



Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

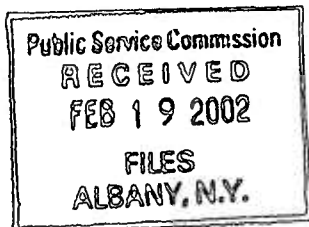
comments

February 13, 2002

*ORIG-FILES
CO2-T-0036
COPIES:
ALS BRILLIUS
ALJ MOYNIHAN
MR. P. AGRETTA
MR. J. SMOLINSKY*

Janet Deixler, Secretary
NYS PSC
Three Empire State Plaza
Albany, NY 12223

Dear Ms. Deixler:



Re: PSC Case #02-T-0036
Neptune Regional Transmission System
Sayerville, NJ to West 49th St., Manhattan and to
Newbridge Rd., Town of Hempstead
Article VII filing
02PR0422

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP) with regard to the potential for this project to affect significant historical/cultural resources. OPRHP has received a copy of the "Application of Certificate for Environmental Compatibility and Public Need" dated January 2002. We will be reviewing this project in accordance with Section 14.09 of the State Historic Preservation Act of 1980.

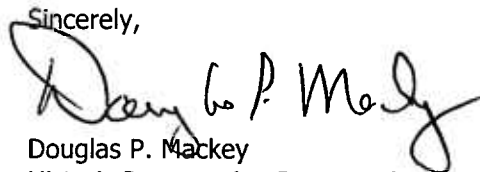
After reviewing this document OPRHP offers the following comments:

1. OPRHP concurs that the terrestrial portions of the proposed line within New York will be located in areas that have been subject to substantial prior disturbance. Therefore, we have no concerns regarding archaeological issues on the terrestrial portions of the project.
2. OPRHP also concurs with the recommendation for remote sensing surveys of all submerged sections of the project that fall within the boundaries of New York State. However, while the application indicates that this survey will be conducted to search for anomalies (i.e. shipwrecks) OPRHP has other concerns that will need to be addressed.
3. During the Pleistocene, accumulation of ice and the development of glaciers resulted in significant drops in sea level and the exposure of extensive surfaces that had been previously submerged. As the Pleistocene ended and the glaciers melted, the water returned to the seas, once again inundating these surfaces. The earliest occupation of the western hemisphere (including New York) occurred during the period when these surfaces were exposed and many of them were utilized by the earliest Americans. Intact archaeological sites have been identified in some of these now submerged areas and there are several areas within this project corridor that have a high potential for such sites. Therefore, OPRHP recommends that investigation of the submerged portions of this project include an evaluation of the potential for these types of surfaces to be present and intact and a consideration of the potential for the presence of archaeological sites on such intact surfaces.

4. Finally, while the application indicates that no cultural resources are known to exist within the proposed cable right of way along the Wantagh Parkway, the Wantagh Parkway itself, south of the Southern State Parkway, was determined eligible for the National Register under Criteria A, B and C in 1994 (copy of eligibility attached). After reviewing the proposed construction it is the opinion of ORPHP that it will have No Adverse Effect on this property.

Please contact me at extension 3291 if you have any questions regarding these comments.

Sincerely,



Douglas P. Mackey
Historic Preservation Program Analyst
Archaeology

Att: 1

Cc: Norman Morrison, PSC
Laurie Weaver, Ecology and Environment
Neptune Regional Transmission System



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RESOURCE EVALUATION

DATE: 6/1994

STAFF: John Auwaerter

Babylon,

PROPERTY: Long Island State Parkways

MCD: Hempstead, Oyster Bay

ADDRESS: (expansion of 1986 eval. statement)

COUNTY: Nassau-Suffolk

PROJECT REF: _____

USN: multiple

I. Property is individually listed on SR/NR:

name of listing: _____

Property is a contributing component of a SR/NR district:

name of district: _____

II. Properties meet eligibility criteria.

Property contributes to a district which appears to meet eligibility criteria. Pre SRB: _____ Post SRB: _____ SRB date _____

Criteria for Inclusion in the National Register:

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

B. Associated with the lives of persons significant in our past;

C. Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;

D. Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

STATE/NATIONAL REGISTER-ELIGIBLE LONG ISLAND STATE PARKWAYS

Meadowbrook, Wantagh, Ocean, Bethpage, Loop, and Bay State Parkways

Based on survey undertaken during the mid-1980s, it is the opinion of the Office of Parks, Recreation, and Historic Preservation that the above noted parkways (Meadowbrook and Wantagh: only south of Southern State Parkway) are eligible for listing on the State and National Registers of Historic Places as intact examples of early twentieth-century parkways on Long Island historically significant in the areas of transportation, landscape architecture, regional development, conservation/park development, and for their association with master planner, Robert Moses.

Brief Historic Overview:

"What gives New York most distinction in its travel routes, throughout the country and perhaps throughout the world, is its parkways . . ." This passage, written in 1940 by the Writers' Program of the Work Projects Administration in its publication, New York: A Guide to the Empire State, reflects the engineering and aesthetic success at that time of the New York

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HISTORIC PRESERVATION
FIELD SERVICES BUREAU

metropolitan area's extensive, still developing parkway system. This system had its beginnings in the Bronx River Parkway (1906-25), which was developed in part as a result of the burgeoning public parks and conservation movement, and the increasing availability and technological advances of the automobile. The Bronx River Parkway proved to be not only an engineering success, but also a new expression of uniquely American landscape architecture. As historian and critic Sigfried Giedion noted regarding the early twentieth-century American parkway in his work Space, Time and Architecture (Cambridge, 1941):

But it was not, like certain Continental highways, laid out for military purposes, driven rigidly through the country in dangerously straight lines. Nor was it, like a railway, built to provide the most direct and rapid transit. Instead it humanized the highway by carefully following and utilizing the terrain, rising and falling with the contours of the earth, merging completely into the landscape. . ."

This natural relationship with the land, along with ample landscaped rights-of-way, grade-separated crossings, limited access points, picturesque masonry bridges, naturalistic plantings and vistas, and rustic roadside features became the hallmarks of the Bronx River Parkway and its progeny.

The Long Island State Parkways, which were part of the first generation of parkways constructed after the Bronx River, trace their beginnings to the organization of a Long Island State Park Commission (LISPC) in 1924. One of the three commissioners named in 1924 was Robert Moses, who served continuously as President until 1963, and who was to be the single most influential person in the parkways' development. It was Moses who was the primary force behind the plan to create a system of efficient, scenic parkways to replace the increasingly congested and unattractive network of local roads. The new parkways were envisioned as great ribbon parks, stretching east-west and north-south across western Long Island, providing scenic access and linkage between the state parks then under development, such as Jones Beach, Bethpage, and Sunken Meadow. The parkways were to follow the same design characteristics as the parks themselves, the two visually linked through common design. The Long Island parkways employed stone-faced arched bridges, turf shoulders, bracketed-arm wood light posts, post-and-rail fences and guiderails, naturalistic road alignments and plantings, and unobtrusive black-faced signage. Although Moses is credited as the force behind the development of the parkways, other designers were involved, most notably Clarence C. Coombs.

By 1927, the Long Island State Park Commission had completed the basic plan for a unified system--the Long Island State Parks and Parkways System as it was officially known, which was to be linked with a similarly-designed system in Brooklyn and Queens, also under the direction of Robert Moses but developed through the city parks department. By the summer of 1929, Jones Beach State Park and Ocean Parkway opened, connected with the mainland by

the Jones Beach Causeway (Wantagh Parkway), and to New York City by the Southern State Parkway. These were soon followed in the 1930s by the Long Beach Causeway (Loop Parkway) and the Northern, Meadowbrook, Bay, and Bethpage Parkways. Construction followed the design guidelines set down by the LISPC, but was undertaken by other departments and special authorities, such as the State Department of Public Works and the Jones Beach State Park Authority. In 1940, the *Long Island at the Fair Committee* proudly provided the following description of the parkway system to visitors at the New York World's Fair:

Parkways created by and under the supervision of the Long Island State Park Commission are of the same high standard as the parks and no less useful to the public. The parkway system is designed to furnish access to individual parks from congested centers of population and to provide for travel between New York City's centers and outlying Long Island without interference from commercial traffic. . . . Skilled landscaping has made them attractive to the eye, and engineering ability makes them safe arteries of rapid travel.

By the 1960s, when the system reached its current breadth, there were 132 miles of parkways in Nassau and Suffolk Counties.

The overall design which gave the Long Island State Parkways their unique and very identifiable character was used continuously from the earliest parkways of the late 1920s, to the most recent of the early 1960s. Maintenance was undertaken by the Long Island State Park Commission, as well as by related authorities (including the Jones Beach, Meadowbrook, Wantagh, and Robert Moses Authorities) with jurisdiction over the various causeways.

The parkways did change over time within the context of the original design. The earliest ones tended to be single undivided roadways; those built during the 1930s--notably the Meadowbrook--incorporated improvements such as divided roadways with wide turf medians and improved ramps. As suburban development increased following World War II and as Long Islanders became more reliant on the automobile for transportation, the parkways came under pressure to serve not only increasing recreational use, but much greater commuter traffic as well. In the post World War II period, the early undivided parkways were widened to accommodate greater volumes; guiderails, medians, travel lanes, and bridges were enlarged and updated to reflect improved safety techniques and accommodate higher speed limits. General speed limits, originally set at 40 m.p.h., were raised to 45 m.p.h. in 1959, 50 m.p.h. in 1963, and 55 m.p.h. in 1974. While engineering improvements and other design specifications (such as the proportions of the light poles and the details of the medians barriers) were modified over time, a strong design continuity remained under maintenance of the system by the LISPC into the late 1970s.

In 1977, maintenance of the Long Island State Parkway System was transferred from the LISPC and the authorities to the New York State Department of Transportation (NYSDOT), although ownership has remained under

the jurisdiction of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The maintenance of the roads from this period on changed significantly. Planning and construction began on ways to bring the parkways up to state and federal freeway standards in order to increase safety and capacity, and to reduce maintenance. Metal light standards, new guiderails and barriers, and standard freeway signage replaced features which had been developed according to the original parkway design. In addition, work got underway on removing median gas stations, widening clear zones, and stabilizing the shoulders.

Significance

As a result of efforts by the Suffolk County Historic Trust and the Society for the Preservation of Long Island Antiquities, along with support by the Nassau County Department of Parks and the Huntington Preservation Commission among other groups, the Historic Preservation Field Services Bureau of the OPRHP determined in 1987 that portions of the parkway system retained sufficient historic integrity to be eligible for listing on the State and National Registers of Historic Places. Although these portions had undergone changes over time, the original, historic design remained substantially intact. In addition, these eligible portions were determined to retain much of their original recreational function as entrance roads into to the state parks or as drives through especially scenic areas.

The National Register-eligible portions, which comprise approximately 34 miles out of the approximately 132-mile system, satisfy National Register Criteria A, B, and C in the following areas:

- Transportation and Landscape Architecture: The parkways are conspicuous examples of early twentieth-century automobile highway planning and design, founded on the model of the Bronx River Parkway but specifically adapted to Long Island and its state parks. The parkways share with the larger state park system common picturesque and rustic characteristics typical of American park design of the period.
- Regional Development: The parkways are associated with the beginning of the modern automobile highway on Long Island, and with the opening of western Long Island for suburban development, especially following World War II;
- Conservation (state parks movement): The parkways are an integral part of the significant early twentieth-century state parks system on Long Island;
- Robert Moses: The parkways are closely associated with Robert Moses, a public official instrumental in master planning, specifically with park and transportation networks, not only on Long Island but throughout New York State;

Major Developments on the National Register-Eligible Sections:

Bay Parkway (a.k.a. Park Road, Bay Drive)

- 1934: Two 2-lane roadway separated by 8' grass mall opened
- 1968: Cloverleaf intersection constructed at Ocean/Meadowbrook Parkways;
lane added at westbound approach

Bethpage Parkway

- 1936: Two-lane undivided roadway opened
- 1980: 4' paved shoulders installed
- c.1985: Freeway signage installed

Loop Parkway (Long Beach Causeway)

- 1934: Two 24' roadways separated by 18'-wide grass mall opened
- 1969: Cable-reinforced timber guiderail installed in medians
- c.1988: Freeway signage installed

Meadowbrook Parkway (Meadowbrook Causeway)

- 1934: Two 24' roadways separated by 18'-wide grass mall opened between
Jones Beach and Merrick Road
- 1935: Extended to Southern Parkway
- 1955: Jones Beach to Merrick Rd. section widened from 4 to 6 lanes;
present lighting installed
- 1965: Merrick Rd. to Southern Parkway widened from 4 to 6 lanes; present
lighting installed
- 1968: Cloverleaf intersection constructed at Ocean/Bay Parkways
- 1969: Cable-reinforced timber guiderail installed in medians
- c.1985: New Loop Parkway ramp constructed
- c.1988: Freeway signage installed
- 1991: New metal light standards installed between Merrick Rd. and Southern
Parkway
- 1994: Roadbed between Loop Parkway and LI Railroad reconstructed; new
guiderail installed

Ocean Parkway

- 1929: 4-6 lane divided roadway opened through Jones Beach area
- 1930: 2-lane undivided roadway opened east to Oyster Bay town line
- 1931: 2-lane undivided roadway with turn-around islands opened east to
Gilgo Beach in Suffolk County
- 1934: 2-lane undivided roadway with turn-around islands opened east to
Captree; 2-lane connection with Meadowbrook Parkway opened,
including 1-mile extension west of Meadowbrook
- 1959: Captree to Gilgo section widened to two 2-lane roadways with wide
grass mall; present lighting installed

1968: Gilgo to Jones Beach section widened to two 3-lane roadways with wide grass mall; section through Jones Beach widened from 4 to 6 lanes

1993: Turf shoulders paved

Wantagh Parkway (Jones Beach Causeway)

1929: 40' undivided causeway opened between Merrick Rd. and Jones Beach

1932: 40' undivided section opened between Merrick Rd. and Southern Pkwy.

1955: Causeway widened to two 3-lane roadways separated by 10' grass median; present lighting installed

1967: Merrick Rd. to Southern Pkwy. widened to two 3-lane roadways; present lighting installed

1969: Cable-reinforced timber guiderail installed in grass medians

c.1988: Freeway signage installed

Sources:

Archives of the Long Island State Park Commission, Belmont Lake State Park, Babylon, Long Island. Includes various unpublished articles by parks engineers and period photographs, as well as communication with Senior Park Engineer Frank Hyland.

Giedion, Sigfried. Space, Time and Architecture. Cambridge: Harvard University Press, 1980 (first ed. 1941), pp. 824-825.

Long Island Association. This is Long Island: An Island Empire of the Empire State, New York's Sunrise Homeland. New York: Published by the Association, 1944, chapter "Long Island State Parks and Parkways," pp. 35-36.

Long Island at the Fair Committee. Long Island. New York: Published by the Committee, 1940, chapter "Long Island State Parks and Parkways," pp. 30-33.

New York State Department of Transportation. "History, Long Island State Parkway System, 1925-1985." Unpublished report compiled by the Department, 1985.

O'Brien, Austin. Unpublished, untitled paper prepared for National Register evaluation of the parkways, 5/31/85.

Writers' Program of the WPA in New York State. New York: A Guide to the Empire State. New York: Oxford University Press, 1940.

PROJECT REVIEW COVER FORM

Please complete this form and attach it to the top of any and all information submitted to this office for review.
Accurate and complete forms will assist this office in the timely processing and response to your request.

This information relating to a previously submitted project
PROJECT NUMBER _____ **PR** _____
(Previous number assigned to this project by this office)

If you have checked this box and noted the previous Project Review (PR) number assigned by this office you do not need to continue unless any of the required information below has changed.

This is a new project

If you have checked this box you will need to complete ALL of the following information.

Project Name _____

Location _____
You MUST include street number, street name and/or County, State of Interstate route number if applicable

City/Town/Village _____
List the correct municipality in which your project is being undertaken. If in a NON-INCORPORATED hamlet/village you must also provide the name of the town.

County _____

If your project covers multiple communities/counties please attach a list defining all municipalities/counties included.

TYPE OF REVIEW REQUIRED/REQUESTED

1. Is this project being developed using New York State funds ? Federal funds ?

If you checked either or both of these boxes list the New York State and/or Federal Agency or Program that is providing the funding:

2. Does this project requires a New York State permit ? Federal permit ?

If you checked either or both of these boxes list the New York State and/or Federal Agency or Program that is providing the permit and the type of permit being requested:

3. SEQRA New York State Environmental Quality Review Act

4. Information Request
No state or federal funding or permit(s) involved

CONTACT PERSON FOR PROJECT

Name _____ **Title** _____

Firm/Agency _____

Address _____ **City** _____ **STATE** _____ **Zip** _____

Phone (____) _____ **Fax** (____) _____

The Historic Preservation Review Process in New York State

In order to insure that historic preservation is carefully considered in publicly-funded or permitted undertakings, there are laws at each level of government that require projects to be reviewed for their potential impact/effect on historic properties. At the federal level, Section 106 of the National Historic Preservation Act of 1966 (NHPA) direct the review of federally funded, licensed or permitted projects. At the state level, Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law of 1980 performs a comparable function. Local environmental review for municipalities is carried out under the State Environmental Quality Review Act (SEQRA) of 1978.

Project review is conducted in two stages. First, the Field Service's Bureau assesses a property to determine whether or not it is listed in the New York State or National Registers of Historic Places. If not, it is reviewed to determine whether or not it meets the criteria to be included in the registers. If listed or determined eligible for listing, then the second stage of the review is undertaken. This portion of the review determines whether or not the proposed action/project will have an impact on the qualities of the property that make it eligible.

ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING MATERIAL(S).

Project Description

Attach a full description of the nature and extent of the work to be undertaken as part of this project. Relevant portions of the project applications or environmental statements may be submitted.

Maps Locating Project

Include a map locating the project in the community. The map must clearly show street and road names surrounding the project area as well as the location of all portions of the project. Appropriate maps include tax maps, Sanborn Insurance maps, and/or USGS quadrangle maps.

Photographs

Photographs may be black and white prints, color prints, or color laser/photo copies; standard (black and white) photocopies are NOT acceptable.

-If the project involves rehabilitation, include photographs of the building(s) involved. Label each exterior view to a site map and label all interior views.

-If the project involves new construction, include photographs of the surrounding area looking out from the project site. Include photographs of any buildings (more than 50 years old) that are located on the project property or on adjoining property.