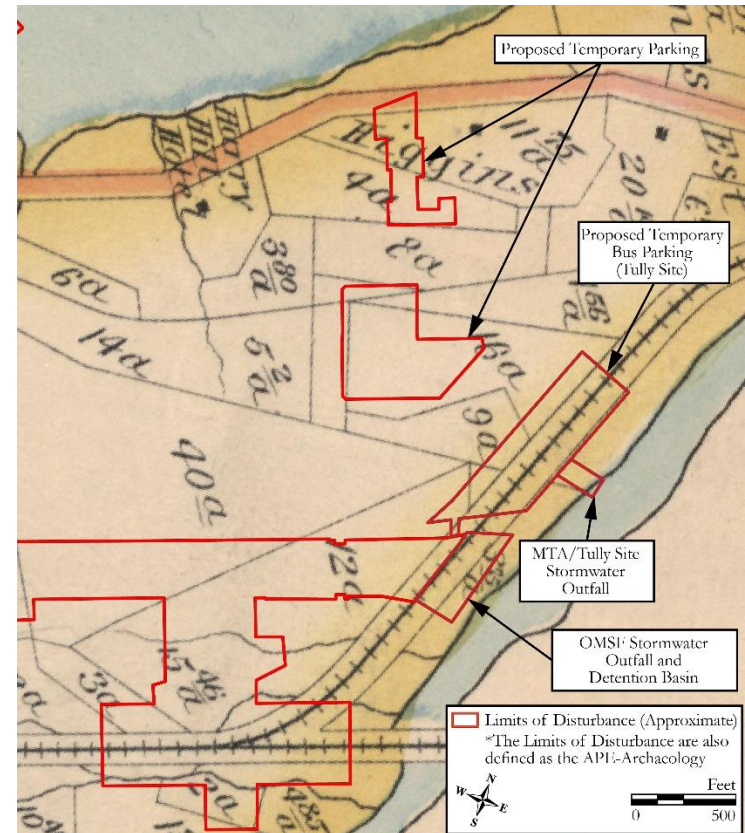
- **OMSF stormwater outfall, and detention basin:** outflow pipe, headwall, stone apron and detention basin
- **MTA/Tully Site stormwater outfall:** Temporary outfall, headwall, and stone apron
- **Purpose:** To alleviate potential flooding in impervious areas during storm events.
- **Below ground disturbance:** trenching for stormwater pipes, minor excavation for headwalls and detention basin





# ADDENDUM PHASE IA ARCHAEOLOGICAL SENSITIVITY ASSESSMENT – STORMWATER MANAGEMENT FACILITIES

- Research concludes that no terrestrial or near-shore submerged cultural resources have been identified to date in or near the two facility locations.
- The physical environment for both locations is dominated by historically filled in or disturbed landscapes that lack integrity.
- The 2003 Flushing Bay Ecosystem Restoration Project survey concluded the western shoreline of lower Flushing Creek had low archaeological sensitivity. Some historic piers and bridge remains were identified in the near shore waters.
- A field reconnaissance will be conducted to document existing conditions.



## NEXT STEPS – ARCHAEOLOGICAL RESOURCES

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- Additional fieldwork/research to determine potential presence of pre-Contact period archaeological resources or historic shoreline infrastructure originally identified in the Pan-American Flushing Bay Ecosystem Restoration Project Survey
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# IDENTIFICATION OF HISTORIC PROPERTIES – UPDATE

## SHPO Consultation

January 29, 2020, FAA received SHPO concurrence on Addendum Phase IA and Historic Architecture Surveys for the MTA/Tully Site temporary bus parking

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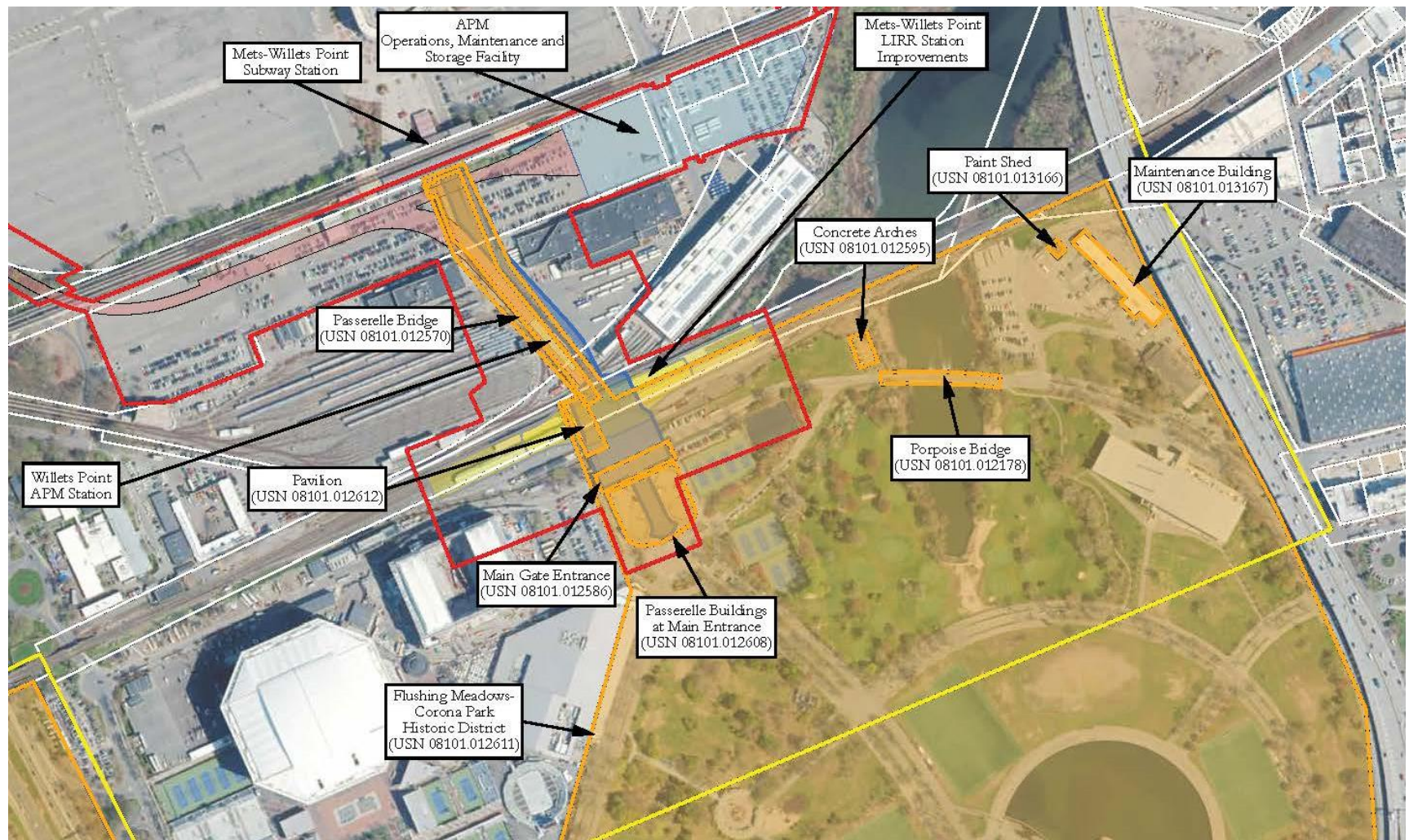


# IDENTIFICATION OF HISTORIC PROPERTIES – DITMARS BLVD AREA





# IDENTIFICATION OF HISTORIC PROPERTIES – FLUSHING MEADOWS-CORONA PARK AREA



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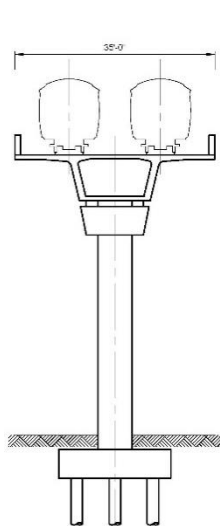
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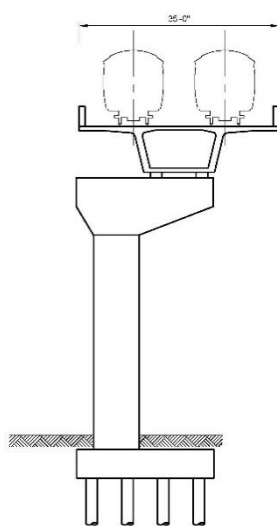
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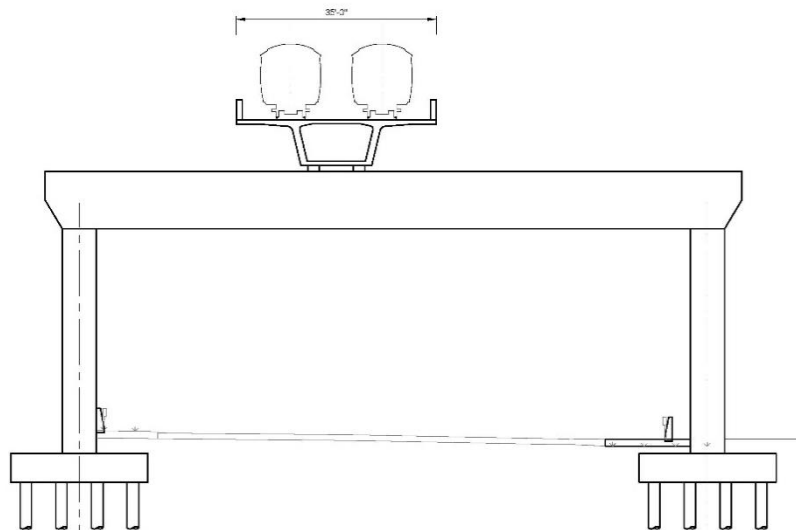
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8' DIA. COLUMN  
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9 - 24" TAPERED PILES (110' LONG)

TYPICAL PIERS



SUPERSTRUCTURE DEPTH: 6'  
CANTILEVER PIER CAP  
8' DIA. COLUMN  
24' PILE CAP  
16 - 24" TAPERED PILES (110' LONG)

ECCENTRIC PIERS



SUPERSTRUCTURE DEPTH: 6'  
STRADDLE BENT  
8' DIA. COLUMN  
24' PILE CAP  
16 - 24" TAPERED PILES (105' LONG)

STRADDLE BENTS OVER GCP

AIRPORT TO GCP INTERCHANGE



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Administration



# CONSIDERING EFFECTS - DITMARS BOULEVARD PROPERTIES

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*Individually Eligible under Criterion C - Architecture*

*POS: Circa 1930*

The starkly geometrical, two-story, brick residence represents an intact, unusual interpretation of the Tudor Revival style, executed in brick. It embodies the distinctive characteristics of its type and period.



## **Dwelling, 105-33 Ditmars Blvd (USN 08101.013146)**

*Individually Eligible under Criterion C - Architecture*

*POS: Circa 1922*

This asymmetrical stucco dwelling represents a substantially intact early-twentieth-century Mission Revival style residence. It embodies the distinctive characteristics of its type and period.



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# CONSIDERING EFFECTS - DITMARS BOULEVARD PROPERTIES

- Located within the Indirect APE
- 105-19 Ditmars Blvd and 105-33 Ditmars Blvd back onto the GCP and overlook LGA and Flushing Bay
- Proposed APM Guideway would be located approximately 230 feet east of the historic properties
- Noise, vibration, and visual effects analyses are still underway
- Visual effects/viewshed impacts are expected, however, these impacts are unlikely to affect the features that make these resources eligible for listing on the National Register of Historic Places





# CONSIDERING EFFECTS - 27TH AVENUE PROPERTY

## Dwelling, 106-18 27th Ave (USN 08101.013148)

*Individually Eligible*

*Criterion C - Architecture*

*POS: Circa 1920*

The one-and-a-half-story brick bungalow represents an historically significant, intact example of a brick Craftsman-style bungalow. It embodies the distinctive characteristics of its type and period.



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# CONSIDERING EFFECTS - 27TH AVENUE PROPERTY

- Located within the Indirect APE
- 106-18 27th Ave at corner of 27th Avenue and Ditmars Blvd
- Proposed APM Guideway would be located approximately 430 feet east of the historic property
- Topography, intervening buildings, and vegetation limit visibility of proposed action area
- Noise, vibration, and visual effects analyses are still underway
- Visual effects/viewshed impacts are expected to be minimal or negligible



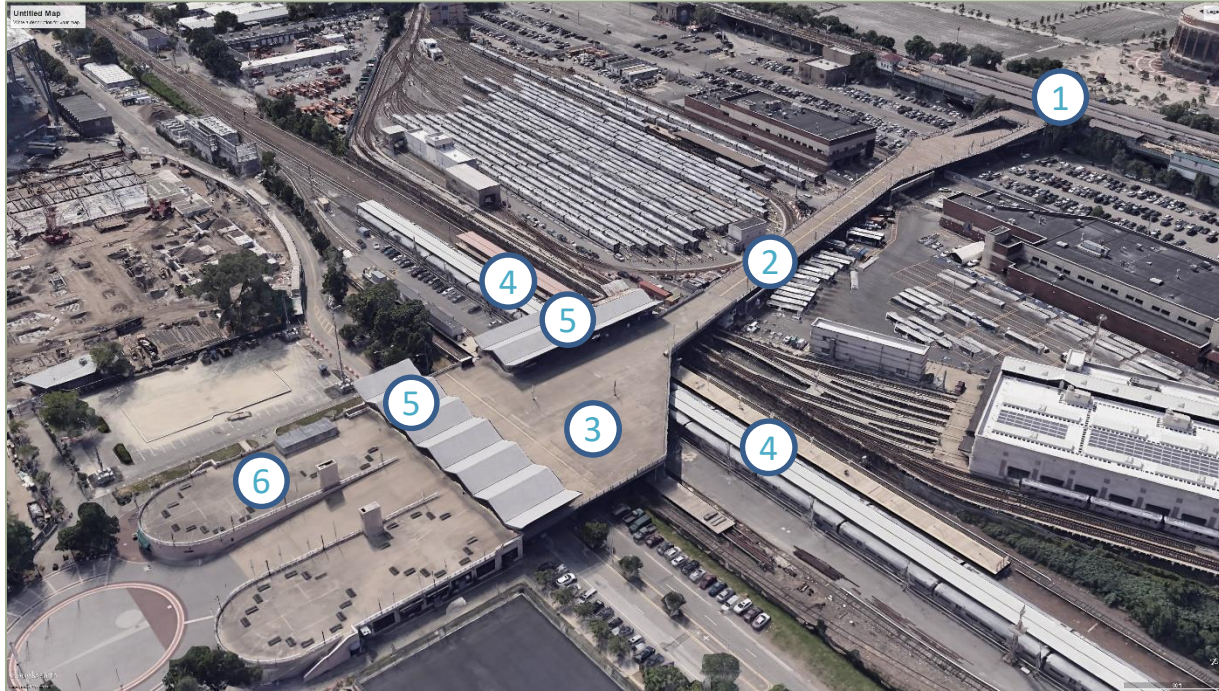


# CONSIDERING EFFECTS - FLUSHING MEADOWS-CORONA PARK PROPERTIES

- Located within the Indirect APE
- Proposed Project elements located approximately 650 feet from contributing Concrete Arches, 900 feet from the Paint Shed, 1,000 feet from the Maintenance Building and 700 feet west-northwest of the individually eligible/ key contributing Porpoise Bridge
- Intervening vegetation limits visibility of proposed action area
- Porpoise Bridge to be replaced under separate undertaking
- Distance between Project components and these properties unlikely to alter, directly or indirectly, any of the qualifying characteristics in a way that diminishes integrity



# CONSIDERING EFFECTS - PASSERELLE BRIDGE EXISTING CONDITIONS



- 1) NYCT 7 Line Mets-Willets Point Station
- 2) Passerelle Bridge
- 3) Passerelle Plaza
- 4) LIRR Mets-Willets Point Station
- 5) Historic Canopy Structure
- 6) Passerelle Administration Building



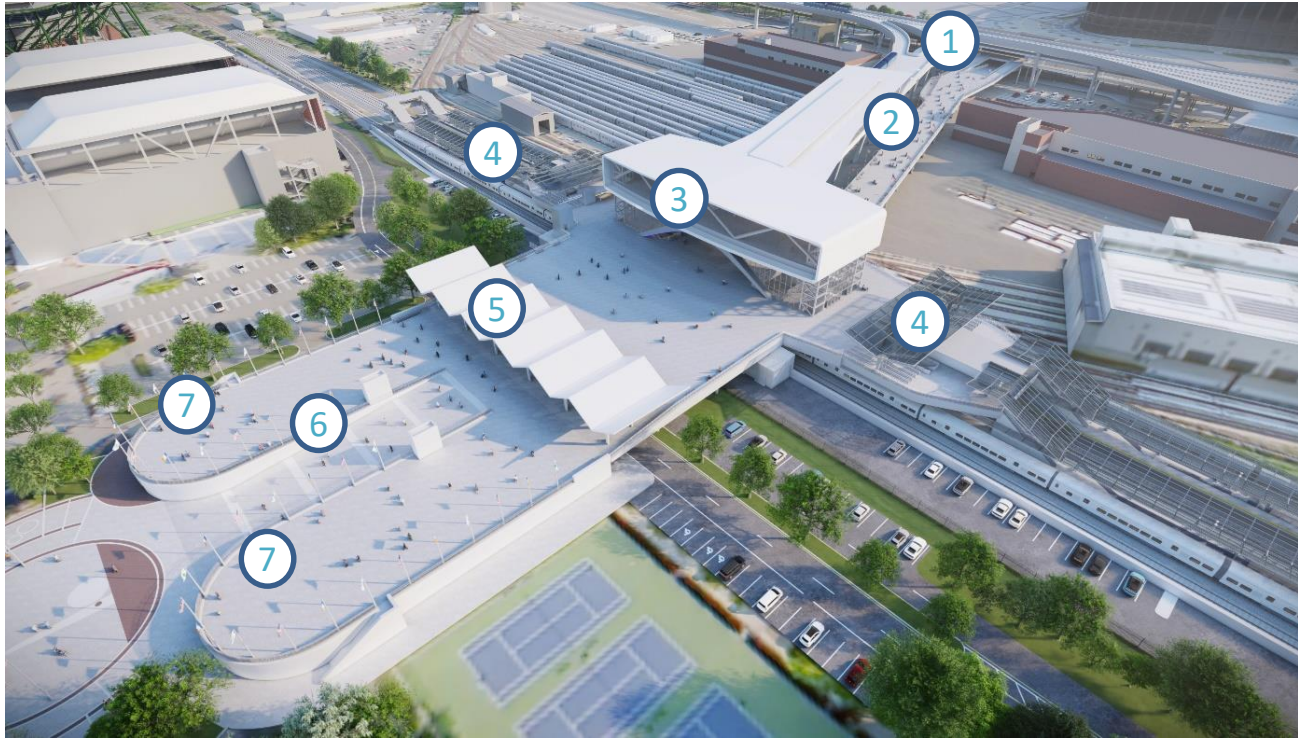


# CONSIDERING EFFECTS - PASSERELLE BRIDGE & OTHER CONTRIBUTING ELEMENTS

- Located within the Direct APE
- Passerelle Bridge, owned by NYC Parks, requires reconstruction/replacement
- NYC Parks plans to replace the bridge put on hold after the Port Authority proposed replacing the bridge to accommodate a Mets-Willets Point APM Station
- The Port Authority coordinating with MTA, USTA, NYC Parks, and NY Mets to minimize impacts
- The design of the replacement bridge is subject to a separate New York City Public Design Commission (PDC) process
- Anticipated Section 106 impacts include physical destruction, removal from original location, and introduction of new visual elements that are likely to alter, directly and indirectly, the qualifying characteristics in a way that diminishes integrity



# CONSIDERING EFFECTS - PASSERELLE BRIDGE PROPOSED PRELIMINARY CONCEPT



- 1) NYCT 7 Line Mets-Willets Point Station Interface
- 2) New Passerelle Bridge
- 3) AirTrain Station (Conceptual)
- 4) LIRR Mets-Willets Point Station (Conceptual)
- 5) Restored Historic Canopy Structure (Canopy Over LIRR Station To Be Relocated)
- 6) ADA Compliant Pedestrian Ramp
- 7) Potential Renovated Passerelle Administration Building Roof





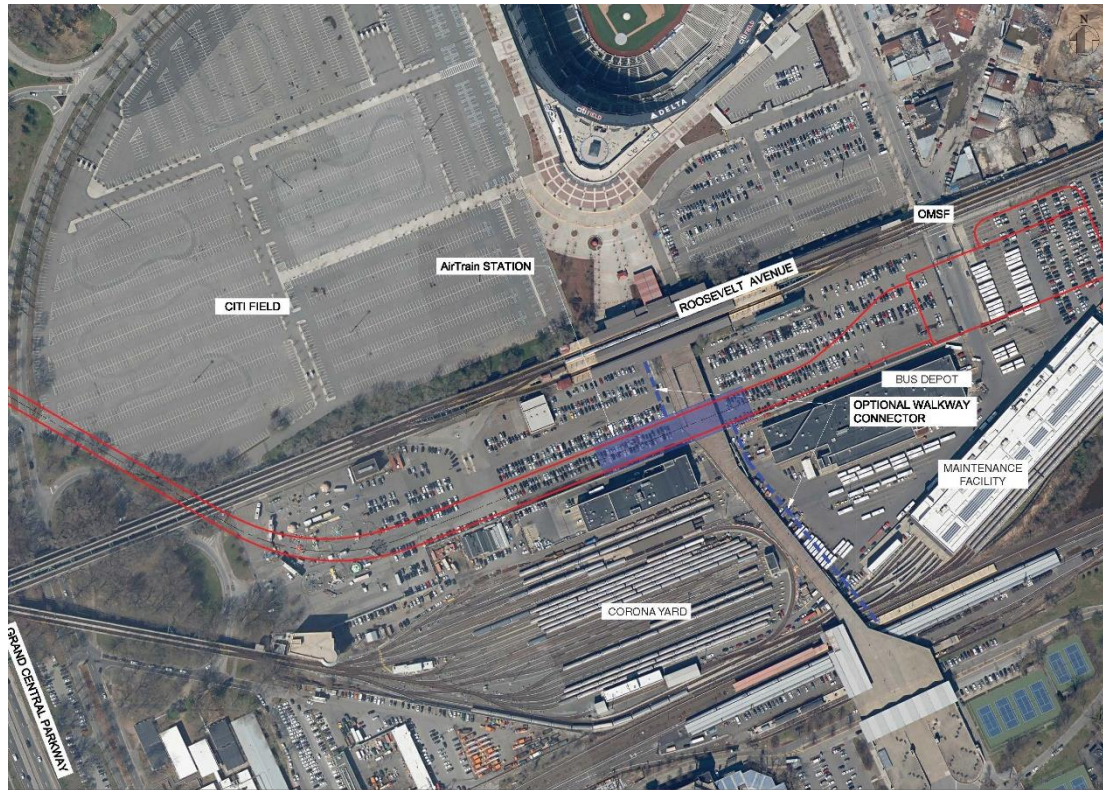
# CONSIDERING EFFECTS - AVOIDANCE OR MINIMIZATION

## Avoidance Options

- No Action
- Ditmars Boulevard Resources Options
- Passerelle Bridge Preservation and Rehabilitation Options
  - Station Parallel to South of Elevated NYCT 7 Line
  - Station Parallel to North of Elevated NYCT 7 Line
  - Station Above Elevated NYCT 7 Line
  - Station West of Passerelle Bridge
  - Station East of Passerelle Bridge
  - Station Above Reconfigured LIRR Station



# PASSERELLE BRIDGE OPTIONS - SOUTH OF NYCT 7 LINE



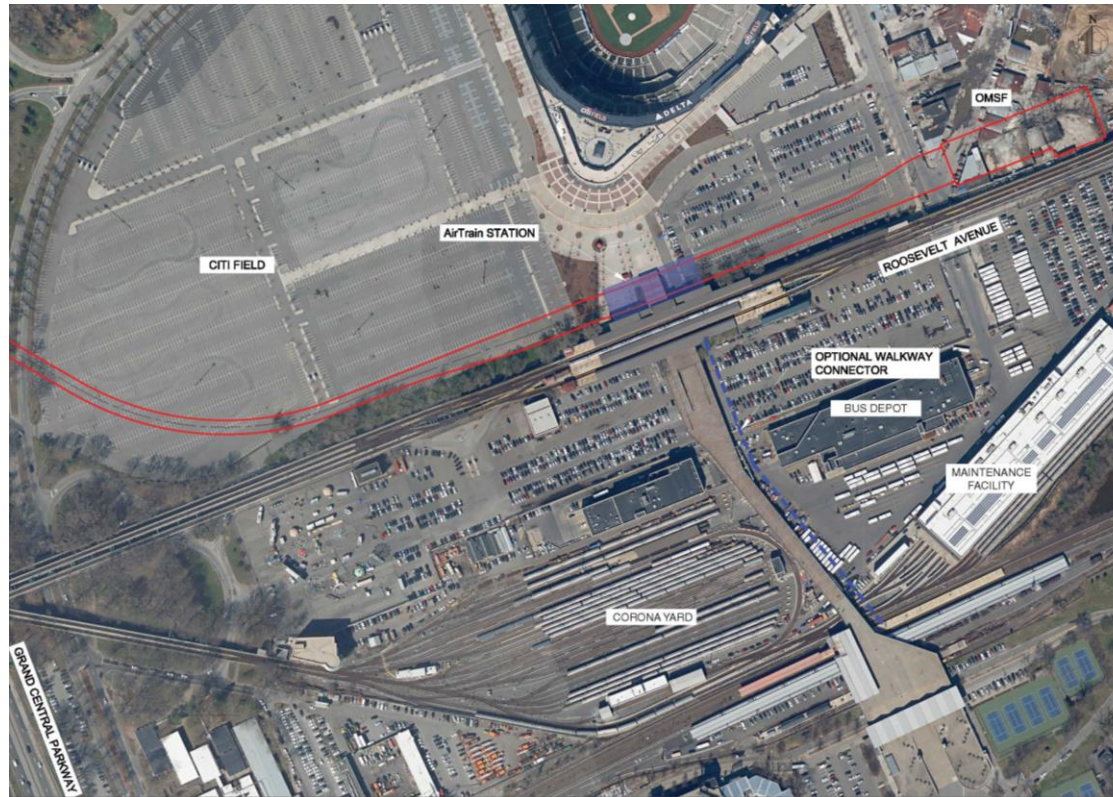
## Identified Issues

- No direct links to LIRR or NYCT 7 Line platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Passerelle reconstruction with temporary walkway still required
- Would still adversely affect Passerelle Bridge





# PASSERELLE BRIDGE OPTIONS - NORTH OF NYCT 7 LINE



## Identified Issues

- No direct links to LIRR or NYCT 7 Line platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Passerelle reconstruction with temporary walkway still required
- Would still likely adversely affect Passerelle Bridge



# PASSERELLE BRIDGE OPTIONS - ABOVE NYCT 7 LINE



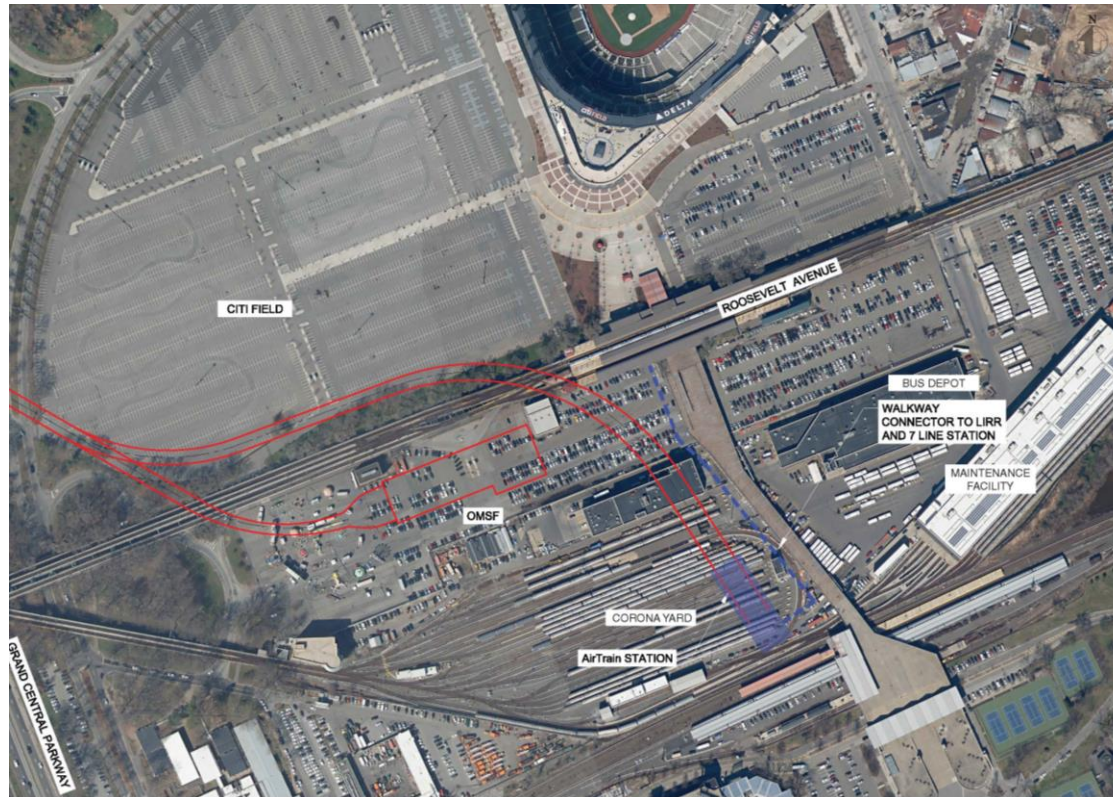
## Identified Issues

- No direct link to LIRR platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Significant service disruptions to the NYCT 7 Line during construction
- Passerelle reconstruction with temporary walkway still required
- Would still likely adversely affect Passerelle Bridge





# PASSERELLE BRIDGE OPTIONS - WEST OF PASSERELLE



## Identified Issues

- No direct link to LIRR or NYCT 7 Line platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Permanent impacts to Corona Yard – loss of rail storage for NYCT 7 Line
- Passerelle reconstruction with temporary walkway still required
- Would still likely adversely affect Passerelle Bridge



# PASSERELLE BRIDGE OPTIONS - EAST OF PASSERELLE



## Identified Issues

- No direct link to LIRR or NYCT 7 Line platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Potential impacts to MTA bus/subway yard and facilities
- Passerelle reconstruction with temporary walkway still required
- Would still adversely affect Passerelle Bridge





# PASSERELLE BRIDGE OPTIONS - ABOVE LIRR STATION



## Identified Issues

- No direct link to NYCT 7 Line platforms
- Pedestrian access would need to be provided via open Passerelle or enclosed parallel walkway to link stations
- Significant service disruptions to LIRR Port Washington Line
- Demolition of NYC Park facilities
- Passerelle reconstruction with temporary walkway still required
- Would still likely adversely affect Passerelle Bridge



# CONSIDERING EFFECTS

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**QUESTIONS / DISCUSSION**



Federal Aviation  
Administration



# RESOLVING ADVERSE EFFECTS

## Memorandum of Agreement (MOA) or Programmatic Agreement (PA)

- Prepared in consultation with Consulting Parties to resolve adverse effects
- Binding document among the FAA, SHPO, and ACHP\* as Signatories, and the Port Authority as Invited Signatory with specified responsibilities
- Consulting Parties may concur with the MOA or PA as a Concurring Party, but is not required by regulation

\*Advisory Council on Historic Preservation elected to participate by letter dated August 12, 2019



# RESOLVING ADVERSE EFFECTS

## MOA Mitigation Discussion Points – Lessen Effects/Reduce Potential Impact

- Vibration Monitoring/Action Plan?
- Landscaping?
- Historic American Buildings Survey (HABS) / Historic American Engineering Record (HAER) Documentation?
- Context-Sensitive Design Treatments?
- Restoration of Main Entrance and Passerelle Buildings?
- Passerelle Canopy Relocation and Adaptive Re-use?
- Interpretive/Educational Displays at Select Sites?
- Archival Documentation?
- Alternative Mitigation – Restoration funding for other park resources?
- Other?





# SCHEDULE AND NEXT STEPS

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## NEXT STEPS

- FAA continues to seek input from Consulting Parties, including SHPO, on effects and alternatives
- Continue to seek input from Consulting Parties on resolution of adverse effects, including possible mitigation measures
- FAA identifies effects to historic properties and submits to SHPO for concurrence; notifies ACHP
- Develop a draft Memorandum of Agreement or Programmatic Agreement in consultation with Consulting Parties to resolve adverse effects
- Next Consulting Parties meeting scheduled for April 2, 2020



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**QUESTIONS?**





# IDENTIFICATION OF HISTORIC PROPERTIES – UPDATE

- **105-33 Ditmars Blvd** – Built c. 1922 for Philip Mangone (1884-1957), Italian fashion designer and manufacturer of women's coats and suits. Later the long-time home of Estelle Massey Riddle Osborne (1901-1981) a prominent African American nurse, author, administrator, researcher, consultant, and activist for non-discrimination in the nursing field.
- **109-04 Ditmars Blvd** – Built c. 1925 for Gino Baranzelli (b. 1884), Italian stone manufacturer. Later owned for one year by William “Bill” Kenny (1914-1978) of the Ink Spots, a popular African American vocal group.
- **106-18 27th Ave** – Built c. 1920 for August Kohl (b. 1865), German baker and retired proprietor of Kohl Brothers Bakery, Manhattan. Later the home of Czechoslovakian pharmacist Alois Hostomsky (1877-1958) and wife Stella (b. 1885). Acquired 1961 by Lula C. Moss.



1940

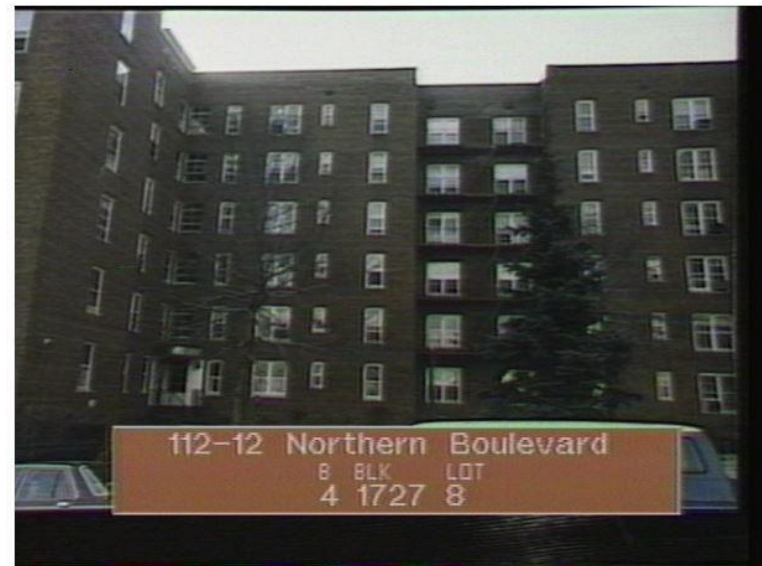


# IDENTIFICATION OF HISTORIC PROPERTIES – UPDATE

- **Dorie Miller Cooperative Houses** – Opened 1953 as a racially integrated cooperative apartment complex. Earlier examples of cooperative housing dates to the 1920s. Examples of non-segregated housing date to the 1930s. Queensview Houses, Long Island City (1950) was claimed at the time as a non-segregated cooperative housing complex. Parsons Gardens Housing Apartments (1951) is a documented early example of an integrated cooperative apartment complex.



1951



1980





## SIGN-IN SHEET



**LaGuardia Airport**  
**Access Improvement Project**  
*Environmental Impact Statement (EIS)*

**Consulting Parties Meeting**

February 25, 2020 | 10:00 a.m. - 12:00 p.m.

**LaGuardia Airport Marriott Hotel**

102-05 Ditmars Blvd., East Elmhurst, NY 11369

Name (Please Print)	Organization	Address	Email	Phone #
DAVID CHIFF	NYC Parks	803 5 <sup>th</sup> Ave	david.chiff @parks.nyc.gov	212-360 3492
WARREN SCHREIBER	CJB		WPSCHREIBER@GMAIL.COM	917-494-2247
CAROL WYNPERLE	WSP		CAROL.WYNPERLE @WSP.COM	917- 539-9549
Melva Berkner	NYC Parks		melva.berkner@ parks.nyc.gov	718-760- 6567
Adrienne Weremchuk	NYC Parks	Olmsted Ctr	adrienne. weremchuk@ parks.nyc.gov	718-760-4143
Tim Gallagher	Mayor's Office		tgallagher@ cityhall.nyc.gov	212 788 6805
Wendy Wenter	Li Saltzman Ark	50 Broadway	wwenter@ li.saltzman.com	

February 25, 2020 | 10:00 a.m. - 12:00 p.m.

102-05 Ditmars Blvd., East Elmhurst, NY 11369

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