A. INTRODUCTION

The Historic Resources chapter considers the potential of the Proposed Project to affect historic resources^ , both archaeological and architectural. The analysis has been prepared in accordance with the New York State Environmental Quality Review Act (SEQRA) and Section 14.09 of the New York State Historic Preservation Act (SHPA).

The Long Island Rail Road (LIRR) was established in 1834, with operations beginning in 1836 and extending to Hicksville by 1837.

Officially recognized historic resources ("known resources") include National Historic Landmarks (NHLs), resources previously listed on the State/National Registers of Historic Places (S/NR) or determined eligible for such listing (S/NR-eligible), and locally designated resources. Potential historic resources, resources that appear to meet the S/NR eligibility criteria, were also identified and considered in the Draft Environmental Impact Statement (DEIS).

B. PRINCIPAL CONCLUSIONS AND IMPACTS

ARCHAEOLOGICAL RESOURCES

No previously identified archaeological sites, New York State (NYS) Museum sites, National Register archaeological listings, or archaeological districts are located within the Project Corridor or within the ¼-mile archaeological resources study area for the LIRR Expansion Project (see **Figure 6-1**).

The LIRR ROW along the 9.8-mile length of the Project Corridor has been determined to possess little to no precontact or historic period archaeological potential. Therefore, the proposed track alignment and station modifications would have no adverse impact on archaeological resources.

The Proposed Project would involve ground disturbance at the seven proposed grade crossing locations. However, research has documented extensive prior disturbance at each of the grade crossing locations through the installation of multiple utility lines, excavation for catch basins and storm drains, construction and demolition of structures, and realignment of streets. Due to the extent of prior subsurface disturbance, it is highly unlikely that the proposed grade crossing modifications would have the potential to impact any intact archaeological resources that may once have been present at the seven grade crossing locations.

The Proposed Project would also involve four full commercial property takings located at or near the grade crossing locations. Due to the extent of prior subsurface disturbance at these locations, these sites do not possess the potential for the presence of intact archaeological deposits. Therefore, the takings of these properties would have no effect on archaeological resources. It is anticipated that the Proposed Project would also include a number of partial

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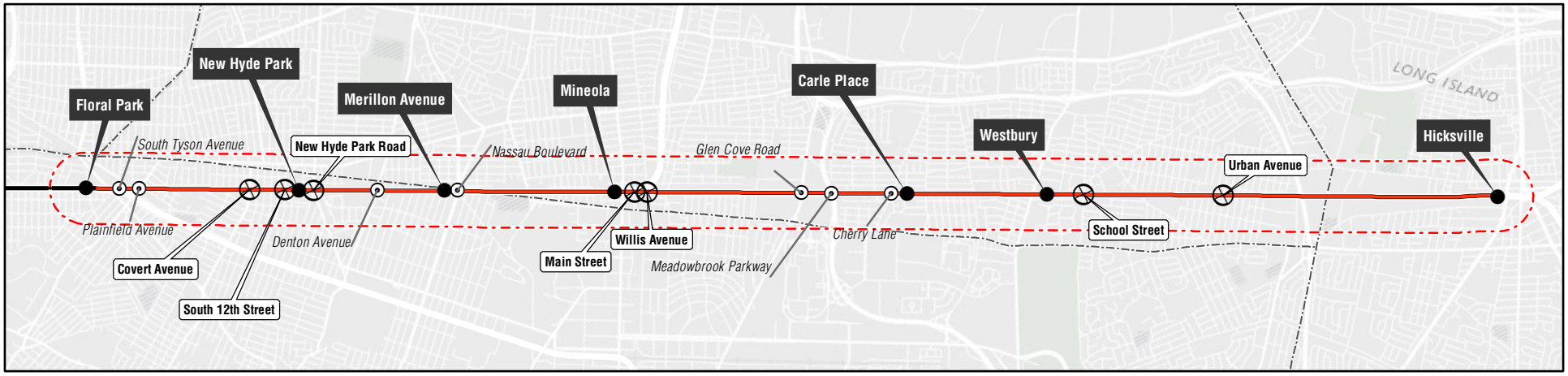

Study Area Boundary—1/4-mile boundary

LIRR Expansion Project
Floral Park to Hicksville

Project Location and Archaeological Study Area
Figure 6-1

acquisitions, or strip takings, from commercial properties for actions associated with the seven grade crossings. Such actions are anticipated to include retaining wall construction, sidewalk widenings, slight shifts in existing roadway configurations and pedestrian bridge construction. None of the strip takings assessed to date possess archaeological potential due to the extent of prior disturbance at these locations. Should additional takings be proposed as project design progresses, an assessment of archaeological potential would be undertaken in consultation with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP).

The preliminary list of construction staging area locations includes existing LIRR substations, commercial properties, station parking lots, existing roads, potential commercial property takings, a wooded area, and certain areas within and adjacent to the LIRR ROW. Most of these areas do not possess precontact or historic period archaeological potential due to the extent of documented prior subsurface disturbance. The wooded area is a recharge basin/sump that has been excavated and therefore does not possess archaeological potential. The remaining staging areas are located at existing parking lots, or on extant streets, and are paved. From an archaeological perspective, paved surfaces serve to protect any buried archaeological resources that may be present. Therefore, the use of the staging areas during construction would have no effect on archaeological resources because all work would occur on the paved surfaces with no subsurface disturbance. Should additional construction staging areas be proposed as project design progresses, an assessment of archaeological potential would be undertaken in consultation with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP).

^ The Proposed Project would provide new surface parking lots in New Hyde Park and Mineola, and construct new parking structures in Mineola, Westbury, and Hicksville near these stations. Each of the six proposed parking structure locations is occupied by an existing paved surface parking lot.

The proposed parking improvement sites in New Hyde Park, Mineola, Westbury, and Hicksville possess very little to no archaeological potential. Cartographic research undertaken for the Proposed Project, detailed in the Final Phase 1A Archaeological Sensitivity Assessment,[1] shows that historic development of these sites was sparse prior to the development of the existing paved parking lots. Further, the extent of prior subsurface disturbance at these locations has, in all likelihood, destroyed the integrity of any potential remains from earlier development.

The proposed new surface parking lots in New Hyde Park and Mineola would not result in new ground disturbance of undisturbed soils. These proposed parking facility locations do not possess archaeological potential. Historic development at the six proposed parking structure locations in Mineola, Westbury, and Hicksville was also extremely limited and none of the documented structures that had occupied these sites had basements. Prior subsurface disturbances at these sites include drainage systems, underground utilities, and grading prior to the existing paving.

In summary, the proposed parking facilities in New Hyde Park, Mineola, Westbury, and Hicksville would not result in any adverse effects on archaeological resources.

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[1] Phase 1A Archaeological Sensitivity Assessment for the Metropolitan Transportation Authority's Long Island Railroad Main Line Expansion Project from Floral Park to Hicksville, Nassau County, New York. AECOM. October 2016; revised December 2016; revised February 2017.

ARCHITECTURAL RESOURCES

DIRECT IMPACTS

There are two historic architectural resources within the LIRR ROW. In Mineola, south of the tracks along the Project Corridor^ are the Nassau Tower and the former Mineola LIRR Electrical Substation, both of which are eligible for listing on the State/National Registers of Historic Places (S/NR-eligible). These two historic structures would be demolished and the site would be redeveloped with station area improvements. The demolition of S/NR-listed properties—the Nassau Tower and the former Mineola LIRR Electrical Substation—would constitute an Adverse Impact to historic resources under SEQRA and Section 14.09. Measures to mitigate the adverse impact would be developed in consultation with OPRHP and set forth in a Letter of Resolution (LOR) to be executed among the involved parties^. No other historic architectural resources are located within the LIRR ROW, therefore, no other historic architectural resources would be directly impacted by modifications to the track alignment or parking structures and surface parking lots.

The proposed modifications to the seven Project Corridor train stations and the preliminary construction staging areas also would not directly impact any known or potential architectural resources as none of the affected train stations or preliminary staging area locations include any known or potential architectural resources. Should additional construction staging areas be proposed as project design progresses, an assessment of potential direct impacts to historic architectural resources would be undertaken in consultation with OPRHP. The proposed alterations to the grade crossings and bridges also would not directly impact any known or potential architectural resources within the Project Corridor.

INDIRECT IMPACTS

To ensure that construction activities associated with the Proposed Project that would be undertaken within 100 feet of architectural resources would not cause inadvertent physical impacts to historic architectural resources, LIRR would prepare and implement a construction protection plan (CPP) in consultation with OPRHP for any architectural resources located within 100 feet of the Proposed Project construction. The CPP would set forth the specific measures to be implemented to protect historic architectural resources during construction of the Proposed Project.

The proposed changes to the track alignment would be within the LIRR ROW and the proposed station modifications would be minimal. These project components would not affect the setting, views to, or historic character of historic resources in the study area and therefore, would not indirectly impact any historic architectural resources in the study area. The preliminary construction staging areas would be located at a distance from historic architectural resources, and as such, would not result in indirect impacts. Should additional construction staging areas be proposed as project design progresses, an assessment of potential indirect impacts to historic architectural resources would be undertaken in consultation with OPRHP.

The proposed grade crossings and parking structures would result in new physical features that could affect the setting of historic architectural properties. No historic architectural resources are located within sight of the proposed grade crossings. However, one known architectural resource and one potential architectural resource are located within sight of proposed parking structures in Westbury and Hicksville. In Westbury, the 164 Post Avenue building—a potential architectural resource—is located approximately 50 feet northwest of the Scally Place parking structure site.

Although this potential architectural resource is within sight of the Scally Place parking structure site, the building's primary façade is oriented toward Post Avenue, away from the parking structure site. Further, the 164 Post Avenue building does not have a contextually meaningful relationship with the proposed parking structure site. Therefore, the proposed parking structure would not introduce visual, audible, or atmospheric elements that would be out of character with the 164 Post Avenue building, nor would the proposed parking structure isolate the potential architectural resource from its surroundings or adversely alter its setting. In Hicksville, the proposed parking structures located north and south of West Barclay Street would be within sight of the Hicksville USPS Main Post Office to the west. However, the post office building is oriented away from these parking structure sites and does not have a meaningful visual or contextual relationship to the surface parking lots that would be redeveloped with new parking structures. The two Hicksville parking structures would not introduce visual, audible, or atmospheric elements that would be out of character with the Post Office, nor would the proposed parking structures isolate the Post Office from its surroundings or adversely alter its setting. Therefore, the Proposed Project would not result in any adverse indirect impacts to historic architectural resources.

C. METHODOLOGY

ARCHAEOLOGICAL RESOURCES

STUDY AREA DEFINITION

Archaeological resources are the physical remains of past human activity at a location, usually below ground, and not visible at the surface. Archaeological sites may date to the precontact or the historic periods and significant associated features may include burials, midden deposits, hearths, storage pits, foundation remains, and shaft features such as wells, cisterns, privies, or cesspools. Archaeological resources are considered for projects involving in ground disturbance.

The first step in the Phase 1A archaeological assessment process is to establish the area of potential effect^ (APE), or project impact area. The project impact area consists of horizontal and vertical components. The horizontal component of the project impact area is defined as the footprint of necessary construction activity that would result in ground disturbance. The vertical component of the project impact area is the depth to which the necessary construction activity would extend.

The archaeological resources study area extends ¼-mile from the LIRR ROW centerline along the 9.8-mile LIRR Project Corridor from Floral Park to Hicksville (see **Figure 6-1**). The study area boundary was established in consideration of any potential commercial property takings and construction and staging areas that may be located beyond the LIRR ROW.

IDENTIFICATION OF ARCHAEOLOGICAL RESOURCES

Archaeological resources are subject to direct impacts of project actions. Ground disturbance associated with proposed construction has the potential to impact both identified and as yet unidentified archaeological resources that may be present within the construction footprint. According to SEQRA and Section 14.09, archaeological resources that may be impacted by proposed projects must be identified and evaluated to determine whether they possess historic significance as defined by the National Park Service (NPS). NPS oversees the National Register of Historic Places in conjunction with OPRHP.

In August 2016, AECOM prepared a Draft Phase 1A Archaeological ^ Sensitivity Assessment[2] of the LIRR Expansion Project Corridor to determine the potential of the Project Corridor to contain intact archaeological resources and to assess the likelihood of the proposed project to affect potentially significant archaeological resources. The Phase 1A was prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (36 CFR 61), the Standards for Cultural Resource Investigations and the Curation of Archaeological Collections issued by the New York Archaeological Council (1995), and the Phase 1 Archaeological Report Format Requirements issued by the OPRHP (2005).

The Draft Phase 1A Archaeological Sensitivity Assessment was revised in December 2016 to reflect changes to the Proposed Project, including the addition, modification and elimination of locations within the Project Corridor where construction may occur.

To prepare the Phase 1A, a walkover survey of the Project Corridor was conducted of the seven train stations and seven grade crossings. In addition, a windshield survey of the entire 9.8-mile-long Project Corridor and the ¼-mile study area was conducted. The focus of the walkover and windshield surveys was to assess the extent of prior disturbance across the Project Corridor.

A second walkover and windshield survey was conducted in November 2016. A search for previously identified archaeological resources within or in the vicinity of the Project Corridor was undertaken. OPRHP's Cultural Resources Information System (CRIS) provided information on archaeological sites, NYS Museum sites, cemeteries, National Register archaeological listings, archaeological districts, archaeological surveys, consultation projects, and archaeologically sensitive areas.

Cartographic research on the Project Corridor was conducted at the New York Public Library (NYPL), Map Division and through the online Digital Collections Gallery of the NYPL. Several historic maps dating from the late-18th century through the 19th century were reviewed, including the 1859 Walling Map of Long Island and the 1906 E. Belcher Hyde Map of Long Island. Historic atlases of Long Island were reviewed, including the 1873 Beers Atlas, the 1891 Wolverton Atlas, and the 1914 E. Belcher Hyde Atlas. The Sanborn Map Company fire insurance maps from the ^ late-19th century through the mid-20th century^ were reviewed on microfilm at the NYPL to document changes in land use and development patterns of specific lots within the project impact area over time. Of potential archaeological concern were the proposed locations of parking structures, commercial property takings, and construction staging areas beyond the LIRR ROW, as well as the proposed improvements at the seven grade crossings. Additional lot-specific cartographic research was conducted at the NYPL and online following the second walkover and windshield survey of the additional proposed parking structure locations. Historic aerial photographs of portions of the Project Corridor were also reviewed.

The documentation of the extent of prior subsurface disturbance in the project impact area was a critical component of the research involved in the assessment of archaeological potential. In densely settled urban areas such as the LIRR Expansion Project Corridor, archaeological sensitivity is often very low, because past construction, demolition, and rebuilding activities

[2] Phase 1A Archaeological Sensitivity Assessment for the Metropolitan Transportation Authority's Long Island Railroad Main Line Expansion Project from Floral Park to Hicksville, Nassau County, New York. AECOM. October 2016; revised December 2016; revised March 2017.

have already compromised the integrity of any archaeological resources that may once have been present within the project impact area.

In order to assess the level of prior subsurface disturbance at the seven grade crossing locations, a review of the existing utility maps was also conducted. Underground utility installations, repairs, and upgrades most often involve trenching beneath street and/or sidewalk locations. For example, depths of three to four feet below the surface are commonplace for water lines in the Northeast. Excavation to such depths would, in most cases, preclude the possibility for encountering intact archaeological deposits.

The Final Draft Phase 1A Archaeological Sensitivity Assessment Report was submitted to OPRHP in December 2016. The report recommended that supplemental cartographic research be conducted to assess archaeological potential at parking garage locations. The report concluded that none of the other sites under consideration for the Proposed Project would adversely affect any archaeological resources. In a comment letter dated, January 5, 2017, OPRHP requested additional research for the parking structure locations and that the Phase 1A be revised to reflect the conclusions of the assessment.

The revised Final Phase 1A Archaeological Assessment Report has been submitted to OPRHP. Based on the conclusions of the Phase 1A, a No Effect finding from OPRHP regarding archaeological resources is anticipated.

ARCHITECTURAL RESOURCES

STUDY AREA DEFINITION

In general, potential impacts to historic resources can include both direct physical impacts (e.g., demolition, alteration, or damage from construction on nearby sites) and indirect contextual impacts, such as the isolation of a property from its surrounding environment, or the introduction of visual, audible, or atmospheric elements that are out of character with a property or that alter its setting. Therefore, the study area for historic architectural resources (shown in **Figures 6-2 and 6-3**) has been defined to account for any potential impacts that may occur where proposed construction activities could physically alter architectural resources or be close enough to them to potentially cause physical damage and also to account for potential visual or contextual impacts. The study area for the LIRR Expansion Project includes the area within approximately 100 feet of the LIRR ROW, including adjacent construction staging areas, and is extended to include the area within 500 feet of the seven grade crossings and seven train stations that would be affected by the Proposed Project. In addition, the study area is expanded at two specific locations to account for the proposed parking structures at Harrison and Third Avenues in Mineola and at Scally Place in Westbury. The expanded study area in Mineola includes the remainder of the block and the block fronts facing the proposed parking structure location. The expanded study area in Westbury includes the block fronts on Scally Place facing the proposed parking structure location. The study area has been established to account for potential construction impacts.

IDENTIFICATION OF HISTORIC RESOURCES

OPRHP's CRIS was consulted to identify S/NR-listed and eligible properties in the study area. Information was also gathered on local historic resources officially designated by the Village of Westbury, the Town of Hempstead, the Town of North Hempstead, and the Town of Oyster Bay.

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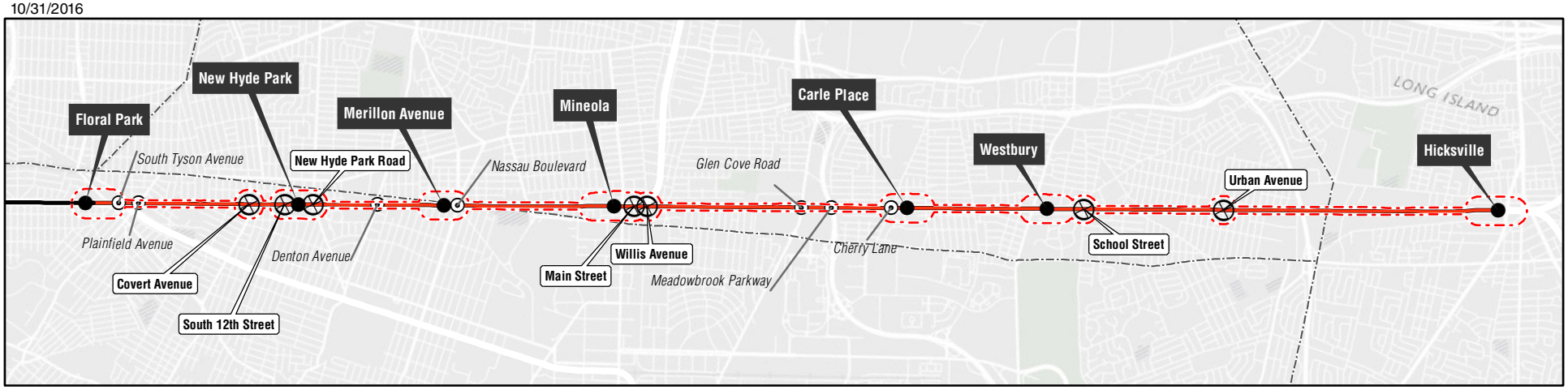
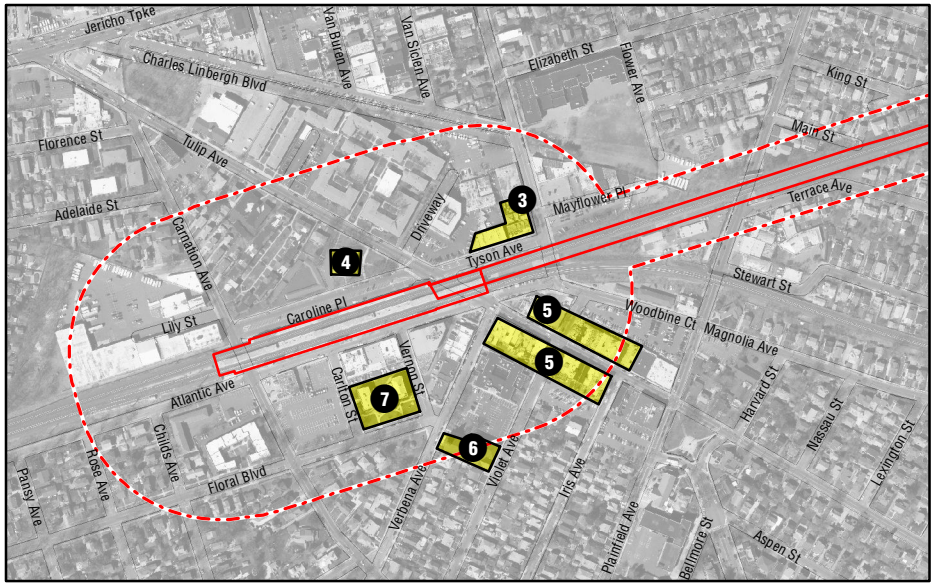


Floral Park



Mineola

Project Site

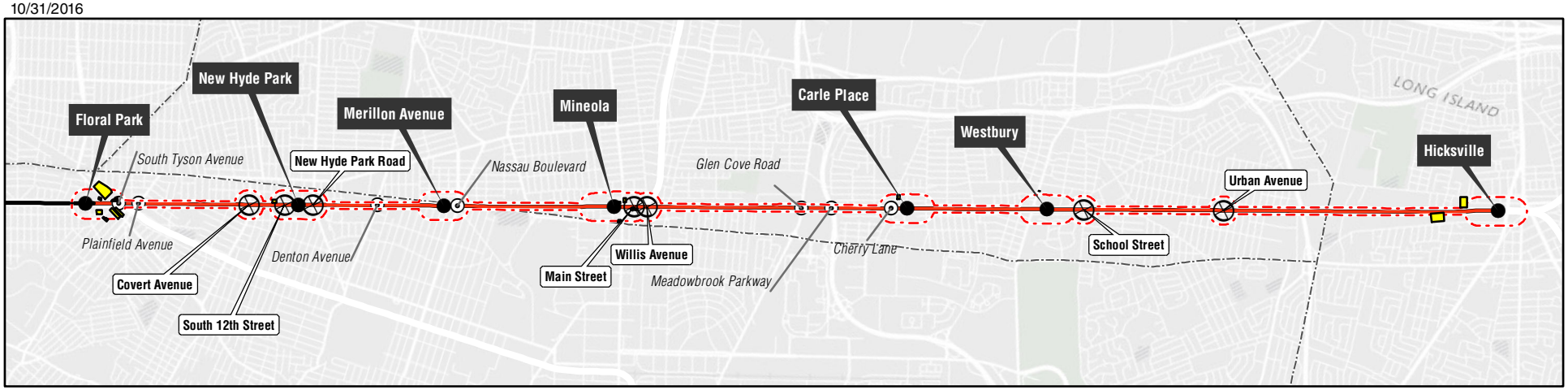
Known Architectural Resource

Study Area Boundary—100-foot and 500-foot Boundaries

LIRR Expansion Project
Floral Park to Hicksville

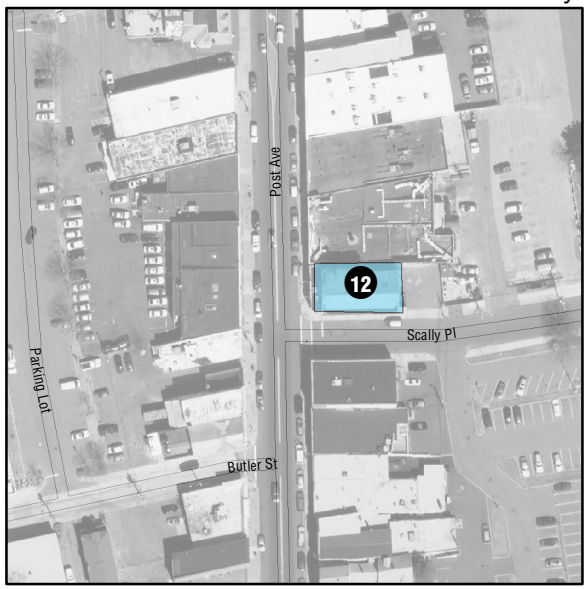
Project Location and Architectural Resources Study Area
Floral Park and Mineola
Figure 6-2

10/31/2016



Carle Place

Westbury



Hicksville

Project Site

Study Area Boundary—100-foot and 500-foot Boundaries

Known Architectural Resources *Potential Architectural Resource*

LIRR Expansion Project
Floral Park to Hicksville

Project Location and Architectural Resources Study Area
Carle Place, Westbury, and Hicksville

Figure 6-3

Other communities in the study area do not have historic preservation regulations. However, no locally-designated resources are located within the study area.

In order to provide a context for evaluating historic resources, documentary resources such as historic maps, local histories, newspaper and journal articles, and historic photographs were consulted.

Architectural resources (including individual structures and districts) that appear to meet the S/NR eligibility criteria were identified in the study area. Criteria for inclusion on the National Register are listed in the Code of Federal Regulations, Title 36, Part 63. Districts, sites, buildings, structures, and objects are eligible for the National Register if they possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

A. Are associated with events that have made a significant contribution to the broad patterns of history;

B. Are associated with significant people;

C. Embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction; or

D. May yield archaeological information important in prehistory or history.

Properties that are less than 50 years of age are ordinarily not eligible, unless they have achieved exceptional significance. Determinations of eligibility are made by the OPRHP.

In addition to identifying officially recognized, or "known," historic resources in the study area (S/NR-listed and S/NR-eligible properties, and locally designated historic resources), an inventory was compiled of other buildings that could warrant recognition as architectural resources (i.e., properties that could be eligible for S/NR listing) in compliance with SHPA and SEQRA guidelines ("potential architectural resources"). For this project, potential historic resources were those that appeared to meet one or more of the National Register criteria (described above). Potential architectural resources were identified through a reconnaissance-level field survey of the study area by an architectural historian who meets the Secretary of Interior's Professional Qualification Standards for Architectural Historians (36 CFR Part 61, Appendix A).

EVALUATION OF POTENTIAL IMPACTS ON HISTORIC RESOURCES

Once the historic resources in the study area were identified, the potential impacts of the Proposed Project on those resources were assessed. Project impacts on architectural resources could include direct (i.e., physical) and indirect (i.e., contextual) impacts. Direct effects could include physical destruction, demolition, damage, or alteration of a historic resource. Indirect effects, such as changes in the appearance of a historic resource or in its setting—including introduction of incompatible visual, audible, or atmospheric elements to a resource's setting, or elimination of publicly accessible views to the resource—are also considered.

D. HISTORIC OVERVIEW

PRECONTACT PERIOD

The Project Corridor lies within the central portion of Nassau County, in the Atlantic Coastal physiographic province which is within the Hempstead Plains, which developed as an outwash plain during the retreat of the last Wisconsin glacier from Long Island.

The Hempstead Plains represents an area of native grassland, a true prairie ecosystem that once covered an estimated 40,000 acres of central Nassau County. Although treeless, the Hempstead Plains once supported grasses and varieties of berries, herb species, and wildflowers. Today, as a result of the extensive development of central Nassau County, only a few acres of the Hempstead Plains remain where a small area of the prairie ecosystem is located on the grounds of Nassau Community College, more than one mile south of the Project Corridor.

Prior to European-American contact and settlement, the Hempstead Plains would have supported a variety of plant and animal species that would have been sought by Native American groups of hunter-gatherers for subsistence and perhaps for medicinal purposes. However, relatively little is known about precontact settlement and subsistence patterns for the interior portions of Nassau County, as most archaeological excavation has focused on the coastal regions of the county. Many campsites and village sites have been found where fresh water meets salt water, such as the coast of Long Island Sound. Multiple shell middens have been excavated along the protected shores of coves and bays on both the north and south shores of Long Island.

LIRR DEVELOPMENT

The LIRR was originally conceived during the early 1830s to provide a faster travel route between New York City and Boston, which at that time took as long as 16 hours by ship. The concept was a combined rail-ferry service that provided railroad service from the City of Brooklyn to Jamaica, Queens, and extended to a point on the north shore of Long Island where it connected with a ferry service to Connecticut. From Connecticut, the rail-ferry service then connected with another railroad that provided the last leg of the travel route to Boston. In 1832, Major D.B. Douglass established the Brooklyn and Jamaica Railroad and began building a rail line from downtown Brooklyn through Jamaica, Queens, and into the flat interior of Long Island. In 1834, the LIRR was established and began operations in April 1836 with the LIRR leasing the tracks from the Brooklyn and Jamaica Railroad. By 1837, the LIRR had extended the tracks to Hicksville. This segment of the LIRR is part of the current Main Line Corridor.

By the late-1840s, the New York, New Haven, and Hartford Railroad's Main Line across coastal Connecticut had eclipsed the LIRR's rail-ferry service as the faster and more direct travel route through New England. Subsequently, by 1850, the LIRR had declared bankruptcy. The LIRR slowly recovered over a period of 30 years through a series of mergers and acquisitions of other independent rail lines across Long Island, including the South Side Railroad of Long Island, the New York & Flushing Railroad (formerly the Flushing Railroad), the Central Railroad of Long Island, and the Flushing & North Side Railroad.

In 1861, the LIRR had constructed a new Main Line that extended northwest from Jamaica, Queens to Hunters Point in Long Island City on the East River waterfront. From Hunters Point, passengers transferred to ferries to complete the journey into Manhattan. In 1880, Austin Corbin purchased the LIRR with the intention of transforming the LIRR into a high density carrier. Through a series of innovative programs including modernization of the railroad bed and

equipment, the LIRR substantially expanded its service. In 1891, Corbin and the LIRR management proposed the construction of a set of tunnels under the East River to Manhattan. Around that same time, the Pennsylvania Railroad Company was also formulating plans to construct a set of tunnels under the Hudson River from New Jersey to Manhattan. The Pennsylvania Railroad and the LIRR eventually cooperated on building a Manhattan connection.

In 1900, the Pennsylvania Railroad took ownership and control of the LIRR. This coincided with the plans to build Pennsylvania Station on the west side of Manhattan and its connecting tunnels under the Hudson and East Rivers. Also at that time, a program to upgrade the entire physical plant of the LIRR was initiated. In 1910, Pennsylvania Station opened and LIRR service through the East River tunnels began.

The extensive upgrades to the LIRR physical plant (electrification, track elevation, grade separations) and realignments of the railroad from 1901 to 1916 resulted in an almost wholesale replacement of the LIRR components that dated from the 1890s, including the replacement of nearly all of the earlier railroad stations, water tanks, switches, towers, signals, and tracks. In addition, many of the stations that had been built during the late-19th century were replaced. Track was replaced with heavier, sturdier steel. A third track was installed from Queens Village to Floral Park by 1907. By 1910, almost all of the heavily used tracks on the western end of the LIRR had been double and triple tracked, with an electrified third rail extending to Mineola and beyond by 1925.

In 1965, the Pennsylvania Railroad sold the LIRR to the State of New York. The State established the Metropolitan Commuter Transportation Authority (predecessor to the MTA), and the LIRR became the first government-owned commuter railroad in the United States. Since 1965, continuous upgrades and modernization of the railroad's infrastructure, rolling stock, and systems have been ongoing.

DEVELOPMENT ALONG THE PROJECT CORRIDOR

Historic period development along the Project Corridor began during the 17th century in the areas that now include Mineola, Carle Place, and Westbury. New Cassel was settled during the mid-18th century, while Floral Park, New Hyde Park, Garden City, and Hicksville were settled later, during the 19th century. These settlements, however, were not necessarily adjacent to or in close proximity to the Project Corridor. Although the LIRR Main Line was extended to Hicksville by 1837, not all of the present day Main Line ^ Stations were constructed as early as the Hicksville ^ Station. Further, as described above, many of the existing LIRR Main Line ^ Stations are not the original stations and many are not sited at their original locations.

A review of historic maps and atlases that depict the Project Corridor show sparse residential and commercial development until the turn of the 20th century in the areas along the Project Corridor. By the last quarter of the 19th century development had increased and was generally concentrated in the areas around train stations.

The 1859 Walling *Topographic Map of the Counties of Kings and Queens, New York* depicts the route of what would become the LIRR Main Line corridor from Jamaica to Hicksville. Floral Park, New Hyde Park, and Garden City had not yet been established; sparse development had begun in Mineola and Westbury, while Carle Place and New Cassel were not yet identified on the map. Hicksville had been sparsely developed.

The 1873 *Beers Atlas of Long Island, New York* shows that Floral Park had not yet been established; New Hyde Park and Garden City were labeled and street grids had been laid out;

Mineola and Westbury were depicted, with the LIRR ^ Stations identified; Carle Place was not labeled; New Cassel was depicted with a street grid; and Hicksville is shown with the LIRR ^ Station located between Jerusalem Avenue and Broadway. Scattered development is shown along the Project Corridor, but the majority of the depicted blocks fronting the Main Line tracks had been lotted, but remained undeveloped.

The Wolverton 1891 Atlas depicts Floral Park with a street grid on the north side of the tracks, with a station on the south side, off Tulip Avenue. J. H. Childs (the founder of Floral Park, formerly named East Hinsdale) is noted as owning property on both sides of the tracks close to the station. Garden City is shown with a street grid and labeled as the lands of the A. T. Stewart Estate (Alexander T. Stewart was the founder of the planned community of Garden City). There is a station on the south side of the tracks in the western part of the street grid, but it is not named. The Central Branch of the LIRR also passes through Garden City south of the Main Line. New Hyde Park is depicted with a partial street grid that crosses the tracks, a Post Office, and LIRR ^ Station located on the north side of the tracks. As described above, development in these communities along the Project Corridor remained sparse by 1891, but included scattered structures located away from the Main Line tracks.

As shown on the Wolverton 1891 Atlas, Mineola had more development than other nearby communities along the Project Corridor. A block and lot street grid had been developed for the area on both sides of the Main Line track. The street grid centered on Main Street, where the Oyster Bay Branch diverges from the Main Line to the northeast and the former Hempstead Branch diverges from the Main Line and turns south to run down Main Street. The Mineola depot is depicted on the south side of the Main Line tracks in the triangle formed by the three rail lines. Although the map shows over a dozen blocks that had been lotted, most of the lots were undeveloped.

Carle Place is not labeled in the Wolverton 1891 Atlas. Westbury is shown with a partial street grid and the LIRR ^ Station is shown on the south side of the tracks in Westbury. New Cassel is labeled and includes a street grid but no station or structures are shown. Hicksville is shown with a street grid, but very few of the blocks are lotted. There are blocks flanking the Project Corridor west of New Bridge Road, but all are undeveloped. The LIRR Main Line appears to end at the depot located off Jerusalem Avenue; the Northport Branch diverges to the northeast (later the Port Jefferson Branch), and the Greenpoint Branch (later the continuation of the Main Line) diverges to the southeast.

The 1906 E. Belcher Hyde *Map of Nassau County, New York* shows moderate increases in development with expanded street grids in Floral Park, New Hyde Park, West Garden City, and Mineola. Carle Place is not yet labeled. Westbury, New Cassel, and Hicksville also have expanded street grids, although development along the Project Corridor in these communities remains sparse.

The 1914 E. Belcher Hyde *Atlas of Nassau County, Long Island, New York* depicts increased development, or planned development along much of the Project Corridor. The Floral Park street grid had been expanded; the community of Bellrose is shown on the north side of the Main Line corridor; Floral Park Estates had been laid out east of Floral Park; the street grid of New Hyde Park had been expanded; Garden City Park, Garden City Estates North, and West Garden City had been laid out to the north of the Main Line tracks; the Merillon Avenue ^ Station had been built on the north side of the tracks in Garden City Estates North; the block and lot street grid in Mineola had also been expanded to Jericho Turnpike, north side of the Main Line tracks, and the passenger station in Mineola is shown in Main Street within the triangle formed by the Main

Line and the Oyster Bay and Hempstead Branches; and several previously vacant lots had been developed.

Also by 1914, the planned developments of Mineola Park, Westbury Estates, and Westbury Heights had been laid out on the north side of the Main Line tracks; Carle Place continues not to be shown on maps; the street grid of Westbury has expanded north and south of the Main Line tracks; New Cassel is laid out but remained mostly undeveloped across the Project Corridor; and Hicksville has an expanded street grid east of the Hicksville ^ Station, but area closest to the Project Corridor remained mostly undeveloped.

Overall, the study area along the Project Corridor was sparsely developed until the second quarter of the 20th century, with most development limited to residential, commercial, and light industrial buildings along the LIRR ROW and near the Main Line train stations. More extensive suburban development along the Project Corridor began after World War II.

E. EXISTING CONDITIONS

PROJECT CORRIDOR

ARCHAEOLOGICAL RESOURCES

The Phase 1A Archaeological ^ Sensitivity Assessment[3] of the LIRR Expansion Project Corridor included a contextual overview of the environmental and physical settings of the Project Corridor, an assessment of past disturbance of the affected project area and ¼-mile study area, and identified potential resource types that may be present on the Project Corridor. The conclusions of the Phase 1A prepared for the Project Corridor are summarized below.

Precontact Resources

No previously identified precontact sites are located within the ¼-mile study area around the Project Corridor according to the results of the CRIS database search for archaeological resources. The Nassau County Museum files and the Suffolk County Archaeological Association's Cultural Resources Inventory characterize the interior portion of Long Island as areas of "low activity" or "insufficient data." Sites located away from the coast likely represent short duration camp sites or procurement stations, where limited hunting and gathering activities were performed, resulting in very low diversity and low frequency of artifacts left in the archaeological record. Precontact utilization of the Hempstead Plains was probably focused on seasonal resource procurement, and would not have resulted in long term occupation sites. The likelihood of encountering archaeological evidence of short term occupation sites is very low.

Historic Period Resources

There are no previously identified historic period archaeological resources within the ¼-mile study area around the Project Corridor according to the results of the CRIS search for archaeological resources. The lack of previously identified historic period resources can be

[3] Phase 1A Archaeological Sensitivity Assessment for the Metropolitan Transportation Authority's Long Island Railroad Main Line Expansion Project from Floral Park to Hicksville, Nassau County, New York. AECOM. October 2016; revised December 2016; and February 2017.

understood through review of the background research and cartographic review conducted for the LIRR Expansion Project.

Track Alignment

The LIRR has utilized the corridor since the 1830s and has extensively altered the landscape through track construction, reconstruction, widening, station construction, erection of switching/signal towers, and multiple other support structures. Although the Hempstead Plains would likely have been utilized by Native American groups for hunting, the traces of such activities, often identified in the archaeological record as camp sites, would not have survived the extensive land alterations that have occurred within the Project Corridor.

The Project Corridor has been determined to possess little to no historic period archaeological potential. Map and atlas research has shown that the Project Corridor was sparsely developed until the second quarter of the 20th century. Maps indicate limited residential, commercial, and light industrial development along the Project Corridor ROW and stations along the Project Corridor through World War II, with intensive suburban development not occurring until after the war. Therefore, due to the extensive operations-related improvements undertaken by the LIRR within the ROW, and the intensive 20th century suburban development adjacent to the LIRR ROW, it is highly unlikely that remnants of historic period occupation have survived intact within or adjacent to the LIRR ROW.

Station Modifications

The seven train stations and the area adjacent to both sides of the ROW are located in an area that has experienced extensive prior disturbance, and does not possess the potential for the presence of intact archaeological deposits.

Grade Crossings

Review of existing utility maps for each of the grade crossing locations indicate that substantial prior subsurface disturbance has occurred, as multiple underground services are in place beneath the pavement and flanking sidewalks. Prior soil disturbance has been created by the installation of catch basins; water, sewer, gas, and electric lines; fiber optic cables; sewer and storm sewer manholes; telephone lines; and interconnected catch basins and storm sewer manholes.

The grade crossing locations have also previously been impacted by early 20th century buildings and railroad-related structures that fronted on the Main Line Corridor. It is possible that remains of these structures could be extant; however, the potential for encountering intact deposits is very low.

Commercial Property Takings

The sites of the commercial properties that may be taken as part of the Proposed Project are almost entirely occupied by existing buildings. Due to the extent of prior subsurface disturbance at these sites, it is highly unlikely that the demolition of the existing structures would have the potential to impact any intact archaeological resources that may have been at these locations prior to the construction of the existing buildings. Therefore, these sites do not possess the potential for the presence of intact archaeological deposits. The locations of the partial acquisitions, or strip takings, that may be affected as part of the Proposed Project for such purposes as sidewalk widenings or slight roadway shifts do not possess archaeological potential due to the extent of prior disturbance at these locations.

Staging Areas

Staging areas can be of archaeological concern if located in areas of little to no documented prior ground disturbance. The storage of construction materials and equipment, repeated

crossing by heavy construction vehicles, and parking of heavy construction vehicles have the potential to impact archaeological resources in undisturbed, unpaved areas. These areas include existing LIRR substations, commercial properties, station parking lots, existing roads, potential commercial property takings, a wooded area, and the LIRR ROW on both sides of the existing track.

One staging location under consideration is a wooded area on Atlantic Avenue between the Meadowbrook State Parkway and Silver Lake Boulevard in Carle Place, north of the existing tracks. The wooded area lies between two residential developments, and represents a groundwater recharge basin, or sump. Aerial photographs show that the parcel appears to have been heavily disturbed toward the center with taller vegetation around the perimeter. The CRIS database search depicts this parcel as water. The recharge basin/sump was likely excavated in tandem with the flanking residential development, and therefore, does not possess archaeological potential. Should additional construction staging areas be proposed as project design progresses, an assessment of archaeological potential would be undertaken in consultation with OPRHP.

Parking Structures and Surface Parking Lots

New Hyde Park. The site for the proposed parking lot and Kiss and Ride does not possess archaeological potential due to extensive prior disturbance. In addition, the site for the proposed pedestrian stairway at the southwest corner of New Hyde Park Road and the LIRR tracks has already been impacted by the installation of multiple utility lines on the west side of New Hyde Park Road.

Mineola. The site of the proposed surface parking improvements at the southwest corner of Main Street and the LIRR tracks possesses little to no potential for intact archaeological resources due to the extent of prior subsurface disturbance.

The proposed Option 1 Scenario 1A for the Willis Avenue crossing would require reconstruction of the small parking area at the northwest corner of Second Street and Willis Avenue. Reconstruction of this small lot would not be expected to result in substantial disturbance of previously undisturbed soils and would therefore have no effect on potential archaeological resources. Two parking structure locations are under consideration in Mineola. Option 1 for the Willis Avenue grade crossing would replace ^ Village-owned Mineola Municipal Lot 23 between Main Street and Willis Avenue, Prior to 1914, this site was vacant. ^ Based on limited available cartographic information, this location ^ was initially considered to ^ have moderate potential for historic archaeological resources^ . Subsequent research has determined that the potential for encountering intact, significant archaeological resources at this location is very low to none, due to the documented extent of prior subsurface disturbance across the existing surface parking lot. Construction and demolition of 20th century buildings, as well as the installation of a drainage system and underground utility lines for the existing lot, have compromised the archaeological integrity of any earlier remains that may have been present.

The second parking structure location ^ under consideration near the Mineola ^ Station is on a Village-owned surface parking lot west of Mineola Boulevard, between Harrison Avenue and First Street^ , and east of Third Avenue. The proposed four- to five-level parking structure would have one level below grade. ^ The supplemental cartographic research ^ undertaken for ^ this location determined that the potential for encountering intact, significant archaeological resources beneath the pavement of the existing Village-owned lot is very low to ^ none, based on the extent of prior ^ subsurface disturbance, which included grading and drainage system installation across the lot.

Westbury. Two new four-level parking structures are being considered for the Westbury ^ Station that would replace existing surface parking lots south and north of the LIRR ROW. The site of the proposed parking structure south of the Westbury ^ Station would replace an existing surface parking lot. Holy Rood Cemetery is located on the south side of Railroad Avenue, across from the proposed parking structure location. The cemetery was established in 1930, decades after the LIRR was constructed to Westbury, and would not have historically included land beyond its present northern boundary. The parking structure location south of the Westbury ^ Station does not possess archaeological potential, due to the 20th century development of the area surrounding the station, including the construction of Railroad Avenue.

The site of the proposed parking structure on Scally Place, north of the Westbury ^ Station, would replace an existing Village-owned surface parking lot. ^ The second field view/walkover confirmed that the current surface lot has been landscaped, with installed signage, curbed section dividers with trees, and multiple overhead light poles, some with surveillance cameras in place. The supplemental cartographic research ^ indicated that the northern portion of the proposed ^ parking structure ^ parcel along Scally Place did not experience any historic development, and the few structures that were documented in the southern portion of the parcel were temporary structures with small footprints and no basements. It is highly probable that the construction of the existing Village-owned lot required grading following demolition of the prior structures to ^ make the surface elevations of the consolidated lots comparable. Therefore, the potential ^ for encountering intact, significant archaeological resources ^ beneath the pavement of the existing surface parking ^ lot is very low to none.

Hicksville. In Hicksville, the two proposed parking structures would replace existing surface parking lots north of the LIRR ROW, on sites north and south of West Barclay Street. Both parking structures would have three levels with an additional level below grade and they would be connected by a pedestrian overpass. ^

The parking structure location south of West Barclay Street (west of the pump station) is an existing surface parking lot north of the LIRR tracks and adjacent to the ROW. The surface lot is at street grade, with the adjacent LIRR tracks elevated on an embankment above the surrounding street grade. This parking lot was likely disturbed and subsequently graded and paved when the LIRR tracks were elevated on the embankment that extends through this portion of Hicksville. The potential for encountering intact, significant precontact archaeological resources is very low to none, due to the extent of probable prior subsurface disturbance during the construction of the LIRR embankment and subsequent grading across this area when the parking lot was constructed. In addition, there is no historic period archaeological potential for the proposed parking structure at this location due to the lack of historic period development.

The proposed parking structure location north of West Barclay Street contains an existing surface parking lot that is at also at street grade. The potential for encountering intact, significant precontact archaeological resources is very low to none due to the lack of previously identified resources within a 0.25-mile search radius in similar environmental conditions and the extent of probable prior subsurface disturbance associated with the construction of West Barkley Street and the likely grading associated with the construction of the surface parking lot. Further, there is no historic period archaeological potential for this proposed parking structure location due to the lack of historic period development prior to 1967.

ARCHITECTURAL RESOURCES

As detailed in Chapter 1, "Project Description," the approximately 9.8-mile Project Corridor comprises two tracks with a variety of non-contiguous rail sidings to the north and south that are within the LIRR ROW (see **Figures 6-2 and 6-3**). The LIRR ROW also includes the Nassau Tower and former LIRR Electrical Substation in Mineola, as discussed below. Within the Project Corridor there are seven train stations and platforms, and associated railroad structures including tracks, switching systems, and storage areas. The Project Corridor also includes seven at-grade crossings and grade-separated crossing (bridge) locations; staging areas; and parking structure sites.

Known Architectural Resources

Two known architectural resources are located within the LIRR ROW, south of the tracks, along the Project Corridor in Mineola west of Main Street. These two architectural resources—the Nassau Tower and the LIRR Electrical Substation—are S/NR-eligible. They are listed in **Table 6-1** and illustrated on **Figures 6-2 and 6-4**. As part of OPRHP consultation for the current DEIS, OPRHP issued a comment letter dated October 13, 2016 identifying the S/NR-eligibility of these two properties (see **Appendix 6**).

Potential Architectural Resources

- No potential architectural resources were identified within the Project Corridor. The **Floral Park Station** was constructed in circa 1961 as part of a grade elimination project that removed grade crossings at Tulip, Carnation, South Tyson, and Plainfield Avenues. The elevated station spans above the surrounding streets and sits on concrete columns and has exposed steel platforms. The station has enclosed waiting areas below the elevated structure. At the platform level, the station has concrete siding and brick facing.
- The **New Hyde Park Station** has a small, rectangular station house built in 2002-2003.[4] This small building has a gabled roof, deep overhangs, vinyl siding, and a standing seam metal roof. The station house is located at street level, adjacent to the north side of the north station platform. The New Hyde Park ^ Station has concrete platforms north and south of the ROW that are raised above street level and are accessible by low stairs.
- The **Merillon Avenue Station** has a small, one-story brick shelter with a low pitched roof that is located adjacent to the north side of the north platform. This small structure was built in 1958, replacing an older station house.[5] The Merillon Avenue ^ Station has concrete platforms north and south of the ROW ^ raised above street level and^ accessible by low stairs.
- The **Mineola Station** includes the main station house north of the ROW, a small enclosed shelter south of the ROW, and two station platforms, one on each side of the ROW. The main Mineola ^ Station house, which was built in 1923, is a two-story Dutch Colonial Revival-style building with a gambrel roof with deep overhangs. The main station house has been altered with non-original windows and shutters, asphalt roof shingles, scalloped wood paneling at the second floor on the east and west facades, non-original stucco cladding, and

[4] http://www.trainsarefun.com/lirrphotos/lirrstationshistory.htm, accessed in September 2016.

[5] http://www.lirrhistory.com/mainsta.html, accessed in September 2016.

Former LIRR Electrical Substation, Main Street and Station Road **1**

Nassau Tower, Main Street and Station Road **2a**

Nassau Tower,
Main Street and Station Road **2b**

Project Corridor—Mineola Architectural Resources
Figure 6-4

the installation of a pedimented pitched roof on the eastern canopy structure that replaces a widow's walk. The one-story rectangular shelter, also built in 1923, has a pitched roof with wide projecting overhangs, non-original doorways and aluminum doors, and an asphalt-shingled roof. The shelter was substantially altered in 2001.[6]

- The **Carle Place Station** has a pair of metal and plexiglass platform shelters with flat roofs that date from circa 1952. The station has a concrete platform on either side of the ROW and a steel frame overpass and stairs that connect the two platforms.
- The **Westbury Station** has a main station house north of the ROW and a platform shelter south of the ROW. The Westbury Station house was built in 1914 and was substantially remodeled in 1970 and again between 2001 and 2005.[7] The two-story building is faced in brown brick at the first floor and tan stucco at the second floor. The building has non-original windows, altered window openings, and non-original asphalt shingles. An underpass through the building's first floor provides access to the station platform, along with an exterior quarter-turn stair on each end of the building. Because of the elevation change between the street level and the station platform, the building appears as a single-story building at the platform level. The platform shelter is partially enclosed and has a low, pitched standing seam metal roof.
- The elevated **Hicksville Station** was constructed in 1962-1964 and spans above the surrounding streets and sits atop concrete columns and brick embankments. It has exposed steel platforms. The Hicksville ^ Station has enclosed waiting areas below the elevated structure, escalators and elevators, and partially enclosed platform level shelters. Concrete canopies span above the platforms.

Although the Floral Park Station, Merillon Avenue Station, Carle Place Station shelters, Westbury Station main station house, and the Hicksville Station are more than 50 years old, none of these station structures meets S/NR-eligibility criteria as they do not possess integrity of design, materials, and workmanship due to prior alterations. Further, the Hicksville Station has previously been determined not eligible by OPRHP for S/NR-listing. Although the Mineola Station's main station house and shelter are also more than 50 years old, due to prior alterations, they do not possess integrity of design, materials, and workmanship. The New Hyde Park ^ Station house is less than 50 years old and therefore does not meet the age criteria for S/NR-listing.

STUDY AREA

The study area extends 100 feet north and south of the LIRR ROW and expands to 500 feet surrounding the seven affected train stations and platforms and the seven grade crossing locations within the Project Corridor. In addition, the study area is expanded in Mineola and Westbury to account for proposed parking structures. In Mineola, the study area is expanded to include the proposed ^ parking structure location at Harrison and Third Avenues, remainder of the block, and the block fronts facing this proposed parking structure location. In Westbury, the study area is expanded to include the block fronts on Scally Place facing this proposed parking

[6] http://trainsarefun.com/lirr/mineola/mineola.htm, accessed in September 2016.

[7] http://subwaynut.com/lirr/westbury, accessed in September 2016.

structure location. The study area includes small portions of the communities located in close proximity to the Project Corridor.

VILLAGE OF FLORAL PARK

The area of Floral Park located along the Project Corridor is characterized by primarily early 20th century buildings, including two-story commercial buildings on Tulip and Verbena Avenues south of the Floral Park ^ Train Station; two-story older apartment buildings, several of which have large footprints or are oriented around landscaped areas; the Floral Park Library, Floral Park Village Hall; Floral Park United Methodist Church; and a funeral home. Single-family, free-standing older houses are generally located at a greater distance from the Floral Park ^ Train Station and the Project Corridor. Newer buildings in the study area include a service station and a four-story office building. Several paved surface parking lots and small parks containing plantings and seating are also in the study area.

VILLAGE OF NEW HYDE PARK

The portion of New Hyde Park in the study area includes several boxy industrial and warehouse buildings with large footprints, paved surface parking lots, and older 20th century single and detached houses.

VILLAGE OF GARDEN CITY

The portion of Garden City in the study area is densely industrial immediately north of the ROW with mid- to late-20th century large, one-story warehouses with large surface parking lots. To the south, the area is primarily residential with mid-20th century, free-standing houses.

VILLAGE OF MINEOLA

The portion of Mineola in the study area includes early 20th century commercial buildings, an early 20th century bank, several late 20th century office buildings, mid-twentieth century houses and four-story apartment buildings, and numerous paved surface parking lots.

TOWN OF NORTH HEMPSTEAD

The portion of the Town of North Hempstead in the study area includes large mid- and late-20th century warehouses, shopping centers with large buildings, and mid- and late-20th century houses. The areas closest to the Carle Place Station include Our Lady of Hope R.C. Church, late-20th century industrial buildings, and mid-twentieth century houses.

VILLAGE OF WESTBURY

The portion of Westbury in the study area includes newer residential apartments; older houses, commercial buildings on Post Avenue, and industrial buildings; and several paved surface parking lots.

TOWN OF OYSTER BAY, HAMLET OF HICKSVILLE

The portion of Hicksville along the Project Corridor includes several late-20th century commercial office buildings, including Top Hat Uniform and the Hicksville USPS Main Post Office, along with numerous paved surface parking lots.

A field survey of the study area was undertaken in July 2016 that identified three known architectural resources, six potential architectural resources, and five "undetermined" resources (i.e., resources that had been previously reviewed by OPRHP but a determination of S/NR-eligibility had not been issued). Information about these 14 properties was submitted to OPRHP via CRIS on September 9, 2016. In a comment letter dated October 13, 2016, OPRHP determined that eleven of these 14 properties meet eligibility criteria for S/NR-listing and that the remaining three properties do not meet S/NR-eligibility criteria. In October 2016, one additional potential architectural resource—the 164 Post Avenue building—was identified in the expanded study area in Westbury. This potential architectural resource, which has not yet been evaluated by OPRHP, is described in **Table 6-2**. The 11 S/NR-eligible properties and one potential architectural resource are identified and briefly described in **Tables 6-1 and 6-2**, mapped on **Figures 6-2 and 6-3**, and illustrated in **Figures 6-4 through 6-12**.

Table 6-1
Project Corridor—Architectural Resources

Photo No.	USN No.	Property Site/Name	Address	Listing Status	Notes
Mineola					
1	05954.000046	Mineola/LIRR Electrical Substation*	Main Street and Station Road	S/NR-Eligible	Largely intact early 20th century brick building with arched windows and concrete details. The building is south of the LIRR tracks, within the ROW, and has served as an electrical substation to the LIRR. ***NOTE: This building will be demolished with the Proposed Project.**
2	05954.000047	Nassau Tower/LIRR*	Main Street and Station Road	S/NR-Eligible	Rare surviving early- to mid-20th century vernacular style 2-story wood frame building with hipped roof. The small building is south of the LIRR tracks, within the ROW, and has served the LIRR. ***NOTE: This building will be demolished with the Proposed Project.**

Notes: An AKRF site visit was undertaken in July 2016.
Sources: AKRF site visit, July 2016; New York State Office of Parks, Recreation & Historic Preservation's Cultural Resources Information Systems web site, June-July 2016; and additional online research. See References list at the end of this document.

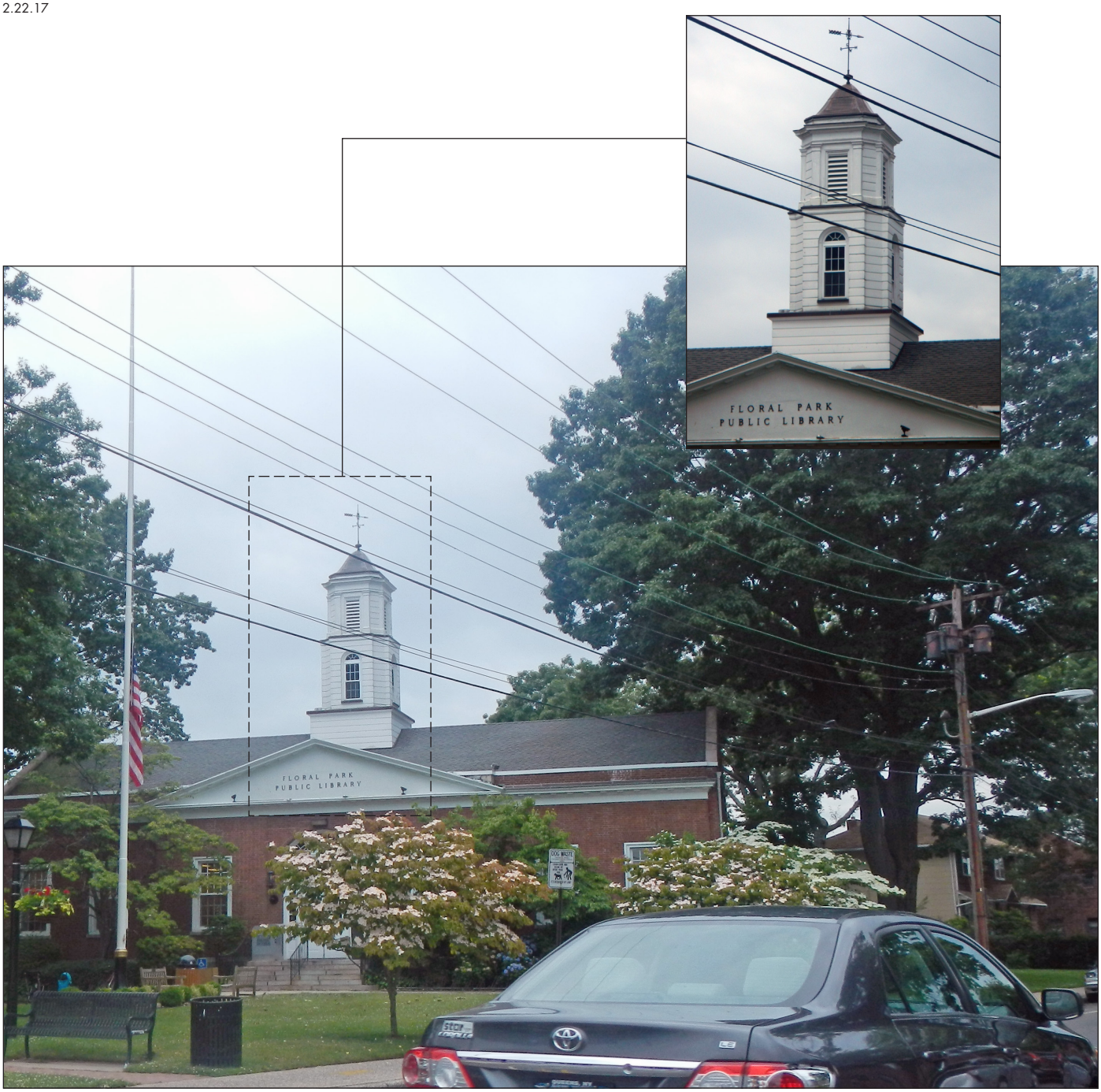
Commercial Buildings,
Northwest View on Tyson Avenue **3a**

Commercial Buildings,
Southwest view on South Tyson Avenue **3b**

Commercial Buildings,
Westward view South Tyson Avenue **3c**

LIRR Expansion Project
Floral Park to Hicksville

Study Area—Floral Park Architectural Resources
Figure 6-5



Public Library, 17 Caroline Place **4**

Study Area—Floral Park Architectural Resources

Figure 6-6

Southwest view to commercial buildings on Tulip Avenue **5a**

Southeast view to commercial buildings on Tulip Avenue **5b**

Southeast view to commercial buildings on Tulip Avenue **5c**

Northeast view to commercial buildings on Tulip Avenue **5d**

Northeast view to commercial buildings on Tulip Avenue **5e**

Study Area—Floral Park Architectural Resources
Figure 6-7

Floral Park Methodist Church, 35 Verbena Avenue **6**

Floral Park Village Hall, Floral Boulevard **7**

Study Area—Floral Park Architectural Resources
Figure 6-8

Denton Building, 210 Old Country Road **8**

Citibank (formerly the European-American Bank Company), 199 2nd Street **9**

Study Area—Mineola Architectural Resources
Figure 6-9

Commercial Buildings at Station Plaza North & Mineola Boulevard **10**

Study Area—Mineola Architectural Resources
Figure 6-10

Our Lady of Hope R.C. Church, 534 Broadway—Carle Place **11**

164 Post Avenue (Former Wheatley Hills National Bank)—Westbury **12**

Study Area—Carle Place and Westbury
Architectural Resources
Figure 6-11

Top Hat Uniform (former Amperex Electronic Corporation), 230 Duffy Avenue **13**

Hicksville USPS Main Post Office, 185 West John Street **14**

LIRR Expansion Project
Floral Park to Hicksville

Study Area—Hicksville Architectural Resources
Figure 6-12

Table 6-2
Study Area—Architectural Resources

Photo No.	USN No.	Property Site/Name	Address	Listing Status	Notes
Floral Park					
3	05917.000007	Commercial Buildings	Tyson Avenue and South Tyson Avenue (103, 107, 109, 113 Tyson Avenue and 76 and 86 South Tyson Avenue)	S/NR-Eligible	Group of late 19th and early 20th century largely intact 2- and 3-story commercial buildings. The buildings occupy the northwest corner of Tyson and South Tyson Avenues, with frontages on both avenues. The former Victor Koenig's Bar at 86 South Tyson Avenue occupies a building that dates from 1924.
4	05917.000001	Floral Park Public Library	17 Caroline Place	S/NR-Eligible	A 1.5-story neo-Georgian-style building with a symmetrical facade with a central cupola and a central entrance with sidelights and a fanlight transom. Built in 1936 as a post office, the building was converted to a library in 1965, with interior alterations undertaken by Gibbons & Heidtmann Architects.
5		Commercial Buildings on Tulip Avenue, Downtown Floral Park	Tulip Avenue between Verbena and Iris Streets (135-161 Tulip Avenue and 128-160 Tulip Avenue)	S/NR-Eligible Historic District	Grouping of early 20th century, 2-story commercial buildings on the north and south sides of Tulip Avenue between Verbena and Iris Avenues. The buildings were constructed between 1917 and 1934 and reflect a variety of building styles through the use of materials including brick, stucco, wood, and concrete. Most buildings have ground floor retail uses, some of which have been altered.
6		Floral Park Methodist Church	35 Verbena Avenue	S/NR-Eligible	A Methodist Episcopal Church building has been located on the site of the current United Methodist Church of Floral Park since the early 1900s, though the church traces its origins in Floral Park to 1890. Replacing the early 1900s church building, the current church complex was built between 1917 and 1934. It includes the church which faces Verbena Avenue and two Sunday school buildings that are oriented on Violet Avenue. All three buildings are steel frame structures faced in red brick, with white wood trim. The church has a recessed entrance beyond a portico with white columns. The church has a white wood spire above its Verbena Avenue entrance.
7		Floral Park Village Hall	Floral Boulevard	S/NR-Eligible	The 2-story Georgian Revival-style building was built between 1933 and 1936. It houses the Floral Park village offices, and police and fire departments. The building is faced in red brick and has a wide center pediment, a low side gabled roof, and a white wood cupola.
Mineola					
8	05954.000040	Denton Building	210 Old Country Road	S/NR-Eligible	The 3-story commercial building was built in 1906. It is a neo-Classical style building faced in brick and terra cotta and has a hipped roof.
9	05954.000006	Citibank (formerly the European-American Bank Company)*	199 Second Street	S/NR-Eligible	This 2-story, T-shaped palazzo style building was built in 1915-1920 for the European-American Bank Company. The building is faced in dark red and orange brick in Flemish bond, with a low red brick tile hipped roof. ***NOTE: This building is on the site of a previously approved, unrelated project that will involve the demolition of the bank building and the redevelopment of the site. Subsequent to publication of the DEIS, and unrelated to the Proposed Project, the Citibank building was demolished by others.**
10	05954.00045	Commercial Buildings at Station Plaza North & Mineola Boulevard	204-216 Station Plaza North/ 79-83 Mineola Boulevard	S/NR-Eligible	Grouping of 2-story commercial Gothic buildings with decorative terra cotta parapet and detailing. Above the roof is a large advertising sign with an exposed steel structure. Built in 1926 shortly after the construction of the 1923 Mineola Train Station to the south.
Carle Place					
11		Our Lady of Hope R.C. Church	534 Broadway	S/NR-Eligible	St. Bridget's Chapel in Carle Place was constructed and dedicated in June 1955 as a mission chapel to St. Bridget's in Westbury, on the same day that St. Bridget's Westbury parochial school was dedicated. In 1987 the mission chapel became a new parish - Our Lady of Hope R.C. Church - under the Rockville Diocese as part of the church's efforts to redistribute the congregation from St. Bridget's in Westbury, which was the largest Catholic parish in Nassau County.

Table 6-2 (cont'd)
Study Area—Architectural Resources

Photo No.	USN No.	Property Site/Name	Address	Listing Status	Notes
Floral Park					
Westbury					
12		164 Post Avenue building (former Wheatley Hills National Bank)	164 Post Avenue	Potential Architectural Resource	The former Wheatley Hills National Bank was founded in Westbury in 1920 by S.A. Warner Baltazzi. The bank occupied the 164 Post Avenue building through the late 1940s. The building currently serves as the headquarters for the Nassau County Republican Committee. The two-story building is faced in rusticated red brick. It has a one-story, non-original entrance on Post Avenue that creates a recessed primary entrance. The primary entrance has double wooden doors and with Federal-style fanlight window. At the Post Avenue roofline, the building has an arched front gable with a heavy wooden cornice and a bull's eye window. The building's south and east facades have rectangular, non-original windows.
Hicksville					
13		Top Hat Uniform (former Amperex Electronic Corporation)	230 Duffy Avenue	S/NR-Eligible	The approximately 134,000-sf masonry and glass warehouse at 230 Duffy Avenue was designed by Frank S. Parker & Associates and built in 1951 for the Amperex Electronic Corporation of Brooklyn. The company, a subsidiary of the North American Philips Company, made industrial and military semiconductors, and special purpose tubes. The warehouse was expanded with a 2-story office and entrance area along Duffy Avenue in the 1960s. The warehouse is currently occupied by Top Hat Imagewear, a high-end uniform manufacturing company.
14	05903.000727	Hicksville USPS Main Post Office	185 West John Street	S/NR-Eligible	The concrete and brick 120,300-sf post office was constructed in 1968 when the Old Bethpage and Plainview branch post offices merged. The building has a tall double-height portion and a 1- and 2-story portion at its perimeter. The building's primary West John Street facade has an undulating concrete canopy and the rear portion of the building has covered loading docks for mail trucks. The post office was built to serve as a clearing house facility for out of state mail. At the time of its construction, the building had air conditioning, locker rooms for the employees (including separate locker rooms for women), and a truck maintenance facility but a very limited parking area for employees.

Notes: An AKRF site visit was undertaken in July 2016.
Sources:
AKRF site visit, July 2016; New York State Office of Parks, Recreation & Historic Preservation's Cultural Resources Information Systems web site, June-July 2016; and online research. See References list at the end of this document.
NOTE: Three additional properties were identified through the July 2016 field survey as potential architectural resources. Based on information provided to OPRHP on September 9, 2016, OPRHP made a determination in an October 13, 2016 comment letter that these properties are not S/NR-eligible. These properties are: Flowerview Gardens Apartments (formerly Child's Garden Apartments) at 91 Tulip Avenue in Floral Park; New Hyde Park USPS Post Office at 1001 Second Avenue in New Hyde Park; and the Davenport Press Building at 70 Main Street in Mineola.

F. FUTURE WITHOUT THE PROPOSED PROJECT

PROJECT CORRIDOR

ARCHAEOLOGICAL RESOURCES

No previously identified archaeological sites, NYS Museum sites, National Register archaeological listings, or archaeological districts are located within the Project Corridor or in the ¼-mile study area. ^ In addition, none of the Proposed Project components is located in an area determined to possess archaeological potential.

ARCHITECTURAL RESOURCES

In the future without the Proposed Project, no new development will occur within the Project Corridor. Absent the proposed project, the LIRR will continue its operations with the existing rail configuration, undertaking routine maintenance and operating procedures. The existing inefficiencies will be maintained and the safety concerns at the grade crossings will continue (see discussion in **Chapter 1**, "Project Description").

STUDY AREA

Several development projects are expected to be built within or adjacent to the 100-foot and 500-foot study areas by 2040 when the full build out of the Proposed Project is expected to be complete. One No Build project located approximately 100 feet north of the Project Corridor is known as Mineola Village Green. This transit-oriented multifamily residential development project will include apartments, retail, and restaurant components. This project will involve the demolition of the Citibank (formerly the European-American Bank Company building) at 199 Second Street in Mineola. The bank building was built in 1915-1920 and has been determined S/NR-eligible by OPRHP. Other No Build projects that are anticipated to be developed in the future absent the Proposed Project are shown in **Table 2-2** of Chapter 2, "Land Use, Community Character, and Public Policy," but these No Build projects would not directly affect historic resources.

In the future without the Proposed Project, the status of architectural resources could change. S/NR-eligible resources could be listed on the Registers.

In the future without the proposed actions, changes to architectural resources or to their settings could occur. For instance, indirect impacts from future projects could include: a change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; screening or elimination of publicly accessible views; or introduction of significant new shadows or significant lengthening of the duration of existing shadows on a historic landscape or on a historic structure if the features that make the resource significant depend on sunlight. It is also possible that some architectural resources in the study area could deteriorate or experience direct impacts through alteration or demolition, while others could be restored.

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 effects on such resources through a notice, review, and consultation process. Properties listed on the Registers are similarly protected against effects resulting from projects sponsored, assisted, or approved by State agencies under the State Historic Preservation Act. However, private owners of properties eligible for, or even listed on, the Registers using private funds can alter or demolish their properties without such a review process.

G. POTENTIAL IMPACTS OF THE PROPOSED PROJECT

ARCHAEOLOGICAL RESOURCES

TRACK ALIGNMENT

The proposed relocation of utilities and the alteration and relocation of certain retaining walls would result in ground disturbance at these locations. However, based on the extent of prior subsurface disturbance of the ROW and the immediately adjacent area, these proposed changes would be unlikely to impact any remaining intact archaeological resources.

STATION MODIFICATIONS

Because of the extent of the prior documented disturbance at these stations within the LIRR ROW and the area adjacent to both sides of the ROW, the proposed station modifications are unlikely to impact any archaeological resources that may once have been present.

GRADE CROSSINGS

The proposed construction associated with the grade crossing modifications would result in ground disturbance at all seven crossing locations. Due to prior ground disturbance within the LIRR ROW and the immediately adjacent area, the grade crossing locations have no archaeological potential.

COMMERCIAL PROPERTY TAKINGS

The potential full property takings and partial acquisitions, or strip takings, under consideration do not possess precontact or historic period archaeological potential due to the extent of documented prior subsurface disturbance.

STAGING AREAS

Most of the potential staging areas under consideration do not possess precontact or historic period archaeological potential due to the extent of documented prior subsurface disturbance. Many of the proposed staging areas are located in existing parking lots, or on extant streets, and are paved. From an archaeological perspective, paved surfaces serve to protect any buried archaeological resources that may be present. Should additional construction staging areas be proposed as project design progresses, an assessment of archaeological potential would be undertaken in consultation with OPRHP.

PARKING STRUCTURES AND SURFACE PARKING LOTS

^ The ^ locations of ^ proposed ^ parking improvements ^ in New Hyde Park, Mineola, Westbury, and ^ Hicksville possess very little to no archaeological potential^ . Cartographic research, as detailed in the Final Phase 1A Archaeological Sensitivity Assessment, indicates that historic development at these locations was limited prior to the development of the existing paved surface parking lots. The extent of prior subsurface disturbance^ at these locations has likely eliminated the integrity of any potential archaeological resources from earlier development periods of these sites. The proposed ^ new surface parking ^ lots in New Hyde Park and Mineola would not ^ result in ^ new ground disturbance of previously undisturbed soils^ . None of the documented structures that had historically been located on any of the

proposed parking structure ^ locations had basements. Evidence for prior subsurface disturbances was also noted during the field view walkovers for some of the existing parking lot sites that had drainage systems in place, underground utilities, and had been graded prior to paving.

The proposed ^ improvements to existing surface parking lots in New Hyde Park and Mineola^ , and the proposed ^ construction of ^ multi-level parking structures ^ on existing surface parking lots ^ in Mineola, Westbury, and Hicksville would therefore result in no adverse effects on archaeological resources at these ^ locations^ .

ARCHITECTURAL RESOURCES

DIRECT IMPACTS

Track Alignment

The track alignment modifications would occur entirely within the LIRR ROW along the Project Corridor. The track alignment modifications would result in a direct adverse impact on one of the two historic architectural resources located within the LIRR ROW—Nassau Tower in Mineola. The other historic architectural resource located within the LIRR ROW—the former Mineola LIRR Electrical Substation—would be demolished as part of station improvements that would be developed at this location, as described below. The demolition of S/NR-listed properties would constitute an Adverse Impact to historic resources under SEQRA and Section 14.09. Measures to mitigate the adverse impact would be developed in consultation with OPRHP and set forth in an LOR to be executed among the involved parties^ .

Station Modifications

The proposed modifications to the seven Project Corridor train stations would be limited to alterations to platforms, modifications to passenger shelters, and enhancements to ADA accessibility, including reconstruction of pedestrian ramps, bridges, and elevators. These proposed changes would not directly impact any known or potential architectural resources as none of the affected train stations is a known or potential architectural resource.

Grade Crossings

The proposed alterations to the grade crossings and bridges would not directly adversely impact any known or potential architectural resources within the Project Corridor.

Staging Areas

None of the staging areas include any known or potential architectural resources, therefore, no such resources would be directly impacted by the proposed activities associated with the staging areas. Should additional construction staging areas be proposed as project design progresses, an assessment of potential direct impacts to historic architectural resources would be undertaken in consultation with OPRHP.

Commercial Property Takings

The potential property takings under consideration do not contain any historic architectural resources. Therefore, no such resources would be directly impacted by the proposed commercial property takings.

Parking Structures and Surface Parking Lots

Only one of the proposed surface parking lots would result in a direct adverse impact on historic architectural resources. The proposed surface parking lot and kiss-and-ride that would be located southwest of the LIRR tracks at Main Street in Mineola would require the demolition of one known historic architectural resource—the former Mineola LIRR Electrical Substation. The adjacent known architectural resource—Nassau Tower—would be demolished as part of the track alignment modifications. As described above, the demolition of S/NR-listed properties would constitute an Adverse Impact to historic resources under SEQRA and Section 14.09. Measures to mitigate the adverse impact would be developed in consultation with OPRHP and set forth in an LOR to be executed among the involved parties^ .

To ensure that construction activities associated with the Proposed Project that would be undertaken within 100 feet of architectural resources would not cause inadvertent physical impacts to historic architectural resources, LIRR would prepare and implement a CPP in consultation with OPRHP for any architectural resources located within 100 feet of the Proposed Project construction. The CPP would set forth the specific measures to be implemented to protect historic architectural resources during construction of the Proposed Project. The historic architectural resources that would be subject to the CPP are:

- Floral Park—the Floral Park Public Library, the commercial buildings on Tyson Avenue and South Tyson Avenue, and the commercial buildings on Tulip Avenue;
- Mineola—the commercial buildings at Station Plaza North;
- Westbury—the potential architectural resource at 164 Post Avenue; and
- Hicksville—Top Hat Uniform and the Hicksville USPS Main Post Office.

INDIRECT IMPACTS

The proposed changes to the track alignment would be entirely within the LIRR ROW and the station modifications, as described above, would be minimal. These project components would not affect the setting, views to, or historic character of historic resources in the study area and therefore, would not indirectly affect any historic architectural resources in the study area. The preliminary construction staging areas would be located at a distance from historic architectural resources, and as such, would not result in indirect impacts. Should additional construction staging areas be proposed as project design progresses, an assessment of potential indirect impacts to historic architectural resources would be undertaken in consultation with OPRHP.

The proposed grade crossings and parking structures would result in new physical features that could affect the setting of historic architectural properties in the study area. No historic architectural resources are located within sight of the proposed grade crossings. However, one known architectural resource and one potential architectural resource are located within sight of proposed parking structures in Westbury and Hicksville. In Westbury, the 164 Post Avenue building—a potential architectural resource—is located approximately 50 feet northwest of the Scally Place parking structure site. Although this potential architectural resource is within sight of the Scally Place parking structure site, the building's primary facade is oriented toward Post Avenue, away from the parking structure site. Further, the 164 Post Avenue building does not have a contextually meaningful relationship with the site. The proposed parking structure would not introduce visual, audible, or atmospheric elements that would be out of character with the 164 Post Avenue building, nor would the proposed structure isolate the building from its surroundings or adversely alter its setting. In Hicksville, the proposed parking structures located

north and south of West Barclay Street would be within sight of the Hicksville USPS Main Post Office to the west. The post office building is also oriented away from these parking structure sites and does not have a meaningful visual or contextual relationship to the surface parking lots that would be redeveloped with new parking structures. The two Hicksville parking structures would not introduce visual, audible, or atmospheric elements that would be out of character with the Post Office, nor would the proposed parking structures isolate the Post Office from its surroundings or adversely alter its setting. Therefore, the Proposed Project would not result in any adverse indirect impacts to historic architectural resources.

H. MEASURES TO AVOID, MINIMIZE, AND MITIGATE POTENTIAL IMPACTS

^ The Final Phase 1A Archaeological Assessment (March 2017) summarizes the findings of research ^ that indicates that the proposed parking structure ^ locations do not possess archaeological ^ sensitivity. Therefore, the Proposed Project would have no adverse ^ effects on archaeological resources.

^ To ensure that construction activities associated with the Proposed Project that would be undertaken within 100 feet of architectural resources would not cause inadvertent physical impacts to historic architectural resources, LIRR would prepare and implement a CPP in consultation with OPRHP for any architectural resources located within 100 feet of the Proposed Project construction. The CPP would set forth the specific measures to be implemented to protect historic architectural resources during construction of the Proposed Project.

As described above, the demolition of S/NR-listed properties—the Nassau Tower and the former Mineola LIRR Electrical Substation—would constitute an Adverse Impact to historic resources under SEQRA and Section 14.09. Measures to mitigate the adverse impact would be developed in consultation with OPRHP and set forth in an LOR to be executed among the involved parties.

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