2

Historic and Cultural Resources

This section assesses the potential for the Proposed Actions to result in significant adverse impacts on historic and cultural resources, including both archaeological and architectural resources.

Introduction

According to the *CEQR Technical Manual,* a historic and cultural resources assessment is warranted if there is the potential to affect either archaeological or architectural resources; the manual further recommends that a historic resources assessment be prepared if a proposed action would result in any of the following actions: in-ground disturbance; new construction, demolition, or significant physical alteration of any building, structure, or object; the change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; or the screening or elimination of publicly accessible views, even if no known historic resources are located nearby.

Archaeological resources are physical remains, usually subsurface, of the prehistoric, Native American, and historic periods—such as burials, foundations, artifacts, wells, and privies. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur.

Architectural resources generally include historically important buildings, structures, objects, sites, and districts. Historic and cultural resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties calendared for consideration as NYCLs by the New York City Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation (NYCL-eligible); properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or

properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements). The Starrett-Lehigh Building and Terminal Warehouse are located within the NYCL West Chelsea Historic District (WCHD), and the Starrett-Lehigh Building is an individual NYCL.

This chapter provides an assessment of the potential for the Proposed Actions to affect historic resources.

Principal Conclusions

Archaeological Resources

The Proposed Actions would not result in new in-ground disturbance within the project area, and therefore an assessment of archaeological resources is not warranted.

Architectural Resources

The Proposed Actions would not result in new construction, demolition, or significant physical alteration of either the Starrett-Lehigh Building or Terminal Warehouse, nor would they result in a change in scale, visual prominence, or visual context of the two buildings. With construction limited to potential interior construction for tenant fit-out, the Proposed Actions would not have the potential to directly affect any of the identified architectural resources in the study area.

The Proposed Actions' potential to result in indirect, or contextual, impacts was also evaluated. The Proposed Actions would not result in any new building form or changes to the building exteriors that would alter the setting of, or views to or from the Hudson River for, any of the resources in the study area—nor would the Proposed Actions introduce new shadows to any of the resources in the study area. The Proposed Actions would also not introduce incompatible elements to the study area as any construction resulting from the Proposed Actions would be limited to interior tenant fit-out. The modifications to the M2 signage regulations would not result in a change in scale, visual prominence, or visual context of either the Starrett-Lehigh Building or Terminal Warehouse. Therefore, the Proposed Actions would not adversely affect the Starrett-Lehigh Building, Terminal Warehouse, WCHD, or the resources within the study area.

Methodology

The *2020 CEQR Technical Manual* notes that environmental review for historic and cultural resources includes a survey and planning process that helps protect New York City cultural heritage from the potential impacts of projects undergoing CEQR.

Historical and cultural resources are defined as improvements or landscape features that could be or have been determined to have a special character, interest, or value. Historic and cultural resources comprise districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological significance. Per the *2020 CEQR Technical Manual*, these resources include:

- Designated New York City landmarks, interior landmarks, scenic landmarks, and properties within designated New York City historic districts (or resources calendared for consideration by the New York City Landmarks Preservation Commission [LPC]);
- Resources listed on, or formally determined eligible for inclusion on, the State and/or National Register of Historic Places or contained within a district listed on, or formally determined eligible for listing on, the State and/or National Register of Historic Places;
- Resources recommended by the New York State Board for Historic Preservation for listing on the State and/or National Registers of Historic Places;
- National Historic Landmarks; and
- Resources not identified by one of the programs listed above, but that meet their eligibility requirements.

Archaeological Resources

Archaeological resources are physical remains, usually subsurface, of pre-contact, post-contact, and historic periods—such as burials, foundations, artifacts, wells, and privies. Archaeological resources are usually assessed for projects that would result in any in-ground disturbance. This is any disturbance to an area not previously excavated, including new excavation that is deeper and/or wider than previous excavation on the same site. As stated above, the Proposed Actions would not result in new in-ground disturbance within the project area, and therefore an assessment of archaeological resources is not warranted.

Architectural Resources

Architectural resources generally include historically important buildings, structures, objects, sites, and districts. They may include bridges, canals, piers, wharves, and railroad transfer bridges that may be wholly or partially visible above ground. Generally, architectural resources should be surveyed and assessed if a proposed project would result in any of the following, whether or not any known historic resources are located near the site of the project:

- New construction, demolition, or significant physical alteration to any building, structure, or object;
- A change in scale, visual prominence, or visual context of any building, structure, object or landscape feature. Visual prominence is generally the way in which a building, structure, object, or landscape feature is viewed. For example, a building may be part of an open setting, such as a tower within a plaza, which is either conforming or nonconforming with the street wall in terms of its height, footprint, and/or setback. Visual context is the character of the surrounding built or natural environment. This may include the following: the architectural components of an area's buildings (e.g., height, scale, proportion, massing, fenestration, ground-floor configuration, style), streetscapes, skyline, landforms, vegetation, and openness to the sky;
- Construction, including but not limited to, excavating vibration, subsidence, dewatering, and the possibility of falling objects;
- Additions to or significant removal, grading, or replanting of significant historic landscape features;
- Screening or elimination of publicly accessible views;

› Introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or on an historic structure if the features that make the structure significant depend on sunlight. For example, stained glass windows that cannot be seen without sunlight, or buildings containing design elements that are part of a recognized architectural style that depends on the contrast between light and dark design elements, such as deep window reveals and prominent rustication.

Consistent with *CEQR Technical Manual* guidance, the assessment of the Proposed Actions' potential to result in impacts on architectural resources begins with the survey and documentation of existing resources in the study area, which for this analysis is the area within 400 feet of the project area (Block 672, Lot 1 and Block 673, Lot 1) and is generally defined as the area bounded midblock between West 29th Street and West 30th Street to the north, the Hudson River to the west, midblock between West 24th Street and West 25th Street to the south, and the midblock between Eleventh Avenue and Tenth Avenue to the east.

Following existing conditions, the assessment provides a description of future conditions absent the Proposed Actions (No-Action condition), and conditions expected with the Proposed Actions (With-Action condition).

Assessment

Existing Conditions

Project Area

The project area is located in the West Chelsea area of Manhattan, within Community District 4. The project area contains two buildings, the Starrett-Lehigh Building and Terminal Warehouse, each spanning the entirety of the blocks on which they are located.

Block 672 is occupied by the Starrett-Lehigh Building (601 West 26th Street), which was constructed between 1930 and 1931. It has an existing built floor area ratio (FAR) of approximately 14.79 and contains approximately 1.8 million gross square feet of space (1,835,150 gsf). It varies in height from 11 stories (approximately 140 feet) on the western portion of the building to 19 stories (approximately 219 feet) at the eastern portion. The building is occupied by a number of different businesses that include office, showroom, and manufacturing tenants. An as-of-right project is currently underway to transform approximately 43,000 square feet of the building's ground floor into the Starrett-Lehigh food market.

Block 673 is occupied by the Terminal Warehouse (261 Eleventh Avenue). Terminal Warehouse has an existing FAR of approximately 7.3 and contains approximately 1.14 million gsf (1,140,387 gsf). The building is between 7 and 9 stories (85 feet) in height and was originally constructed in 1891 as a shipping and warehousing center and is now occupied by a mix of retail, restaurants, office space, and self-storage.

A desktop review of the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) Cultural Resource Information System (CRIS) and consultation with LPC indicates that the project area is within the LPC-designated WCHD (LP-02302), which is also eligible for inclusion on the S/NR of Historic Places. The project area also contains an LPC

individually designated historic resource, the Starrett-Lehigh building. Both buildings are eligible for listing on the S/NR of historic places. These resources are mapped on **Figure 2-1,** listed in **Table 2-2** and described below.

West Chelsea Historic District

The WCHD (NYCL, S/NR-eligible) is roughly bounded by West 28th Street to the north, Tenth Avenue to the east, West 25th Street to the south, and Twelfth Avenue to the west (see Error! Reference source not found.). In a comment letter to the Western Rail Yard FEIS dated March 19, 2009, OPRHP found the WCHD eligible for listing on the S/NR under Criterion A for its association with New York City history and Criterion C for its impressive collection of industrial architecture from the late nineteenth to early twentieth centuries. The WCHD stands as a surviving example of Manhattan's industrial past and still contains many of the historic buildings of this era—including factories, warehouses, and industrial structures that have long been demolished elsewhere in the City. West Chelsea was first developed in the late 1840s with a mixture of tenements and industrial complexes. Few buildings from this earlier period survive, except for the small stable building at 554 West 28th Street, which was built in 1885 for Latimer E. Jones' New York Lumber Auction Company. The neighborhood experienced a second wave of development around the turn of the twentieth century, as the older, smaller industrial buildings were replaced by larger industrial structures and factories. It was during this time that the area was home to some of the City's—and even the country's—most prestigious industrial firms, including the Otis Elevator Company, the John Williams Ornamental Bronze and Iron Works, and the Reynolds Metal Company. In addition to its manufacturing operations, due to its proximity to the river and accessibility by train, the area also became well known for its shipping, warehousing, and freight handling capabilities. The two buildings within the project area are important buildings to the historic district's designation and are described in more detail below.

Starrett Lehigh Building

The Starrett-Lehigh Building (individual NYCL and S/NR-eligible, within WCHD), constructed in 1930-31 by architects Russell G. and Walter M. Cory, with Yasuo Matsui as associate architect and Purdy & Henderson as consulting engineers, is a substantial warehouse building that occupies the entire block bounded by West 26th and 27th Streets and Eleventh and Twelfth Avenues (see **Photo 1-1** in **Chapter 1, Project Description** and **Photo 2-1** below). An environmental review letter from LPC dated March 12, 2021 confirmed the property's LPC designation and eligibility for the National Register (see **Appendix A**). As the youngest building in the historic district, it stands as an early Modernist design approach to an industrial building, with its cantilevered floor slabs and continuous strips of windows.

A cooperative venture of the Starrett Investing Corporation and the Lehigh Valley Railroad, and built by Starrett Brothers & Eken, the structure served originally as a freight terminal for the railroad, with rental manufacturing and warehouse space above. A structurally complex feat of engineering with an innovative interior arrangement, the Starrett-Lehigh Building is also notable for its exterior design of horizontal ribbon windows alternating with brick and concrete spandrels. Considered at the forefront of "modern" architecture in New York City in the early 1930s, the building combined the practical functionalism of American industrial architecture with the horizontal aesthetic of European modernism of the 1920s.

New York Terminal Warehouse Company's Central Stores

Built in phases between 1890 and 1912, the New York Terminal Warehouse Company's Central Stores (S/NR-eligible, within WCHD) occupies the block between Eleventh and Twelfth Avenues and West 27th and West 28th Streets (see **Photo 1-3** in **Chapter 1, Project Description** and **Photo 2-2** below). An environmental review letter from LPC dated March 12, 2021 confirmed the property's location within the LPC designated West Chelsea Historic District and eligibility for the National Register (see **Appendix A**). The Terminal Warehouse is a contributing building within the WCHD, described above. The complex, designed by George B. Mallory and later Otto M. Beck, comprises 25 storage buildings of the same design, forming a single, monolithic architectural composition. The seven- and nine-story brick complex is simply articulated with arched window openings and corbelled cornices. The Eleventh Avenue façade contains a large, central arched entrance, smaller entrances, and some terra cotta ornamentation. When it was constructed, the enormous complex was the only store complex in the City in which rail cars, steamships, and trucks could communicate. Trains entered the building through arches in the center of the avenue façades, trucks and wagons unloaded goods at loading docks along the base, and steamships docked across Twelfth Avenue. The stores were used for general storage but included sections for particular goods and cold storage.

Photo 2-1 Starrett-Lehigh (1939)



Source: Department of Finance 1940s Tax Photos

Photo 2-2 New York Terminal Warehouse (1939)



Source: Department of Finance 1940s Tax Photos

Study Area

There are 15 architectural resources located within a 400-foot radius of the project area. Most of the study area is within the WCHD. Apart from the known architectural resources described below, the remaining study-area buildings include recently constructed residential towers, buildings under construction, and some older buildings that have been substantially altered. Therefore, there are no potential architectural resources in the study area.

Figure 2-1 Historic Resources Map



Table 2-2 Known Architectural Resources within 400-foot Radius

Map No.	Block, Lot	Resource Name	NYCL	NYCL-eligible	S/NR	S/NR-eligible
Project Area						
H1	-	West Chelsea Historic District	X			X
H2	**672, 1**	Starrett Lehigh Building	X			X
H3	**673, 1**	New York Terminal Warehouse Company	X			X
Study Area						
H4	**701, 1**	W & J Sloane Warehouse and Garage				X
H5	**699, 1**	270 and 262 11th Avenue	X			X
H6	**699, 63**	554 West 28th Street	X			
H7	**699, 5**	Berlin-Jones Envelope Company	X			X
H8	**698, 57**	Jno. Williams Inc., 536-544 West 27th Street	X			
H9	**698, 1**	Otis Elevator Company	X			X
H10	**698, 6**	Jno. Williams Inc, 549 West 26th Street	X			X
H11	**698, 10**	Jno. Williams Inc, 537-547 West 26th Street	X			X
H12	**697, 5**	Standard Oil Company	X			X
H13	**697, 8**	547 West 25th Street	X			X
H14	**696, 65**	Zinn Building	X			X
H15	**670, 70**	B & O Railroad Freight House	X			X
H16	-	Baltimore and Ohio Railroad Float Transfer Bridge (Pier 66a)				X
H17	-	Frying Pan Shoals Lightship No. 115			X	
H18	-	John J. Harvey Fireboat			X	

Source: MapPLUTO16v2, NYS Cultural Resources Information System (CRIS), LPC Designation Reports

H4 – W & J Sloane Warehouse and Garage

The three buildings at 306-310 Eleventh Avenue and 541-561 West 29th Street constitute the former W & J Sloane Warehouse and Garage (S/NR-eligible) (see **Photo 2-3** and **Photo 2-4**). Founded in 1843, W & J Sloane was a retail and wholesale carpet, rug, and furnishings company. W & J Sloane supplied stores across the country, controlled mills, imported European goods, established branch retail establishments in other cities, and was the first American company to sell oriental rugs retail.

The first component of the warehouse—the 10-story brick structure at 306-310 Eleventh Avenue and 557-561 West 29th Street—was built in 1909 and designed by James Barnes Baker with Renaissance Revival elements. The ground floor has arched loading docks and the second floor is designed with cambered-arched windows. Wide brick piers divide the upper floors into recessed and arched window bays. Brick sill bands run across each floor, and the windows have stone lintels. Brick keystone elements highlight the arched windows on the eighth floor.

By 1930, the corner was occupied by a gas station. Constructed in 1913, the building at 549-555 West 29th Street is identical and indistinguishable from the 1909 structure. James Barnes

Baker also designed the garage, built in 1910, located at 541-547 West 29th Street. The garage is a four-story structure with Romanesque Revival details. Clad in brick with stone trim, the façade features three round-arched, recessed window bays.

H5 – 270 and 262 Eleventh Avenue

The two buildings at 270 and 262 Eleventh Avenue (S/NR-eligible, NYCL) were originally constructed separately but are now home to one commercial space (see **Photo 2-5** and **Photo 2-6**). The building at 262 Eleventh Avenue originally served as a hotel and was erected in 1890 and designed by John H. Friend. It is a four-story brick building with stone lintels and projecting sills, and historic cast iron fire escapes. The building at 270 Eleventh Avenue was erected in 1915 as a five-story warehouse building to serve the Terminal Warehouse complex designed by Otto M Beck. It has a brick façade, rusticated stone lintels and sills, and a corbelled brick cornice. The exteriors of both buildings have undergone alterations obscuring or removing historic fabric with modern metal paneling and new storefront windows.

H6 – 554 West 28th Street

The property now known as 554 West 28th Street (NYCL) was constructed in 1885 for Latimer E. Jones' New York Lumber Auction Company and is the oldest remaining building in the WCHD (see **Photo 2-7** and **Photo 2-8**). It is a two-story, three bay wide structure of brick with a large vehicular entrance on the ground floor and two flanking pedestrian entrances. It has sandstone belts between floors, stone coping at the roofline, and vertical narrow brick piers along its corners. It is now occupied by a night club.

H7 – Former Berlin & Jones Envelope Company, 547-533 West 27th Street

When it was constructed in 1889–1900 by Augustus Meyer, the six-story brick factory (S/NR eligible, NYCL) at 547-553 West 27th Street was leased to the Berlin & Jones Envelope Company (see **Photo 2-9** and **Photo 2-10**). It is also a contributing building located within the WCHD. The envelope company occupied the through-block building until at least 1930. The brick structure has Romanesque Revival-style details that include corbelled brick cornices at the roofline, the fifth floor, and the ground floor; stone banding on the ground-floor brick piers; and wide arched window bays. Additional stone trim includes plinth blocks at the base of the piers that frame the window bays, windowsills, and cornices at the fifth and sixth floors. The large loft windows on the second through fifth floors have stone sills and metal lintels. In addition, these multi-paned windows appear to be original, as do the smaller windows on the attic (sixth) floor. The original ground-floor openings have been infilled with modern doorways and roll-down gates, but they retain their form and metal lintels. Decorative metal wall ties are set in four central piers at the third floor.

Photo 2-3 W&J Sloane Warehouse and Garage (2020)



Photo captured by VHB October 6, 2020

Photo 2-4 W&J Sloane Warehouse and Garage (1939)



Source: Department of Finance 1940s Tax Photos

Photo 2-5 270 and 262 Eleventh Avenue (2020)



Source: West Chelsea Historic District 2008 Designation Report

Photo 2-6 270 and 262 Eleventh Avenue (1939)



Source: Department of Finance 1940s Tax Photos

Photo 2-7 554 West 28th Street (2020)



Photo captured by VHB October 6, 2020

Photo 2-8 554 West 28th Street (1939)



Source: Department of Finance 1940s Tax Photos

Photo 2-9 Berlin & Jones Envelope Company (2020)



Photo captured by VHB October 6, 2020

Photo 2-10 Berlin & Jones Envelope Company (1939)



Source: Department of Finance 1940s Tax Photos

H8 – Jno. Williams Inc, 536-544 West 27th Street

Partially within the study area and within the WCHD (S/NR eligible. NYCL) are the factory buildings at 536 West 27th Street and 544 West 27th Street (see **Photo 2-11** and **Photo 2-12**). These buildings are two of three six-story factory buildings erected by Jno. Williams, Inc., John Williams Bronze and Iron Works, a manufacturer of ornamental bronze and iron that had occupied a nearby foundry building since 1888. Jno. Williams, Inc was one of the country's most prestigious manufacturers of ornamental bronze and iron work. Constructed in American Round Arch style by Charles H. Caldwell, the two buildings are located directly next to one another and are constructed in the same style. There are multiple bays on the bottom floors of the two buildings that are slightly recessed. The second and fifth floors have large arched windows with brick and limestone decorations, smaller arched windows line the sixth floor. 544 West 27th Street maintains its pressed copper cornice.

H9 – Otis Elevator Company, 260 Eleventh Avenue

Constructed in 1911, the building at 260 Eleventh Avenue (S/NR eligible, NYCL) was home to the corporate headquarters, sales office, and research and development facility of the Otis Elevator Company, one of the prominent industrial firms in the area (see **Photo 2-13** and **Photo 2-14**). The Otis Elevator Company is known historically for its innovative safety features, and for providing elevators to some of New York City's major landmarked buildings, including the Manhattan Company Building, Chrysler Building, Empire State Building, and the Twin Towers at the World Trade Center. The firm retained its headquarters until 1974 and is now home to office space.

The building was designed by noted architect Clinton & Russell and is an 11-story brick building in the style of Italian Renaissance Revival. It is highly ornamented with a massive, overhanging pressed copper cornice and limestone details. The building has bays surrounding the lower levels on the north, west, and east facades and is constructed in brick with a steel frame. The building features decorative brick work and belts between floors, limestone sills beneath windows, cast-iron enframements and grillwork around windows and entrances, and a pressed copper cornice.

H10 – Jno. Williams Inc, 549 West 26th Street

The structure at 549 West 27th Street (S/NR eligible, NYCL) dates from 1900-01 and was constructed in the American Round Arch style (see **Photo 2-15** and **Photo 2-16**). As discussed above, it was one of several factory buildings constructed for the John Williams Bronze and Iron Works in the early twentieth century, all of which were designed by architect Charles H. Caldwell. A six-story brick building, the façade features four bays and arched windows, and a pressed copper cornice. There is a small one-story structure attached to the eastern side of the primary façade with a round-arched window opening and radiating brick lintel, topped by a triangular pediment. It now contains truck rentals on the ground floor with office space above.

H11 – Jno. Williams Inc, 537-547 West 26th Street

The garage at 537 West 26th Street (S/NR eligible, NYCL) was erected for Jno. Williams, Inc. and was designed by the architect Charles H. Caldwell as part of its bronze and iron operation (see **Photo 2-17** and **Photo 2-18**). Constructed in the utilitarian style, it has twin gable ends facing the street. Each section has a central round arch entrance flanked by pairs

of tall round-arch windows with stone sills. All openings had radiating brick lintels and stone coping along the roofline. Jno. Williams was a local manufacturer of ornamental brass and iron products whose factories stand immediately adjacent to the garage at 549 West 26th Street (see above). The building now houses an event venue called the Caldwell Factory.

H12 – Standard Oil Company, 555 West 25th Street

The building at 555 West 25th Street (S/NR eligible, NYCL) was constructed by John Black (J.B.) Cornell and his father John Milton (J.M.) Cornell in 1891 in American Round Arch style (see **Photo 2-19** and **Photo 2-20**). The building originally was erected to house the Cornell Iron Works. The building has a red-brick façade and features double height rounded archways, brick lintels and decorative brickwork, and segmental arched window openings. In 1908, the Cornell Iron Works building at No. 555 was purchased by the Standard Oil Company. The company used the building for its branch offices and for warehousing, but only after undertaking extensive interior renovations and implementing fireproofing measures for the iron and steel frame building. Since then, the building has been home to different users and is presently occupied by art-related businesses.

H13 – 547 West 25th Street

The one-story garage building at 547 West 25th Street (S/NR eligible, NYCL) has a concrete facade; a wide rectangular opening left of elevation extends to the ground and contains frosted glazing and vertical metal framing (see **Photo 2-21** and **Photo 2-22**). It is located on a block that was once owned by the Cornell Iron Works and on which the company had constructed foundries and related structures. The structure presently located on the site may have been part of the company's West Chelsea operations, functioning as either a store house or foundry.

The present appearance of the building is the result of extensive exterior renovations that took place in 2000-01 and which readied the building for occupancy by Cheim & Read, one of the many art galleries and related businesses presently located in the West Chelsea neighborhood.

Photo 2-11 Jno. Williams Inc, 536-544 West 27th Street (2020)



Photo captured by VHB October 6, 2020

Photo 2-12 Jno. Williams Inc, 537-544 West 26th Street (1939)



Source: Department of Finance 1940s Tax Photos

Photo 2-13 Otis Elevator Company (2020)



Photo captured by VHB October 6, 2020

Photo 2-14 Otis Elevator Company (1939)



Source: Department of Finance 1940s Tax Photos

Photo 2-15 Jno. Williams Inc, 549 West 26th Street (2008)



Source: West Chelsea Historic District 2008 Designation Report

Photo 2-16 Jno. Williams Inc, 549 West 26th Street (1939)



Source: Department of Finance 1940s Tax Photos

Photo 2-17 Jno. Williams Inc, 537-547 West 26th Street (2008)



Source: West Chelsea Historic District 2008 Designation Report

Photo 2-18 Jno. Williams Inc, 537-547 West 26th Street (1939)



Source: Department of Finance 1940s Tax Photos

Photo 2-19 Standard Oil Company (2020)



Photo captured by VHB October 6, 2020

Photo 2-20 Standard Oil Company (1939)



Source: Department of Finance 1940s Tax Photos

Photo 2-21 547 West 25th Street (2008)



Source: West Chelsea Historic District 2008 Designation Report

Photo 2-22 547 West 25th Street (1939)



Source: Department of Finance 1940s Tax Photos

H14 – Zinn Building, 210 Eleventh Avenue

The building at 210 Eleventh Avenue, also known as the Zinn Building (S/NR eligible, NYCL), was constructed in 1910-11 by Simon Zinn with the architect Shire & Kaufmann (see **Photo 2-23** and **Photo 2-24**). Originally erected for the manufacture of metal novelties, such as safety razors, it became home to many printing trades just a couple of years after construction. The building was designed in gothic revival style and is one of the more notable examples of steel frame construction in the district. Its notable features include arched piers and terra-cotta gargoyles and pinnacles. It has many other decorative features including ironwork around entrances, granite ledges, segmental arches, and terra cotta banding and surrounds.

H15 – B & O Railroad Freight House, 239 Eleventh Avenue

The large, eight-story concrete freight terminal of the Baltimore & Ohio Railroad (B&O) located at 239 Eleventh Avenue (S/NR eligible, NYCL) was constructed in 1912-13 to the designs of Maurice Alvin Long, an engineer for the railroad (see **Photo 2-25** and **Photo 2-26**). The B&O was chartered in Maryland in 1827 by a group of merchants with the goal of creating a passenger and freight rail route from Baltimore to Ohio. The building has a one-story base, six-story shaft, and one-story capital and originally had 21 bays on the north and south sides of the building. The building is simple in design, with plain concrete cornices and bands, and some rustication. Alterations for signage and to the loading docks have been made, among other changes.

H16 – Baltimore and Ohio Railroad Float Transfer Bridge (Pier 66a)

The B&O Float Transfer Bridge (S/NR-eligible) was determined eligible for S/NR listing in December 2018 (see **Photo 2-27** and **Photo 2-28**). In the statement of significance, it's noted that it is the only remaining wooden transfer bridge in Manhattan and one of the very few remaining in the United States. The bridge facilitated the transfer of railroad cars to and from river barges and linked to the nearby B&O Freight House, discussed above.

H17 – Frying Pan Shoals Lightship No. 115

The Frying Pan Shoals Lightship No. 115 (S/NR listed) is a largely-intact American lightship, currently afloat at Pier 66 and listed on the National Register of Historic Places (see **Photo 2-29** and **Photo 2-30**). It was built in 1929 by the Charleston Dry Dock and Machine Co. and is constructed of riveted steel. Historically, the ship was used in North Carolina as a lightship and then an examination ship before being sold. The Frying Pan retains a considerable portion of its 1930 material and appearance and recalls the nation's efforts to facilitate navigation and enhance safety in coastal waters. The lightship was restored and is currently used as a restaurant at Pier 66.

H18 – John H. Harvey Fireboat

The John J Harvey (S/NR listed) is a large, highly intact, and representative fireboat currently docked at Pier 66 (see **Photo 2-31** and **Photo 2-32**). It was built in 1931 at the Todd Shipbuilding and Drydock Corporation in Brooklyn, NY according to plans by Henry J. Gielow, Inc, and was the first modern fireboat using steam power. The steamboat-like steel hull has a traditional plumb bow, an elliptical counter stern, and graceful sheer lines. The Harvey was used during World War II when the port served as a high traffic staging area for convoys supplying troops, munitions, and petroleum to Europe, and remained in service

through 1994. The Harvey is currently docked off of the restaurant on Pier 66, next to the Frying Pan, discussed above.

Photo 2-23 Zinn Building (2020)



Photo captured by VHB October 6, 2020

Photo 2-24 Zinn Building (1939)



Source: Department of Finance 1940s Tax Photos

Photo 2-25 B&O Railroad Freight House (2008)



Source: West Chelsea Historic District 2008 Designation Report

Photo 2-26 B&O Railroad Freight House (1939)



Source: Department of Finance 1940s Tax Photos

Photo 2-27 B&O Float Transfer Bridge and Frying Pan Shoals Lightship (2020)

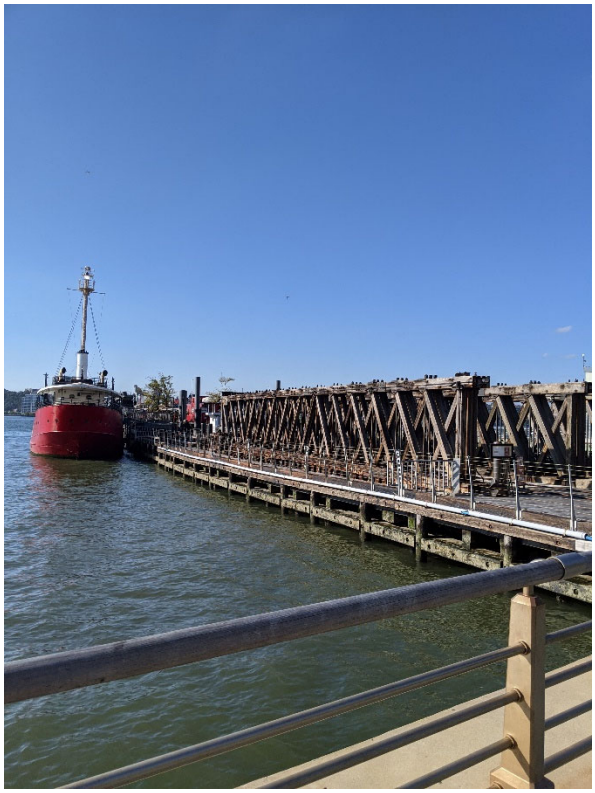
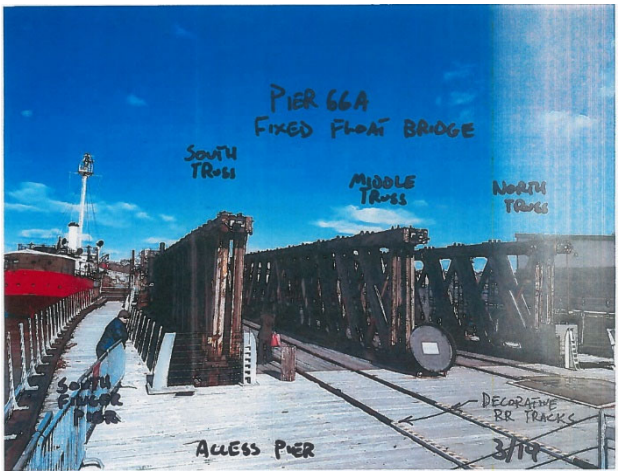


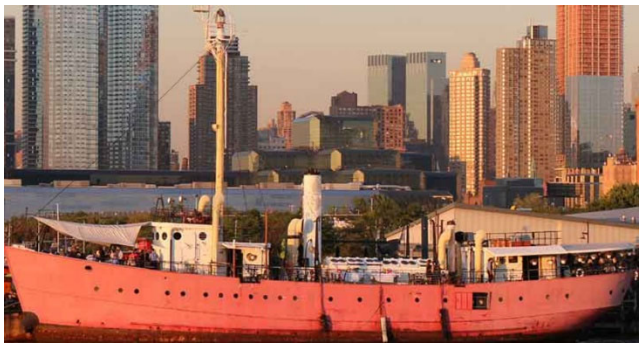
Photo captured by VHB October 6, 2020

Photo 2-28 B&O Float Transfer Bridge and Frying Pan Shoals Lightship (2014)



Source: NYS CRIS

Photo 2-29 Frying Pan Shoals Lightship (2020)



Source: Hudson River Park Trust

Photo 2-30 Frying Pan Shoals Lightship (1998)



Source: NYS CRIS, National Register Designation Report, Luis Morales, 1998

Photo 2-31 John H. Harvey Fireboat (2020)



Source: Hudson River Park Trust

Photo 2-32 John H. Harvey Fireboat (n.d.)



Source: NYS CRIS. National Register Designation Report

No Action Condition

As discussed in **Chapter 1, Project Description**, absent the Proposed Actions, the Starrett-Lehigh Building and Terminal Warehouse would continue to be tenanted with uses consistent with existing zoning.

Consistent with LPC approvals, the as-of-right Starrett-Lehigh food market project currently under construction at the Starrett-Lehigh Building will be complete. This project consists of the transformation of approximately 43,000 square feet of the building's ground floor into a market, containing a food hall and exposition space. Two new entrances will be provided on West 26th Street and on Eleventh Avenue, and new storefronts will be opened at the ground-floor on the Eleventh Avenue frontage.

Also consistent with LPC approvals, Terminal Warehouse will convert approximately 500,000 square feet of storage into new office space and reposition the ground floor to include food and beverage retail uses permitted under current zoning.[1] As part of this full-building repositioning, approximately 200,000 square feet is being carved out of the building to create a double height space and a courtyard and added back as a rooftop addition on the western portion of the building. In addition, the owner is introducing interior loading and undertaking a restoration of the building—including façade repairs, window replacement, cornice repairs, fire escape removal, and reintroduction of historic details, such as window shutters.

[1] http://s-media.nyc.gov/agencies/lpc/Permits/PermitFiles/COFA-20-08485.pdf

With Action Condition

The Proposed Actions would allow the Applicants to tenant the Starrett-Lehigh Building and Terminal Warehouse with a more diverse mix of uses than allowed by current zoning. This more diverse mix of uses includes additional types of retail use as well as community facility use. Any construction needed at the building would be interior construction to fit out tenant space—typical of any building that changes tenants.

The Proposed Actions would permit sidewalk cafés on West 27th Street (they are currently permitted and will remain permitted on Eleventh and Twelfth Avenues), would eliminate any required loading berths associated with changes of use of any floor area. No construction related to loading berths would occur at either building in the With-Action condition.

The Proposed Actions would also allow certain modifications to the M2 signage regulations regarding height and angle at the corners of Eleventh Avenue and West 26th, West 27th, and West 28th Streets:

- The portion of the street frontage of the zoning lot along Eleventh Avenue and within 15 feet of the intersection of two streets shall be referred to as the corner zone.
- Section 42-562 of the Zoning Resolution (restriction on angle and height above curb level) shall not apply to signage within the proposed corner zone.

Overall, the Proposed Actions would not result in new construction, demolition, or significant physical alteration of either building, nor would they result in a change in scale, visual prominence, or visual context of the two buildings. With construction limited to potential interior construction for tenant fit-out, the Proposed Actions would not have the potential to directly affect any of the identified architectural resources in the study area.

The Proposed Actions' potential to result in indirect, or contextual, impacts was also evaluated. Indirect impacts are defined as those impacts that 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, such as a church with notable stained glass windows. The Proposed Actions would not result in any new building form or changes to the building exteriors that would alter the setting of, or views to or from the Hudson River for, any of the resources in the study area—nor would the Proposed Actions introduce new shadows to any of the resources in the study area. The Proposed Actions would also not introduce incompatible elements to the study area, as any construction resulting from the Proposed Actions would be limited to interior tenant fit-out. The modifications to the M2 signage regulations would not result in a change in scale, visual prominence, or visual context of either the Starrett-Lehigh Building or Terminal Warehouse. Therefore, the Proposed Actions would not adversely affect the Starrett-Lehigh Building, Terminal Warehouse, WCHD, or the resources within the study area.