

# **Deepwater Wind South Fork, LLC**

## **South Fork Export Cable**

### **Appendix C**

#### **Historic Architectural Resources Survey**

# Historic Architectural Resources Survey

## South Fork Export Cable Onshore Substation Town of East Hampton, Suffolk County, New York

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**MANAGEMENT SUMMARY**

NYSHPO Project Review Number: 17PR01624

Involved State and Federal Agencies: New York State Public Service Commission (Article VII)

Phase of Survey: Historic-Architectural Resources Survey

Location Information: Town of East Hampton, Suffolk County, New York

Survey Area: A 1-mile survey area around a proposed onshore substation

Project Description: Proposed substation adjacent to the existing East Hampton substation

USGS 7.5-Minute Quadrangle: *East Hampton, New York*

Historic Resources Survey Overview: One property and three districts previously listed in the National Register of Historic Places are located within the 1-mile survey area for the Project. Previously identified properties include three resources determined to be National Register-eligible and five properties whose NRHP eligibility has not formally been determined. There are three newly surveyed properties and one potential historic district located within one mile of the proposed onshore substation that are recommended NRHP-eligible by EDR.

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**GLOSSARY OF TERMS**

APE	Area of Potential Effect
BIN	Bridge Identification Number
BOEM	Bureau of Energy Management
COP	Construction and Operations Plan
CRIS	Cultural Resources Information System
Deepwater Wind	Deepwater Wind South Fork, LLC
DTM	Digital Terrain Model
DSM	Digital Surface Model
EDR	Environmental Design & Research, Landscape Architecture, Engineering & Environmental Services, D.P.C.
EH	East Hampton
LIPA	Long Island Power Authority
LIRR	Long Island Rail Road
NRHP	National Register of Historic Places
NYS	New York State
NYSHPO	New York State Historic Preservation Office
NYSOPRHP	New York State Office of Parks, Recreation, and Historic Preservation
NYSPSC	New York State Public Service Commission
O & M	Operations and Maintenance
Project	The SFWF and the offshore and onshore components of the SFEC together comprise “the Project,” a proposed major electric transmission facility that will connect into the existing LIPA transmission system.
SFWF	South Fork Wind Farm
SFEC	South Fork Export Cable
SFEC Onshore Substation	The proposed onshore substation
USGS	United States Geological Survey
USN	Unique Site Number

## 1.0 INTRODUCTION

### 1.1 Purpose of the Investigation

On behalf of Deepwater Wind South Fork, LLC (Deepwater Wind) and AECOM, Environmental Design & Research, Landscape Architecture, Engineering, & Environmental Services, D.P.C. (EDR) was retained to conduct a historic architectural resources survey for a proposed South Fork Export Cable Onshore Substation associated with the proposed South Fork Wind Farm (SFWF) and South Fork Export Cable (SFEC) Project. This historic architectural resource survey has been prepared in support of the SFEC application for siting a major electric transmission facility under Article VII of the New York State Public Service Law. The SFEC Onshore Substation is proposed to be located in the Town of East Hampton in Suffolk County, New York (see Figure 1).

The information and recommendations included in this report are intended to assist Deepwater Wind, the NYS Public Service Commission (NYSPSC), and the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) in their review of the proposed Project under Article VII of the NYS Public Service Law, Section 14.09 of the NYS Parks, Recreation, and Historic Preservation Law, and/or Section 106 of the National Historic Preservation Act, as applicable.

The purpose of the historic architectural resources survey is to identify and document those structures within the Area of Potential Effect (APE) of the proposed SFEC Onshore Substation that appear to satisfy National Register of Historic Places (NRHP) eligibility criteria for indirect (visual) effects. A qualified architectural historian who meets the U.S. Secretary of Interior's Standards for Historic Preservation Projects (36 CFR Part 61) conducted the historic architectural resources survey.

A separate Phase 1 Archaeological Survey report will be provided to NYSOPRHP that addresses the potential effects of the proposed buried cables on archaeological resources. In addition, the Project Sponsor will provide a separate report to NYSOPRHP that addresses the potential visual effects of the proposed offshore wind farm on historic architectural resources.

## 1.2 Project Location and Description

Deepwater Wind is proposing to construct an offshore wind energy facility consisting of the South Fork Wind Farm (SFWF) and the offshore and onshore components of the South Fork Export Cable (SFEC). The SFEC<sup>1</sup> is an electrical energy export cable that will interconnect the SFWF with the existing Long Island Power Authority (LIPA) transmission system on Long Island, New York. The SFEC consists of the following components within New York State:

- SFEC – NYS: a submarine export cable buried beneath the seafloor, from the boundary of New York state waters to a sea-to-shore transition vault located in the Town of East Hampton on Long Island, Suffolk County, New York;
- SFEC – NYS Onshore: a terrestrial export cable buried beneath existing roads or within other public rights-of-way (ROWs), from the SFEC – NYS transition vault to a new onshore substation to be located adjacent the existing East Hampton substation located at 3 Cove Hollow Road in the Town of East Hampton;
- SFEC Onshore Substation: a new substation to be located adjacent to National Grid's existing East Hampton substation located at 3 Cove Hollow Road in East Hampton;

The SFWF is an offshore wind energy facility that would consist of up to 15 offshore wind turbine generators, a submarine inter-array cable, and an offshore substation. The SFWF is proposed to be located approximately 16 miles southeast of Block Island, Rhode Island, and approximately 30 miles east of Montauk Point, New York at the boundary between Rhode Island Sound and the open outer continental shelf.

The proposed SFEC Onshore Substation is a major electrical transmission facility that would interconnect the SFWF with the LIPA transmission system and is the only proposed above-ground facility that would be built as part of the SFEC. The remaining components/facilities of the SFEC would be installed either underground or in the ocean. Therefore, the proposed SFEC Onshore Substation is the only component of the project that is considered in this historic architectural resources survey.

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<sup>1</sup> For the purposes of Article VII compliance, only the portion of the SFEC from a point located three miles offshore to its interconnection point with the LIPA transmission system, is subject to Article VII and the requirements of 16 NYCRR Subpart 85. The SFWF and the segment of the SFEC located on the Atlantic Outer Continental Shelf will be reviewed by the federal Bureau of Ocean Energy Management (BOEM) as part of the Construction and Operations Plan (COP) submitted pursuant to 30 CFR 585.625. In addition, ancillary facilities such as an alternate location for an O&M facility in Rhode Island and additional port locations in Rhode Island and Massachusetts will also be reviewed by BOEM as part of the COP.

The SFEC Onshore Substation is proposed to be located adjacent to the existing East Hampton Substation at 3 Cove Hollow Road in the Town of East Hampton, Suffolk County, New York (see Figure 2). The proposed substation site is a 2.4-acre portion of a larger 17.6-acre parcel owned by National Grid. The East Hampton Substation is owned and operated by LIPA and the East Hampton Diesels in between the East Hampton Substation and the proposed substation area is owned and operated by National Grid. The proposed substation site is located immediately adjacent to (west of) the existing East Hampton Diesels and Gas Turbine and East Hampton Substation (see Figure 3). The entire property, including the LIPA substation, the National Grid parcel leased by the Applicant, and East Hampton Diesels is owned by National Grid. The site is approximately 0.3-mile outside of the Village of East Hampton and is presently forested. Elevations within the SFEC Onshore Substation site ranges from 42 to 52 feet above mean sea level (amsl). The site is bounded by the existing substation/diesels and gas facility to the east and the Long Island Railroad (LIRR) to the north. Existing transmission lines and a storage unit facility are located on the north side of the LIRR, across from the proposed substation. Other nearby land uses include suburban residential neighborhoods, light commercial use, forest, row crops and nurseries.

The final configuration of the proposed SFEC Onshore Substation would be developed as part of the NYISO interconnection process and would include all the equipment necessary to safely connect the SFEC with the NYISO transmission system. However, for the purposes of assessing the potential visual effect of the proposed substation, a preliminary substation layout and design was developed. The design of the SFEC Onshore Substation that is evaluated in this report is based on conservative assumptions intended to result in an analysis of the tallest (and therefore most visible) facilities that have been considered during the development of the substation design. Based on these conservative design assumptions, the substation would be comprised of an approximately 1.6-acre fenced in area measuring approximately 315 feet by 230 feet oriented roughly on a north-south axis (see Figure 2 Sheets 1 and 2). It is anticipated that the entry road to the substation would extend west from the existing East Hampton substation access road, just south of and parallel to the Long Island Railroad ROW. A gravel maintenance road would encircle the facility just inside of a 9-foot-tall galvanized chain link perimeter fence. The interior of the proposed SFEC Onshore Substation would include riser structures to bring the underground SFEC to the surface, steel bus structures and voltage conversion equipment with a maximum height of approximately 30 feet, and another riser structure to transition the SFEC back underground. The SFEC would continue underground to the east where it would resurface to tie into the existing 69 kV East Hampton substation. The substation would also contain a 12-foot-tall control building with length and width measuring approximately 30 feet by 22 feet. Lighting would consist of a limited number of full cut off fixtures for site security and safety. Additional pole mounted flood lights would only be active during maintenance and repair operations.

The proposed SFEC Onshore Substation would also include lightning masts, which consist of tapered galvanized steel monopoles. The lightning masts are anticipated to be the tallest structures proposed as part of the substation. For the purpose of this assessment, the maximum height of the lightning masts was assumed to be approximately 65.5 feet. It is anticipated that the lightning masts proposed in the final design of the substation would be considerably shorter, up to 45 feet tall. To provide a conservative analysis, the assessment of potential project visibility herein was based on the maximum potential height (i.e., 65.5 feet) of the proposed lightning masts installed at six locations within the proposed substation footprint; however, the number, location, and height of these could change. EDR evaluated what would likely be the maximum height, but this height could decrease along with the quantity of masts increasing.

The following terms throughout the document describe the proposed action:

- **The Project:** Per Section 1.2, Project Location and Description, the SFWF and the offshore and onshore components of the SFEC together comprise “the Project,” a proposed major electric transmission facility that will connect into the existing LIPA transmission system.
- **Proposed Onshore Substation:** The portion of the Project that relates to this report involves the construction of the proposed SFEC Onshore Substation, henceforth known as the “proposed onshore substation” to be located adjacent to National Grid’s existing East Hampton substation located at 3 Cove Hollow Road in East Hampton. From the onshore landing site, the proposed SFEC – NYS Onshore terrestrial export cable would be buried beneath existing roads or within other public ROWs, from the landing site to the proposed onshore substation.
- **Area of Potential Effect (APE) for the proposed onshore substation:** The proposed onshore substation’s potential effect on a given historic property would be a change in the property’s visual setting resulting from the introduction of a new structure. Therefore, the Area of Potential Effect (APE) for indirect (visual) effects on historic architectural resources includes those areas where the proposed onshore substation components would be visible, where there is a potential for a significant visual effect, located within one mile of the proposed onshore substation (see Figure 3).

### **1.3 NYSOPRHP Consultation**

Deepwater Wind initiated consultation with NYSOPRHP via the Cultural Resources Information System (CRIS) website on March 10, 2017. On March 21, 2017, a meeting was held at the NYS Historic Preservation Office (NYSHPO) in Waterford, New York, with NYSHPO Technical Preservation Bureau Director John Bonafide and Timothy Lloyd of the NYSHPO Archaeology Unit. Additional participants included staff from Deepwater Wind, Public Archaeology Laboratory, Gray and Pape, EDR, CH2M, AECOM and NYSPSC. At the meeting, attendees discussed historic architectural resources. Although NYSHPO noted that the NYSPSC typically requires a 3-mile visual assessment for transmission lines, EDR proposed a 1-mile APE for the proposed onshore substation, based on the relatively low height and minimal potential visual impact of the proposed onshore substation, as well as historic architectural resources surveys prepared in support of previous Article VII submissions. The NYSHPO concurred with the 1-mile survey area, and decided that a single CRIS submission would be sufficient for both the offshore and onshore components of the Project (Deepwater Wind, 2017a).

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## 2.0 BACKGROUND AND METHODS

### 2.1 Area of Potential Effect (APE)

With respect to historic-architectural resources, the APE for the proposed onshore substation is a 1-mile-radius area centered around the proposed onshore substation (see Figure 3). The APE includes portions of the Town and Village of East Hampton. The APE includes village, suburban and rural settings; forest, farmland; roads; and utility infrastructure. The most densely developed portions are located in the Village of East Hampton, established circa 1900.

The historic commercial thoroughfare in the Village of East Hampton is along Main Street, between Cedar Street at the north, and the Hunting Lane at the south, and is not located within the 1-mile APE for the proposed onshore substation. However, Newtown, Long and Woods Lanes, along with Sag Harbor Turnpike, were early thoroughfares that connected Main Street with rural Suffolk County to the northwest, and are within the APE. Historically, those roads primarily provided access to agricultural land and as a result, have fewer architectural resources alongside them. Mid- and late-twentieth-century residential subdivisions are located off Stephen Hands Path, on the west side of the APE. At the south, Montauk Highway crosses the APE and below it is the northern edge of the upscale Georgica neighborhood.

### 2.2 History of the Project Site

Digital collections, online databases, archives, and repositories were consulted during EDR's research:<sup>2</sup>

- Library of Congress digital collections
- East Hampton Historical Society website
- New York Heritage digital collections
- Digital Long Island website
- David Rumsey Map Collection database
- Village of East Hampton website
- Town of East Hampton website
- National Register of Historic Places (NRHP) nominations
- Structure-Inventory Forms for NRHP-eligible properties
- New York State Library catalog
- New York State Archives catalog
- New York State Public Library digital collection
- East Hampton Library Digital Long Island catalog

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<sup>2</sup> Additional information regarding listed resources in Section 2.2 can be found in Section 5.0 References.

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In addition, the following local histories were reviewed, including:

- *History of Long Island* by Benjamin Thompson (1839)
- *A History of the Town of East Hampton* by Henry Hedges (1897)
- *The History of Long Island, from its earliest settlement to the present time* by Peter Ross (1902)

A variety of historic maps, current maps, and community planning documents were consulted, such as:

- *1804 Map of the State of New York State* by Simeon DeWitt
- 1829 and 1840 Atlases of New York state by David Burr
- *1858 Map of Suffolk County* by Chace, Douglass & Smith
- *1860 Gazetteer of the State of New York* by J.H. French
- *1873 Atlas of Long Island* by Beers, Comstock and Kline
- *1902 Atlas of Suffolk County* by Belcher and Hyde
- *1916 Atlas of Suffolk County* by Merritt Hyde
- *1904, 1947, and 1956 USGS Topographical Maps, East Hampton Quadrangle*
- *1929, 1936, and 1943 Historic Sanborn Fire Insurance Maps for East Hampton*
- *2002 Village of East Hampton Comprehensive Plan*
- *2011 Town of East Hampton Community Preservation Project Plan*
- *2016 Town of East Hampton Community Preservation Fund – Management and Stewardship Plan*

Archaeological evidence indicates that indigenous Americans have inhabited the South Fork of Long Island for at least 10,000 years. At the time of European contact and colonization in the eighteenth century, the Project site was located within the territory of the Algonquin-speaking Montauk people, who were dependent subjects of the Pequot nation. The Pequot are an Algonquin-speaking tribe that expanded into eastern Long Island roughly a century before contact with Europeans. The Pequot War of 1636-1638 was fought between the Pequot tribe and the English based in the Saybrook colony (present-day Connecticut) along with allies, which included the Montauk. The engagement resulted in the destruction of the Pequot's political power. Consequently, the Montauk's tribute shifted to the English (Ales, 1993; Stone, 2005).

English colonization on Long Island began under the authority of the Plymouth Colony following the defeat of the Pequot nation. In 1639 the first settlement in what became New York State was formed on Gardiner's Island. In 1648 a royal British charter established Long Island as a colony distinct from New York and Connecticut, and the Montauk Sachem (chief), Wyandach, sold the land which included East Hampton. Wyandach worked many years to maintain

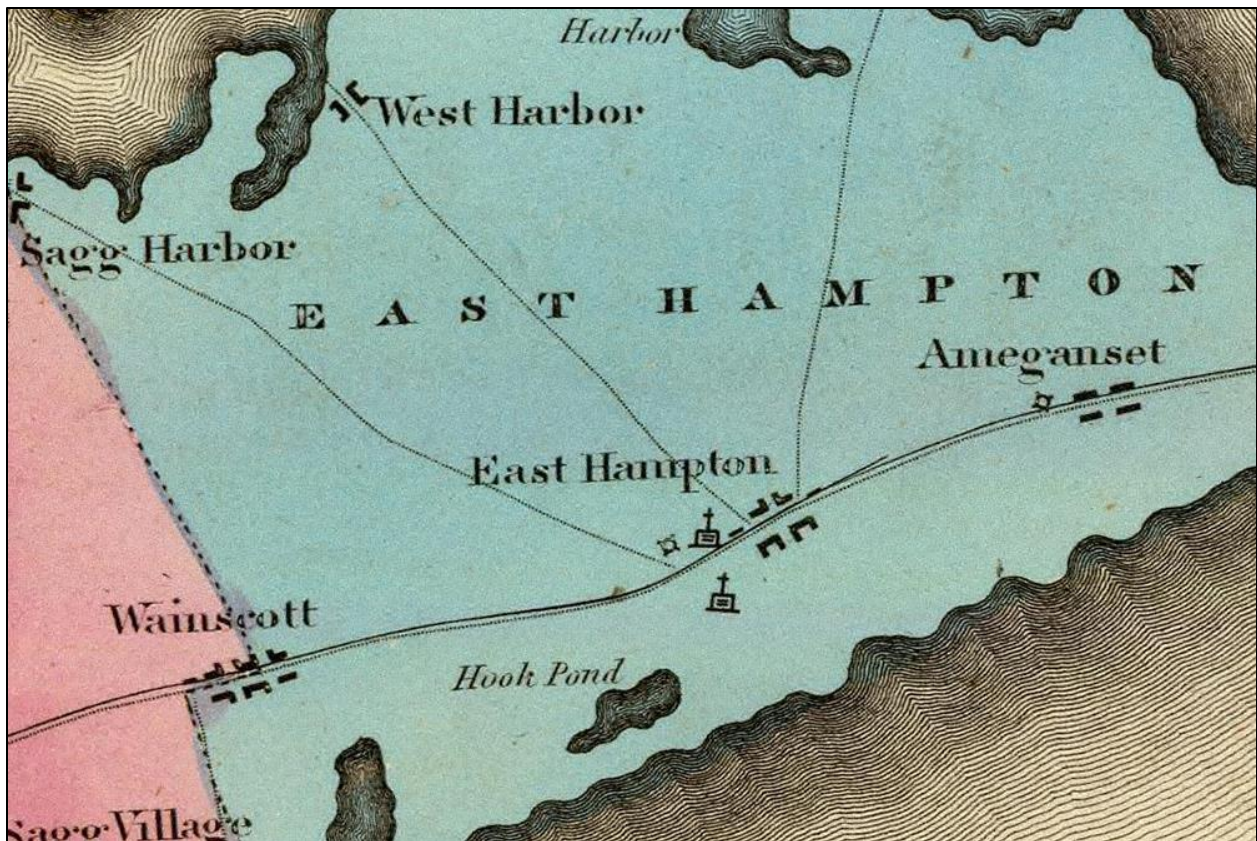
peaceful alliance with the Puritan English settlers, and was largely responsible for the Montauk's siding with the British in the Pequot War. He sold off substantial portions of the Montauk's land to the English at the end of his life, dying in 1659 (French, 1860; Hedges, 1897; Ales, 1993). In 1660 Montauks were ambushed by a group of Narragansett on Block Island. The survivors moved to the Village of East Hampton for refuge, and lived for a few years "upon the parsonage at the south end of the Town Street," currently in the vicinity of the present-day Buell's Lane Historic District (Hedges, 1897; Ales, 1993).

The Town of East Hampton was organized in 1655 and nominally united with the colony of Connecticut in 1657. The initial settlers came from Lynn, Massachusetts, and referred to their new home as Maidstone, after the community many of them originated from in Kent, England. A village green was established adjacent to the town pond and original burial ground, and has served as the center of the village for the past 350 years (Peckham, 1987a). The government in East Hampton was largely independent and run by town meetings until 1664 when Long Island came under the rule of the Duke of York following the expulsion of the Dutch from the New Netherlands. The Village of Amagansett was established by 1670. East Hampton remained under the government of Connecticut until Suffolk County was formed within the province of New York by an act of King Charles II on November 2, 1683 (Thompson, 1839; Hedges, 1897; Wunderlich, 2005a).

East Hampton's economy grew in the British colonial period, during which time whaling and hunting provided a lucrative trade with the West Indies in various animal products. Whaling was particularly important. The earliest recorded whaling voyage occurred at East Hampton in 1675 when four Indians were contracted by white settlers (*East Hampton*, 1910). After 1720 the whaling industry based in East Hampton experienced a period of decline but remained part of the overall economy. (Welch, 2005a; Welch, 2005b; Wright, 2005).

Piracy and privateering arose alongside the fishing and whaling industry. The many bays, inlets, and other geographic features provided excellent hiding places and landing sites for pirate vessels and the slow nature of travel and communication along the shipping routes to the Caribbean made piracy an attractive and lucrative trade (Welch, 2005b). Local folklore associated Gardiner's Island and Montauk Point specifically with Captain Kidd and buried treasure. William Kidd was a sailor from Scotland who captained the *Adventure Galley*, a ship built under a royal patent issued by William III to harass French shipping and fight piracy on the Red Sea and around Madagascar. In the late 1690s, Kidd allegedly deposited several chests on Gardiner's Island and other points on eastern Long Island. He was arrested by the Governor of New York and New England for piracy in 1700, and returned to England where he was hanged the following year. Piracy was legitimized for a time during the Revolutionary War and the War of 1812, when the state of New York commissioned privateers in service of the war effort against the British Navy. Piracy and privateering largely ended after the cessation of hostilities in 1815 (Ross, 1902; Howard, 2001; Welch, 2005c).

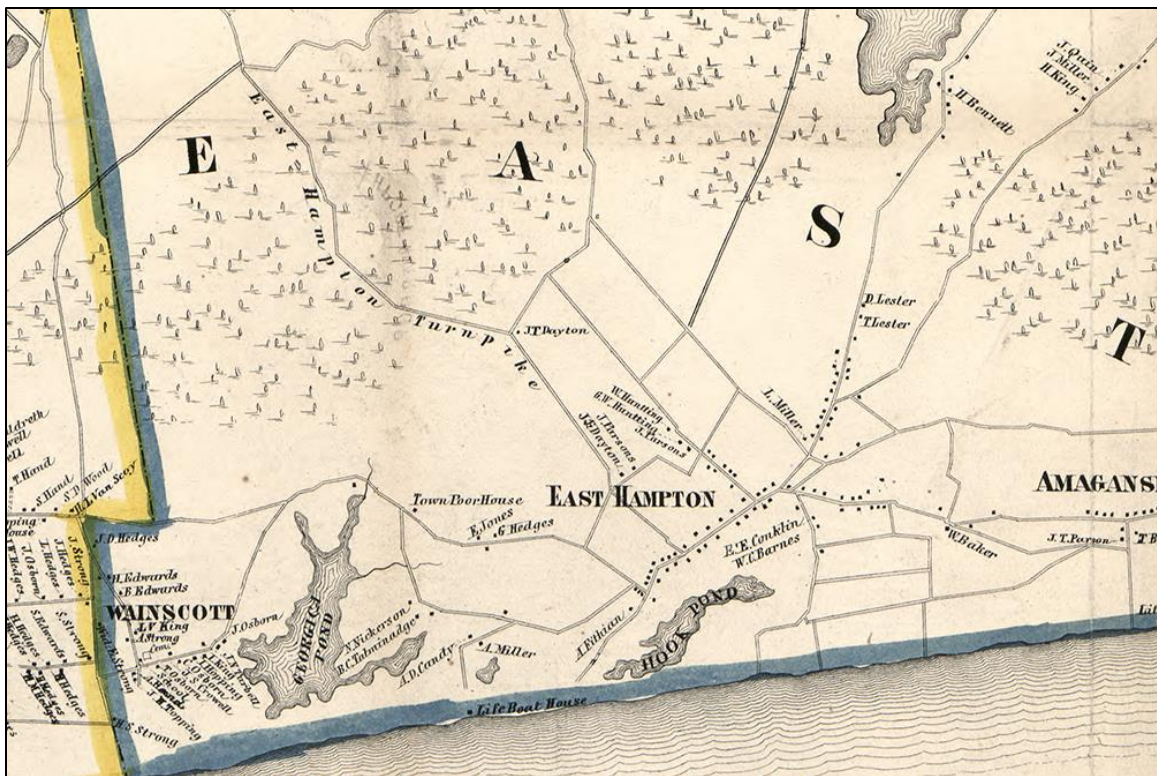
During the Revolutionary War, Long Island was largely occupied by the British for the duration of the war. Many patriot families fled to Connecticut for the duration of the war. Benedict Arnold's British co-conspirator Major John Andre quartered at East Hampton, along with several other high ranking British officers (Hedges, 1897). The New York Colonial government authorized a land route to connect Brooklyn to East Hampton in 1704. Overland routes along the north and south shores were developed shortly thereafter. Subsequent to these original roads, few others were built prior to the Revolutionary War (Wunderlich, 2005a). After the Revolutionary War, some of East Hampton's extant historic architectural resources were constructed, including the Miller-Dayton House within the APE, and several residences that are now contributing properties to the East Hampton Village and Jericho Historic Districts. East Hampton's Clinton Academy was one of the first schools chartered in 1787 by the New York State Board of Regents, and remains an excellent example of late eighteenth-century academic architecture. There was very limited growth during the middle of the nineteenth century, and East Hampton remained largely rural and isolated (Peckham, 1987a; Beadie, 2005; MacKay, 2005). See Inset 1.



**Inset 1. 1829 Burr Map of the County of Suffolk**

By 1829, a handful of small village centers were established along the road connecting Brooklyn to Montauk (Burr, 1829; collections of David Rumsey).

Due to the limited roads on eastern Long Island prior to the introduction of the railroad, the preferred method of travel was over water due to the natural harbors on the coast (Wunderlich, 2005a). No substantive transportation improvements were made until the LIRR was built in 1844 between Brooklyn and Greenport, 15 miles north of East Hampton (Wunderlich, 2005b). The LIRR was constructed to reduce travel time between New York City and Boston, but was soon made obsolete by the New Haven Railroad in 1850. The LIRR faced periodic insolvency for nearly 30 years before a court-mandated corporate-restructuring consolidated the various lines on Long Island under LIRR's management. During the period of stagnating economic growth, the Village of East Hampton slowly gained a reputation among vacationing clergy and traveling landscape artists as a quiet and picturesque seaside community (see Inset 2). These visitors contributed to the local economy by boarding in the townspeople's homes. After the Civil War, these vacationers turned to part-time residents, and began the first new construction projects in decades, located in between the Village and the shore. Even as early as the 1870s and 1880s (see Figure 4), East Hampton residents expressed wariness of new development with local ordinances that opposed railroad spurs and regulated power line construction (Lancaster, Clay, and Stern, 1982; Peckham, 1987a).



**Inset 2. 1858 Chace Map of Suffolk County**

In 1858, before the arrival of the railroad, East Hampton Village was a small central business district centered along Main Street, with residential development extending northwest along Newtown Road, and rural farmsteads further afield (Chace, 1858; collections of Library of Congress).

The extension of the LIRR through East Hampton to Montauk Point in 1895 catalyzed the area's rise to prominence as a destination for landscape painters, artists, and wealthy vacationers, which had begun four decades earlier (Seyfried, 2005; Welch, 2005d). Towns on the east end of Long Island such as East Hampton began to feel the effects of suburbanization in the 1920's with the enormous rise in popularity of the automobile. Thereafter, Robert Moses built a network of modern transportation routes connecting New York City with the rest of Long Island (Wunderlich, 2005a). The popularity of the area that became known as "the Hamptons" continued to grow among the artistic community and the elite wealthy at the turn of the twentieth century (see Figure 5). East Hampton not only began to echo the contemporary trends in American architecture, and also the increase of rich seasonal residents commissioned some of the period's most famous master architects to design their homes. This growth and transformation of East Hampton into a posh resort community continued until the Great Depression (Peckham, 1987a).

Very little economic activity took place until after World War II when the popularity of the area resumed (See Figure 6). In the last fifty years, the notoriety of some of East Hampton's new residents has increased. Among the internationally known residents were iconic painters Jackson Pollack and Willem deKooning, and more recently comedian Jerry Seinfeld and fashion designer Calvin Klein (Welch, 2005d; Harrison, 2005; McKeen, 2005).

Strong local historic associations and the increasing loss of historic and natural landscapes to development has created tensions between new construction and preservation (Welch, 2005). Despite the relatively recent period of sustained growth, a strong sense of ancestral ties to the original inhabitants remains. For example, the "Bonackers" are a group of East Hampton families, some of whom trace their lineage back to the first seventeenth-century settlers and Montaukett Indians (Bartl, 2005; McKeen, 2005). Immigrants from Latin America have come to work in the various industries that serve the wealthy residents and vacationers the community (Harris, 2012). As East Hampton progresses into the twenty-first century, the competing forces of wealth, demographics, and public opinion will exert increasing pressure on the community's land use policies and planning.

An historic map study of East Hampton reflects the conservative development of the nineteenth century (Inset 2) and robust expansion and growth during the twentieth. The arrival of the LIRR prompted the construction of the circa 1895 National Register-listed East Hampton Railroad Station (99NR01544) that falls within the APE. The railroad brought an influx of summer visitors to the quaint, rural village, thereby increasing architectural development such as second homes, resorts, and supporting commercial buildings, all which were constructed alongside a more defined network of roads. Agricultural settlement within East Hampton is also depicted on the 1873 *Beers Atlas* (Figure 4) at the central, north and west portions of the APE, outside of areas of concentrated settlement. These farmhouses are located along roadways with large, farm fields behind the structures.

The 1904 *East Hampton, NY* USGS 1:62,500 topographic quadrangle map (Figure 5) shows a similar condition to the 1873 *Beers Atlas*, with more detail given to building locations throughout the APE. The biggest difference is the arrival of the LIRR. Development remained relatively sparse between 1873 and 1904 in the central and western portions of the APE, though additional roads were being laid at that time.

The 1947 *East Hampton, NY* USGS 1:24,000 topographic quadrangle map (Figure 6) shows significant expansion of the eastern half of the APE between 1904 and 1947, particularly in the Newtown Lane residential neighborhood. In addition, power transmission lines had been constructed through the APE alongside the railroad. The agricultural portions of the APE appear to be relatively unchanged from their depiction on previous historic maps, save a modest increase in the number of structures located along rural roads.

### 2.3 Criteria for Evaluating the Significance of Historic Resources

Historically significant properties are defined herein to include buildings, districts, objects, structures and/or sites that have been listed on the NRHP, as well as those properties that NYSOPRHP has formally determined are eligible for listing on the NRHP. Criteria set forth by the National Park Service (NPS) for evaluating historic properties (36 CFR 60.4) state that an historic building, district, object, structure or site is significant (i.e., eligible for listing on the NRHP) if the property conveys (per NPS, 1990; CFR, 2004a):

*The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:*

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

In addition, the NPS criteria for evaluation of historic properties include criteria considerations for properties that meet special conditions or do not normally meet National Register criteria (NPS, 1990):

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

- a. a religious property deriving primary significance from architectural or artistic distinction or historical importance*
- b. a building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event*
- c. a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life*
- d. a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events*
- e. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived*
- f. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance*
- g. a property achieving significance within the past 50 years if it is of exceptional importance*

## **2.4 Historic Resources Survey Methods**

This historic-architectural resources survey included reviews of databases, repositories, written histories, and mapping within the survey area (described above in Section 2.2), consultation with NYSOPRHP (described above in Section 1.3), site visits to identify and evaluate potential historic architectural resources within the survey area, and supplemental research on specific historic properties as necessary.

Historic-architectural resources survey fieldwork included systematically driving all public roads within the survey area to photograph and evaluate the NRHP eligibility of previously surveyed structures and properties within the survey area. EDR conducted site visits on May 17 and 18, 2017. When EDR identified sites not previously surveyed which appeared to satisfy NRHP eligibility criteria, EDR's architectural historian documented the existing conditions of those properties. This included photographs of the building(s) (and associated property when necessary) and field notes

describing the style, physical characteristics, and materials (e.g., number of stories, plan, external siding, roof, foundation, and sash), condition, physical integrity, and other noteworthy characteristics for each resource. EDR's evaluation of historic architectural resources within the survey area focused on the physical condition and integrity (with respect to design, materials, feeling, and association) to assess the potential architectural significance of each resource.

Note that all properties included in the historic-architectural resources survey were photographed and assessed from ROWs. EDR evaluated the condition and integrity of all resources solely on the visible exterior of the structures. No inspections or evaluations requiring access to the interior of buildings, or any portion of private property, were conducted as part of this assessment. In accordance with the *NYSHPO Wind Guidelines*, buildings that were not sufficiently old (i.e., are less than 50 years in age), that lacked architectural integrity, and those evaluated by EDR's architectural historians as lacking historical or architectural significance were *not* included in or documented during the survey.

### 3.0 HISTORIC-ARCHITECTURAL RESOURCES SURVEY RESULTS

Properties inventoried and evaluated as part of this historic-architectural resources survey included resources previously identified in CRIS and resources newly identified by EDR during this survey. Photographs of all properties surveyed are included in Appendix A.

#### 3.1 Previous Cultural Resources Surveys and Historic Resources

EDR reviewed the CRIS database maintained by NYSOPRHP to identify previous cultural resources surveys undertaken within or immediately adjacent to the APE. The review of CRIS indicated that no previous archaeological or architectural resources surveys exist within or immediately adjacent to the 1-mile survey area.

A total of 12 previously identified resources (i.e., properties already included in the NYSOPRHP CRIS database as either NRHP-listed, NRHP-eligible or whose eligibility for the NRHP had not been formally determined) located within one mile of the proposed onshore substation were evaluated by EDR as part of this historic architectural resources survey (see Figure 7 and Table 1). Of these 12 previously identified properties:

- Three resources are NRHP-listed historic districts (i.e., the East Hampton Village, Buell's Lane, and Jericho Historic Districts);
- One resource is a NRHP-listed building (East Hampton Railroad Station);
- Two properties previously determined NRHP-eligible are recommended eligible for the NRHP by EDR (19 and 35 Toilsome Lane), and one previously determined NRHP-eligible property was not visible from the ROW (192 Cove Hollow Road). EDR could not verify its current condition and integrity.
- Two properties whose eligibility for the NRHP had not been formally evaluated are recommended eligible for the NRHP by EDR (Cedar Lawn Cemetery and Jericho Burial Ground), and three properties not formally evaluated are not recommended to be NRHP-eligible (Railroad Bridges at Cove Hollow Road, Sag Harbor Turnpike and Stephen Hands Path).

**Table 1. EDR Eligibility Recommendations for Previously identified Historic Properties**

USN/BIN	Property Name and Address	Municipality	Previously Determined NRHP-Status (NYSOPRHP)	NRHP Eligibility Recommendation (EDR)	Photograph
90NR01933	East Hampton Village Historic District	Village of East Hampton	NRHP-Listed	NRHP-Listed	Inset 3,4 and Photograph 1, Appendix A
90PR05285	Buell's Lane Historic District	Village of East Hampton	NRHP-Listed	NRHP-Listed	Inset 5 and Photograph 2, Appendix A
90NR01937	Jericho Historic District	Village of East Hampton	NRHP-Listed	NRHP-Listed	Inset 6, and Photograph 3, Appendix A
99NR01544	East Hampton Railroad Station Railroad Avenue	Village of East Hampton	NRHP-Listed	NRHP-Listed	Photograph 4, Appendix A
02713.000072	Josiah Dayton House 35 Toilsome Lane	Village of East Hampton	NRHP-Eligible	NRHP-Eligible	Photograph 5, Appendix A
10372.000237	Miller Dayton House 19 Toilsome Lane	Village of East Hampton	NRHP-Eligible	NRHP-Eligible	Photograph 6, Appendix A
10303.000722	Sinclair Lewis / Wrenn House 192 Cove Hollow Road	Village of East Hampton	NRHP-Eligible	Unknown (not visible from public ROW)	Photograph 7, Appendix A
N/A	Cedar Lawn Cemetery McGuirk Street at Cooper Lane	Village of East Hampton	Undetermined	NRHP-Eligible	Photograph 8, Appendix A
N/A	Jericho Road Burial Ground Jericho Road	Village of East Hampton	Undetermined	NRHP-Eligible	Photograph 9, Appendix A
BIN 7710290	Railroad Bridge Cove Hollow Road at Railroad Crossing	Town of East Hampton	Undetermined	Not NRHP-Eligible	Photograph 10, Appendix A
BIN 7037050	Railroad Bridge Sag Harbor Turnpike at Railroad Crossing	Town of East Hampton	Undetermined	Not NRHP-Eligible	Photograph 11, Appendix A
BIN 1170280	Railroad Bridge Stephen Hands Path at Railroad Crossing	Town of East Hampton	Undetermined	Not NRHP-Eligible	Photograph 12, Appendix A

The East Hampton Village Historic District (90NR01933) includes 270 contributing resources along a 2-mile length of Main Street, centered on the village green. Its resources are primarily eighteenth-, nineteenth- and twentieth-century residences along with religious, institutional buildings and a commercial area. This historic district shows the development of the Village of East Hampton from its mid-seventeenth century founding to its rise to prominence as a resort destination and part-time residence of the wealthy (Peckham, 1987a). Its western edge overlaps the southeast portion of the APE. See Insets 3 and 4 for representative views of the western portion of the East Hampton Village Historic District that is within the APE.



**Inset 3. View west along Woods Lane in the East Hampton Village Historic District (left)**

**Inset 4. View northeast along Georgica Road in the East Hampton Village Historic District (right)**

Woods Lane and Georgica Road, located on the western side of the East Hampton Historic District, are heavily wooded residential areas. Views of, and from, the district's contributing resources on these streets are intentionally blocked by landscaping, to provide residents with privacy. This is in direct contrast to the resources along Main Street which are fully visible and not within the 1-mile survey area for the proposed onshore substation (Photographs by EDR).

The Buell's Lane Historic District (90PR05285) is located within the eastern portion of the APE. Buell's Lane is the original thoroughfare that led west to Sag Harbor from East Hampton's Main Street. The lane includes a collection of Victorian-style residences on the north and south sides of the lane, centered on a church, and exemplifies the years of middle class growth and affluence from 1883-1913 (Peckham, 1987b). A representative view within this district is included as Inset 5.

The entirety of the Jericho Historic District (90NR01937) is located within the southern portion of the APE and includes three early-nineteenth-century Federal-style frame residences all owned by the Jones family, who were prominent builders of their era. These three homes are all that remain of an historic neighborhood formerly known as Jericho. A representative view within this district is included as Inset 6.



**Inset 5. View southwest along Buell's Lane in the Buell's Lane Historic District**

Mature trees provide a canopy over Buell's Lane, in addition to privacy hedges (front, far right) which block views to and from most Buell's Lane residences. The single exception is the Most Holy Trinity Church that sits in an open clearing, set back from the road, adjacent to its church residence (front, far left). This residence is typical of the scale and design of all homes in the district (Photograph by EDR).



**Inset 6. View northeast along Montauk Highway in the Jericho Historic District**

The only contributing resource (of the three) that is visible within the Jericho Historic district is the Talmage Jones House at the left side of the photograph. Privacy fences and hedges bound each parcel on at least three sides, with historic oak and sycamore trees lining the shoulders of Montauk Highway (Photograph by EDR).

### 3.2 Newly Identified Historic Resources

In addition, EDR identified three properties and one district within the APE that had not been previously surveyed, for a total of 16 newly evaluated resources in this historic-architectural resources survey. Two of these newly surveyed properties are single-family Town of East Hampton residences that EDR recommends are NRHP-eligible. The third is a Village of East Hampton historic automotive service station in the village, also recommended by EDR to be NRHP-eligible. The fourth is an EDR-recommended NRHP-eligible historic district centered along Newtown Lane. The results

of the historic architectural resources survey for newly identified properties are listed in Table 2, locations of all properties surveyed (newly identified and previously surveyed) are indicated on Figure 8.

**Table 2. Newly Identified Historic Architectural Resources within the APE**

Property Name and Address	Property Description	Municipality	NRHP Eligibility Recommendation (EDR)	Photograph
180 Sag Harbor Turnpike- J.F Dayton House	Two-and-a-half story Folk-style, wood shingle farmhouse with circa 1850 with Victorian-style alterations and rear additions circa 1890.	Town of East Hampton	NRHP-Eligible Resource (EDR Recommended)	Photograph 13, Appendix A
84 Sag Harbor Turnpike- C.R. Dayton House	Single story singled residence with saltbox massing circa 1800.	Town of East Hampton	NRHP-Eligible Resource (EDR Recommended)	Photograph 14, Appendix A
2 Montauk Highway- Georgica Exxon	Single-story brick gas station with cupola and service bays circa 1935.	Village of East Hampton	NRHP-Eligible Resource (EDR Recommended)	Photograph 15, Appendix A
Newtown Lane Historic District (suggested name)	A collection of highly intact early-nineteenth-century residences that illustrate the growth of the village from commercial to suburban.	Village of East Hampton	NRHP-Eligible Resource (EDR Recommended)	Insets 7,8,9 and Photograph 16, Appendix A

### **180 Sag Harbor Turnpike**

The circa 1850 wood shingle residence at 180 Sag Harbor Turnpike faces southwest onto Sag Harbor Turnpike at the intersection of Stephen Hands Path in the Town of East Hampton. Aside from a few remaining mature trees, the house sits within a clearing, parallel to the road and near its edge. The building is an intact example of a mid-nineteenth-century farmhouse, which has remained in situ despite nearby twentieth-century suburban development. Its massing consists of a two-and-a-half-story block with side-gable roof, front wall dormer, and paired windows. A two-story rear rectangular addition extends to the north and shares the same wood shingle roof as the original portion. Victorian and Colonial Revival-style additions circa 1890 include two bay windows at the east side and a wraparound porch with Doric column supports.

According to historic maps, the Sag Harbor Turnpike was constructed by 1829, connecting East Hampton to Sag Harbor (Burr, 1929) though it existed as a cart path before that time (Dewitt, 1804). The earliest owner known to live at this address went by the name of J.F. Dayton (Chace, 1858) and was a member of the New York State Agricultural Society (New York State Agricultural Society, 1841). Genealogy of the Daytons traces them back to sixteenth-century England, with patriarch Ralph Dayton being a founding settler of East Hampton in 1648 (Hedges, 1897). The family still resides in East Hampton (Meyer, 2017, personal communication) in two additional NRHP-eligible Dayton residences located within the APE (see Table 1).

### **84 Sag Harbor Turnpike**

The residence at 84 Sag Harbor Turnpike in the Town of East Hampton is a circa 1800<sup>3</sup> single-story, wood-shingled residence. It faces southwest, set behind a U-shaped driveway with a grass lawn, with dense trees behind it. Massing consists of single story rectangular block, with side gable entrance, saltbox profile, and rear additions to the north. The symmetrical façade has three bays across, accentuated by a central entrance door. All shuttered wood windows are six-over-six.

The earliest owner known to live at this address went by the name of C.R. Dayton (Beers, 1873). The Honorable Charles R. Dayton was the county clerk of Suffolk County before serving on the New York State Senate for 30 years (Mather, 1913). The genealogy of the Daytons has been outlined in the above section, “180 Sag Harbor Turnpike.”

### **2 Montauk Highway**

The building at 2 Montauk Highway in the Village of East Hampton is a circa 1935 brick gas station located on the corner of Montauk Highway and Toilsome Road, accessible from both thoroughfares. Massing consists of a single-story T-shaped building that houses both a convenience store in the south wing and service bays at the east and west. To its south is a gas pumping station covered by a canopy.

The National Park Service has acknowledged the historical significance of gas stations, and summarized their views in a Technical Preservation Brief devoted to the preservation and reuse of these resources (Randl, 2008):

*Unless your tank is empty, gasoline stations rarely attract attention. Yet, for the past hundred years gas stations have occupied prime locations on main streets and suburban corners, on small town roads, and along early highways. They are one of America's most common commercial building types and are emblematic of the twentieth century. Surviving historic stations are physical reminders of the transportation revolution and the influence of increased mobility on the landscape. They are a reflection of car culture, pop culture, corporate standardization, and an era of customer service that today seems quaint.*

Based on historic Sanborn fire insurance map research, the gas and service station was originally built between 1931 and 1935 (Sanborn Fire Insurance Company, 1936; Suffolk County, 2017). Though a 1930 Suffolk County aerial photograph of the village did not show a gas station, one was present on the 1936 Sanborn atlas. The massing has

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<sup>3</sup> The residence at 84 Sag Harbor Turnpike was dated by materials and style, as the 1829 Burr Atlas of New York is the first known detailed atlas to identify residences in East Hampton.

not changed significantly; the building has always been located north of the pumps. Despite changing land use patterns, this gas station has survived highly intact, including its wood cupola.

### ***Newtown Lane Historic District***

EDR identified a potential historic district, recommended to be NRHP-eligible, which includes grouping of early twentieth century residential properties located along, or north of, Newtown Lane in the Village of East Hampton within the 1-mile survey area (see Inset 7 and Figure 8). This suburban residential neighborhood supported the commercial center of the village (Main Street) and was the first bedroom community established in East Hampton. It expanded throughout the mid-twentieth century to its current neighborhood size, bound by Newtown Lane at the south, Cedar Lane at the north, the railroad tracks at the east, and East Hampton High School at the west. These boundaries extend beyond the 1-mile survey area for this report, and thus EDR has surveyed only a portion of the entire neighborhood. See Insets 8 and 9 for representative photographs of the district within the 1-mile APE.



#### **Inset 7. 1929 Sanborn Map of Newtown Lane neighborhood**

New Town Street, as it was called in the late sixteenth century, was the second street in East Hampton to be surveyed. It received its name to differentiate itself from village's first thoroughfare: Town Street, now known as Main Street (Barons, 2017, personal communication). The establishment of the nearby 1895 East Hampton railroad station prompted the development of the residential neighborhood. Most residences within this neighborhood are original and retain a high degree of integrity, as identified by the green triangles. The red line represents the APE.

**Inset 8. View east along Newtown Lane**

Typical of residences along Newtown Lane, tall privacy hedges line the sidewalks. Combined with mature trees that are a hallmark of this neighborhood, views of, and from, the homes are often obscured (Photograph by EDR).

**Inset 9. View north along Cooper Lane**

Cooper Lane was cut through in 1900, and lacks the privacy plantings of Newtown Lane. Its residences, built between 1900 and 1915, are typically two- to three- stories high with shingled walls, cross gabled roofs, single-story porches, and are set back behind low fences or hedges. (Photograph by EDR).

The Newtown Lane neighborhood buildings embody the distinctive characteristics of a type, period, or method of construction (National Register Criterion C), and are associated with the settlement of the Village East Hampton (National Register Criterion A). Regularly spaced homes share similar characteristics of setting, scale, massing, and materials. Together they form a collection of highly intact early-twentieth-century residences that illustrate the growth of the village from commercial to suburban. Due to the considerable number of properties meeting these qualifications (including those which extend beyond the APE,) it is the opinion of EDR that the entire Newtown Lane neighborhood is a potential NRHP-eligible district. However, as further described below, the proposed onshore Substation will not be visible from nor result in any potential effects on the proposed historic district. The historic-architectural survey for the proposed onshore substation did not include a complete intensive-level survey of this proposed district.

### 3.3 Potential Effect on Historic Resources

The Federal Regulations entitled “Protection of Historic Resources” (36 CFR 800) include in Section 800.5(2) a discussion of potential negative effects on historic architectural resources. The following types of effects apply to transmission line projects include (CFR, 2004b):

*Adverse effects on historic properties include, but are not limited to: [items i-iii do not apply]; (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features; [items vi-vii do not apply.]*

The potential indirect effect on a given historic property would be a change (resulting from the introduction of a new substation) in the property's visual setting. As it pertains to historic properties, *setting* is defined as “the physical environment of a historic property,” and is one of seven aspects of a property's *integrity*, which refers to the “ability of a property to convey its significance” (NPS, 1990). The other aspects of integrity include location, design, materials, workmanship, feeling, and association (NPS, 1990). The potential effect resulting from the introduction of a new substation into the visual setting for any historic or architecturally significant property is dependent on many factors including distance, visual dominance, orientation of views, viewer context and activity, and the types and density of modern features in the existing view (such as buildings/residences, overhead electrical transmission lines, cellular towers, substations, billboards, and silos).

Constructed as early as 1945, transmission lines of the Long Island Lighting Company (which ceased operations in 1998) are located within and immediately adjacent to the survey area (USGS, 1944; USGS 1947). These lines have already altered the visual setting of historic architectural resources in the vicinity. In addition, the existing East Hampton substation has been in situ for at least 25 years (USGS 1984; USGS 1991). Therefore, EDR does not anticipate that

the proposed construction of an adjacent onshore substation would result in a significant change to the existing visual setting. Additionally, the small acreage involved, low height of the substation, and unobtrusive shape and color would limit the visual impact.

### **3.4 Visual Effects Analysis**

The 1-mile APE for the proposed onshore substation is a mix of undeveloped forest, open land, village commercial and residential development, suburban residential development and rural agricultural development. The APE includes abundant electric transmission infrastructure, including multiple high voltage overhead transmission lines and a substation. Historic residential and commercial development is concentrated in the east and south portions of the APE. Modern suburban residential development occurs in cul-de-sacs and along road frontage in the western portions of the APE. Agricultural development occurs in the northern portion, and forested areas are at the west. Utilities and a railroad line run through the center of the APE. The substation is located in a valley, downhill from the East Hampton Village and Buell's Lane historic districts.

A Visual Resource Assessment (or, VRA) for the proposed SFEC Onshore Substation was also prepared in support of the Project's Article VII application (EDR, 2018). The VRA analyzed the proposed onshore substation visibility in an effort to identify those locations where there is potential for the proposed onshore substation to be seen from ground-level vantage points. This analysis included identifying potentially visible areas on viewshed maps and verifying visibility in the field. The VRA's findings as they related to historic-architectural resources are summarized below, and pertinent mapping has been included as Figure 9 within this report.

Viewshed mapping for the proposed onshore substation was based on USGS 2014 light detection and ranging (lidar) data for Long Island. Lidar is a remote sensing method that uses light in the form of a pulsed laser to measure ranges (variable distances) to the Earth to generate precise, three-dimensional information about the shape of the Earth and its surface characteristics (NOAA, 2017). A topographic viewshed map for the proposed onshore substation was prepared using a lidar-derived bare earth digital terrain model (DTM); location and height of the tallest proposed substation components; an assumed viewer height of 6 feet; and Esri ArcGIS® software with the Spatial Analyst extension. Six 65-foot-tall lightning masts represent the tallest substation components and were the basis for this analysis. The resulting topographic viewshed map defines the maximum area from which the proposed onshore substation could potentially be seen within the study area (i.e., ignoring the screening effects of existing vegetation and built structures). Because the screening provided by vegetation and buildings is not considered in this stage of the analysis, the topographic viewshed represents a "worst case" assessment of potential substation visibility (Figure 9, Sheet 1).

In addition, a second-level analysis was conducted to incorporate the screening effect of structures and vegetation, as captured in the USGS 2014 lidar data for Long Island. A digital surface model (DSM) of the study area was created from these lidar data, which includes the elevations of buildings, trees, and other objects large enough to be resolved by lidar technology. Since the proposed onshore substation site is presently forested, the DSM was modified to reflect the bare-earth elevation within the substation footprint to account for project-related clearing. This modified DSM was then used as a base layer for the viewshed analysis, as described above. Once the viewshed analysis was completed, a conditional statement was used to set substation visibility to zero in locations where the DSM elevation exceeded the bare earth elevation by six feet or more. This was done for two reasons; 1) because in locations where trees or structures are present in the DSM, the viewshed would reflect visibility from the vantage point of standing on the tree top or building roof, which is not the intent of this analysis and 2) to reflect the fact that ground-level vantage points within buildings or areas of vegetation exceeding 6 feet in height will generally be screened from views of the proposed onshore substation. Because it accounts for the screening provided by structures and trees, this second-level analysis is a more accurate representation of probable substation visibility (Figure 9, Sheet 2).

Based on initial mapping (Figure 9, Sheet 1), the relatively flat topography within the APE will serve to block daytime views of the proposed onshore substation from approximately 33.2 percent of the one-mile study area. Including vegetation and structures drastically reduces visibility and is a far more accurate reflection of what is likely to be the actual extent of visibility of the project (Figure 9, Sheet 2). When topography, vegetation and structures, are all included in the viewshed analysis, only approximately 2 percent of the APE is indicated as having possible visibility of the proposed onshore substation. Areas where there is no possibility of seeing the proposed onshore substation includes locations on hilltops oriented away from the substation site.

Visibility to the proposed onshore substation was evaluated in the field on March 9, 2017. The purpose of the site visit was to verify potential substation visibility within the APE from historic-architectural resources. During the field verification, an EDR field crew drove public roads and visited public vantage points within the 1-mile radius study area to document points from which the proposed onshore substation would likely be visible, partially screened, or fully screened. This determination was made based on the visibility of the existing East Hampton substation, which served as a locational and scale reference for the adjacent proposed onshore substation. As determined by viewshed analysis, the potential visibility of the proposed onshore substation from properties that are NRHP-listed and NRHP-eligible (as determined by NYSOPRHP and as recommended by EDR), has been listed Table 3.

**Table 3. Visual Effects Analysis for NRHP-Listed and NRHP-Eligible Resources**

USN/BIN	Historic Resource Name, Address, Municipality	NRHP Eligibility Recommendation (EDR)	Distance to Proposed Onshore Substation (Miles)	Potential Proposed Onshore Substation Visibility (Based on Viewshed Analysis)	Potential Proposed Onshore Substation Visibility (Based on Field Review)
90NR01933	East Hampton Village Historic District	NRHP-Listed	0.6	Not Visible	Not Visible
90PR05285	Buell's Lane Historic District	NRHP-Listed	0.2-0.5	Partially Visible	Not Visible
90NR01937	Jericho Historic District	NRHP-Listed	0.6	Not Visible	Not Visible
99NR01544	East Hampton Railroad Station Railroad Avenue	NRHP-Listed	0.9	Partially Visible	Not Visible
02713.000072	Josiah Dayton House 35 Toilsome Lane	NRHP-Eligible Resource (EDR Recommended)	0.5	Not Visible	Not Visible
10372.000237	Miller Dayton House 19 Toilsome Lane	NRHP-Eligible Resource (NYSOPRHP Determined)	0.5	Not Visible	Not Visible
10303.000722	Sinclair Lewis / Wrenn House 192 Cove Hollow Road	NRHP Eligibility Unknown	0.7	Not Visible	Not Visible
N/A	Cedar Lawn Cemetery McGuirk Street at Cooper Lane	NRHP-Eligible Resource (EDR Recommended)	0.9	Not Visible	Not Visible
N/A	Jericho Road Burial Ground Jericho Road	NRHP-Eligible Resource (EDR Recommended)	0.8	Not Visible	Not Visible
BIN 7710290	Railroad Bridge Cove Hollow Road at Railroad Crossing	NRHP-Eligible Resource (EDR Recommended)	0.2	Partially Visible	Not Visible
BIN 7037050	Railroad Bridge Sag Harbor Turnpike at Railroad Crossing	NRHP-Eligible Resource (EDR Recommended)	0.3	Partially Visible	Not Visible
BIN 1170280	Railroad Bridge Stephen Hands Path at Railroad Crossing	NRHP-Eligible Resource (EDR Recommended)	0.9	Not Visible	Not Visible
N/A	180 Sag Harbor Turnpike- J.F Dayton House	NRHP-Eligible Resource (EDR Recommended)	0.8	Not Visible	Not Visible
N/A	84 Sag Harbor Turnpike- C.R. Dayton House	NRHP-Eligible Resource (EDR Recommended)	0.3	Partially Visible	Not Visible
N/A	2 Montauk Highway- Georgica Exxon	NRHP-Eligible Resource (EDR Recommended)	0.5	Not Visible	Not Visible
N/A	Newtown Lane Historic District (suggested name)	NRHP-Eligible Resource (District) (EDR Recommended)	0.7-1.0	Not Visible	Not Visible

Field review indicated that the actual visibility of the proposed onshore substation is likely to be even more limited than suggested by the viewshed analysis. Throughout most of the study area, the proposed onshore substation is not anticipated to be visible due to densely situated buildings and houses in the villages, and dense, mature evergreen and deciduous forest in the surrounding areas. Potential partial visibility of the proposed onshore substation will be generally limited to a few areas within the APE, corresponding to predicted visibility as indicated by the lidar-based viewshed analysis (Figure 9, Sheet 2). In these areas, the existing East Hampton substation, as well as the proposed onshore substation, is screened from view from most nearby areas by dense, mature vegetation that ranges in height between approximately 50 and 70 feet. Where partially visible, it is expected that views of the proposed onshore substation from most of these areas would be limited to the uppermost portions of the proposed lightning masts (the tallest structures in the proposed station). Where the proposed onshore substation is visible, the lighting masts, even if visible, would be difficult to distinguish on the horizon due to their narrow profile and gray color.

## 4.0 SUMMARY AND CONCLUSIONS

### 4.1 Summary of Historic Architectural Resources Survey Results

On behalf of Deepwater Wind, and AECOM, EDR conducted an historic-architectural resources survey for the proposed South Fork Export Cable Onshore Substation associated with the South Fork Wind Farm (SFWF) and South Fork Export Cable (SFEC), located in East Hampton, Suffolk County, New York. EDR inventoried a total of 16 resources as part of the survey. The locations of previously identified resources are listed on Table 1 and depicted on Figure 7. Newly identified properties are listed on Table 2. Architectural Historic Resources Survey results are depicted on Figure 8.

The four NRHP-listed resources identified include:

- East Hampton Railroad Station, Village of East Hampton
- East Hampton Village Historic District, Village of East Hampton
- Buell's Lane Historic District, Village of East Hampton
- Jericho Historic District, Village of East Hampton

Two properties previously determined to be NRHP-eligible, which EDR recommends remain NRHP-eligible include:

- 19 Toilsome Lane, Village of East Hampton (Miller Dayton House)
- 35 Toilsome Lane, Village of East Hampton (Josiah Dayton House)

One property previously determined to be NRHP-eligible was not visible from the public ROW to confirm its eligibility.

- 192 Cove Hollow Road, Village of East Hampton (Sinclair Lewis House / Wrenn House)

EDR recommends that two previously identified properties not formally evaluated are NRHP-eligible:

- Jericho Burial Ground, Village of East Hampton
- Cedar Lawn Cemetery, Town of East Hampton

EDR recommends that three previously identified properties not formally evaluated are not NRHP-eligible:

- Railroad Bridge at Stephens Hands Path, Town of East Hampton
- Railroad Bridge at Cove Hollow Road, Town of East Hampton
- Railroad Bridge and Sag Harbor Turnpike, Town of East Hampton

Four newly surveyed resources (three properties, and one historic district) have been identified by EDR and recommended to be NRHP-eligible:

- 180 Sag Harbor Turnpike, Town of East Hampton (J.F. Dayton House)
- 84 Sag Harbor Turnpike, Town of East Hampton (C.R. Dayton House)
- 2 Montauk Highway, Village of East Hampton (Georgica Exxon)
- Newtown Lane Historic District (suggested name)

These three newly surveyed buildings embody the distinctive characteristics of a type, period, or method of construction (National Register Criteria C), are associated with persons significant in our past (National Register Criterion B), and are associated with the settlement of East Hampton (National Register Criteria A). The residences are rare, highly intact examples of early- to mid-nineteenth-century homes in a region where suburban development is quickly overtaking the historic rural landscape. The gas station is an example of an historic automotive service station which retains integrity of materials (brick, with wood cupola) in its original village setting during an era where overlooked older gas stations are often lost to modern constructs near highway entrances.

The buildings in the potential Newtown Lane Historic District embody the distinctive characteristics of a type, period, or method of construction (National Register Criteria C), and are associated with the settlement of East Hampton (National Register Criteria A). The residences are primarily located on Newtown Lane, the second street to be established in East Hampton in the late seventeenth century, and include side streets established in the early twentieth century. Together the homes form a neighborhood of highly intact early-nineteenth-century resources that illustrate the evolution of the suburban character of the village.

#### **4.2 Summary of Project's Potential Effect on Historic Architectural Resources**

Construction of the proposed onshore substation would not require the demolition or physical alteration of any NRHP-eligible or NRHP-listed buildings. No direct physical impacts to historic-architectural resources will occur as a result of the facility.

The implementing regulations for New York State Parks, Recreation and Historic Preservation Law, Section 14.09 (9NYCRR §428.7) state:

- a. In determining whether an undertaking will have an adverse impact on eligible or register property, the commissioner shall consider whether the undertaking is likely to cause:
  1. destruction or alteration of all or part of the property;
  2. isolation or alteration of the property's environment;

3. introduction of visual, audible or atmospheric elements which are out of character with the property or alter its setting;
4. neglect of the property resulting in its deterioration or destruction.

The Facility's potential effect on a given historic property would be a change (resulting from the introduction of the substation) in the property's visual setting. As it pertains to historic properties, *setting* is defined as "the physical environment of a historic property" and is one of seven aspects of a property's *integrity*, which refers to the "ability of a property to convey its significance" (NPS, 1990:44-45). The other aspects of integrity include location, design, materials, workmanship, feeling, and association (NPS, 1990). The potential effect resulting from the introduction of the substation into the visual setting for any historic or architecturally significant property is dependent on a number of factors including distance, visual dominance, orientation of views, viewer context and activity, and the types and density of modern features in the existing view (such as buildings/residences, overhead electrical transmission lines, cellular towers, billboards, highways, and silos).

In this instance, the potential effect on a given historic property that could result from construction of the proposed SFEC – Onshore Substation would be a change in the property's visual setting, resulting from the introduction of new or additional electrical transmission infrastructure in a given property's visual setting. GIS-based viewshed analyses were prepared to evaluate potential visibility of the proposed onshore substation within the study area (EDR, 2018). Viewshed analysis based solely on topography (i.e., an analysis that ignores potential visual screening provided by vegetation, buildings, and other objects in the environment) indicates that the proposed onshore substation could be theoretically visible from approximately 66.8 percent of the visual study area based on screening provided by topography alone. This analysis overstates potential visibility but is good indicator of those areas where there is no possibility for views of the proposed onshore substation (Figure 9, Sheet 1).

Factoring structures and vegetation into the viewshed analysis drastically reduces potential visibility of proposed onshore substation and is a far more accurate reflection of what is likely to be the actual extent of visibility of the project. A DSM of the study area was created from lidar data, which includes the elevations of buildings, trees, and other objects. This analysis indicates that the proposed onshore substation could potentially be visible from only 2 percent of the visual study area (Figure 9, Sheet 2).

Field review indicated that the actual visibility of the proposed onshore substation is likely to be even more limited than suggested by the viewshed analysis. Potential partial visibility would be limited to the uppermost portions of the proposed lightning masts which even if visible, would be difficult to distinguish on the horizon due to their narrow profile

and gray color. Therefore, no significant negative visual impacts on historic-architectural resources are anticipated from the construction of the proposed onshore substation.

NYSDEC Program Policy DEP-00-2 *Assessing and Mitigating Visual Impacts* (NYSDEC, 2000) provides guidance for identifying and considering potential mitigation measures to reduce or eliminate the visibility of a project or alter a project's effect on scenic or aesthetic resources. As described in that guidance, a properly sited and designed project is the best way to mitigate potential visual impacts. As indicated by the results of the analyses summarized above, visual impact of the proposed SFEC Onshore Substation has been avoided and minimized through careful site selection. Due to the relatively small size and modest height of the proposed facility, and because the proposed site is largely surrounded by forest, long distance views and views from visually sensitive resources have largely been avoided. Existing vegetation that will remain following construction also minimizes visual impact from adjacent sites (including residences). In addition, the proposed SFEC Onshore Substation is sited adjacent to existing utility infrastructure, thereby avoiding the potential introduction of utility-related visual elements in areas where such facilities are not currently part of the landscape. The proposed substation would not be visible from, or have a negligible visual effect, from any historic properties within the study area.

### **4.3 Recommendations**

Construction of the proposed SFEC Onshore Substation will not result in any direct physical impacts, including demolition or alteration, to any National Register listed- or eligible- buildings, nor any other potential historic architectural resources. Nor will its construction result in a significant change in the existing visual character or scenic quality of the 1-mile APE. Therefore, the proposed onshore substation would not have a negative effect on the visual setting associated with historic architectural resources. No further historic architectural resources surveys nor mitigation measures associated with impacts to historic properties are recommended for the proposed SFEC Onshore Substation.

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