Chapter 7: Historic and Cultural Resources

7.1 Introduction

The *City Environmental Quality Review (CEQR) Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, or archaeological importance. This includes designated New York City Landmarks (NYCL); properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed in the State/National Registers of Historic Places (S/NR) or contained within a district listed in or formally determined eligible for S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs above, but that meet their eligibility requirements.

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required for projects that are located adjacent to historic or landmark structures or within historic districts, or projects that require in-ground disturbance, unless such disturbance occurs in an area that has already been excavated. As discussed in Chapter 1, "Project Description," the Reasonable Worst-Case Development Scenario (RWCDS) for the Proposed Actions identifies 45 projected development sites and 101 potential development sites in the Jerome Avenue Rezoning area.

As described in Chapter 1, "Project Description," the Jerome Avenue Rezoning consists of a series of land use actions (collectively, the "Proposed Actions") intended to facilitate the implementation of the objectives of the Jerome Avenue Neighborhood Plan (the "Plan"). The affected area comprises an approximately 92-block area primarily along Jerome Avenue and its east west commercial corridors in Bronx Community Districts (CDs) 4, 5, and 7 (the "rezoning area"). The rezoning area is generally bounded by 184th Street to the north and East 165th Street to the south, and also includes portions of 183rd Street, Burnside Avenue, Tremont Avenue, Mount Eden Avenue, 170th Street, Edward L. Grant Highway, and East 167th Street.

As discussed in this chapter, the rezoning area includes portions of two historic districts, as well as two individual historic architectural resources, and it is in the vicinity of several other buildings that have been determined eligible for S/NR and/or LPCL designation. Therefore, it is necessary to assess the potential impacts of the Proposed Actions on historic architectural resources. According to the *CEQR*

Technical Manual guidelines, impacts on historic resources are considered on those sites affected by the Proposed Actions and in the area surrounding identified development sites. The historic resources study area is defined as the area to be rezoned plus an approximate 400-foot radius around the rezoning area (refer to Figure 7-1, "Historic Resources"), which is typically adequate for the assessment of historic resources, in terms of physical, visual, and historic relationships.

Archaeological resources are considered only in those areas where new excavation or ground disturbance is likely as a result of new in-ground disturbance, compared to No-Action conditions; these areas are limited to sites that may be developed in the rezoning area, and include projected as well as potential development sites. As discussed following, in this chapter, consultation with LPC has led to the determination that the Proposed Actions and the resulting developments would not be expected to result in any significant adverse impacts to archaeological resources. Therefore, an archaeological analysis is not warranted, and so this chapter focuses exclusively on historic architectural resources.

7.2 Principal Conclusions

The Proposed Actions would not result in any significant impacts to historic and cultural resources.

ARCHAEOLOGICAL RESOURCES

The Proposed Actions would not result in any significant adverse impacts to archaeological resources. LPC reviewed the identified projected and potential development sites that could experience new/additional in-ground disturbance as a result of the Proposed Actions and concluded that none of the lots comprising those sites have any archaeological significance. Therefore, the Proposed Actions are not expected to result in any significant adverse impacts to archaeological resources.

ARCHITECTURAL RESOURCES

The Proposed Actions would not result in any direct in any direct or indirect (contextual) significant adverse impacts on architectural resources.

Direct (Physical) Impacts

The Proposed Actions would not result in any direct significant adverse impacts to any NYCL-designated and S/NR listed historic districts or individual landmark buildings and structures. The Historic Resources study area includes 17 historic resources two of which are historic districts. While the rezoning area includes a portion of the Morris Avenue Historic District (NYCL-Designated) and also contains one

eligible historic resource, the U.S. Post Office – Morris Heights Station (S/NR Eligible Individual Landmark); the projected and potential development sites identified in the Reasonable Worst-Case Development Scenario are neither located within the Morris Avenue Historic District nor include any S/NR Eligible Individual Landmark buildings or structures. Therefore, the Proposed Actions would not result in any direct impacts to the Morris Avenue Historic District or the U.S. Post Office – Morris Heights Station.

Indirect (Contextual) Impacts

The Proposed Actions would not result in any indirect (contextual) significant adverse impacts to any designated, listed or eligible historic resources. While the rezoning area extends into a portion of the Morris Avenue Historic District, no projected or potential development sites are located within the historic district or substantially contiguous to it. Therefore, no indirect, or contextual, impacts to the Morris Avenue Historic District would result with the Proposed Actions.

As described following, in this chapter, although several potential development sites and one projected development site are located adjacent to, or otherwise substantially contiguous to the U.S. Post Office – Morris Heights Station, the historic architectural significance of this resource is not dependent upon or otherwise specifically related to the surrounding development context. Therefore, the Proposed Actions would not result in indirect impacts to the U.S. Post Office – Morris Heights Station.

Construction Impacts

The rezoning area is substantially contiguous to the Croton Aqueduct System at approximately West 183rd Street and also at approximately Ogden Avenue and Dr. Martin Luther King, Jr., Boulevard (just south of the Cross-Bronx Expressway). In each of these two areas, there is one potential development site within 90 feet of the mapped Croton Aqueduct System/Aqueduct Walk; as described following, in this chapter, it is presumed that appropriate protections would be in place during construction to ensure that the aqueduct system and the public park would not experience construction-related impacts.

Any designated NYCL or S/NR-listed historic buildings located within 90 linear feet of a projected or potential new construction site are subject to the protections of the New York City Department of Building's (DOB's) Technical Policy and Procedure Notice (TPPN) #10/88. In effect, this policy would prevent construction-related impacts to properties within the Grand Concourse Historic District that would be within 90 feet of potential development sites 75, 76, and 77. Therefore, no construction impacts to the Grand Concourse Historic District would result with the Proposed Actions. There are no projected or potential development sites within the Morris Avenue Historic District, and the nearest site that would be developed with the Proposed Actions would be Potential Development Site 43, which is

located approximately 170 feet southwest of the historic district boundary; therefore, the Proposed Actions would result in no construction impacts to the Morris Avenue Historic District.

As described following, in this chapter, one projected development site and four potential development sites are located within approximately 90 feet of the U.S. Post Office – Morris Heights Station (S/NR-eligible). As defined in the procedure notice TPPN #10/88, "historic resources" that are considered adjacent to construction activities, only include designated NYCLs and S/NR-listed properties that are within 90 feet of a lot under development or alteration. They do not include S/NR-eligible, NYCL-eligible, potential, or unidentified architectural resources. Without the particular protections of TPPN #10/88, or similar protections in place, the Proposed Actions could result in construction impacts on the U.S. Post Office – Morris Heights Station, with the development of potential development sites 96 and 97, the boundaries of which are nearly adjacent to the post office building structure.

Shadow Impacts

As described in Chapter 6, "Shadows," the Proposed Actions would not result in any significant adverse impacts as a result of incremental shadows on historic architectural resources.

7.3 Development Background

The Proposed Actions center on Jerome Avenue approximately 184th Street at its northern end to approximately 165th Street at its southern end. The rezoning area includes portions of neighborhoods in Bronx Community Districts 4, 5, and 7; either located in or within the immediate vicinity of the Fordham Manor, University Heights, Fordham Heights, Mount Hope, Morris Heights, Mount Eden, Highbridge, and Concourse.

The history of the rezoning area[1] is largely the history of the southwest Bronx, which began as a collection of farming communities in the late 18th to the mid-19th centuries, and then developed more rapidly throughout the late 19th and early 20th centuries, with an industrial hub developing in the southern areas of the Bronx and residential neighborhoods developing to the north. Development in this portion of the Bronx then slowed, following World War II.

[1] Historical information presented in this section comes from the following sources:
Jackson, ed., *The Encyclopedia of New York*, New Haven and London: Yale University Press, 1995, pp. 144-145.
The Bronx County Historical Society http://bronxhistoricalsociety.org/about/bronx-history/ (Accessed: February 2017).
Gonzales, Evelyn, *The Bronx*, New York: Columbia University Press, 2002, p.11
NYC Department of City Planning, Environmental Assessment Statement for the Webster Avenue Rezoning, 2010.
NYC Department of City Planning, Final Environmental Impact Statement for the Lower Concourse Rezoning and Related Actions, 2009.

In the late 18th and early 19th centuries, the southwest Bronx was primarily composed of farms and estates of wealthy New Yorkers. One of its primary functions at the time was to serve as a crossing area for trade between Manhattan and New England, as its bridges provided the most direct routes between the two trade regions. Industries began to locate and develop in the southernmost portions of the Bronx, when in 1828 Jordan L. Mott opened a factory that produced coal burning iron cooking stoves along the Harlem River in what was then the township of Morrisania. Despite Mott's efforts to attract further growth by constructing the Mott Haven Canal, industrial growth remained minimal in the South Bronx and did not extend north past approximately modern-day 138th Street until the latter half of the 19th century. Meanwhile in the northern extent of the study area, major infrastructural projects, such as the Croton Aqueduct and the New York & Harlem Railroad, attracted Irish and German immigrants to the area by the 1840s and 1850s. As a result, the former rural landscapes began to take the form of a more urbanized setting.

The southwestern Bronx began to function in tandem with the activities of Manhattan, and as a result, the towns of Morrisania, West Farms, and Kingsbridge became the 23rd and 24th wards of New York City on January 1, 1874, following a November 1873 election for annexation that was decided by residents of New York City and the three towns. The rest of the Bronx was officially made part of New York City with the 1897 Charter of Greater New York, which created the borough of the Bronx from the previously annexed towns and by annexing portions of southern Westchester County. However, the southwest Bronx remained relatively isolated from the rest of the city, as it would require substantial investments in new transportation routes and methods. Such transportation improvements would lead to the area's experiencing the rapid growth that would define the borough in the first half of the 20th century.

In 1886 the Second Avenue Bridge opened, providing a Harlem River crossing for trains of the new Suburban Rapid Transit Company. The line was the first to bring rapid transit to the annexed area of the Southwest Bronx, which supported increased industrial and commercial growth and residential development, including construction of row houses and new development to the southern portions of the Bronx. At about the same time, north of the rezoning area, the Jerome Park Raceway was closed to make way for the Jerome Avenue Reservoir, the construction of which attracted immigrant laborers to settle in the Bronx.

The development of the New York City mass transit system made the Bronx an accessible and affordable destination for residents moving from Manhattan, where the population had approximately doubled rapidly from one million residents in 1870 to two million in 1900. The Third Avenue Elevated train reached the Bronx in the early 20th Century, reaching Bronx Park by 1902 and Gun Hill Road by 1920. Between 1915 and 1930, the Broadway, Jerome Avenue, White Plains Road, and Pelham Bay lines supported further growth to the Bronx. By 1920, the population of the Bronx was 700,000 and by 1930 it would reach 1.3 million. In 1940, the "D" train opened beneath the Grand Concourse.

The Jerome Avenue elevated IRT line (the contemporary 4 train) was opened in 1917, extending from Yankee Stadium to points north. The raised tracks define much of the character of Jerome Avenue in the study area. Jerome Avenue, during this time, would become a major population center and commercial corridor in the Southwest Bronx. In addition, the Grand Concourse, which is east of the rezoning area (though outside the study area), was designed in the tradition of the Champs-Elysees in Paris and was adorned with Art Deco middle-class housing during the 1920s and 1930s. New York University opened a campus (now the Bronx Community College) in what is now University Heights to the east of Jerome Avenue. The campus was initially designed between 1892 and 1901 in the Classical Revival style by Stanford White of the architectural firm, McKim, Mead, and White; the same firm that had designed Columbia University's Morningside Heights Campus.

The increasing population included immigrants of Eastern European, Italian, and Jewish descent. By the late 1930s approximately half of the Bronx population was Jewish. A substantial portion of the black community in Harlem would move into the Morrisania neighborhood during this time, as well. The construction of middle-class housing further encouraged Manhattan residents to move north to the new neighborhoods being built along University Avenue, Morris Avenue, Bainbridge Avenue, and Sedgewick Avenue. The population growth of the Bronx continued through the Great Depression and into the period of World War II.

Post-1945 the Bronx would reach its peak population and begin to slow its growth. By 1950, the Bronx's population was nearly 1.5 million, however, manufacturing jobs in the South Bronx were in decline and massive highway projects, like the Major Deegan Expressway, the Cross-Bronx Expressway, and the Bruckner Expressway, provided easy access for the middle class to suburban communities. Further, these same highways would cut through some of the Bronx's most vibrant neighborhoods, resulting in population displacement and neighborhoods being separated physically from surrounding areas. By the 1960s and 1970s, the Bronx was in a state of economic decline, and between 1969 and 1999, the number of manufacturing jobs in all of New York City dropped by two-thirds.

Since the 1980s, however, the Bronx has begun to experience an economic resurgence and population growth. According to the 2015 American Community Survey estimates, the population of the Bronx is as high as it was at its peak in 1950. Within the rezoning area there has also been a resurgence with new residents moving in, many of who are recent immigrants from Latin America and the Caribbean. The Grand Concourse has seen some of its original Art-Deco apartment housing refurbished and blocks renovated. As changes take place, the Jerome Avenue community has come together to prepare the Jerome Avenue Neighborhood Planning Study, which was initiated with three community open houses in March 2015 and which has continued with workshops, vision sessions, draft zoning plans, and the development of neighborhood strategies. The Jerome Avenue that has been evolving for well over a century is now reconsidering the role of its high number of parking facilities, auto-related uses, and an existing zoning code that was designed to promote heavy commercial and light industrial uses. The

direction that Jerome Avenue and the Southwest Bronx take will guide the area's future into a new stage in its historical development.

7.4 Archaeological Resources

Per the guidance of the *CEQR Technical Manual*, archaeological resources are assessed only in areas where excavation is likely with the Proposed Actions and where such excavation would result in new in-ground disturbance. LPC reviewed the identified projected and potential development sites that could experience new/additional in-ground disturbance as a result of the Proposed Actions and concluded that none of the lots comprising those sites have any archaeological significance. Therefore, the Proposed Actions are not expected to result in any significant adverse impacts to archaeological resources.

7.5 Architectural Resources

EXISTING CONDITIONS

Within and immediately adjacent to the rezoning area are portions of two historic districts and portions of one individual property (a linear aqueduct structure) identified as S/NR-listed and NYCL-designated. The rezoning area also includes one individual property identified as eligible for S/NR listing. In addition to these historic resources, another 13 individual properties identified as eligible for S/NR listing and/or NYCL designation are located within a 400-foot radius of the rezoning area.

Designated Historic Resources

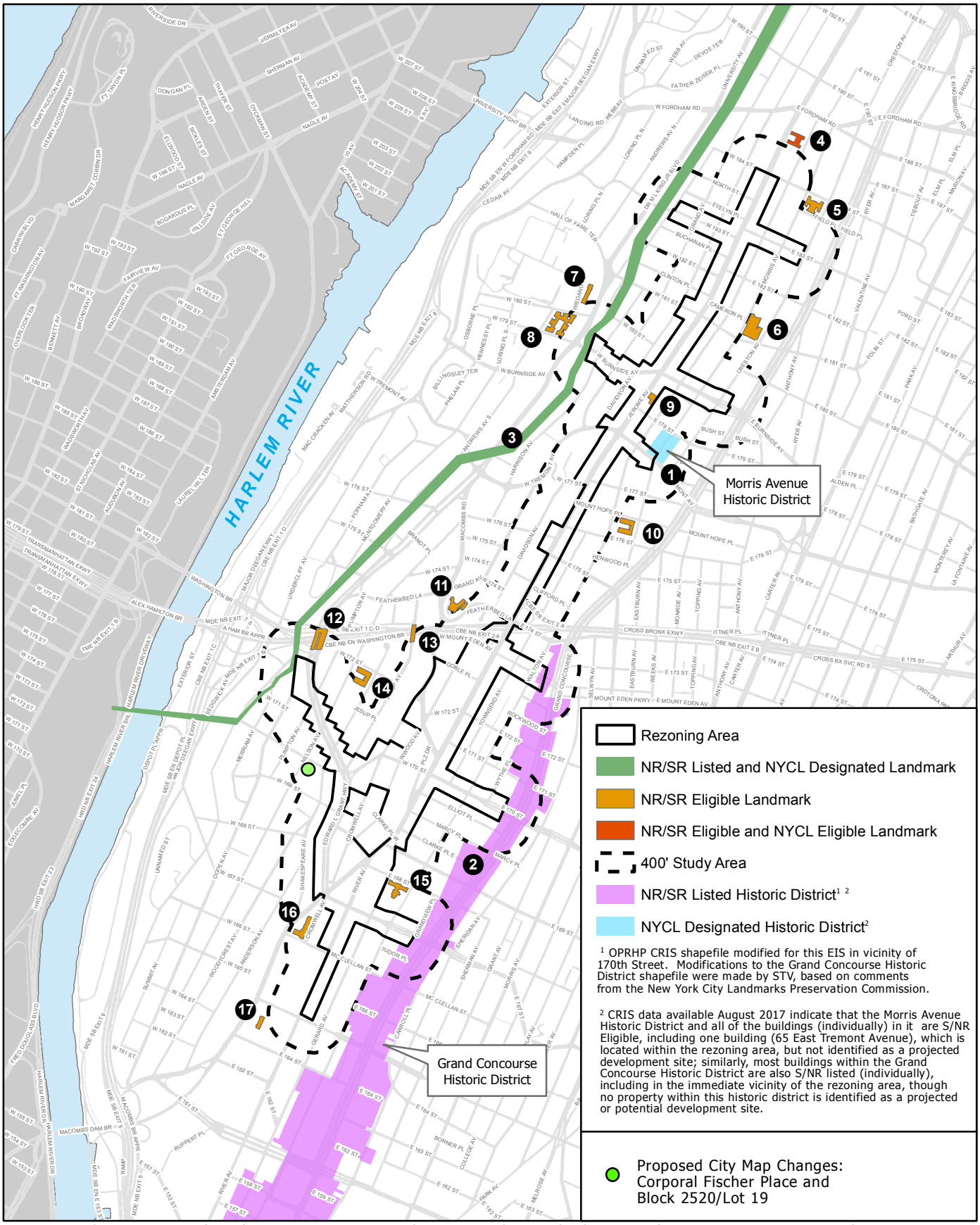
As shown in Table 7-1, "Historic Resources," and illustrated on Figure 7-1, "Historic Resources," there are seventeen historic resources located within the study area. Two are historic districts and the rest are individual landmarks. Of the total seventeen resources, three are S/NR-listed and/or NYCL-designated, 14 are S/NR-eligible (one of which is also NYCL-eligible).

Table 7-1: Historic Resources

Map No.	Name	Individual Property or Historic District	S/NR Listed	NYCL Designated	S/NR Eligible	NYCL Eligible	Rezoning or 400-Foot Study Area
1	Morris Avenue Historic District	Historic District		X	X[1]		Partly within Rezoning Area
2	Grand Concourse Historic District	Historic District	X[1]	X			Partly within Rezoning Area
3	Croton Aqueduct System	Individual Landmark	X				Partly within Rezoning Area
4	P.S. 33	Individual Landmark			X	X	400-Foot
5	I.S. 459	Individual Landmark			X		400-Foot
6	P.S. 79	Individual Landmark			X		400-Foot
7	Loew Hall	Individual Landmark			X		400-Foot
8	The Castle	Individual Landmark			X		400-Foot
9	U.S. Post Office – Morris Heights	Individual Landmark			X		Rezoning
10	J.H.S. 117 – Joseph H. Wade School	Individual Landmark			X		400-Foot
11	(Former) House of Calvary Hospital	Individual Landmark			X		400-Foot
12	E.L. Grant Highway Bridge	Individual Landmark			X		400-Foot
13	Jesup Avenue Bridge	Individual Landmark			X		400-Foot
14	P.S. 104	Individual Landmark			X		400-Foot
15	Morrisania Hospital Complex	Individual Landmark			X		400-Foot
16	P.S. 114	Individual Landmark			X		400-Foot
17	Mullaly Recreation Center	Individual Landmark			X		400-Foot

[1] CRIS data available August 2017 indicate that the Morris Avenue Historic District and all of the buildings (individually) in it are S/NR Eligible, including one building (65 East Tremont Avenue), which is located within the rezoning area, but not identified as a projected development site; similarly, most buildings within the Grand Concourse Historic District are also S/NR listed (individually), including in the immediate vicinity of the rezoning area, though no property within this historic district is identified as a projected or potential development site.

Source: New York State Cultural Resource Information Service (CRIS); NYC Landmarks Preservation Commission; STV Incorporated, 2017.



Source: New York City Department of City Planning, MapPLUTO, 2015 March-June; New York State Cultural Resource Information Service; STV Incorporated, 2017.

Figure 7-1

Designated Historic Districts

1. Morris Avenue Historic District[2]

The Morris Avenue Historic District was designated in 1986 by the LPC. The district lies along Morris Avenue and is bounded to the north by 179th Street and to the south by East Tremont Avenue. This block of Morris Avenue between Tremont Avenue and East 179th Street is notable because it is an example of how urban design and the law can work together to foster a uniformly planned and well-designed streetscape. The design of the buildings were a response to Tenement House Law. Many builders in the Bronx wanted to make three-family dwellings exempt from the law, and in 1906-1907, a bill was introduced that would do so. Hauser's design responded to critiques of the Tenement House Law, showing that attractive and marketable multi-family structures could be designed in accordance with the Tenement House Law. The buildings in the district were constructed between 1906 and 1910 by speculative builder August Jacob, according to the designs of architect John Hauser. The houses, which are similar to the form of many standard single-family row houses found throughout Manhattan and Brooklyn, are unique because they were designed as two-family dwellings. They are significant examples of how law can affect design and are representative of the Bronx's historical development.

Only one building within the NYCL-designated Morris Avenue Historic District (65 East Tremont Avenue) is included within the rezoning area, but it is not identified as a projected or potential development site.



1) Morris Avenue Historic District

[2] NYC Landmarks Preservation Commission, *Morris Avenue Historic District Designation Report*, 1986.

2. Grand Concourse Historic District[3]

The Grand Concourse Historic District extends for over a mile along the Grand Concourse in Bronx County and includes all or part of 36 blocks. The historic district is a cohesive area of residential and institutional buildings developed around an important man-made feature – the Grand Concourse itself. Although the parkway itself does not retain enough integrity of its original landscape design to be considered a contributing component of the nomination, its presence was a primary catalyst in the district's development and the broad boulevard lends an important visual quality to the district. The district extends from north of East 160th Street to East 174th Street and the Cross-Bronx Expressway and includes all of the contributing buildings and one park which front on the Grand Concourse. Several of the buildings were designed by Manhattan architects, including Joseph Freedlander, Harry Allan Jacobs, Aymar Embury, Emery Roth, Andre J. Thomas, and the firm of Maynicke & Frank.



2) Grand Concourse Historic District

The vast majority of the buildings in the Grand Concourse Historic District are apartment houses. All contributing buildings were constructed between 1916 and 1941 and represents the styles of the 1910s and 1920s and the Art Deco designs of the 1930s and early 1940s. Although styles vary throughout the district, the apartment buildings are related in scale, materials, and use of ornament as they form a cohesive street wall extending the length of the district. All

[3] U.S. Department of the Interior National Park Service, Grand Concourse Historic District Nomination Form, 1987.

apartment buildings are constructed of brick with stone, cast-stone, and/or terra cotta trim; detail is limited to entrance enframements, window lintels, and cornices. The apartment buildings constructed between 1916 and 1928 display neo-Renaissance style, but there are also examples of Colonial Revival, neo-Tudor, and Mediterranean styles. The institutional buildings within the district, in complement to the apartment buildings, were designed with Renaissance and Classical detail, and are constructed of brick and/or limestone. The historic district also contains a park, Joyce Kilmer Park, which incorporates the site of the original entrance to the Grand Concourse at East 161st Street. The park contains lawns, formal walks lined with trees, and includes two pieces of sculpture.

No projected or potential development sites are located within the Grand Concourse Historic District, as the proposed rezoning area does not include any part of this historic district.

Designated Individual Landmarks

3. Croton Aqueduct System[4]

The Croton Aqueduct System was constructed from 1837-1842, with John B. Jervis as chief engineer, as the first major water supply system for New York City. Several features of the aqueduct, including the High Bridge Aqueduct and Water Tower in Bronx and New York Counties and the Old and New Croton Dams in Westchester County, are S/NR-listed. New York City had a serious water supply problem early in the eighteenth century due to the inadequacy and unsafety of wells. These limited resources further complicated the task of fire-fighting and resulted in many deaths from cholera, typhoid fever, and other diseases from contaminated water. The Old Croton Aqueduct was one of the first to extend beyond a city for water and resembled the Roman aqueducts in its cross-section dimensions and use of the siphon. As a result, New York City has contributed more to the modern science and technology of constructing dams and aqueducts than any other city or public agency in the world.

For most of its length, the aqueduct is underground and the right-of-way is cleared land with native grass and a narrow worn dirt footpath. The major portion of the aqueduct is constructed of brick by cut-and-cover methods. The foundation of the tunnel is formed with concrete, the side walls of stone, the bottom and side of the interior with brick, and the top with an arch of brick. The route of the aqueduct tunnel is evident on the ground surface through the presence

[4] New York State Office of Parks, Recreation and Historic Preservation, Historic Nomination Form for Old Croton Aqueduct, 1974.

of twenty-two ventilator shafts, several gatehouses, seven viaducts, and six culverts. In addition, hollow cylinders of stone were constructed on top of the aqueduct so it could be ventilated. Cast-iron guard gates and frames are located along the route of the tunnel to control the flow of water.



3) Croton Aqueduct System (resource below-grade, portion of Aqueduct Walk public park visible in photo)

Two potential development sites (20 and 21) are located within approximately 100 feet (east) of the subsurface Croton Aqueduct System and the Croton Aqueduct Walk that follows it, and three potential development sites (1, 22, and 83) are also located within approximately 100 feet of this designated historic resource.

Potential/Eligible Historic Resources

The rezoning area and the surrounding area within a 400-foot radius of the rezoning area were also assessed to identify any other potentially significant architectural resources that are not currently designated landmarks. According to the *CEQR Technical Manual,* potential historic resources can be considered significant if they meet the criteria for listing on the S/NR, established by the U.S. Secretary of the Interior, or criteria for local designation set forth in the New York City Landmarks Law. The S/NR criteria address both historic and architectural significance: a property may be associated with significant events or persons, or may be a notable representation of a particular architectural style or the work of an important architect or builder. Similarly, the criteria of the New York City Landmarks Law include historical, architectural, aesthetic, and cultural value.

As shown in Table 7-1, "Historic Resources," and on Figure 7-1, "Historic Resources," there are no eligible historic districts in the study area, but there are 13 individual resources considered eligible for S/NR listing or landmark designation within the study area. These resources are discussed in detail below.

Eligible Individual Landmarks

4. P.S. 33 (S/NR-Eligible): 2424 Jerome Avenue (Block 3188, Lot 20)[5]

P.S. 33 is located in the Fordham section of the Bronx and was constructed in 1898. It is an example of late nineteenth century Collegiate Gothic style public school architecture, designed by architect C.B.J. Snyder, and represents a response of the city to an expanding school-age population and educational reform movement of the time. It includes Collegiate Gothic design features such as a steeply pitched cross-gabled roof, belt courses, gabled dormers with fanciful terra cotta ornamentation, Tudor arched entrances and windows at the first floor, drip moldings and quoins at window openings, and corner towers. Typical of Snyder's other designs, P.S. 33 includes an innovative H-plan, which improved lighting, ventilation, and programmatic flexibility of plan, and safe recreation areas in the courtyards.



4) P.S. 33

[5] New York State Office of Parks, Recreation and Historic Preservation, Resource Evaluation Form for P.S. 33, 1999.

5. I.S. 459 (S/NR-Eligible): 120 East 184th Street (Block 3172, Lot 46)[6]

I.S. 459 was built in 1919 and designed by architect C.B.J. Snyder as an example of French Renaissance inspired institutional architecture. The school is notable for its picturesque design including a lively roofline with gables capped with terra cotta ornament, a steeply pitched roof, large window bays with multiple divisions and stone surrounds, a façade divided horizontally by stone or terra cotta belt courses, and a limestone base. Although some changes have been made to the original building, including the replacement of the original roofing material and the removal or the original entrance doors, the school maintains sufficient period integrity and is an important visual landmark of the surrounding neighborhood.



5) I.S. 459

[6] New York State Office of Parks Recreation and Historic Preservation Historic Resource, Inventory Form for I.S. 459 formerly I.S. 319, 2004.

6. P.S. 79 (S/NR-Eligible): 125 East 181st Street (Block 3170, 1)[7]

P.S. 79 was erected in 1925 to accommodate the area's fast growing population. The school is representative of early 20th century educational architecture in New York City. The building consists of five floors and has a brick façade that articulates outward at the building's corners. The school operates today as the Creston School, which specializes in the arts, especially visual arts, music, and performing arts.



6) P.S. 79

[7] New York State Cultural Resource Information System, Resource Evaluation Form for P.S. 79, 2007.

7. Loew Hall (S/NR-Eligible): 2055 University Avenue (Block 3222, Lot 1) [8]

Loew Hall, part of the Bronx Community College campus, was constructed between 1954 and 1955 and follows the narrow, rectangular form present in the majority of the twentieth century structures on the University Heights campus. Loew Hall is simple in form with little decoration except for the use of blond brick on the exterior, a nod to the preferred campus material since the original Stanford White design of the 1890s. Designed by the New York firm of Eggers and Higgins, the dormitory was partially funded by a large private donation and partially by a government loan. Loew Hall represents some of the earliest construction on the University Heights campus after WWII, when the university saw a large influx of students due largely to the passage of the GI Bill. Its placement near the older dormitory, Gould Hall, is notable, as Stanford White had originally conceived a quadrangle of residence halls where Gould Hall is located.

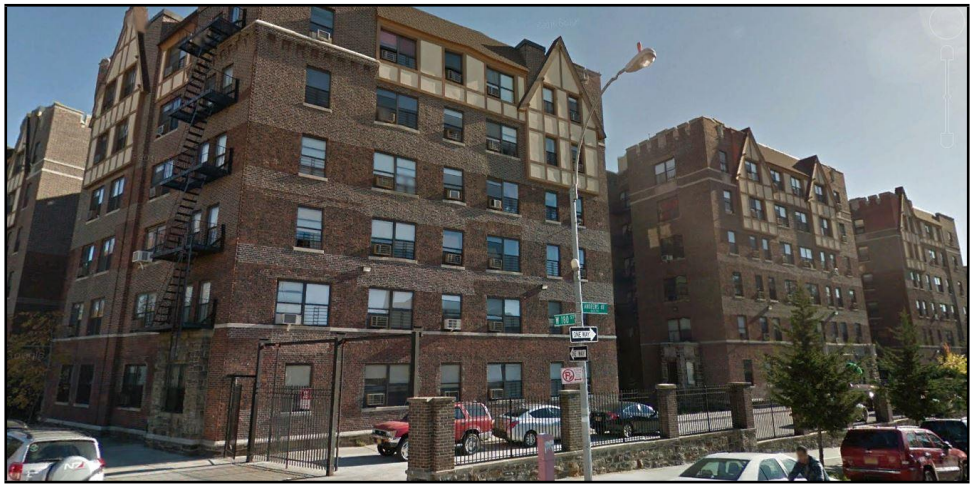


7) Loew Hall

[8] New York State Office of Parks Recreation and Historic Preservation, Historic Resource Inventory Form for Bronx Community College – Loew Hall, Submitted by VHB Engineering, 2012.

8. The Castle (S/NR-Eligible): 1950 Andrews Avenue South (Block 3216, Lot 26)

The Castle is a six story apartment house, erected in 1926. It represents a distinctive example of Tudor Revival multi-family residential architecture in the Bronx. The lower four floors are brick with the exception of the arched stone façade of the first floor entrance. The top two floors are a mix of brick and pitched roofs with half-timbering. It currently provides 225 units of affordable housing. [9]

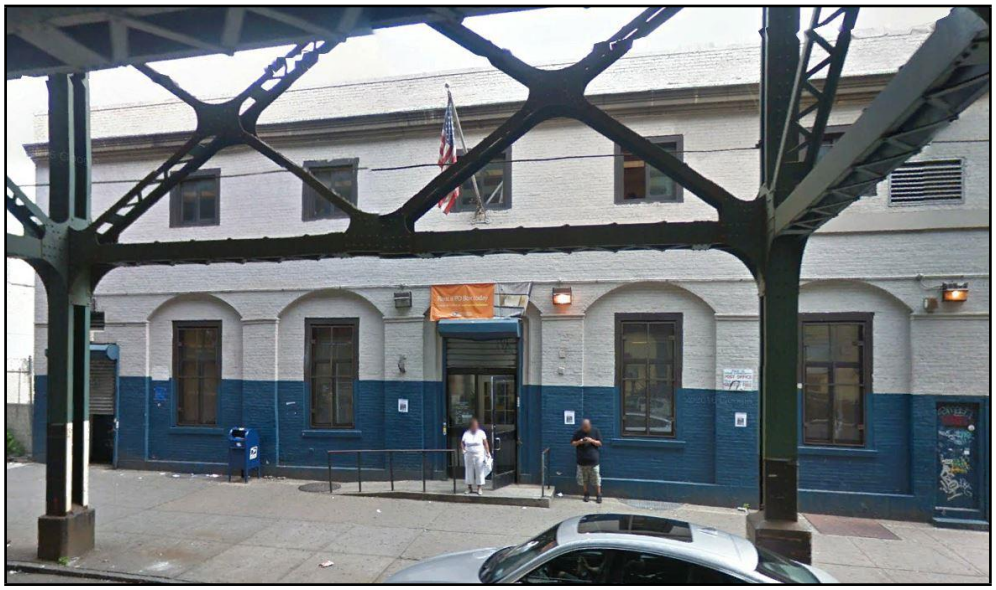


8) The Castle

[9] New York State Cultural Resource Information System, Resource Evaluation Form for the Castle, 2007.

9. U.S. Post Office – Morris Heights Station (S/NR-Eligible): 2024 Jerome Avenue (Block 2854, Lot 36) [10]

The Morris Heights Station post office was constructed in 1936 with federal Treasury Department funds as part of the New Deal. It is a two story brick building with arched articulations for the building's first story windows. The building still functions as a post office today. One projected development site (12) and five potential development sites (17, 23, 95, 96, and 97) are located within approximately 100 feet of this eligible historic resource.

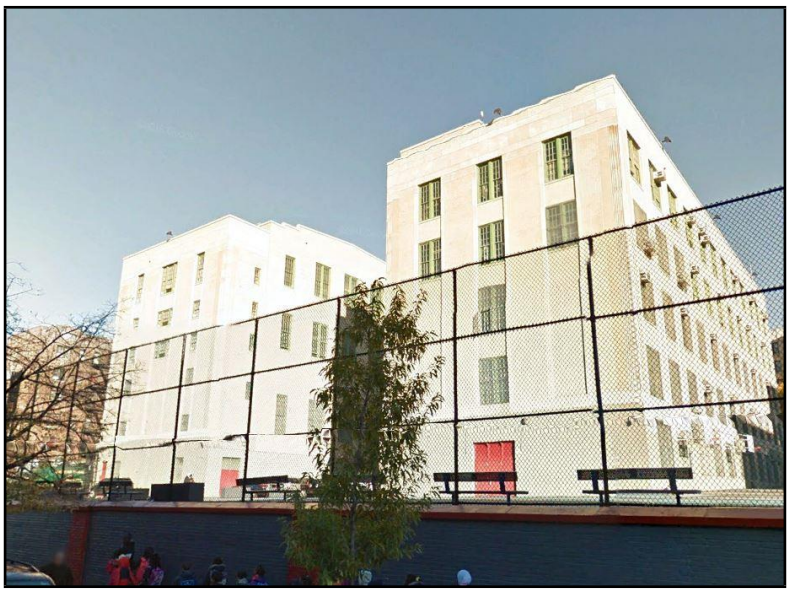


9) U.S. Post Office – Morris Heights

[10] New York State Cultural Resource Information System, Overview of U.S. Post Office – Morris Heights Station.

10. J.H.S. 117 – Joseph H. Wade School (S/NR-Eligible): 1865 Morris Avenue (Block 2827, Lot 1) [11]

J.H.S. 117 was built in 1937 to the design of Walter C. Martin. The minimalist design is devoid of overt historical references and ornament and is stylistically known as "starved classicism." The front façade faces Morris Avenue and is eleven bays wide with blank end walls of brick with each of the paired window bays defined by vertical piers of brick with limestone trim. The building also possesses significance because it represents part of New York City's response to an expanding school-age population and educational reform movement of the time.

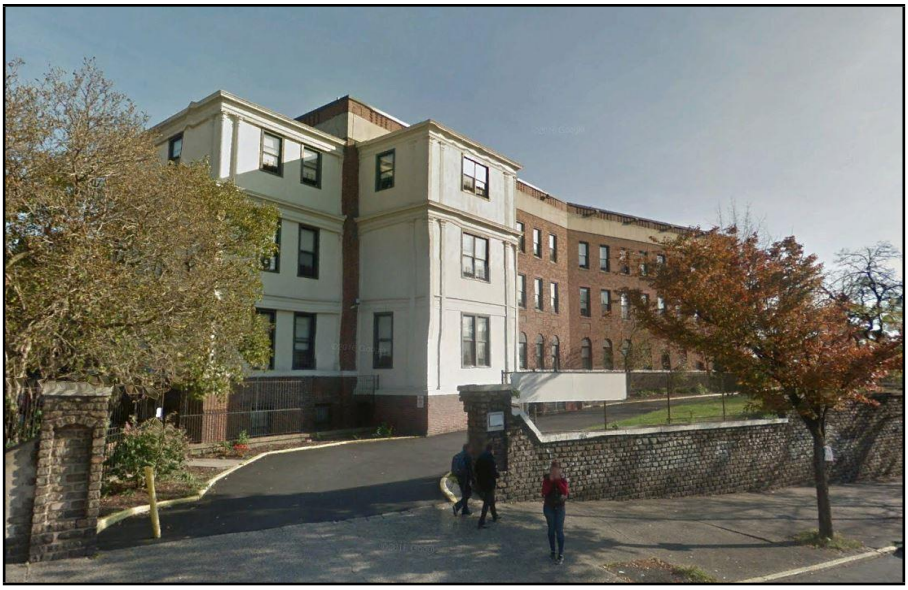


10) J.H.S. 117 – Joseph H. Wade School

[11] New York State Cultural Resource Information System, Resource Evaluation Form for J.H.S. 117, 2012.

11. (Former) House of Calvary Hospital (S/NR-Eligible): 1600 Macombs Road (Block 2865, Lot 134) [12]

The House of Calvary began in 1899 as the Greenwich Village-based Women of Calvary founded by Annie Blount Storrs. It was her goal to establish a hospital for the care of women with terminal cancer. The hospital located at 1600 Macombs Road opened in 1915 and began accepting male patients in 1947. In the early 1960s, the entire building was rebuilt and a cancer-care program was developed. Calvary Hospital moved to its current location, 1740 Eastchester Road, in 1978 and is currently the only accredited acute care specialty hospital exclusively providing palliative care for adult advanced cancer patients in the United States. The building located at 1600 Macombs Road now houses a drug addiction treatment program.



11) (Former) House of Calvary Hospital

[12] New York State Office of Parks Recreation and Historic Preservation, Resource Evaluation Form for former House of Calvary Hospital, now Starhill Clinic, 2016.

12. E.L. Grant Highway Bridge (BIN 1-06622-0) (S/NR-Eligible): E.L. Grant Highway/University Avenue Over the Cross-Bronx Expressway between Plimpton Avenue and Featherbed Lane[13]

The E.L. Grant Highway Bridge is significant for its association with the NR-eligible Cross-Bronx Expressway, and is an example of a steel deck girder bridge constructed as part of that mega infrastructure project. The Cross-Bronx Expressway, completed in 1955, is associated with the public works programs of Robert Moses, the substantial engineering challenge of putting a major expressway through a dense urban neighborhood surmounted by the project, and the use of innovative mitigation measures for the neighborhood expressway. The corridor consists of stone-lined cut sections, tunnels, and viaducts to accommodate natural and man-made features, and has many pedestrian overpasses and underpasses. The edges are lined with playgrounds, malls, and parks to create a buffer between the highway and surrounding neighborhoods. While the E.L. Grant Highway Bridge is not individually eligible for inclusion in the National Register as it lacks individual distinction, as part of the Cross-Bronx Expressway it is a contributing element within that resource as it exemplifies the character defining features of typical bridges crossing over the Cross-Bronx Expressway. These features include steel deck girders, brick facing on retaining walls, piers and abutments, and standardized railings and lighting.



12) E.L. Grant Highway Bridge

[13] New York State Department of Transportation, Bridge Inventory Form for E.L. Grant Highway Bridge over the Cross-Bronx Expressway (I-95), Submitted by AECOM, 2013.

13. Jesup Avenue Bridge (BIN 1-06624-0) (S/NR-Eligible): Jesup Avenue Over the Cross-Bronx Expressway between Cross-Bronx Expressway Ramp and West 172nd Street[14]

The Jesup Avenue Bridge is significant for its association with the NR-eligible Cross-Bronx Expressway, completed in 1955, and is an example of a steel deck girder bridge constructed as part of that mega infrastructure project. The corridor consists of stone-lined cut sections, tunnels, and viaducts to accommodate natural and man-made features, and has many pedestrian overpasses and underpasses. The edges are lined with playgrounds, malls, and parks to create a buffer between the highway and surrounding neighborhoods. While the Jesup Avenue Bridge is not individually eligible for inclusion in the National Register as it lacks individual distinction, as part of the Cross-Bronx Expressway it is a contributing element within that resource as it exemplifies the character defining features of typical bridges crossing over the Cross-Bronx Expressway. These features include steel deck girders, brick facing on retaining walls, piers and abutments, and standardized railings and lighting.



13) Jesup Avenue Bridge

[14] New York State Department of Transportation, Bridge Inventory Form for the Jesup Avenue Bridge over the Cross-Bronx Expressway (I-95), Submitted by AECOM, 2013.

14. P.S. 104 (S/NR-Eligible): 1449 Shakespeare Avenue (Block 2873, Lot 27) [15]

P.S. 104 was built in 1929 to the design of architect William C. Martin and stands as an example of early twentieth century institutional architecture in New York City. The four-story brick and terra cotta-clad, steel frame building exhibits characteristics typical of New York City public schools of the period including masonry construction, pairs of large multi-light windows, and a classical design vocabulary. It exhibits a neo-Renaissance design with features including brick rustication at the base, decorative terra cotta at window surrounds, solid masonry end pavilions accentuated by brickwork, a decorative brick frieze, and a classical cornice.



14) P.S. 104

[15] New York State Office of Parks Recreation and Historic Preservation, Resource Evaluation Form for P.S. 104, 2003.

15. P.S. 114 (S/NR-Eligible): 1155 Cromwell Avenue (Block 2495, Lot 100) [16]

P.S. 114 was built in 1941 with an addition built in 1949 and represents an example of World War II era institutional architecture. The school features neoclassical style elements including marble panels between the second and third story windows, stone water table and belt course, and a classical cupola with pilasters and grillwork at the openings. The building also possesses significance because it represents part of the city's response to an expanding school-age population at the time.



15) P.S. 114

[16] New York State Office of Parks Recreation and Historic Preservation, Resource Evaluation Form for P.S. 114, 2000.

16. Mullaly Recreation Center (S/NR-Eligible): 1000 Jerome Avenue (Block 2494, Lot 1) [17]

The Mullaly Recreation Center represents an example of a Depression-era park structure serving recreational needs. It is a symmetrical, one-story brick building with tall round-arched windows with keystones, projecting entrance pavilions near each end, and a parapet ornamented with terra cotta banding. The entrances have classical surrounds with a terra cotta medallion of the Bronx County seal.



16) Mullaly Recreation Center

[17] New York State Office of Parks Recreation and Historic Preservation, Resource Evaluations Form (multiple properties) Including Mullaly Recreation Center, 2005.

THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Historic Resources

With regard to historic architectural resources, the conditions in the future without the Proposed Actions are expected generally to resemble existing conditions. Although changes to these identified historic resources or to their settings could also occur irrespective of the Proposed Actions, it is expected that the status of each of the historic resources identified in the study area will remain unchanged in the future without the Proposed Actions, and it is anticipated that the conditions of these resources generally will remain similar to existing conditions.

Potential Changes to Historic Resources in the Future without the Proposed Actions

There are no proposed historic districts or other historic resources in the study area that are pending LPC or SHPO review, and so no new designations of historic resources are anticipated in the future without the Proposed Actions. However, it is possible, given the Proposed Actions' analysis year of 2026, that current resource designations could change or additional resources could be identified in the future for consideration by LPC or SHPO in this timeframe. Consequently, the current status of any of the 14 historic resources identified in the study area as being eligible for designation could change, with any of these properties, ultimately, becoming designated (i.e., S/NR-eligible architectural resources could be listed in the Registers, and properties found eligible for consideration for designation as NYCLs could be calendared and/or designated). Given this timeframe, it is also possible that some architectural resources in the study area could deteriorate, while others could be restored.

Existing Protections for Historic Resources

Architectural resources that are listed on the S/NR or that have been found eligible for listing are given a measure of protection under Section 106 of the National Historic Preservation Act from the effects of projects sponsored, assisted, or approved by federal agencies. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. However, private property owners using private funds can alter or demolish their S/NR-listed or S/NR-eligible properties without such a review process.

Privately owned properties that are NYCLs or in New York City Historic Districts are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur, regardless of whether the project is publicly or privately funded. Properties that have been calendared for consideration for designation as NYCLs are also afforded a measure of protection insofar as, due to their calendared status, permits may not be issued by DOB for any structural alteration to the buildings for any work requiring a building permit, without at least 40 days prior notice being given to the LPC. During the 40 day period, LPC has the opportunity to consider the

case and, if it so chooses, schedule a hearing and move forward with designation. Publicly owned resources are also subject to review by the LPC before the start of project; however, the LPC's role in projects sponsored by other City or State agencies generally is advisory only.

In addition, the New York City Building Code provides some measures of protection for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to the foundation and earthwork areas be protected and supported. Additional protective measure apply to designated NYCLs and S/NR-listed historic buildings located within 90 linear feet of a proposed construction site. For these structures, the DOB's TPPN #10/88 applies. TPPN #10/88 supplements the standard building protections afforded by the Building Code by requiring, among other things, a monitoring program to reduce the likelihood of construction damage to adjacent NYCL-designated and S/NR-listed historic resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. The procedures and protections of the DOB's TPPN #10/88 would apply to alteration, enlargement, or demolition taking place, if there were any S/NR listed or NYCL-designated structures on projected or potential development sites.

Anticipated Development Projects in the No-Action Condition

In the absence of the Proposed Actions, given the existing zoning and land use trends in the area, it is anticipated that the rezoning area will experience limited residential, commercial, and community facility growth. However, future development projects, such as the identified No-Action projects, could affect the settings of architectural resources and/or could accidently damage architectural resources through adjacent construction. As described in Chapter 1, "Project Description," projected and potential development sites are expected to change little from existing conditions, with any new development generally being in conformity with existing zoning. The developments anticipated to occur in the No-Action conditions apart from the projected and potential development sites are limited in number and extent, and neither comprise any of the identified historic resource properties, nor will these No-Action developments be located near any of the identified historic resources in the study area. Further, in the future without the Proposed Actions, the uses of and buildings on the one projected development site (12) and the 13 potential development sites (Sites 1, 17, 20, 21, 22, 23, 75, 76, 77, 83, 95, 96, and 97), which are located adjacent to or in close proximity to (within approximately 100 feet of) three of the identified historic resources described previously in this chapter (Croton Aqueduct System, U.S. Post Office – Morris Heights Station, and Grand Concourse Historic District), are expected to be the same as in existing conditions.

THE FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

This section assesses the potential for the Proposed Actions to result in significant adverse impacts on identified architectural resources in the study area, including effects resulting from construction of

projected or potential developments, project-generated shadows, or other indirect effects on the historic resources identified in the study area and described previously in Existing and No-Action conditions.

As described previously in this chapter, the designated historic resources in the rezoning area and a 400 foot radius of the rezoning area are significant both for their architectural quality as well as for their historical value as part of the City's development. According to the *CEQR Technical Manual*, generally, if a project would affect the characteristics that make a resource eligible for S/NR listing or NYCL designation, then that effect could constitute a significant adverse impact. Per the guidance of the *CEQR Technical Manual* (Chapter 9, Part 420), the Proposed Actions are assessed to determine (a) whether the Proposed Actions would result in a physical change to any designated property as a result of the Proposed Actions; (b) whether the Proposed Actions would result in a physical change to the setting of any designated resource, such as context or visual prominence, as a result of the Proposed Actions; and (c) if so, whether the change is likely to diminish the qualities of the resource that make it important. (Whereas this chapter focuses specifically on the potential effects of Proposed Actions on the visual context of historic resources, an assessment of the potential effects of Proposed Actions on the visual character of the study area, in general, is provided separately in Chapter 8, "Urban Design and Visual Resources.")

As detailed in Chapter 1, "Project Description," the Proposed Actions include zoning text amendments, zoning map amendments, and city map changes. The proposed zoning text and map amendments would rezone an approximately 92 block area primarily along Jerome Avenue and its east-west commercial corridors in Bronx Community Districts 4 and 5 and 7 (the "Rezoning Area"), and would establish the Special Jerome Avenue District coterminous with the Rezoning Area. As also described in Chapter 1, in With-Action conditions, projected developments considered likely to occur by the 2026 analysis year, are expected to occur on 45 sites, and potential developments, which are considered possible but less likely to occur within the analysis timeframe, have been identified for 101 sites within the rezoning area.

An assessment of the potential effects of the Proposed Actions on all historic architectural resources identified within the study area is provided following.

Direct (Physical) Impacts

Historic resources can be directly affected by physical destruction, demolition, alteration, or neglect of all or part of a historic resource. For example, alterations, such as the addition of a new wing to a historic building or replacement of the resource's entrance could result in significant adverse impacts, depending on the design. Direct effects also include changes to an architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features. Given these factors, the consideration of potential direct (physical) impacts is limited to the rezoning

area, which includes all projected and potential development sites that could be developed with the Proposed Actions.

As described previously in this chapter, the rezoning area includes portions of two listed historic districts, the Morris Avenue Historic District (NYCL-Designated and S/NR Eligible Historic District) and the Grand Concourse Historic District (NYCL-Designated and S/NR-Listed Historic District). The rezoning area also includes portions of one listed historic landmark structure, the mapped Croton Aqueduct System (S/NR-Listed Individual Landmark), an underground structure below Aqueduct Walk public park. In addition, the rezoning area contains one eligible historic resource, the U.S. Post Office – Morris Heights Station (S/NR Eligible Individual Landmark).

Potential Direct Impacts to Designated Resources within the Rezoning Area

Historic Districts – Morris Avenue Historic District and Grand Concourse Historic District

No projected or potential development sites are located within the Morris Avenue Historic District, and so the Proposed Actions would result in no direct impacts to the Morris Avenue Historic District. Similarly, no projected or potential development sites are located within the Grand Concourse Historic District, and so the Proposed Actions would result in no direct impacts to the Grand Concourse Historic District.

Individual Property – Croton Aqueduct System

The Croton Aqueduct System is a historic architectural resource that is below ground surface in the vicinity of the rezoning area; the Aqueduct Walk is mapped atop it and is generally developed as publicly accessible park area. The rezoning area extends to a point just east of the Croton Aqueduct System in the vicinity of West Burnside Avenue, but does not extend onto the Croton Aqueduct System. No projected or potential development sites are atop the Croton Aqueduct System, therefore, the Proposed Actions would result in no direct impacts to the Croton Aqueduct System.

Potential Direct Impacts to Eligible Resources within the Rezoning Area

Individual Property – U.S. Post Office – Morris Heights Station

The U.S. Post Office – Morris Heights Station is located on the east side of Jerome Avenue, between East Burnside Avenue to the north and East 179th Street to the south. The U.S. Post Office is not identified as a projected or potential development site, and so it would not be demolished or otherwise directly affected by the Proposed Actions.

Indirect (Contextual) Impacts

According to the *CEQR Technical Manual*, possible indirect (contextual) impacts to architectural resources may include isolation of the property from, of alteration of its setting or visual relationships with the streetscape. This includes changes to the resource's visual prominence so that it no longer

conforms to the streetscape in terms of height, footprint, or setback; is no longer part of an open setting; or can no longer be seen as part of a significant view corridor. Significant indirect impacts can occur if the Proposed Actions would cause a change in the quality of a property that qualifies it for listing on the S/NR or for designation as a NYCL.

The significance of none of the resources as being identified in the study area is dependent on its context. Moreover, except in the cases of the two historic districts, which are also partly included in the rezoning area and discussed in detail, following, in this section, all 13 resources that are entirely outside the rezoning area are near the edge of the study area. Because the entire study area is part of an established and fully built-out section of the Bronx, intervening development precludes clear and unobstructed view corridors between the historic resources outside the rezoning area and the projected and potential development sites within the rezoning area. Therefore, because it is unlikely that changes occurring as a result of the Proposed Actions on the projected or potential development sites would be perceptible from the identified historic resources outside the rezoning area, the following discussion of indirect (contextual) impacts is limited to the historic resources that are at least partly within the rezoning area.

Potential Indirect Impacts to Designated Resources within the Rezoning Area

Historic Districts – Morris Avenue Historic District and Grand Concourse Historic District

While the rezoning area extends into a portion of the Morris Avenue Historic District, no projected or potential development sites are located within the historic district or substantially contiguous to it. Therefore, no indirect, or contextual, impacts to the Morris Avenue Historic District would result with the Proposed Actions. Similarly, the rezoning area extend into a portion of the Grand Concourse Historic District in the vicinity of East 173rd Street, but no projected or potential development sites are located within this portion of the rezoning area. Potential development sites 68, 69, and 70 are located adjacent to or substantially contiguous to the Grand Concourse Historic district in the vicinity of East 170th Street, but as these properties are not included in the historic district, and therefore not contributing elements to the historic district, their potential redevelopment would not result in indirect impacts to the built fabric of the historic district. Further, as described in Chapter 8, "Urban Design," the Proposed Actions would not result in significant adverse impacts to urban design in this area. Therefore, no indirect, or contextual, impacts to the Grand Concourse Historic District would result with the Proposed Actions.

Individual Property – Croton Aqueduct System

Although potential development sites 20 and 21 are located just east of the Croton Aqueduct System within the area mapped as Aqueduct Walk within the vicinity of West Burnside Avenue, the Proposed Actions would not result in indirect (contextual) impacts to the Croton Aqueduct System, itself, which is below-grade.

Potential Indirect Impacts to Eligible Resources within the Rezoning Area

Individual Property – U.S. Post Office – Morris Heights Station

Several potential development sites and one projected development site are located adjacent to, or substantially contiguous to the U.S. Post Office – Morris Heights Station, which is located on the east side of Jerome Avenue. Projected Development Site 12 and Potential Development Sites 17 and 23 are located across Jerome Avenue, to the west. Potential development sites 96 and 97 are the lots adjacent to the U.S. Post Office property, located north and south of it, respectively. The historic architectural significance of this resource is not dependent upon or otherwise specifically related to the surrounding development context. Therefore, the Proposed Actions would not result in indirect impacts to the U.S. Post Office – Morris Heights Station.

Construction-Related Impacts

The potential for construction-related impacts associated with the Proposed Actions would be limited to the vicinity of each projected and potential development site, because those are the locations where construction would occur as part of the Proposed Actions. Therefore, the following discussion of construction-related impacts is limited to the historic resources that are at least partly within the rezoning area.

Potential Construction Impacts to Designated Resources within the Rezoning Area

Historic Districts – Morris Avenue Historic District and Grand Concourse Historic District

Any designated NYCL or S/NR-listed historic buildings located within 90 linear feet of a projected or potential new construction site are subject to the protections of the New York City Department of Building's (DOB's) Technical Policy and Procedure Notice (TPPN) #10/88, development resulting from the Proposed Actions. In effect, this policy would prevent construction-related impacts to properties within the Grand Concourse Historic District that would be within 90 feet of potential development sites 68, 69, and 70. Therefore, no construction impacts to the Grand Concourse Historic District would result with the Proposed Actions. There are no projected or potential development sites within the Morris Avenue Historic District, and the nearest site is Projected Development Site 43, which is approximately 170 feet away from the historic district boundary; therefore, the Proposed Actions would result in no construction impacts to the Morris Avenue Historic District.

Individual Property – Croton Aqueduct System

In addition, the rezoning area is substantially contiguous to the Croton Aqueduct System at approximately West 183rd Street and also at approximately Ogden Avenue and Dr. Martin Luther King, Jr., Boulevard (just south of the Cross-Bronx Expressway). In each of these two areas, there is one potential development site within 90 feet of the mapped Croton Aqueduct System/Aqueduct Walk; it is presumed that appropriate protections would be in place during construction to ensure that the aqueduct system and the public park would not experience construction-related impacts.

Potential Construction Impacts to Eligible Resources within the Rezoning Area

Individual Property – U.S. Post Office -Morris Heights Station

Adjacent historic resources, as defined in the procedure notice, only include designated NYCLs and S/NR-listed properties that are within 90 feet of a lot under development or alteration. They do not include S/NR-eligible, NYCL-eligible, potential, or unidentified architectural resources. Construction period impacts on any designated historic resources would be protected, by ensuring that adjacent development projected as a result of the Proposed Actions adheres to all applicable construction guidelines and follows the requirements laid out in TPPN #10/88.

Several potential development sites and one projected development site are located adjacent to, or otherwise substantially contiguous to the U.S. Post Office – Morris Heights Station, which is located on the east side of Jerome Avenue. Projected Development Site 12 and as potential development sites 17 and 23, are located across Jerome Avenue, to the west. Potential development sites 96 and 97 are the lots adjacent to the U.S. Post Office property, located north and south of it, respectively. All five of these projected and potential development sites are located within 90 feet of the U.S. Post Office property, as is potential development site 95, which is just to the north, separated from the U.S. Post Office property by potential development site 96.

However, as the U.S. Post Office – Morris Heights Station, is not designated or calendared for landmark designation by LPC or SHPO, it would not be afforded the protections of TPPN #10/88. As described previously in this chapter, the New York City Building Code provides some measures of protection for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to the foundation and earthwork areas be protected and supported. However, without the particular protections of TPPN #10/88, or similar protections in place, the Proposed Actions could result in construction impacts on the U.S. Post Office – Morris Heights Station, with the development of potential development sites 96 and 97, the boundaries of which are nearly adjacent to the post office building structure.

Shadows

As described in Chapter 6, “Shadows,” each historic resource located within the shadow study area was evaluated to determine whether they would experience incremental shadows on sunlight-sensitive portions of the historic resources. One historic resource, the Highbridge Community Church, was identified as sunlight sensitive were then evaluated in the Tier 1 and Tier 2 shadow screenings, which determined that no shadows resulting with the Proposed Actions could reach any sunlight-sensitive historic resources. Therefore, per the guidance of the *CEQR Technical Manual* methodology, no further analysis was required for these resources, and it was determined that the Proposed Actions would not result in any significant adverse impacts as a result of incremental shadows on historic architectural resources.