

A. INTRODUCTION

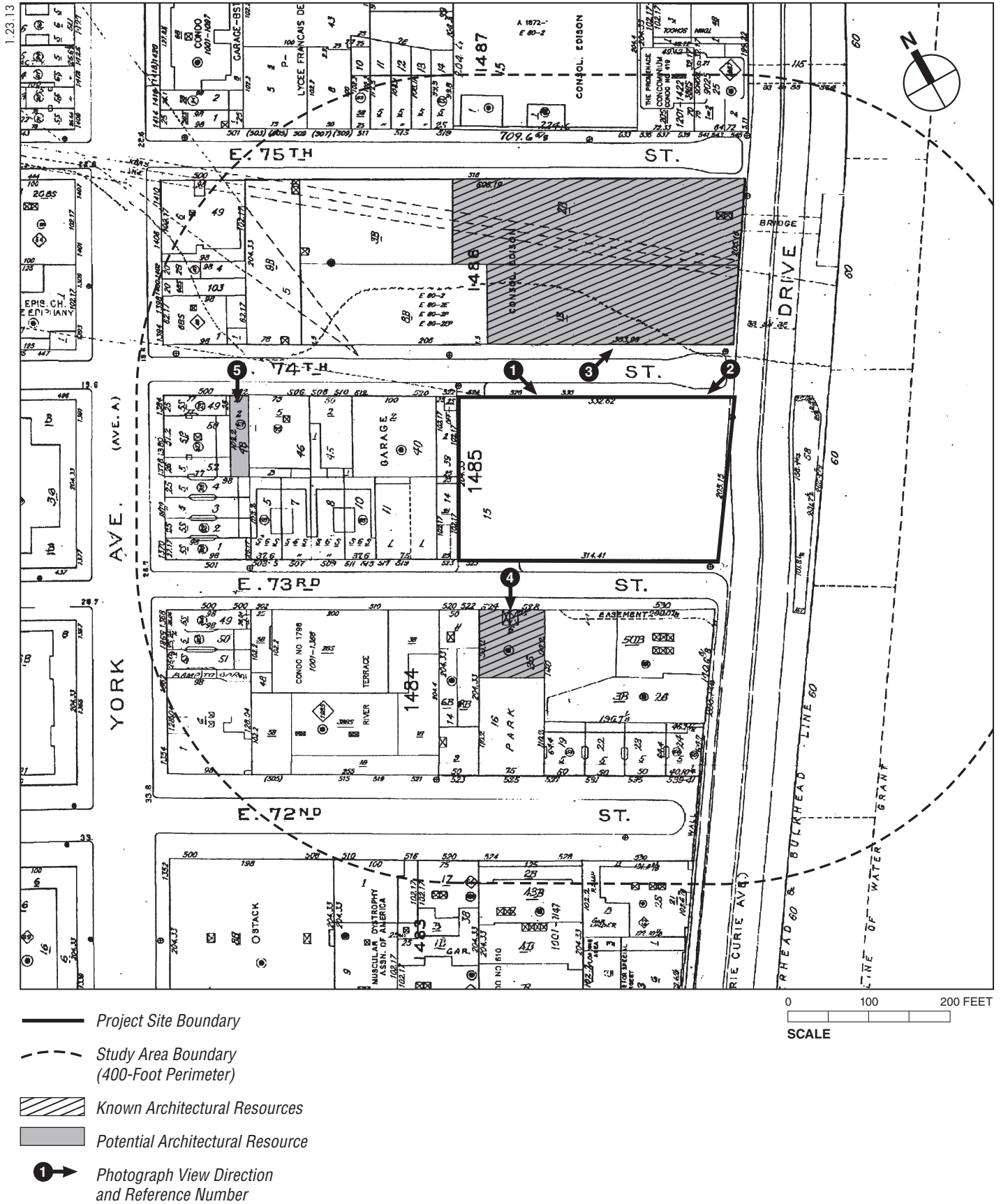
This chapter assesses the potential of the proposed Memorial Sloan-Kettering Cancer Center (MSK)/The City University of New York (CUNY)-Hunter project located at the east end of the block bounded by York Avenue, Franklin Delano Roosevelt (FDR) Drive, and East 73rd and East 74th Streets (Block 1485, Lot 15) on the Upper East Side of Manhattan to impact historic and cultural resources on or near the project site. The proposed project would result in the construction of a 23-story MSK ambulatory care center (MSK ACC) on the east portion of the site, and a 16-story building for the Hunter College Science and Health Professions program (CUNY-Hunter Building) adjacent to the proposed MSK ACC.

Historic and cultural resources include both archaeological and architectural resources. The study area for archeological resources is the project site, where disturbance from previous excavation and construction activities can be anticipated. In letters dated December 11, 2012 and January 18, 2013 (see **Appendix C**), the New York City Landmarks Preservation Commission (LPC) and the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) determined that the project site is not archaeologically sensitive and does not contain any architectural resources.

Study areas for architectural resources are determined based on the area of potential effect for construction period impacts, as well as the larger area in which there may be visual or contextual impacts. The 2012 *City Environmental Quality Review (CEQR) Technical Manual* sets the guidelines for the study area as being typically within an approximately 400-foot radius of the project site (see **Figure 5-1**). Within the study area, architectural resources analyzed include State and/or National Registers of Historic Places (S/NR)-listed or S/NR-eligible properties, New York City Landmarks (NYCLs), New York City Historic Districts (NYCHDs) and properties pending such designation. In addition, a survey was conducted to identify any previously undesignated properties that appear to meet S/NR or NYCL eligibility criteria (“potential architectural resources”).

Impacts on architectural resources can include both direct physical impacts and indirect impacts. Direct impacts include damage from vibration (i.e., from construction blasting or pile driving) and additional damage from adjacent construction that could occur from falling objects, subsidence, collapse, or damage from construction machinery. Adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource, as defined in the New York City Department of Buildings (DOB) *Technical Policy and Procedure Notice (TPPN) #10/88*.¹

¹ TPPN #10/88 was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. TPPN #10/88 outlines procedures for the avoidance of damage to historic structures that are listed on the S/NR or NYCLs resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.



Indirect impacts on architectural resources are contextual or visual impacts that could result from project construction or operation. As described in the *CEQR Technical Manual*, indirect impacts could result from blocking significant public views of a resource; isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive features that contribute to that resource's significance (e.g., a church with stained-glass windows).

PRINCIPAL CONCLUSIONS

As described below, the proposed project would not have any significant adverse impacts on historic and cultural resources on the project site and study area. There are no historic resources and cultural resources on the project site. OPRHP found two structures in the study area S/NR-eligible: the Con Edison East 74th Street Steam Plant (Con Edison Steam Plant) and the garage at 524 East 73rd Street. One potential architectural resource has been identified; a late-19th-century carriage house on East 74th Street. The Con Edison Steam Plant and the garage at 524 East 73rd Street are located within 90 feet of the project site. A Construction Protection Plan (CPP) ~~would be~~ has been prepared and that would be implemented to avoid inadvertent construction-related impacts on these architectural resources. The proposed project also would not obstruct significant public views of these architectural resources. Although views of the Con Edison Steam Plant would be eliminated from East 73rd Street, unobstructed views of the plant from the immediately surrounding streets and from Roosevelt Island, the East River, and the East River Esplanade would remain. Similarly, although views of the garage at 524 East 73rd Street would be obstructed from East 74th Street by the proposed project, views of the garage from East 73rd Street would remain. ~~In addition, views of the late 19th-century carriage house would not be obstructed by the proposed project.~~ Therefore, the proposed project would not have any significant adverse contextual or visual impacts on architectural resources in the study area.

B. EXISTING CONDITIONS

PROJECT SITE

The project site does not contain any known or potential architectural resources. The 66,111-square-foot (sf) project site is largely vacant with only the remnants of the walls of a former garage structure (see photos 1 and 2 of **Figure 5-2**). The western portion of the project site is occupied by a surface public parking lot. In letters dated December 11, 2012 and January 18, 2013, LPC and OPRHP determined that the project site does not contain any architectural resources.

STUDY AREA

There are two known architectural resources in the study area. One potential architectural resource has been identified in the study area:

- The Con Edison Steam Plant (S/NR-eligible) is located north of the project site at the FDR Drive between East 74th and 75th Streets (see photo 3 of **Figure 5-3**).¹ The plant, designed

¹ On January 2, 2013, OPRHP determined the Con Edison Stream Plant, including its mid-20th century addition, eligible for listing on the S/NR.



View southeast of the project site from East 74th Street

1



View southwest of the project site from eastern foot of East 74th Street

2



South facade of the original portion of the Consolidated Edison Stream Plan at
503 East 74th Street

3



524 East 73rd Street

4

by engineer George H. Pegram, was constructed in 1902 to provide steam heat to commercial and residential buildings as midtown Manhattan rapidly urbanized during the first half of the 20th century. Pegram, who designed and patented the Pegram truss in 1885, served as the City's chief engineer for the elevated railroads and, later, the subway. The original 1902 brick portion of the building is approximately 67,000 sf and 120 feet tall and has a rusticated stone base, denticulated cornice, decorative stringcourse circumscribing the building, and double-height rounded-arched windows. One of the four original smokestacks is still located on the northwest corner of the building. A ~~circa-1965~~ light-brown, bulky brick addition with small windows and a relatively unarticulated façade was added to the west in the mid-20th century, nearly doubled doubling the length of the building.

- The garage at 524 East 73rd Street (S/NR-eligible) is located south of the project site across East 73rd Street (see photo 4 of **Figure 5-3**).¹ The garage was designed by William C. Somnerfeld in 1928 for Laura Realty Company. The five-bay, tan-colored brick, 6-story building is clad with a five-course American bond pattern on its primary East 73rd Street façade. The building also has multi-pane industrial steel-frame windows and decorative vertical bands of glazed headers at the ground floor. The window bays are framed with darker brick, and a decorative sill course runs underneath the windows at the second floor. The garage is a representative example of multi-story parking facilities constructed in New York City as the automobile grew in popularity in the early twentieth century.
- A well-preserved, late-19th-century carriage house (potential architectural resource) is located approximately 255 feet west of the project site at 502 East 74th Street (see photo 5 of **Figure 5-4**). This carriage house is one of approximately 75 remaining carriage houses left in Manhattan, most of which are located on the Upper East Side. The 2-story brick building still retains many of its character-defining features, including the eyelid lintels above the openings and the denticulated cornice.

C. THE FUTURE WITHOUT THE PROPOSED PROJECT

PROJECT SITE

In the future without the proposed project, it is assumed that the project site would not be altered. The eastern portion of the site would remain largely undeveloped and the western portion of the site would remain a surface public parking lot.

STUDY AREA

There is one planned development in the study area that is expected to be completed by the 2019 analysis year. This is the Hospital for Special Surgery, located at 512 East 74th Street, adjacent to the project site on East 73rd Street and separated from the project site on East 74th Street by the 2-story building at 522 East 74th Street. There are no architectural or archaeological resources on the Hospital for Special Surgery site.

In the future without the proposed project, the physical condition of potential architectural resources within the study area could change. One or more of the potential resources determined to be S/NR- and NYCL-eligible could be listed or designated. Architectural resources that are listed on the NR

¹ On January 3, 2013, OPRHP determined the garage at 524 East 73rd Street eligible for listing on the S/NR.



502 East 74th Street 5

or that have been found eligible for listing are given a measure of protection from the effects of federally sponsored or assisted projects under Section 106 of the National Historic Preservation Act (NHPA). Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. Properties listed on the State Register of Historic Places are similarly protected against impacts resulting from state-sponsored or state-assisted projects under the State Historic Preservation Act (SHPA). Private property owners using private funds can, however, alter or demolish their properties without such a review process. Privately owned sites that are NYCLs, within NYCHDs, or pending designation, are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

PROJECT SITE

With the proposed project, two new large buildings would be constructed on the project site. As there are no known or potential architectural resources there, the proposed project could have no significant adverse impact on such resources.

STUDY AREA

The proposed project would not have significant indirect adverse impacts on architectural resources. The proposed buildings are of comparable height to other tall buildings in the study area, which has a mix of older, shorter buildings and taller, newer buildings. There is also no historical, meaningful relationship between the architectural resources and the project site. The proposed project also would not block public views of the late-19th-century carriage house. Although views of the Con Edison Steam Plant would be eliminated from East 73rd Street (the view is across the primarily vacant project site), unobstructed views of the plant from the immediately surrounding streets (East 74th and 75th Streets and the FDR Drive) and from Roosevelt Island, the East River, and the East River Esplanade would remain. Similarly, although views of the garage at 524 East 73rd Street would be obstructed from East 74th Street (the view is across the primarily vacant project site) by the proposed project, views of the garage from East 73rd Street would remain. Therefore, the proposed project would not adversely affect the historic character or setting of potential architectural resources.

As set forth in Section 523 of the *CEQR Technical Manual*, a CPP should be prepared and implemented to protect architectural resources that may be affected by construction activities. Since the proposed project is located within 90 feet of the S/NR-eligible Con Edison Steam Plant and S/NR-eligible garage at 524 East 73rd Street, a CPP ~~would be~~ has been prepared to avoid inadvertent construction-related impacts on these architectural resources. The CPP ~~would~~ contains measures to avoid construction-related impacts including from ground-borne vibration and accidental damage from heavy machinery ~~as appropriate~~. The CPP ~~would be~~ has been developed in consultation with LPC and OPRHP and would be implemented by a professional engineer prior to demolition or construction activities.¹ The CPP ~~would follow~~ follows the guidelines set forth in section 523 of the *CEQR Technical Manual*.

¹ The CPP was submitted to LPC and OPRHP for review. In comments dated May 28, 2013, LPC concurred with the measures set forth in the CPP. OPRHP also approved the CPP in a letter dated June 14, 2013. (See Appendix C.)

In summary, the proposed project would not be anticipated to have any significant adverse impacts on historic and cultural resources with the ~~preparation and~~ implementation of a the CPP for architectural resources located within 90 feet of the project site. This determination was also provided by OPRHP in a letter dated January 18, 2013. *