

Appendix II-N1

Historic Resources Effects Assessment (HREA) - Onshore Interconnection Facilities

March 2024

Note: At the time of the initial development of this report, development of a substation and/or converter station at the Brook Road Site in Howell Township, New Jersey was considered. The Brook Road site is now expected to be prepared and developed as part of the State of New Jersey Board of Public Utility (BPU) State Agreement Approach 1.0 (SAA)¹ to support the delivery of offshore wind energy onshore. In collaboration with the regional grid operator PJM Interconnection (PJM) NJBPU conducted a study that examined whether an integrated suite of open access transmission facilities designated to support the delivery of offshore wind energy onshore could best facilitate meeting New Jersey's expanded offshore wind goals. Under the SAA 1.0 Award all permitting for site preparation activities, including construction activities to provide a "fit for purpose" site, for an associated substation and/or converter station will be the responsibility of the BPU's SAA-awardee at the Brook Road Site. Therefore, impacts associated with site preparation have not been considered as part of the Project Design Envelope (PDE) of the Project. Discussion of the site has been retained as part of the study area in this report to demonstrate the completeness of Atlantic Shores' multi-year development efforts.

¹[New Jersey Board of Public Utilities Selects Offshore Wind Transmission Project Proposed by Mid-Atlantic Offshore Development and Jersey Central Power & Light Company in First Nation State Agreement Approach Solicitation](#)

Technical Report Historic Resources Effects Assessment

Atlantic Shores North Offshore Wind Onshore Interconnection Facilities

Prepared for:



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MANAGEMENT SUMMARY

Involved State/Federal Agencies:	Bureau of Ocean Energy Management New Jersey State Historic Preservation Office New Jersey Department of Environmental Protection
Phase of Survey:	Historic Resources Effects Assessment
Location Information:	Boroughs of Manasquan, Sea Girt, and Brielle, Townships of Howell, Wall, Monmouth County, New Jersey. Townships of Brick and Lakewood, Ocean County, New Jersey. City of Asbury Park, Townships of Neptune and Colts Neck, Borough of Tinton Falls, Monmouth County, New Jersey Borough of Brooklyn, Kings County, New York and Borough of Staten Island, Richmond County, New York.
Proposed Onshore Substation and/or Converter Station sites:	<p>The Lanes Pond Road Site is an approximately 16.3-acre (6.6-ha) parcel consisting of agricultural fields and wooded areas south of the intersection of Miller Road and Lanes Pond Road in Howell Township, New Jersey.</p> <p>The Brook Road Site is an approximately 99.4-acre (40.2-ha) combination of two parcels consisting primarily of forested uplands and some wetlands between Randolph Road and the Metedeconk River in Howell Township, New Jersey. Note that Atlantic Shores is not undertaking construction activities for the Brook Road Site, since it will be developed separately by the awardee of the New Jersey Board of Public Utilities (NJBPU) State Agreement Approach (SAA).</p> <p>The Randolph Road Site is an approximately 24.6-acre (9.97-ha) combination of three parcels consisting of a steel fabrication facility with associated laydown yard, offices, and parking, as well as forested wetlands surrounding Dicks Brook. The location is north of Randolph Road to the northeast of the existing Larrabee POI in Howell Township, New Jersey.</p> <p>The Route 66 Site is located at 3501 Route 66 in Neptune, New Jersey on approximately 35.47 acres. The property is currently woodland, vacant commercial buildings, and paved parking areas.</p> <p>The Asbury Avenue Site is situated on approximately 15.66 acres of undeveloped wooded lots in Tinton Falls, New Jersey. The property is bounded by the proposed high voltage utility corridor planned as one of the Atlantic Onshore Route options to the</p>

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southwest, Essex Road to the northwest, Asbury Road to the Northeast, and undeveloped woodland to the southeast.

The Arthur Kill Road Site is located on the former Exxon Mobil tank site. The site is an approximately 208-acre parcel that is currently improved with solar panels and a pipeline terminal, currently known as the Kinder Morgan Terminal/Wester State Island Substation.

The River Road Site is located on an approximately 150-acre parcel that is currently vacant.

The Sunset Industrial Park Site is located on an approximately 15.25-acre parcel currently occupied by paved lots and multiple businesses.

USGS 7.5-Minute Quadrangles:

Long Branch, NJ, Asbury Park, NJ, Asbury Park OE E, NJ, Farmingdale, NJ, Lakewood, NJ, Point Pleasant, NJ, Atlantic City, NJ, Oceanville, NJ, Arthur Kill, NY, Coney Island, NY

Preliminary Area of Potential Effects:

The area within a 1-mile (1.6 km) radius of each of the proposed facilities with potential onshore component visibility (based on a viewshed analysis)

Historic Resources Effects Analysis
Overview:

Twenty-one aboveground historic properties are located within the PAPEs. No adverse effects are anticipated by the construction and operation of the proposed Onshore Facilities.

Report Authors:

Grant Johnson, Laura Mancuso

Date of Report:

March 2024

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GLOSSARY

AC	alternating current
ADLS	Aircraft Detection Lighting Systems
AMSL	Above Mean Sea Level
AOWL	aviation obstruction warning light
APE	The Area of Potential Effects (APE) is the area in which the Atlantic Shores North Offshore Wind Project may have a visual effect on aboveground historic properties; the APE is determined by the responsible federal agency in consultation with relevant SHPOs
SAA	State Agreement Approach
Atlantic Shores Offshore Wind, LLC	The owner and proponent of the Atlantic Shores North Project
Atlantic Shores North Offshore Wind Project	Atlantic Shores’ proposal to develop the Bureau of Ocean Energy Management (BOEM) Lease Area OCS-A 0549 for the generation of renewable energy from offshore wind (The Project)
BOEM	Bureau of Ocean Energy Management
CFR	Code of Federal Regulations
COP	Construction and Operations Plan
DC	direct current
DEM	Digital Elevation Model
DSM	Digital Surface Model
ECC	Export Cable Corridor
EDR	Environmental Design & Research, Landscape Architecture, Engineering & Environmental Services, D.P.C.
FAA	Federal Aviation Administration
GIS	Geographic Information System
GPS	Global Positioning System
HDD	horizontal directional drilling

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HRVEA	Historic Resources Visual Effects Assessment
HVAC	high voltage alternating current
HVDC	high voltage direct current
km	kilometer(s)
km ²	square kilometer(s)
KOP	Key Observation Point
Lease Area	The entire Lease Area OCS-A 0549 that Atlantic Shores acquired from BOEM
Lidar	Light Detection and Ranging
LUCY	Look Up Cultural Resources Yourself (NJDEP's cultural resources web mapping service)
m	Meter (1 meter = 3.38 feet)
MCPS	Monmouth County Parks System
MCHSI	Monmouth County Historic Sites Inventory
mile	Statute mile (1 mile = 1.61 kilometers = 0.87 nautical miles)
MDS	Maximum Design Scenario
MLLW	mean lower low level
MSL	mean sea level
MW	Megawatt = One million watts
nm	Nautical Mile (1 nm = 1.15 statute mile)
NCDC	National Climatic Data Center
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act of 1966
NHL	National Historic Landmark
NJBUP	New Jersey Board of Public Utilities

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NJDEP	New Jersey Department of Environmental Protection
NJHPO	New Jersey Historic Preservation Office
NJID	New Jersey Identification Number
NJWEA	New Jersey Wind Energy Area
NLCD	National Land Cover Dataset. Land cover types classified and mapped by U.S. Geological Survey
NPS	National Park Service
NRHP	National Register of Historic Places
NRHP-Listed Aboveground Historic Property	Buildings, districts, objects, structures and/or sites that have been added to the National Register of Historic Places
NRHP-Eligible Aboveground Historic Property	Buildings, districts, objects, structures and/or sites that have been determined by NJHPO as eligible for listing in the New Jersey and National Register of Historic Places, as indicated by inclusion in the publicly available data on the LUCY website and the NJHPO's quarterly updated listing of NRHP-listed and -eligible above ground historic properties
OCS	Outer Continental Shelf
O&M	operations and maintenance
OSS	Offshore Substation
PAPE	The Preliminary Area of Potential Effects (PAPE) includes areas from which the proposed offshore Project components may be visible as determined by GIS-based viewshed analysis (see Section 2.3)
PDE	Project Design Envelope, includes the range of development options identified within the Construction and Operations Plan
ROW	right-of-way
SHPO	State Historic Preservation Office
sq mi	Square Mile
TCP	Traditional Cultural Property
THPO	Tribal Historic Preservation Office
USCG	United States Coast Guard

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USGS	United States Geological Survey
SLVIA	Seascape, Landscape, and Visual Impact Assessment
STATCOM	static synchronous compensator
Viewshed	Area of potential Project visibility defined by maximum structure height and mapped topography, vegetation, buildings, and structures within the study area
WTA	The Wind Turbine Area, the southern portion of Lease Area OCS-A 0549 that will be developed for Atlantic Shores as described in this Historic Resources Visual Effects Assessment
WTG	Wind Turbine Generator
3D	Three-dimensional

1.0 INTRODUCTION

1.1 Purpose of the Investigation

On behalf of Atlantic Shores Offshore Wind, LLC (Atlantic Shores), a 50/50 joint venture between EDF-RE Offshore Development, LLC, a wholly owned subsidiary of EDF Renewables, Inc. (EDF Renewables) and Shell New Energies US, LLC (Shell), Environmental Design & Research, Landscape Architecture, Engineering, & Environmental Services, D.P.C. (EDR) prepared this Historic Resources Effects Assessment (HREA) in support of the Atlantic Shores North Construction and Operations Plan (COP) for an offshore wind energy generation Project located within the Bureau of Ocean Energy Management (BOEM) Lease Area OCS-A 0549, export cables located in federal and state waters to bring the power to shore, and interconnection facilities supporting the connection to the power grid in New York and/or New Jersey. This HREA was prepared for the proposed Onshore Interconnection Facilities (or the Facilities), located in Egg Harbor and Howell Townships, Atlantic County, New Jersey, Neptune Township and the Borough of Tinton Falls, Monmouth County, New Jersey and the Borough of Staten Island, Richmond County, New York and the Borough of Brooklyn, Kings County, New York.

The purpose of the HREA is to identify and document aboveground historic properties within the Onshore Facilities Preliminary Area of Potential Effects (PAPE) (as described below in Section 1.3) and to evaluate the Facilities' potential visual effects on the qualities that make aboveground historic properties eligible for listing in the National Register of Historic Places (NRHP). Per 36 CFR 800.16, aboveground historic properties are defined as districts, buildings, structures, objects, or sites that are listed or eligible for listing in the NRHP or which have been designated as National Historic Landmarks (NHLs). This report was prepared to assist federally-recognized Native American Tribes, the New Jersey Department of Environmental Protection (NJDEP), New Jersey State Historic Preservation Office (NJHPO), the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), New York State Historic Preservation Office (NYSHPO), the Bureau of Ocean and Energy Management (BOEM), and other relevant New Jersey State, New York State, and/or Federal agencies and consulting partners in their review of the Facilities under Section 7:4 of the NJAC, Article VII of the New York State Public Service Law, the New York State Environmental Quality Review Act (SEQRA), Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law, the State of New Jersey Executive Order #215, and/or Section 106 of the National Historic Preservation Act (NHPA), as applicable.

Atlantic Shores is currently considering two options for the Facilities; a High Voltage Alternating Current (HVAC) option, a High Voltage Direct Current (HVDC) option, and an option that utilizes both HVAC and HVDC, as described in Section 1.2. All three options are addressed herein.

The HREA has been conducted by professionals who satisfy the qualifications criteria per the Secretary of the Interior's (SOI) Standards for archaeology and historic preservation (36 CFR Part 61), as appropriate. The HREA report was prepared in accordance with applicable portions of NJAC § 7:4-8.6, *Standards for Architectural Survey Reports* (NJHPO, 2008) and the *New York State Historic Preservation Office Transmission Line Guidance Project Types and Associated Survey Requirements* (NYSHPO, 2018). Terrestrial Archaeological

Resources Assessments (TARA) assessing the potential impacts of the Facilities on subsurface cultural resources are being prepared and will be provided under separate cover as Appendix II-P1 of the COP.

1.2 Regulatory Context for Review of Effects on Historic Properties

The Project is considered a federal undertaking and therefore, subject to Section 106 of the National Historic Preservation Act (NHPA) (54 USC 306108). This HREA is intended to assist BOEM, the NJHPO, the NYSHPO, and other participating agencies and consulting parties/stakeholders with a review of the Project under Sections 106 and 110(f) of the NHPA, and the National Environmental Policy Act (NEPA).

In 2020, the BOEM Office of Renewable Energy Programs issued updated *Guidelines for Providing Archaeological and Historic Property Information, Pursuant to 30 CFR 585*¹ (BOEM, 2020), which states the following with regard to identification of historic properties:

- *BOEM requires detailed information regarding the nature and location of historic properties that may be affected by an applicant's proposed activities to conduct review of the plan under Section 106 of NHPA (54 U.S.C. § 306108). As defined in the regulations implementing Section 106 [36 CFR § 800.16 (1) (1)],*
- *Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. This term also includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (BOEM, 2020: 2).*

The *Guidelines for Providing Archaeological and Historic Property Information* includes methods for identification of historic properties, as well as coordination with BOEM and relevant State Historic Preservation Offices (SHPOs) and Tribal Historic Preservation Offices (THPOs).

1.3 Project Design Envelope

Atlantic Shores' Lease Area is located on the Outer Continental Shelf (OCS) within the New Jersey Wind Energy Area (NJWEA), which was identified by BOEM as suitable for offshore renewable energy development through a multi-year, public environmental review process. Atlantic Shores' proposed offshore wind energy generation facilities will be located in Lease Area OCS-A 0549, which is 81,129 acres (328.3 square kilometers [km²]) in area (see Figure 1.4-1). Lease Area OCS-A 0549 is located north of and is adjacent to Atlantic Shores' Lease Area OCS-A 0499. At its closest point, the Lease Area is approximately 8 miles (mi) (13.5

¹ Available online at <https://www.boem.gov/sites/default/files/renewable-energy-program/Guidelines-for-Providing-Archaeological-and-Historic-Property-Information-Pursuant-to-30CFR585.pdf> (Accessed June 17, 2020).

kilometers [km]) from the New Jersey coast and approximately 60 mi (96.6 km) from the New York State coast. The facilities to be installed within the Lease Area will include:

- a maximum of up to 157 wind turbine generators (WTGs);
- up to 8 small, 4 medium, or 3 large offshore substations (OSSs);
- inter-array and/or inter-link cables connecting the WTGs and OSSs; and
- up to one permanent meteorological (met) tower.

The Lease Area layout is designed to maximize offshore renewable wind energy production while minimizing effects on existing marine uses. The structures will be aligned in a uniform grid with multiple lines of orientation allowing straight transit through the Lease Area. Given the proximity to and shared border between the two Atlantic Shores lease areas, the layouts of both lease areas form a continuous regular grid. In developing the layout, existing vessel traffic patterns and feedback from agencies and stakeholders (including the U.S. Coast Guard [USCG] and commercial and recreational fishermen) were considered.

Within the Lease Area, the WTGs and OSSs will be connected by two separate, electrically distinct systems of inter-array cables and/or inter-link cables. Energy from the OSSs will be delivered to shore by buried export cables that will travel within designated Export Cable Corridors (ECCs) from the Lease Area through Federal as well as New Jersey and/or New York State waters to landfall sites on the New Jersey and/or New York coastlines.

The Monmouth ECC extends from south to north along the eastern side of the Lease Area. This ECC will also be used to convey export cables associated with the Lease Area OCS-A 0499 project. It then continues north prior to turning west to a terminus at multiple potential landfall sites in southern Monmouth County, New Jersey (Monmouth Landfall Sites). The total length of the Monmouth ECC associated with the Project from the Lease Area to the furthest potential landfall location is approximately 66.9 mi (107.6 km). This ECC will also be used to convey export cables associated with the Lease Area OCS-A 0499 project.

The maximum length of the Northern ECC associated with the Project from the Lease Area to the furthest potential landfall location is approximately 90.4 mi (145.5 km). The Northern ECC extends north from the Lease Area to the New York State waters boundary, where it splits into branches to reach Lemon Cre4ek and Wolfe's Pond Landfall Sites on southwest Staten Island in Richmond County, New York and The Fort Hamilton Landfall Site in Brooklyn in Kings County, New York. The Asbury Branch of the Northern ECC extends westward from the Northern ECC approximately 8.96 mi (14.4 km) to the potential Asbury Landfall Sites in northern Monmouth County, New Jersey.

Atlantic Shores will use horizontal directional drilling (HDD) technology to install the export cables from the end of the ECCs to the Landfall Sites to minimize impacts to the intertidal and nearshore habitats and ensure stable burial of the cables. From each landfall site, the onshore interconnection cables will travel underground primarily collocated along existing roadways and utility rights-of-way (ROWS) to new or existing onshore substation and/or converter station sites. The Project requires the ability to interconnect

at the identified POIs to not only accommodate the maximum amount of electricity that could be generated by the Project but also to enable the delivery of renewable offshore wind energy into both the New Jersey and New York markets.

BOEM's visual assessment guidance (Sullivan 2021) identifies a need for the methodology to be "flexible enough to accommodate changes in facility design that might occur during the approval process. This is referred to as a Project Design Envelope (PDE) and considers a range of potential project components in terms of quantity, energy output, size, export cable routes, and onshore substation/converter station, and interconnection options. This approach allows developers flexibility in design while still accounting for locations within the PDE that are unsuitable for development due to constructability, environmental, cultural, or economic limitations. To evaluate the potential visual effects associated with the visible components of the Project, reasonable assumptions are applied to select the most conservative visibility and scale scenario, also known as the maximum design scenario (MDS). The MDS analyzed considers a layout that represents the largest geographic footprint that could be occupied by visible structures and, therefore, the largest percentage of the visible horizon from shoreline locations that may be affected by the Project. The MDS components are described in Section 1.4. It should be noted that the MDE and PDE consider a range of component dimensions that vary based on the model ultimately chosen. For example, the maximum hub height, and maximum rotor diameter may not be used in combination. A maximum hub height could be used with a smaller rotor diameter, ultimately resulting in the maximum blade tip height. Therefore, these dimensions may vary slightly in the models developed for the analyses described herein.

1.4 Proposed Project Components – Offshore

The wind turbine generators (WTGs) and offshore substations will be located in the BOEM Renewable Energy Lease Area OCS-A 0549 which covers an area measuring 10.5 miles (mi; 16 kilometers [km]) in an east-west direction and 24 mi (37 km) in a north-south direction, covering approximately 126.8 square miles (mi²; 328.3 square kilometers [km²]). This area will contain the major visible components of the Project and is referred to as the wind turbine area (WTA or offshore facilities). The WTA is located east of the New Jersey Shoreline generally between Brigantine and Barnegat Light Borough and is approximately 8 mi (13 km) east of Ship Bottom Borough at its closest point to shore (see Figure 1.4-1). In addition, the Project will include inter-array cables and a submarine export cable which will not result in any visible infrastructure and therefore, are only considered in the context of potential visibility and visual impacts resulting during the construction period.

The Project is a wind-powered electric generating facility composed of up to 157 WTGs and associated foundations, up to eight offshore substations (OSS), inter-array and/or inter-link cables connecting the WTGs and the OSSs, and up to one permanent meteorological (met) tower. Additionally, offshore submarine export cables located in both federal waters and New Jersey and/or New York territorial waters, will connect the OSSs to a transition vault in Monmouth County, New Jersey and/or Richmond County, Brooklyn County, or Kings County, New York. The submarine cables and transition vaults will not result in any operational visual impacts. Section 1.5 describes the onshore components of the Project extending landward from the transition vaults. The MDS considered evaluates the largest WTG dimensions currently under consideration, which provides a conservative assessment of theoretical WTG visibility from onshore locations. This is

represented by a 20-plus megawatt (MW) WTG, with a rotor diameter of 967.8 ft (295 m), a hub height of 574.1 feet (ft; 175 meters [m]), and a total height of 1046.6 ft (319 m) above mean sea level ([AMSL] 1048.8 above mean lower low water [MLLW]) with a blade in the upright position (see Figure 1.4-2 and Table 1.4-1). WTGs and OSSs will be aligned in a uniform grid with rows in an east-northeast to west-southwest orientation spaced 1.0 nautical mile (nm) (1.15 mi; 1.9 km) apart, and rows in a north to south orientation spaced 0.6 nm (0.69 mi; 1.1 km) apart (see Figure 1.4-1). The HRVEA also considers the smallest proposed substation. This is considered the MDS because a total of eight OSSs would be required under this scenario, as opposed to larger options which would require three to four units to serve the same function. The eight proposed OSSs will be located between the turbines on an east to west axis. Figure 1.4-1 illustrates the layout considered. Each “small” OSS measures approximately 98.4 ft (30 m) wide, 131.2 ft (40 m) long, and 98.4 ft (30 m) high. Considering the foundation, the OSSs are expected to reach a maximum height of 172.6 ft (52.6 m). The dimensions of all components represented in this HRVEA are shown in Figures 1.4-2 and 1.4-3, and Tables 1.4-1 and 1.4-2.

Figure 1.4-1. WTA Location and WTG and OSS Layout.

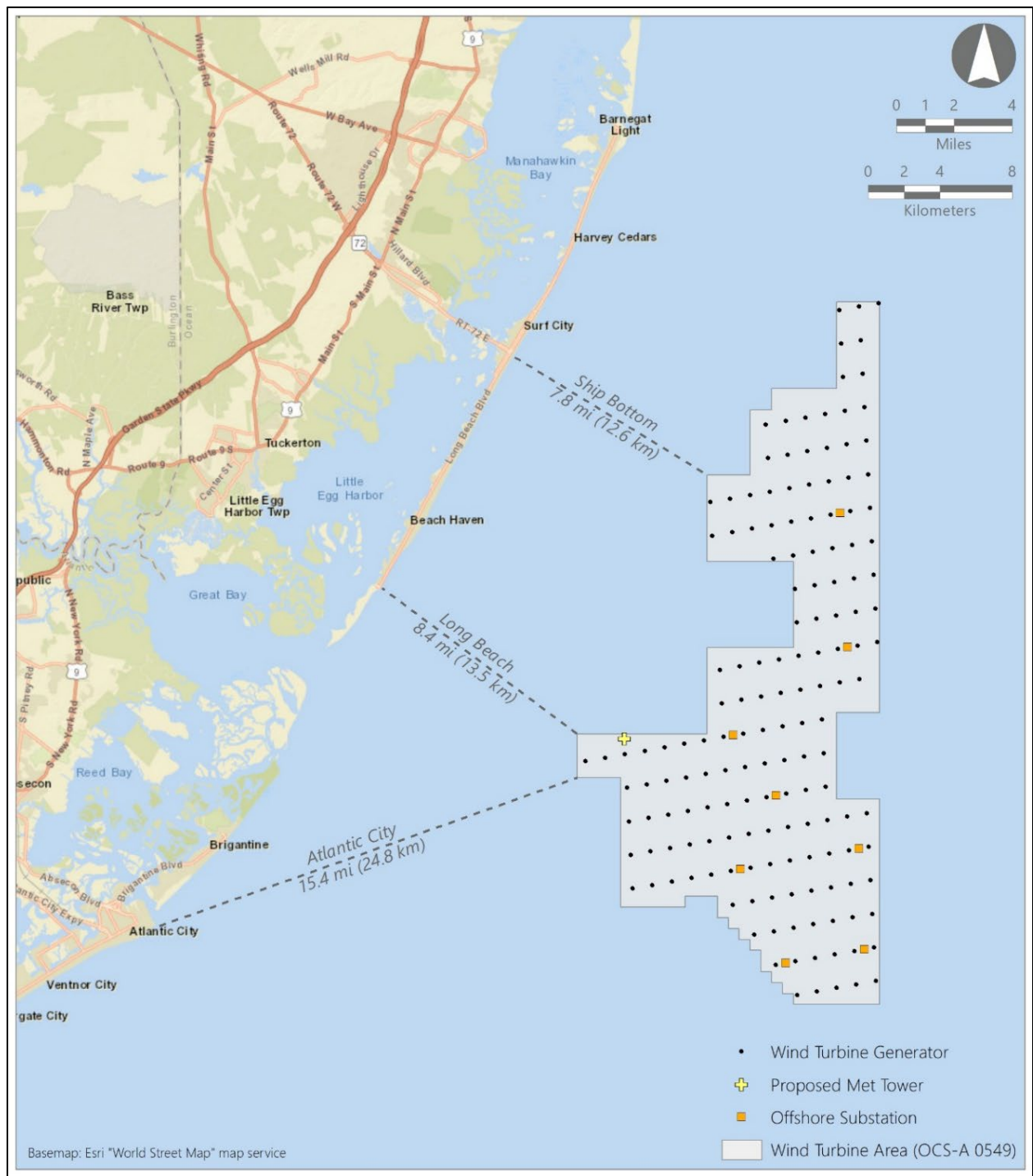


Table 1.4-1. WTG Dimensions

WTG Component/Parameter	Maximum WTG
Turbine Height (AMSL)	1046.6 ft (319 m)
Hub Height (AMSL)	574.1 ft (175 m)
Air Gap (AMSL) to the Bottom of the Blade Tip	78.0 ft (23.8 m)
Base (tower) Diameter (at the bottom)	32.8 ft (10 m)
Base (tower) Diameter (at the top)	27.9 ft (8.5 m)
Nacelle Dimensions (length x width x height)	150.9 ft × 65.6 ft × 65.6 ft (46 m × 20 m × 20 m)
Blade Length	479 ft (146 m)
Maximum Blade Width	32.8 ft (10 m)
Rotor Diameter	967.8 ft (295 m)

Table 1.4-2. OSS Dimensions

~400 MW Small OSS (HVAC)	Height Above Mean Sea Level (MSL)
Top Side Length	131.2 ft (40 m)
Top Side Width	98.4 ft (30 m)
Top Side Height	98.4 ft (30 m)
Foundation Diameter	39.4 ft (12 m)
Foundation Height	74.1 ft (22.6 m)
Total Height	172.6 ft (52.6 m)

Each WTG will consist of four major components: the foundation, the tower, the nacelle, and the rotor:

- Foundation.** For the purpose of this HRVEA, it was assumed that each of the WTGs will be supported by a monopile foundation consisting of a single steel pile driven into the sea floor. The monopile foundation at MSL is a tubular steel structure, upon which the tower transition will be mounted. The foundation will extend above the water surface, and the exposed portion of the foundation will be yellow in color (RAL 1023) in accordance with BOEM's *Guidelines for Lighting and Marking of Structures Supporting Renewable Energy Development* (BOEM 2021). A boat landing and hoist will be affixed to the foundation with a stairway connecting the landing to a railed deck at the base of the tower.
- Tower.** The towers used for the Project are tapered hollow steel structures manufactured in up to four sections. The assembled towers have a diameter of approximately 33 ft (10 m) at the base and 28 ft (8.5 m) at the top. Two amber U.S. Coast Guard (USCG) navigation lights will be mounted on the deck at the base of each tower at a height of 55.8 ft (17 m). In accordance with the BOEM and Federal Aviation Administration (FAA) obstruction marking standards (BOEM 2021), the turbine will be painted a light grey (RAL 7035) to pure white (RAL 9010). This HRVEA considers RAL 9010 in all analyses. Additionally, the tower will be equipped with a minimum of three low intensity (L-810)

red flashing aviation obstruction warning lights (AOWL) at the approximate mid-section of the tower (301.2 ft [91.8 m]) which will operate during nighttime hours only.

- **Nacelle.** The main mechanical components of the WTG are housed in the nacelle. These components include the drive train, generator, and transformer. Two AOWs are proposed to be located on top of the nacelle, in accordance with BOEM and FAA guidelines at a height of 615.2 ft (187.5 m). These will be medium intensity, flashing red lights (L-864) that are operated only at night, and will be synchronized with the L-810 lights located at the mid-tower position. It is assumed that the nacelle will be the same color as the tower and will not include any obvious lettering, logos, or other exterior markings.
- **Rotor.** A rotor assembly is mounted on the nacelle to operate upwind of the tower. The rotor consists of three composite blades. The three-bladed rotor assembly will be consistent with the tower color. The rotor will be the most animated portion of the turbine, spinning at up to 10 revolutions per minute and can therefore attract viewer attention, when visible.

The OSSs will consist of enclosed structures mounted to a monopile foundation. The enclosure will be painted white (similar to the WTGs) and have gangways and stairways mounted on the exterior of the structure for personnel access. Exterior lighting will consist of up to three low intensity shielded lights on each long face of the main structure and safety illumination which will only be activated when personnel are present. As with the WTG foundations, the OSS foundations will be painted yellow and mounted with a maximum of two USCG approved amber lights, in accordance with USCG and BOEM standards. The top of the OSS will have an equipment crane, communications tower, heating and ventilation structures, and generators. Additionally, BOEM or the FAA may require one or more (maximum of two) medium intensity FAA L-864 lights if deemed necessary for aviation safety.

A diagram illustrating the appearance and dimensions of the WTG and OSS evaluated in this study are presented in Figures 1.4-2 and 1.4-3.

A single permanent meteorological (met) tower may be installed within the Lease Area during construction. One location for the met tower is currently under consideration (see Figure 1.4-1). The foundation options for the met tower include all options under consideration for WTG foundations and the construction methodologies are assumed to be the same as those for WTG foundations (see Section 4.2 of the COP). There is sufficient conservatism in the total estimates of seafloor disturbance from WTG foundation installation to account for the impacts from the met tower's installation (see Section 4.11 of the COP). The maximum height of the met tower will not exceed 16.5 ft (5 m) above the hub height of the largest WTG installed. Therefore, it is conservative to assume the maximum height of the met tower will be 590.6 ft (180 m) above MSL. The met tower itself is expected to be composed of square lattice consisting of tubular steel. It will be equipped with a deck estimated to be approximately 50 ft by 50 ft (15 m by 15 m) mounted at approximately the same elevation as the interface between the WTGs and their foundations. A schematic of a representative met tower is provided as Figure 1.4-4.

Figure 1.4-2. Diagram of the Wind Turbine Generator

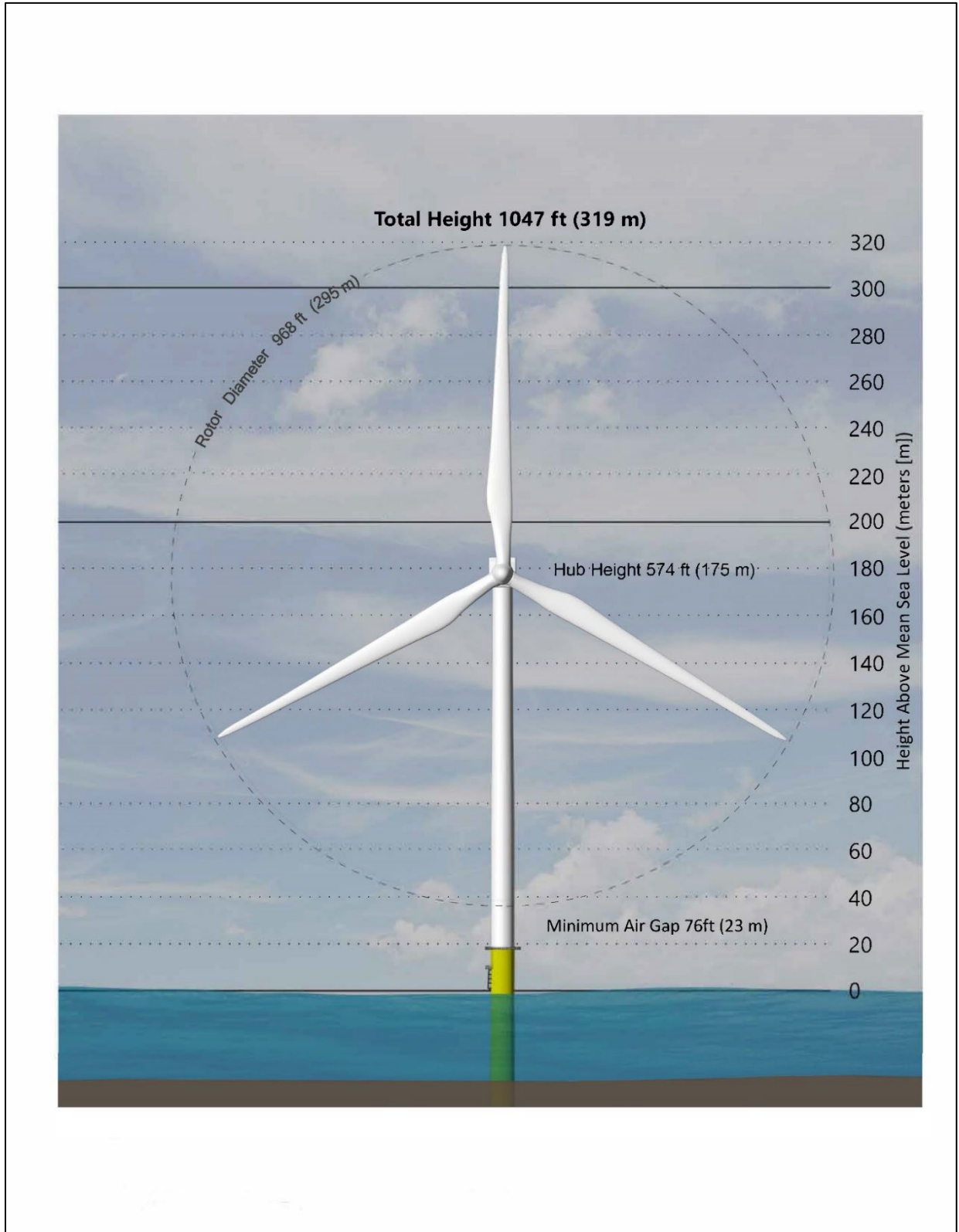


Figure 1.4-3. Diagram of the Offshore Substation

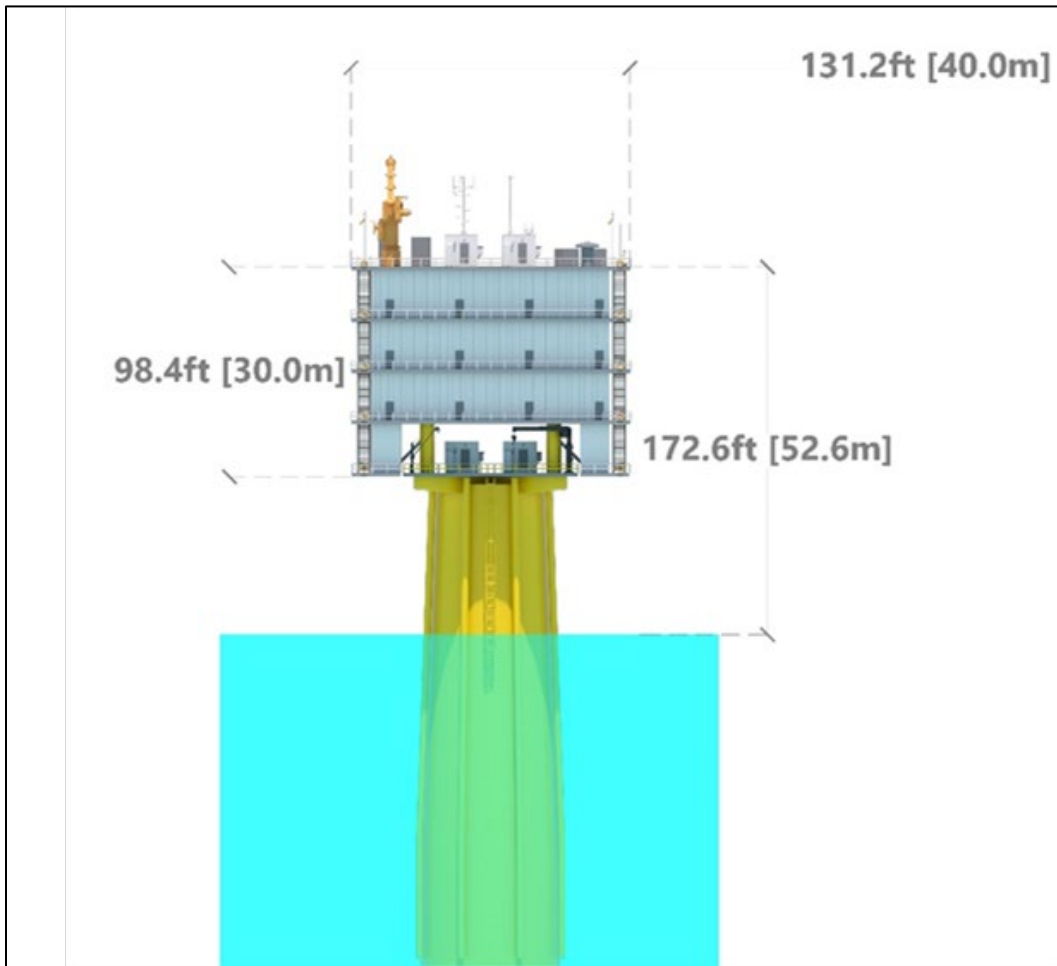
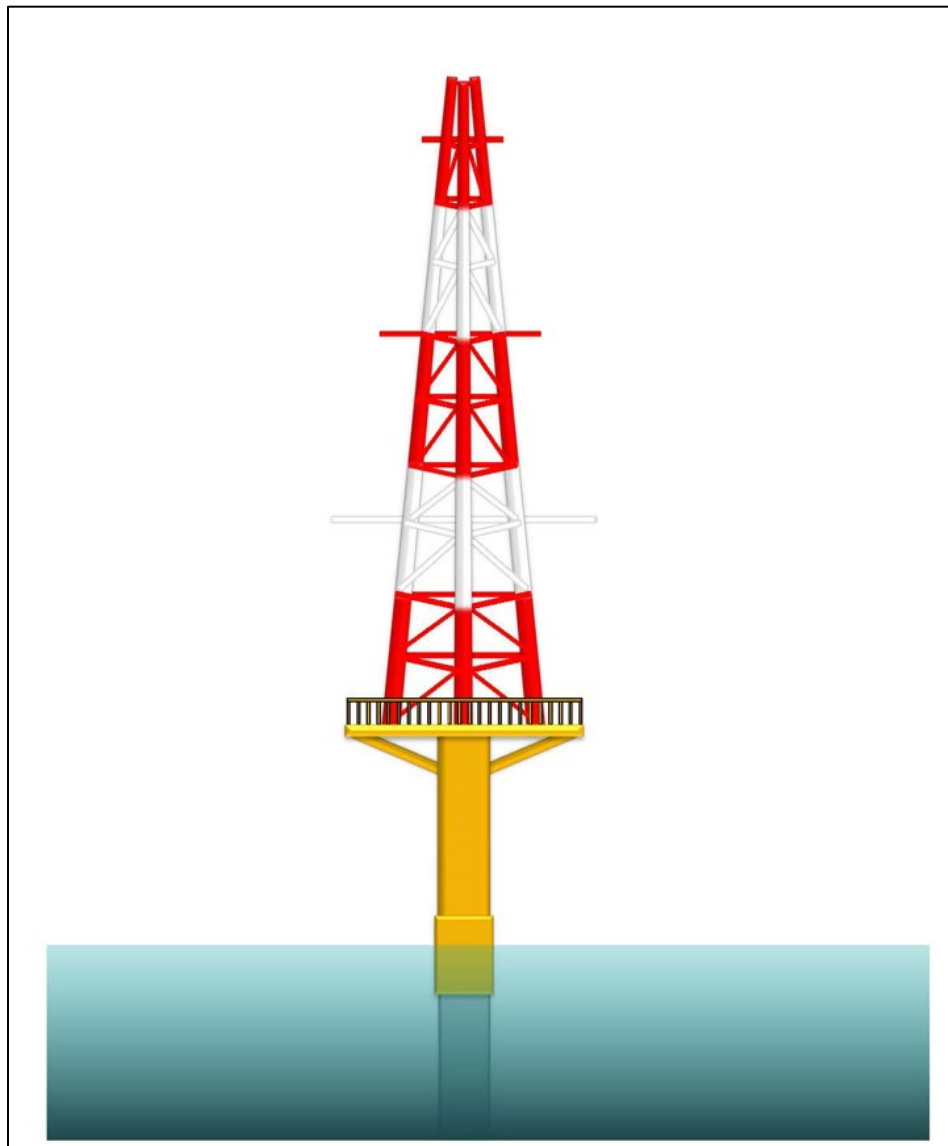


Figure 1.4-4. Representative Met Tower Schematic



1.5 Proposed Project Components – Onshore Facilities

The submarine export cables located in both federal waters and New Jersey and/or New York territorial waters will connect the OSSs to a transition vault in Monmouth County, New Jersey and/or Richmond County, Brooklyn County, or Kings County, New York. From the landfall, onshore interconnection cables will be installed underground primarily along existing roadways and/or electric transmission rights-of-way (ROWs) to the proposed onshore substation and/or converter station site options. From the proposed onshore substations and/or converter stations, the onshore interconnection cables will continue to the proposed point of interconnection (POI) substations for interconnection to the electrical grid.

Atlantic Shores is exploring a range of HVAC and/or HVDC export options depending on the point of interconnection and ultimate project capacity. Therefore, depending on the transmission option selected, the Project could use any of the proposed onshore interconnection cable route options. Regardless of which option is ultimately constructed, the transmission components will not result in any operational visual impacts and, therefore, only the short-term construction impacts are considered in this analysis.

Atlantic Shores is considering a total of eight HVAC onshore substation and/or HVDC converter station sites in New Jersey and/or New York. This component of the Project will result in visible infrastructure during the long-term operational phase of the Project. Atlantic Shores has identified five optional locations for an HVAC onshore substations and/or HVDC converter stations in New Jersey (see Figure 1.5-1), three of which have been identified for the Larrabee Onshore Interconnection Cable Route Options and two of which have been identified for the Atlantic Onshore Interconnection Cable Route Options (see COP Section 4.9). A description of the New Jersey onshore substation and/or HVDC converter station sites is provided in Table 1.5-1.

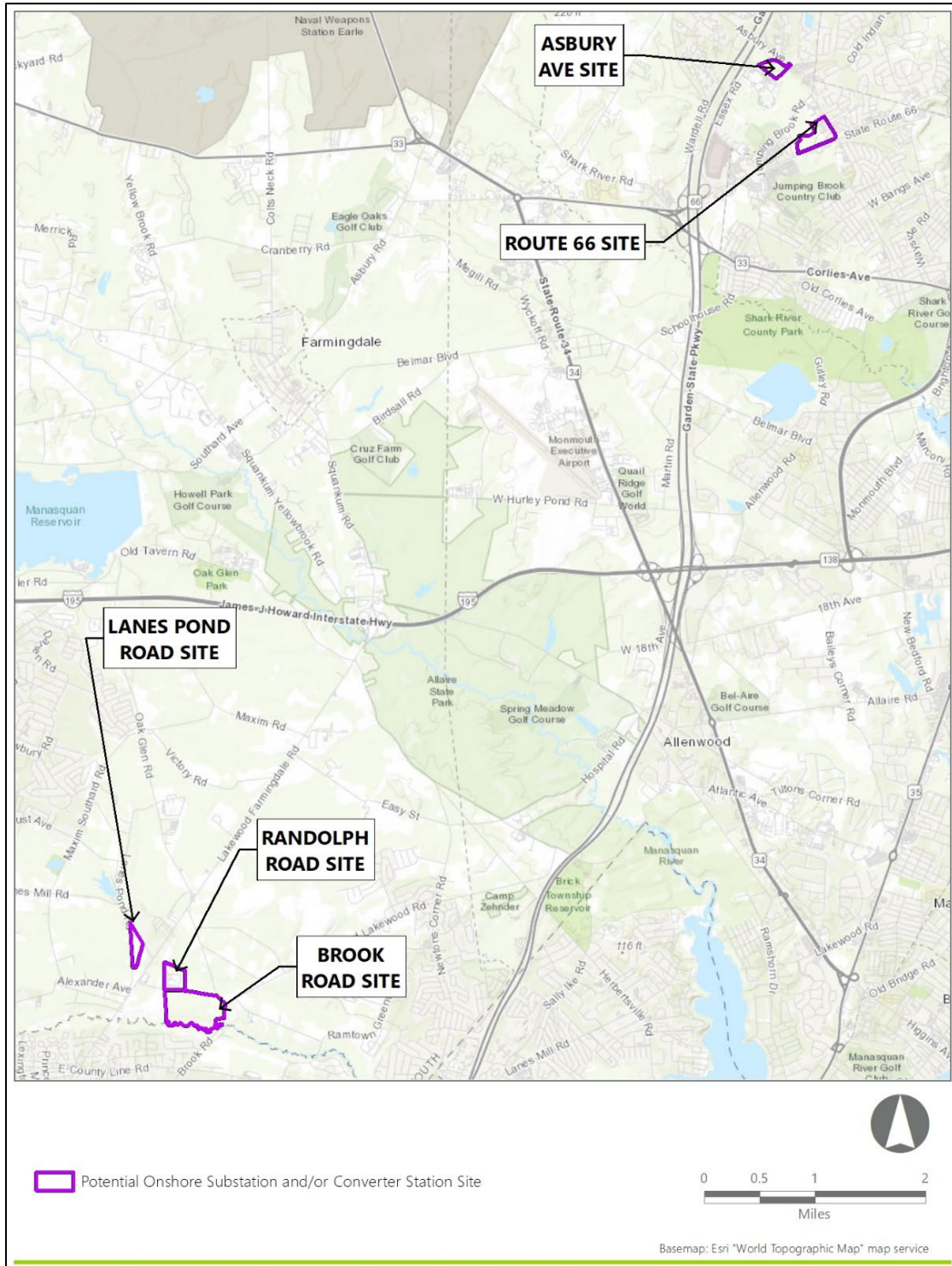
Table 1.5-1. New Jersey Onshore Substation and/or HVDC Converter Station Options

Site	Municipality and County	Size (Acres)	Description
Lanes Pond Road Site (Larrabee)	Howell Township, Monmouth County	16.3	The Lanes Pond Road Site, currently consisting of managed agricultural land and mixed forest, is an approximately 16.3-acre parcel north-northwest of the existing Larrabee Substation. It is bordered by Lanes Pond Road to the west, Miller Road to the north, the New Jersey Southern rail corridor to the east, and a residence to the south.
Randolph Road Site (Larrabee)	Howell Township, Monmouth County	24.7	The Randolph Road Site, currently occupied by building associated with the Arnold Steel Company, is an approximately 24.7-acre parcel northeast of the existing Larrabee Substation. It is bordered by Randolph Road to the south, and an existing transmission line corridor to the west, Dicks Brook and mixed forests to the north, and a mix of forest and residential development to the east.
Brook Road Substation Site (Larrabee)	Howell Township, Monmouth County	99.4	The Brook Road Substation Site, currently a vacant wooded lot, is an approximately 99.4-acre parcel. It is bordered by the existing Larrabee Substation to the west, Randolph Road to the north, Oak Glen Road and Brook Road to the east, and to the south by the North Branch of the Metedeconk River which makes up the Monmouth/Ocean County line.
Route 66	Neptune Township, Monmouth County	35.1	The Route 66 Site is located on the corner of State Route 66 and Green Grove Road in Neptune Township. This former insurance office campus consists primarily of large parking areas, approximately 2 acres of vacant building coverage, and about

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Site	Municipality and County	Size (Acres)	Description
			18 acres of forested land. The site is bounded by Route 66 to the south, Green Grove Road to the east, and commercial properties to the north and west.
Asbury Avenue	Tinton Falls Borough, Monmouth County	15.7	The Asbury Avenue Site is located east of the Garden State Parkway and southwest of Asbury Avenue in Tinton Falls. The site is currently completely forested, and a large senior living campus is situated to the southwest of the site, on the opposite side of an existing high voltage transmission line ROW.

Figure 1.5-1. New Jersey Substation/Converter Station Sites

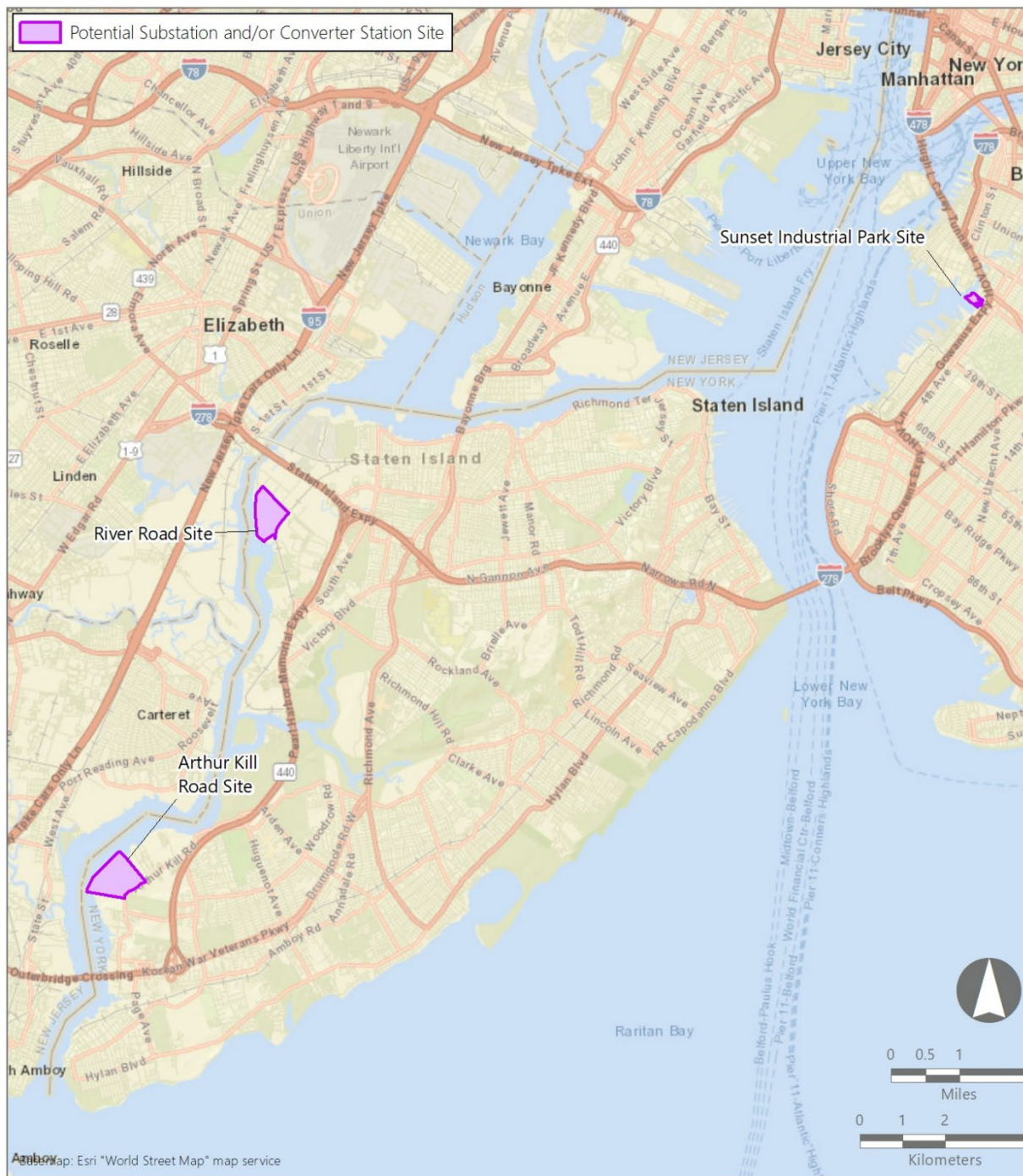


Additionally, Atlantic Shores has identified three optional locations (see Table 1.5-2) for an HVAC onshore substation and/or HVDC converter station in New York, two of which have been identified for the Fresh Kills/Goethals Onshore Interconnection Cable Route options and one which has been identified for the Gowanus Onshore Interconnection Cable Route options. Both Fresh Kills/Goethals site options are located on land parcels that have experienced significant development and/or disturbance. The Sunset Industrial Park site option would consist of a substation and/or converter station within the highly developed waterfront area of the Upper New York Bay near the South Brooklyn Marine Terminal (see Figure 1.5-2).

Table 1.5-2. New York Onshore Substation and/or HVDC Converter Station Options

Site	Municipality and County	Size (Acres)	Description
Arthur Kill Road	New York, Richmond County	208.6	This site is a former Kinder Morgan petroleum storage facility which is located on the eastern shore of the Arthur Kill River in the Borough of Staten Island. The site is bounded by the river to the west, Arthur Kill Road to the east, Ellis Road to the south, and Johnson Street to the north. Clay Pit Ponds State Park borders the southeastern corner of the site, which is currently occupied by a ground-mounted solar facility. With the exception of the west boundary, the site is generally surrounded by forest or vegetation.
River Road Site	New York, Richmond County	150.3	The River Road Site is also located on the Arthur Kill, in the Borough of Staten Island, Richmond County. It is bounded to the west by the river, to the north by Staten Island Parkway, the east by 8 th Avenue, and to the south by Pralls Creek. Existing land uses in the area appear to be rapidly converting to warehouse, shipping and distribution centers as evidenced by the recent construction of a very large Amazon warehouse complex. The remaining land directly adjacent to the site appears to be vacant with patches of former development, scrub shrub vegetation, and a grid of former access roads throughout the site.
Sunset Industrial Park	New York, Kings County	21.8	The Sunset Industrial Park site is located in the Upper Bay of the Hudson River in the Borough of Brooklyn, Kings County, New York. Specifically, the site is in the Park Slope Neighborhood adjacent to Gowanus Bay/Canal. This area is primarily defined by numerous marine ports, docks, greenway parks, industrial parks, and commercial facilities. The waterfront land uses are backed by dense residential and mixed-use communities interspersed with historic parks and greenways. Recently established parks along the waterfront appear to be the result of combined efforts of development authorities and newly constructed commercial facilities.

Figure 1.5-2. New York Substation/Converter Station Sites

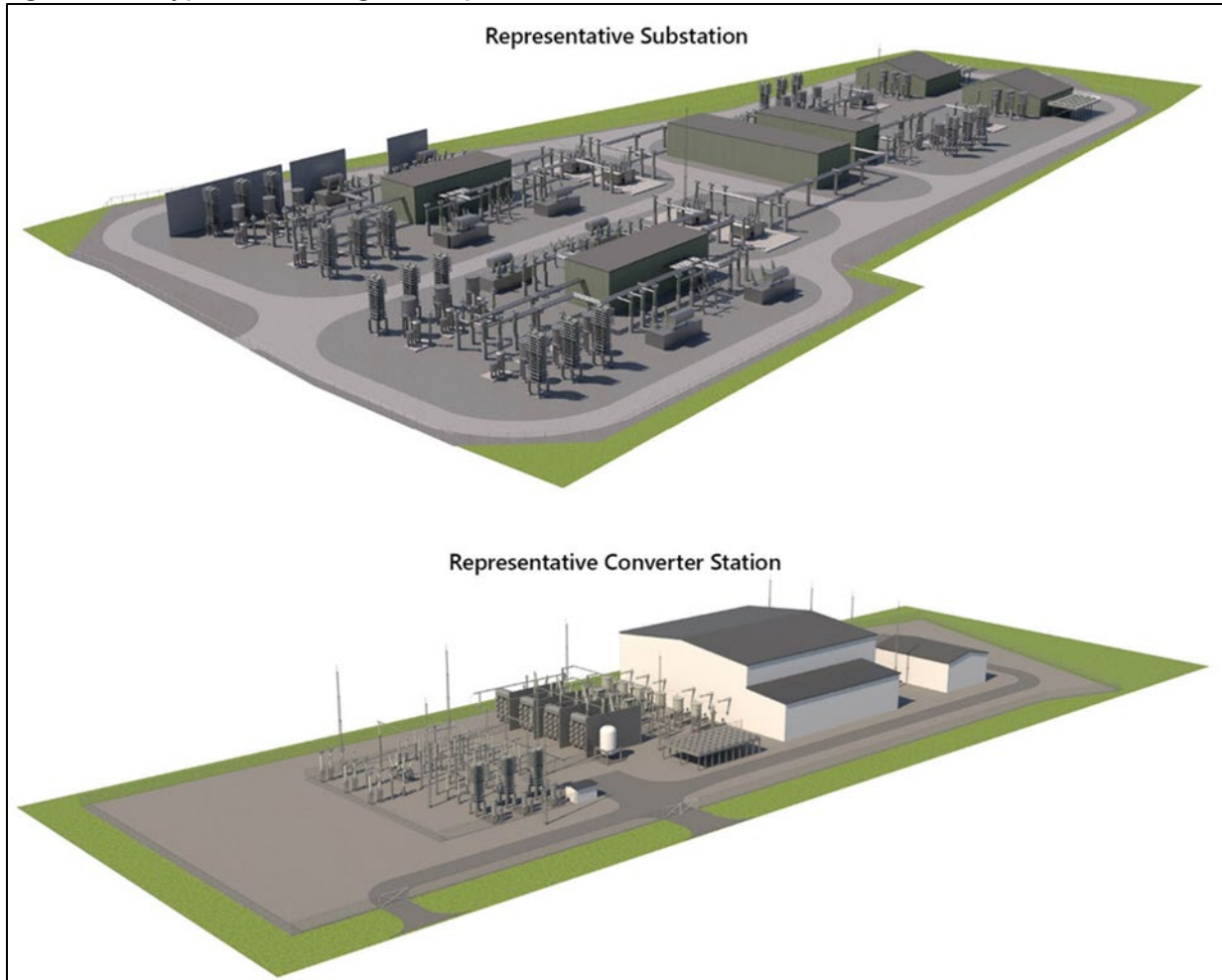


The HVAC onshore substation and/or HVDC converter station design and specific equipment will depend on whether the transmission cables are HVAC or. If HVAC is selected, the equipment and facilities installed at the site will include up to four power transformers, static synchronous compensators (STATCOMs), shunt reactors, station service transformers, harmonic filter banks, and a substation control building. If HVDC is selected, the equipment and facilities installed at the site will include a valve hall, service building, transformers, an AC yard and a DC area, a reactor yard, valve cooling towers, AC filters, and a storage

building. Based on preliminary design information, representative three-dimensional (3D) models of typical HVAC onshore substation and HVDC converter station options are illustrated in Figure 1.5-3.

As mentioned previously, the onshore substation is the only portion of the Project that is anticipated to be visible during the operational phase of the Project.

Figure 1.5-3. Typical Rendering of a Representative Converter Station/Substation



2.0 ONSHORE FACILITIES

2.1 New Jersey Onshore Substation/Converter Station Locations

Five potential Facilities have been identified in New Jersey, three for the Larrabee Onshore Substation/Converter Station location and two for the Atlantic Onshore Substation/Converter Station location (see Figures 2.1-2 and 2.1-3). A historic context for the development to date within the area of these proposed locations is provided in Section 2.1.1. The existing location, visual setting, and history of each site is described in Sections 2.1.2, 2.1.3, 2.1.4, 2.1.5, and 2.1.6).

Figure 2.1-1. Overview of the Proposed Larrabee Onshore Substation/Converter Station Locations.

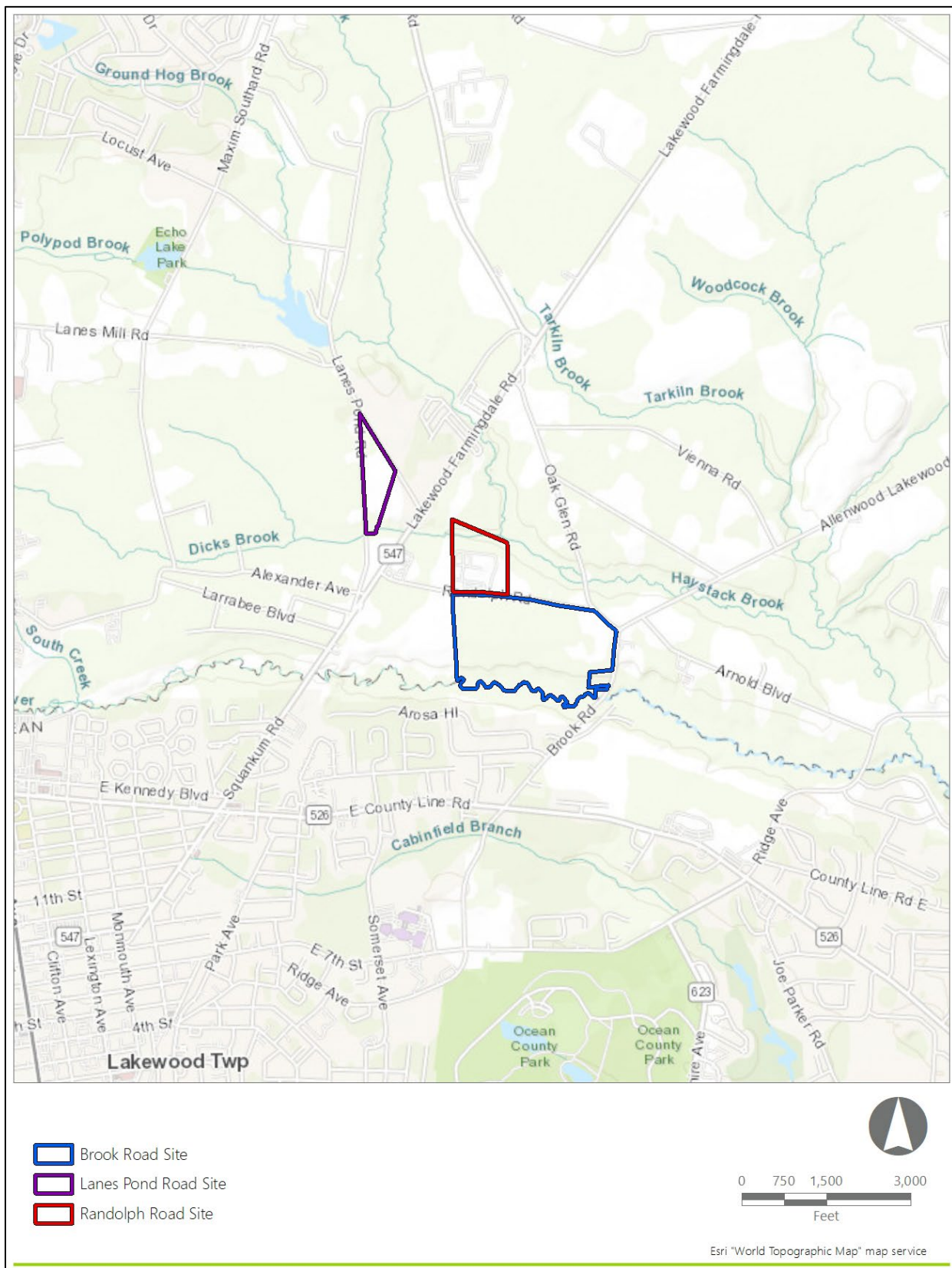
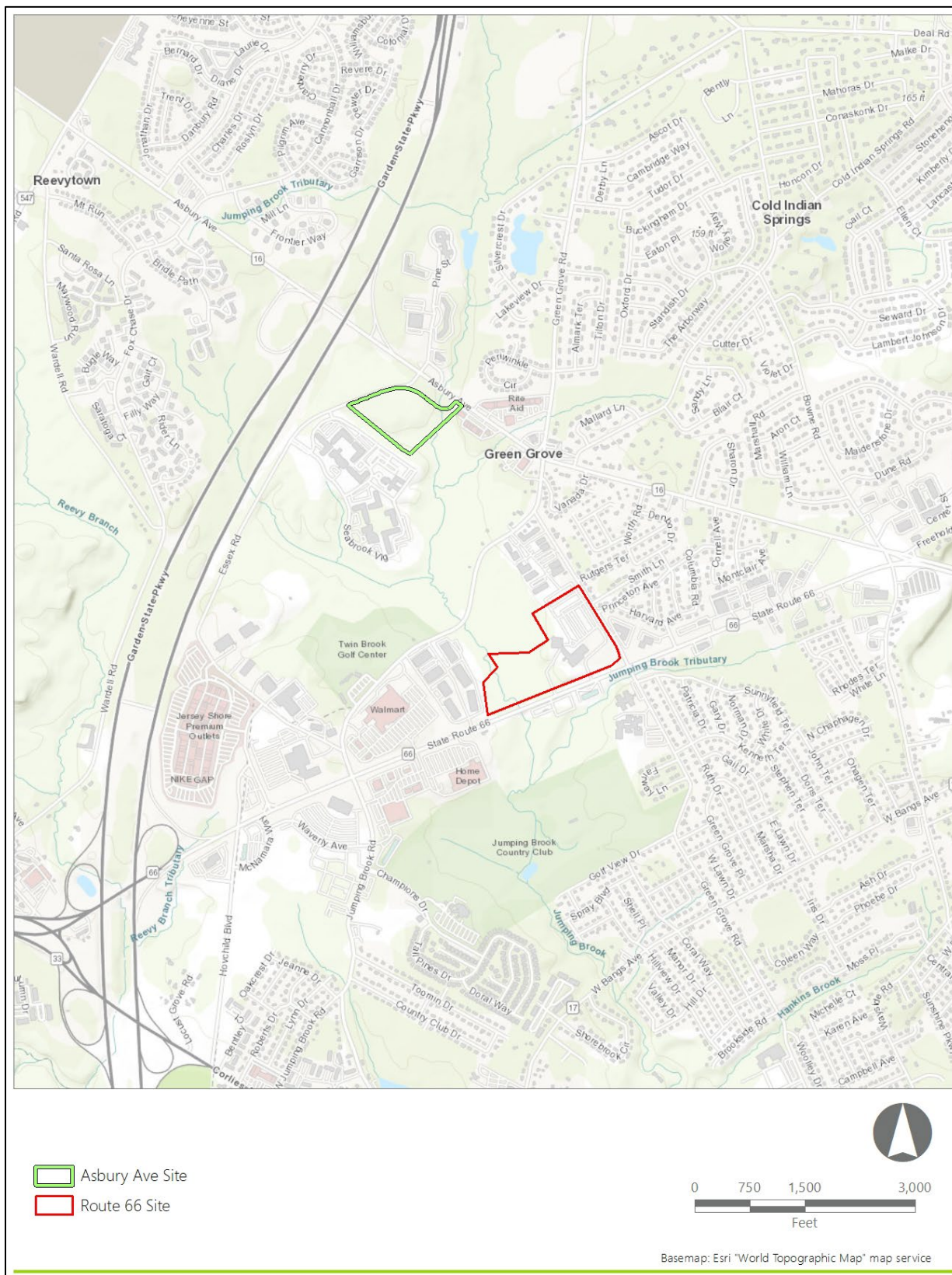


Figure 2.1-2. Overview of the Proposed Atlantic Substation/Converter Station Locations.



2.1.1 **Historic Context**

Archives and repositories consulted during EDR’s research for the Larrabee substation locations included the online digital collections of the Library of Congress, the State of New Jersey official website, David Rumsey Historical Map Collection, the Monmouth County Historic Inventory website, and the United States Geological Survey (USGS; see Section 6.0), and EDR’s in-house collection of reference materials. Additionally, EDR reviewed the *History of Monmouth County, New Jersey* (Ellis, 1885), *History of New Jersey* (Meredith and Hood, 1921), the *Story of New Jersey’s Civil Boundaries 1606-1968* (Snyder, 1969), for the historic context of the substation sites and PAPE.

The proposed Larrabee Substation/Converter station will be located in the Howell Township, Monmouth County, New Jersey. Monmouth County’s 665 square miles (1,722 sq km) are situated along the Jersey Shore south of New York Bay, and are divided into 53 municipal subdivisions, including townships, cities, towns, boroughs, and villages.

New Jersey has been the site of human occupation for at least 12,000 years. At the time of European first contact, Atlantic County, like most of New Jersey, was occupied by the Lenni Lenape people. The local branch was the Unalachtigo Lenape, or the “people who live near the ocean” (Snyder, 1969). The first European voyagers included the Dutch, Finns, and Swedes, who founded competing trade settlements along the coast from present-day Cape May to Trenton. The Finnish and Swedish colonies, however, did not receive enough support from their respective home countries, and suffered from a lack of financial and human resources. In 1655, Peter Stuyvesant sent a fleet of Dutch ships to raid the Finnish and Swedish settlements, resulting in the Dutch taking over control of the area for New Netherland (Meredith and Hood, 1921; Snyder, 1969).

The New Jersey colonies came under English control when the Dutch were defeated in 1664. For the next century, emigres from Holland, Huguenots from France, and Scots, among others, made New Jersey their home. During this early colonial period, the colony was split into two halves, East and West Jersey. In 1686, the area comprising Egg Harbor Township was located in Gloucester County in West Jersey. Gloucester County split from Burlington County. In 1693, Great Egg Harbor Township, or simply Egg Harbor, was formed. During the American Revolution, southern New Jersey was the site of many battles. For four months in 1783, the City of Princeton served as the United States’ capital (Meredith and Hood, 1921; Snyder, 1969).

English colonial officials formed Monmouth County in 1683 in the East Jersey province. English Quakers formed a significant share of early Euro-American settlers in the county, while bands of Lenni Lenape continued to dwell in the region and maintained trading relationships with Europeans (Ellis, 1885; Salter, 1890). Colonizing Euro-Americans largely concentrated economic development of the region on clearing pitch pine timber for lumber and producing tar and turpentine for the maritime industry and subsequently developed cleared areas for agricultural and livestock grazing land in favorable soil conditions (Parsons, ed., 1928). The Euro-American population of Monmouth County remained relatively low compared to more intensively developed areas in the Hudson and Delaware River valleys but steadily grew into the nineteenth century with a focus on agriculture and light industry, such as grist and saw milling on suitable streams and rivers.

Howell Township was formed in 1801 from a subdivision of Shrewsbury Township. By 1832 the county had a modest commercial economy consisting of 17 mills, two distilleries, and a furnace (Ellis, 1885). The township was itself subdivided three times in the mid-nineteenth century. The production of pig iron was a major industry in Monmouth County, with over 500 workers employed at the Allaire Works on the Manansquan River between 1821 and 1846 (Morrison, 1950). In 1850, Ocean County was partitioned from Monmouth County (OCCHC, 2020). In 1853, a rail line was constructed which connected Camden with points in Monmouth County, and by 1860 rail lines had successfully linked most areas of the state (Morrison, 1950).

At the turn of the twentieth century, immigration from Europe increased dramatically, doubling the population of New Jersey, with many new arrivals settling in Monmouth County. While Wall and Howell Townships remained largely agricultural into the twentieth century, rail connections with larger urban areas and later improved roadways for automobiles in the twentieth century led to the growth of seaside communities in Monmouth County that were increasingly not connected with local farming or industry (Parsons, ed. 1928). Chemical and electronics manufacturing expanded significantly during the Second World War and afterwards (Monmouth County Planning, 2016). Monmouth and Ocean Counties followed the national trends of suburbanization, and after the construction of the Garden State Parkway, population and development expanded quickly. Today Monmouth County is one of the wealthiest counties in the United States, benefiting from its legacy of manufacturing, while Ocean County has remained the fastest growing county in New Jersey for much of the past 60 years (New Jersey, 2020; OCCHC, 2020).

2.1.2 ***The Lanes Pond Road Site***

2.1.2.1 Existing Conditions

The Lanes Pond Road Site, currently consisting of managed agricultural land and mixed forest, is an approximately 16.3-acre parcel north-northwest of the existing Larrabee Onshore Substation. It is bordered by Lanes Pond Road to the west, Miller Road to the north, the New Jersey Southern rail corridor to the east, and a residence to the south.

Figure 2.1-3. Lanes Pond Road Site overview. The view from Lanes Pond Road showing the agricultural hay field. View to the east.



2.1.2.2 Visual Setting

The Lanes Pond Road Site is located in a predominantly forested area with light density residential, industrial and agricultural properties. A few residences are located to the west of the site along Lanes Pond Road, with dense forestation further west. To the north of the site are scattered residences and dense forest, as well as Lake Louise. Located to the east across Miller Road are residences, agricultural land, the New Jersey Southern Railroad Historic District, and two mobile home developments, as well dense forestation. Finally, to the south of the site are a few industrial properties, residences, and forest land.

2.1.2.3 History of the Site

The Lanes Pond Road Site has been vacant land since at least 1930, when historic aerials show the property as agricultural fields. Based on a review of historic aerials and maps, the northern portion of the property near the intersection of Lanes Pond and Miller Roads has been wooded since at least 1930, the middle portion of the property remains open fields, and the southern portion has been wooded since approximately 1972 (Historic Aerials, 2022). The vacant Lanes Pond Road Site is not architecturally significant, nor is it associated with any event or person. The site does not have the potential to yield

information important in history or prehistory; therefore, the property does not meet the criteria for listing in the NRHP.

2.1.3 **The Randolph Road Site**

2.1.3.1 Existing Conditions

The Randolph Road Site is an approximately 24.7-acre parcel northeast of the existing Larrabee Onshore Substation. The Randolph Road option is made up of three parcels (Parcel IDs 1321_5_3 and 1321_5_2) and is currently a steel fabrication facility with associated laydown yard, offices, and parking, as well as forested wetlands surrounding Dicks Brook.

Figure 2.1-4. The Randolph Road option overview. View of the steel fabricator facility from Randolph Road. View to the north.



2.1.3.2 Visual Setting

The Randolph Road site is located in a predominantly wooded area, with dense forestation to the immediate north, east, and south. A transmission line is located directly west of the site. Low density residential development is located to the northeast and a topsoil distributor, and a substation are located to the southwest. Low density residential development and scattered commercial development are located to the west.

Figure 2.1-5. View of the adjacent transmission line and the Material Transport Group, the topsoil distributor, on Randolph Road. View to the south.



2.1.3.3 History of the Site

The property was forest land from as early as 1930. Between 1947 and 1953 the land was cleared and divided into the present-day parcels. By 1956 two large structures, possibly barns, and a few smaller structures were constructed on the property. By 1979 the Randolph Road facility has been constructed, replacing one of the large structures. Multiple additions are added to the property between 1979 and 1995 (Historic Aerials, 2022).

The extant structures on the Randolph Road Site are not architecturally significant, nor are they associated with any event or person. The structures do not have the potential to yield information important in history or prehistory; therefore, the property does not meet the criteria for listing in the NRHP. Please see the NJHPO Intensive-Level Survey Form for the Randolph Road Site in the *Appendix II-X Intensive-Level Architectural Survey Report* for additional information and photographs (EDR, 2023).

2.1.4 ***The Brook Road Site***

2.1.4.1 Existing Conditions

The Brook Road Site, currently a vacant wooded lot, is an approximately 99.4-acre parcel. The Brook Road option is made up of two parcels (Parcel IDs 1321_5_3 and 1321_5_2) and includes mostly upland forested area with some areas of wetlands associated with the Metedeconk River.

Figure 2.1-6. Brook Road option overview. The view of the wooded parcel from Randolph Road. View to the south.



2.1.4.2 Visual Setting

It is bordered by the existing Larrabee Onshore Substation to the west, Randolph Road to the north, Oak Glen Road and Brook Road to the east, and the south by the North Branch Metedeconk River which makes up the Monmouth/Ocean County line. Randolph Road is located to the northwest across Randolph Road. A few buildings are located across Brook Road to the east of the property.

2.1.4.3 History of the Site

The property was used as agricultural fields as early as 1930. The associated farmhouse and outbuildings appear to be located across from each other on the east and west sides of Brook Road at the east edge of

the Brook Road option. A large oval area, likely once a horse track, is visible on past and present aerial imagery, with subdivided fields evident within the oval road and surrounding it. To the west of the horse track appears to be densely wooded as early as 1930, although there are some paths visible between the trees and orchards appear to have been planted to the east and southeast of the track. Trees are visible inside the track in the 1980s and forest has reclaimed the land by the early 2000s (Historic Aerials, 2022).

The vacant Brook Road Site is not architecturally significant, nor is it associated with any event or person. The site does not have the potential to yield information important in history or prehistory; therefore, the property does not meet the criteria for listing in the NRHP.

2.1.5 ***The Route 66 Site***

2.1.5.1 Existing Conditions

The Route 66 Site is located at 3501 Route 66 in Neptune, New Jersey on approximately 35.47 acres. The property is currently woodland, vacant commercial buildings, and paved parking areas. A transmission corridor crosses the northeastern portion of the property.

Figure 2.1-7. Overview of the proposed Route 66 Site on vacant commercial/office building grounds with associated parking lots. View to the southwest.



Figure 2.1-8. Overview of the proposed Route 66 Site on vacant commercial/office building grounds with associated parking lots. View to the south.



2.1.5.2 Visual Setting

The site is located in a moderately dense area consisting of woodland, commercial/industrial development, and suburban residential neighborhoods. The site is bounded by NJ Route 66 to the south, Green Grove Road and residential development to the east, undeveloped wooded wetland and commercial development to the north, and a commercial/industrial complex to the west.

2.1.5.3 History of the Site

Based on a review of historic aerial photographs and topographic maps, from at least 1931 to the mid-1950s the site appears to have been agricultural and woodland with a single residence located to the north of the present-day structures. A second residential structure is visible on the mid and late 1950s aerial maps. The two current three-story commercial buildings and associated drives and parking were constructed in 1970-71 and 1978.

The extant structures on the Route 66 Site are not architecturally significant, nor are they associated with any event or person. The structures do not have the potential to yield information important in history or prehistory; therefore, the property does not meet the criteria for listing in the NRHP. Please see the NJHPO Intensive-Level Survey Form for the Route 66 Site in the *Appendix II-X Intensive-Level Architectural Survey Report* for additional information and photographs (EDR, 2023).

2.1.6 *The Asbury Avenue Site*

2.1.6.1 Existing Conditions

The Asbury Avenue Onshore Substation/Convertor Station Site is situated on approximately 15.66 acres of undeveloped wooded lots in Tinton Falls, New Jersey. The property is bounded by the proposed high voltage utility corridor planned as one of the Atlantic Onshore Route options to the southwest, Essex Road to the northwest, Asbury Road to the Northeast, and undeveloped woodland to the southeast.

Figure 2.1-9. Overview of the proposed Asbury Avenue Site in undeveloped woodland with scrub brush understory. View to the south.



2.1.6.2 Visual Setting

The area surrounding the Asbury Avenue Onshore Substation/Convertor Station Site is substantially woodland with sparse development including a senior living complex to the southwest, a utility corridor, and some commercial development.

2.1.6.3 History of the Site

The site has been undeveloped vacant woodland since at least the late 19th century. The property remains undeveloped. The area surrounding the property has been sparsely developed starting in the late 1990s. The vacant Asbury Avenue Onshore Substation/Convertor Station Site is not architecturally significant, nor is it associated with any event or person. The site does not have the potential to yield information important in history or prehistory; therefore, the property does not meet the criteria for listing in the NRHP.

2.2 New York Onshore Substation/Converter Station Locations

Atlantic Shores has identified two potential locations for the proposed Fresh Kills/Goethals Substation and/or Converter Station (see Figures 2.2-1 and 2.2-2). A historic context for the development to date within the area of these proposed locations is provided in Section 2.2.1. The existing location, visual setting, and history of each site is described in Sections 2.2.2.1, 2.2.2.2 and 2.2.3).

Figure 2.2-1. Overview of the Proposed Freshkills/Goethal and Gowanus Locations.

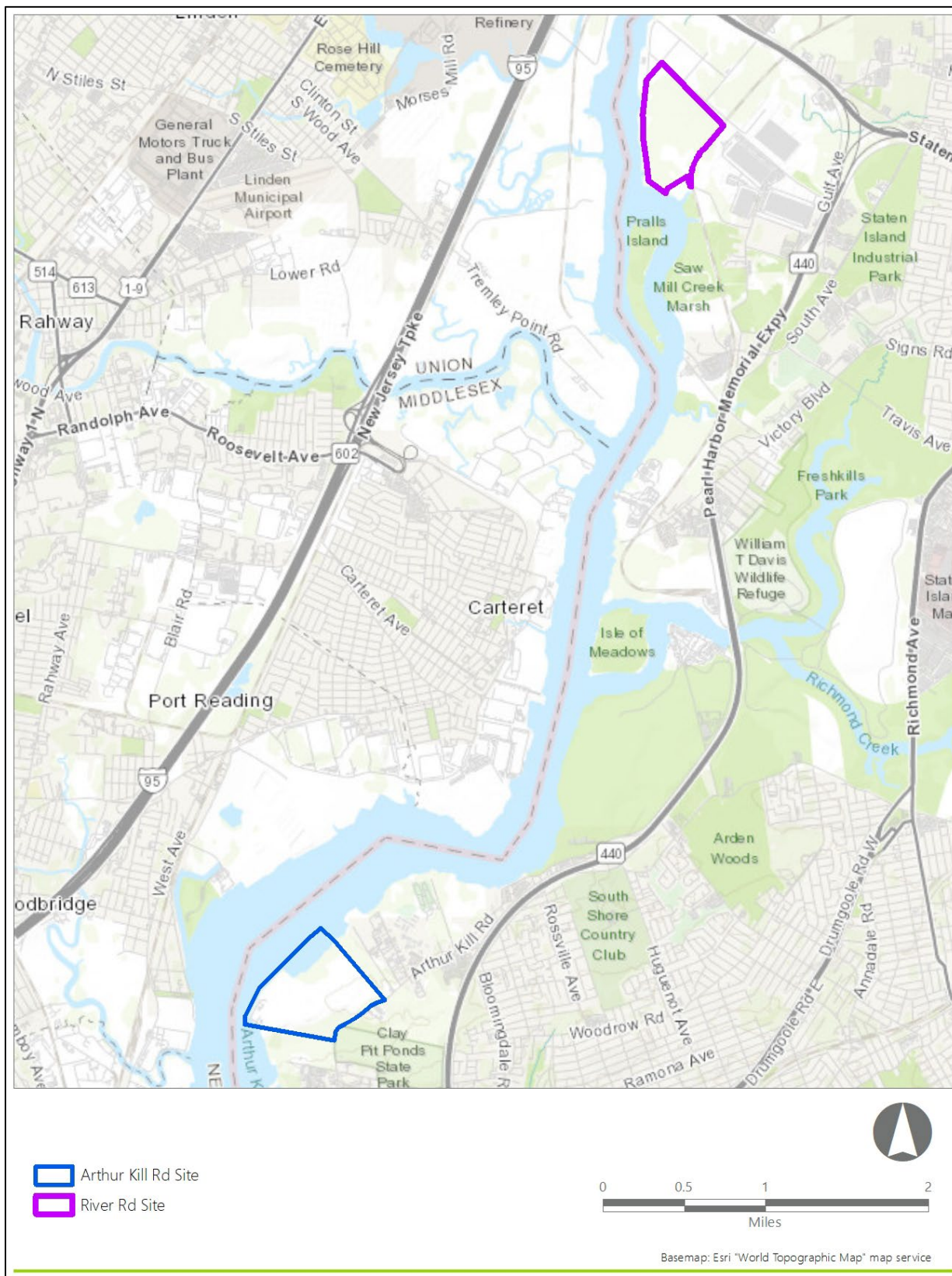
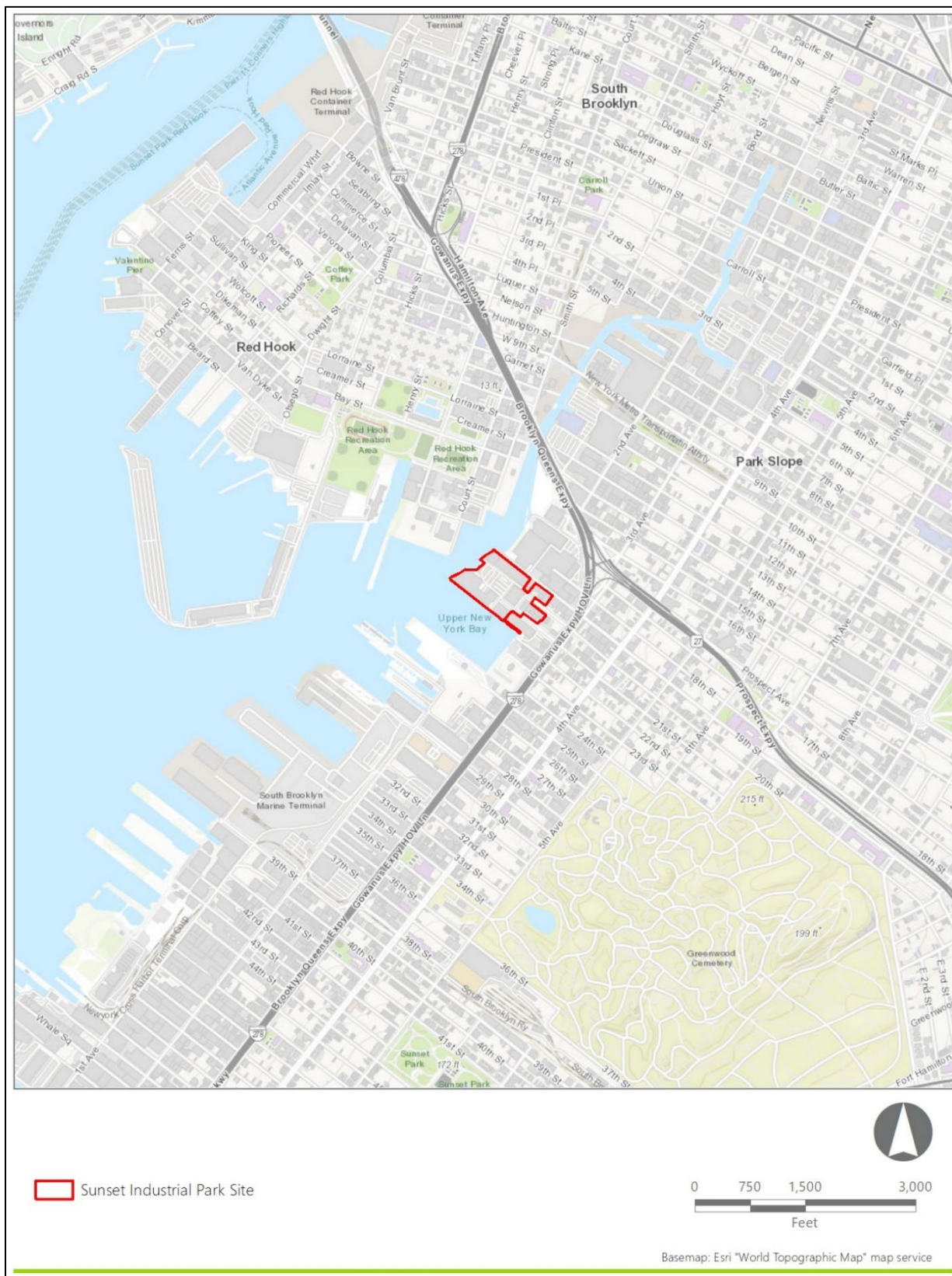


Figure 2.2-2. Overview of the Proposed Sunset Industrial Park Location.



2.2.1 **Historic Context**

The proposed Facilities in New York are located in Staten Island and in Brooklyn. Historic contexts for both boroughs are included below.

2.2.1.1 Staten Island

New York has been the site of human occupation for at least 12,000 years. At the time of European first contact, Richmond County and Staten Island were occupied by the Lenni Lenape people, specifically the Raritan band of the Unami branch of the Lenape. The encampments of the Raritan Lenape were concentrated to the eastern shore of the Staten Island, which was called “Aqueuhonda Manacknong” in Lenape, meaning “as far as the place of the bad woods” and “the bad woods.” (Bayles, 1887:48). The interior of the island was used for hunting and as a result numerous foot trails were well established by the time of European exploration, including trails that would become modern-day Richmond Road and Amboy Road. The island provided abundant resources, including deer, shellfish, and waterfowl. Shell middens were found on the shores of the island at the time of European exploration (Bayles, 1887:48; Morris, 1900:15-16).

One of the first recorded accounts of Europeans discovering Staten Island is attributed to Giovanni da Verrazzano, an Italian explorer who reportedly sailed through the tidal straight separating Staten Island and Brooklyn while navigating New York Bay. Italian explorer Sebastian Cabot also claimed to have discovered the island on behalf of England as early as 1497 during a survey of the North American coastline. Dutch explorer Henry Hudson sailed around the island which he named “Staaten Eylandt” after the parliamentary legislature of the Netherlands. Staten Island was a part of the Dutch colony New Netherland and numerous attempts were made to establish permanent settlements on the island during the first decades of the seventeenth century. However, conflicts between the Dutch and Raritan tribe prevented the establishment of a successful community and in 1655 the last attempted Dutch settlement was burned (Bayles, 1887:44-48).

In 1661 a group of Dutch and French Huguenots founded the first successful community on the island at Oude Dorp (present day South Beach). Shortly after in 1664 King Charles II of England granted his brother James, the Duke of York, a land patent encompassing the land between the Connecticut and Delaware Rivers, including Staten Island. The Duke of York immediately set about to formally survey his land holdings and navigated into New York harbor and seized a block house on Staten Island. An agreement was reached for the Dutch to surrender and leave New Netherland. After the English took control of the island, English and Welsh pioneer farmers began establishing settlements. Staten Island was renamed Richmond County in 1683 with the organization of the ten original colonies of New York. The county seat was established at Stony Brook (modern-day New Dorp) but was moved to a more central location at Richmond Town in 1729 (Bayles, 1887:72; Old Staten Island, 2014).

During the Revolutionary War, Staten Island and its inhabitants remained staunchly Loyalist. The island was occupied by British troops through the duration of the war as its location on New York Bay proved advantageous for spotting in coming vessels. At the height of the war, roughly 30,000 troops were camped on the island and the area was said to have been almost completely deforested in order to supply the British

army. In 1776, a failed peace negotiation was held at the Conference House. After the eventual surrender of the British army in 1781, departing troops reportedly fired the last shots of the way while departing the island. In 1788 Richmond County was divided into four townships including Northfield, Southfield, Westfield, and Castleton. Into the nineteenth century, Staten Island remained a quiet rural area comprising farmers and fisherman with mills dotted around the island along the inland waterways (Old Staten Island, 2014).

In 1816 the Richmond Turnpike Company was formed and opened a turnpike that constitutes modern-day Victory Boulevard. The following year the first steam ferry began service between Tompkinsville and Manhattan which opened the island to more settlement. By the 1830s, the bucolic nature of the island attracted the wealthy elites in New York and a colony of summer residences was founded at New Brighton (Old Staten Island, 2014; Staten Island History, 2023). The first railroad was completed on the island in 1860 and was financed by Cornelius Vanderbilt, a resident of Staten Island. Vanderbilt had humble beginnings operating a ferry on the island and had worked his way up through various transportation jobs. He operated the only ferry on the eastern shore of the island to Manhattan and saw the railroads as the new era of transportation. The State Island Railway operated between Stapleton in the northern extent of the island and Totterville in the south and facilitated a connection between Manhattan and New Jersey. In 1880 the railroad was facing financial trouble and was dissolved and reorganized as the Staten Island Rapid Transit Company (SIRT) in partnership with the Baltimore and Ohio Railroad. The construction of a railroad bridge over the Arthur Kill in 1888 provided a more direct connection to the mainland of New York City and opened the island to an era of rapid development (Kolff, 1918:34).

Staten Island saw an era of exponential growth in the twentieth century. Staten Island was annexed by New York City 1898 along with the Bronx, Brooklyn, and Queens. The island was named the Borough of Richmond at the time of its annexation. The annexation resulted in improved infrastructure on the island and opened the area to larger scale residential, commercial, and industrial development. Staten Island's location on New York Bay made the island's northern and western shores an advantageous location for shipping and receiving. The industrial era last through the majority of the twentieth century until its decline beginning in the 1950s. The construction of Interstate 278 across the northern extent of the island in the early 1960s resulted in the demolition of sections of numerous historic neighborhoods. The Verrazzano-Narrows Bridge was constructed as a part of the interstate effort and connects Staten Island with Brooklyn. The bridge is considered the world's longest suspension span bridge. In 1975, the name of the borough was officially changed to Staten Island (Old Staten Island, 2014).

2.2.1.2 Brooklyn

Brooklyn shares a similar early history with Staten Island as it was also reportedly first discovered by Giovanni da Verrazzano and later by Henry Hudson who anchored his vessel in Gravesend Bay in the first decade of the 1600s before navigating up the Hudson River. The first meaningful Dutch settlements in this area of what was New Netherland were founded by farmers. In 1645, Breuckelen was established and was named for a village in the Netherlands; the name roughly meant "marshy area", an appropriate moniker for the area. By the late 1800s, the name was anglicized and became Brooklyn, as it is known today. Other settlements were located in New Utrecht, Flatbush, Bushwick, and Williamsburg. A ferry was established

from Brooklyn to Manhattan as early as 1642 and small settlement grew around the ferry landing (modern-day Fulton Ferry District at the Brooklyn Bridge). Kings County, which included all of Brooklyn, was organized in 1685 (Custer, 1911:9-10; Ostrander, 1894:53).

During the first half of the eighteenth century, Brooklyn was predominantly a farming and fishing community. Brooklyn was the site of the Battle of Long Island during the Revolutionary War. American troops were forced to retreat to Brooklyn Heights during the battle, which afforded a vantage over the East River. Due to its proximity to Manhattan and well-established ferry service, Brooklyn became the major supplier of produce and other goods to New York City. The Brooklyn Navy Yard, a large shipping and industrial complex, was constructed in 1801 for the purpose of building wood ships for the United States Navy. The first steam ferry service across the East River began in 1814 and Brooklyn was incorporated as a village in 1816. The community was later designated a city in 1834 and organized into nine wards. The completion of the Long Island Railroad through Brooklyn in 1837 opened the city to further residential, commercial, and industrial development (Wallenfeldt, 2022; Custer, 1911:22).

In 1867, Frederick Law Olmstead and Calvert Faux were commissioned to design the 526-acre Prospect Park near the Windsor Terrace neighborhood of Brooklyn. By the 1880s, the ports in Brooklyn were handling more tonnage than Manhattan. Brooklyn had a diverse array of manufacturing in the late-nineteenth and into the twentieth century, predominantly sugar refining, iron works, and petroleum factories in addition to the numerous smaller-scale factories. Brooklyn was formally annexed as a borough by New York City in 1898. During the early 1900s, the large number of residents of Brooklyn who worked elsewhere in New York City made Brooklyn one of the first “bedroom communities” in the United States. Brooklyn also received a large influx of African American migrants from the south during the Great Migration in the first decades of the twentieth century. In addition to the European and Puerto Rican immigrant population coming to Brooklyn during the same period, the result was the formation of unique and disparate communities contained within the boundaries of the borough (Wallenfeldt, 2022).

Following the close of World War II, Brooklyn saw a drastic downturn in manufacturing which also resulted in blight and economic hardships within the borough. Many of the factories on the East River and in New York Bay were abandoned or significantly downsized. This era lasted until the late 1990s when the available and affordable housing stock in Brooklyn caught the attention of young professionals in New York City. The borough saw an influx of young workers which resulted in the revitalization and often gentrification of the unique immigrant neighborhoods. Additionally, the availability of warehouse space made Brooklyn a prime location as a technology hub during the burgeoning “dot com” era of businesses in the late 1990s and early 2000s. Brooklyn is now considered one of the most desirable and popular residential boroughs in New York (Wallenfeldt, 2022).

2.2.2 *Freshkills/Goethal and Gowanus*

2.2.2.1 Arthur Kill Road Site

2.2.2.1.1 Existing Conditions

The Arthur Kill Road Onshore Substation and/or Converter Station Site is located on the former Exxon Mobil tank site. The site is an approximately 208-acre parcel that is currently improved with solar panels and a pipeline terminal, currently known as the Kinder Morgan Terminal/Wester State Island Substation.

Figure 2.2-3. Overview of the potential Arthur Kill Road Substation and/or Converter Site at the Western Staten Island Substation entrance (no access). View to the northwest.



2.2.2.1.2 Visual Setting

The Arthur Kill Road Onshore Substation and/or Converter Station Site is located in the southwestern portion of Staten Island. The site is bounded by Arthur Kill Road, the Arthur Kill waterway and forestlands, which directly surround the property to the north, west, and south.

2.2.2.1.3 History of the Site

A review of historic topographic and aerial maps shows that the area was sparsely developed along present-day Arthur Kill Road, Ellis Road and along the waterfront from at least 1898. The property remained sparsely developed until it was developed as a petroleum storage and distribution facility in 1934. According to aerial photographs, additional storage tanks were added to the property in the mid-to-late 1940s, however little development occurred after that point until the tanks were removed in 2021-22.

The site and extant structures on the Arthur Kill Road Site have previously been determined not eligible for the NRHP by NYSHPO.² The buildings are not architecturally significant, nor are they associated with any historically significant event or person. The structures do not have the potential to yield information important in history or prehistory; therefore, the property and its outbuildings do not meet the criteria for listing in the NRHP.

2.2.2.2 River Road Site

2.2.2.2.1 *Existing Conditions*

The River Road Onshore Substation and/or Converter Station site is located on an approximately 150-acre parcel that is currently vacant.

Figure 2.2-4. Overview of the existing Goethals Substation POI near the potential River Road Substation and/or Converter Station. View to the northeast.



2.2.2.2.2 *Visual Setting*

² The NYSHPO CRIS website includes an entry for the Port Mobil (formerly Kinder Morgan) major oil storage facility and associated infrastructure (Unique Site Number [USN] 08501.004112) as well as four individual outbuildings (USNs 08501.004113 through 08501.00416). The site and all four outbuildings have a recorded determination from June 17, 2021 of not eligible for listing on the NRHP.

The River Road Onshore Substation and/or Converter Station Site is located in the southwestern portion of Staten Island. The property is bounded to the west by Water Street, the south by the Arthur Kill, southeast by the existing Goethals substation, the rail line to the east, and 5th Street to the north.

2.2.2.2.3 History of the Site

Prior to the 1940s, the River Road Onshore Substation and/or Converter Station Site was undeveloped wetlands. Historic aerial photography (Historic Aerials, 2023) shows that the River Road Substation and/or Converter Station Site became part of a 700-acre oil tank storage complex in the 1940s, first owned by Gulf Refining Company and later by GATX Terminals Corporation; however, the area of the proposed River Road Onshore Substation and/or Converter Station Site remains vacant. The land located within the proposed River Road Substation and/or Converter Station Site appears largely undeveloped except for a ballast water tank that was constructed on the southernmost portion of the area in 1970 (Historic Aerials, 2023). The tank was demolished and filled by the early 2000s, but its location is clearly observed on modern satellite imagery.

The vacant River Road Onshore Substation and/or Converter Station Site is not architecturally significant, nor is it associated with any historically significant event or person. The site does not have the potential to yield information important in history or prehistory; therefore, the property does not meet the criteria for listing in the NRHP.

2.2.3 Sunset Industrial Park Site

2.2.3.1 Existing Conditions

The Sunset Industrial Park Onshore Substation and/or Converter Station Site is an approximately 15.25-acre parcel currently occupied by paved lots and multiple businesses. The site is bounded to the west and south by the Gowanus Canal/ New York Bay, to the north by 19th Street, and to the east by 3rd Avenue. Preliminary design anticipates using only the south central portion of the site (approximately 6.50 acres)

Figure 2.2-5. Overview of the new and active construction occurring at Sunset Industrial Park Onshore Substation and/or Converter Station Site, from public right-of-way on 19th Street. View to the west.



2.2.3.2 Visual Setting

The Sunset Industrial Park Onshore Substation and/or Converter Station Site is located in the Park Slope neighborhood of Brooklyn. The site is bounded to the northeast by warehouses, to the southeast by Interstate 278 (the Gowanus Expressway), and to the northwest and southwest by the Gowanus Canal and Bay.

2.2.3.3 History of the Site

A review of historic maps and aerial photography (Anonymous, 1869; McElroy, 1875; USGS, 1900 and 1955; Historic Aerials, 2023) demonstrates that the proposed Sunset Industrial Park Substation and/or Converter Station Site was an undeveloped location until the mid to late-nineteenth century when wharf and pier development began in and around the Gowanus Bay. Originally two separate piers between 19th and 22nd Street, the area between them was filled between 1984 and 1985, at which time the site reached a state and configuration similar to present day. The historic map and image review indicated that several of the buildings located on site since the early twentieth century have been altered or demolished, particularly on the northwestern end of the site where a new building is currently being constructed (see Figure 2.2-3).

The site is not currently publicly accessible. However, based on observation of buildings from publicly available vantage points immediately adjacent to the site, none of the buildings appear to be historically or architecturally significant, and therefore do not meet the criteria for listing on the NRHP.

3.0 PRELIMINARY AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for a project is determined by BOEM through consultation with the relevant State Historic Preservation Offices (SHPOs), in this case federally-recognized Native American Tribes, Tribal Historic Preservation Offices (THPOs), NJHPO, and NYSHPO. This HREA presents PAPEs for potential effects as formal consultation under Section 106 of the NHPA has not yet been initiated.

3.1 Methodology to Determine the Visual PAPEs

The Onshore Facilities PAPEs include all areas within 1 mile (1.6 km) of the proposed Facilities with potential visibility (based on a viewshed analysis) of the substation and/or converter station sites. Based on the relatively low-profile of the proposed onshore components, EDR defined a 1-mile (1.6 km) radius around the property boundary associated with the proposed onshore components within which to assess potential visual effects based on a viewshed analysis. A 1-mile (1.6 km) area for each of these Facilities is considered the maximum limit within which aboveground historic properties could be subject to adverse visual effects given size of the proposed Facilities and the screening provided by existing topography, building/structures and/or adjacent developed areas, and vegetation. While visibility beyond 1 mile (1.6 km) is possible, the nature and degree of potential visual impacts will be minimal beyond 1 mile (1.6 km) due to the density of existing modern development and infrastructure located within the Onshore Facilities PAPEs.

In addition, any potential auditory and atmospheric effects resulting from the Onshore Facilities are not anticipated to extend beyond 1 mile. As summarized in Section 8.1 of the COP and COP Appendix II-V, generation of in-air noise may occur during construction on the Onshore Facilities and will be similar to that for typical public works projects (e.g., road resurfacing, storm sewer installation, etc.) and will be localized and short-term. Minor and localized noise generation during operations and maintenance of the Onshore Facilities may also occur and are expected to be limited in the context of the surrounding land uses. As noted in Section 3.1.2.2 of the COP, air emissions associated with the Onshore Facilities are anticipated to be temporary and limited to the construction phase only in the immediate vicinity of each Site. No significant onshore air emissions are anticipated during operation and maintenance of the Onshore Facilities.

The combined HVAC/HVDC option will include both an HVAC substation and an HVAC switchyard. This combined option represents the maximum design scenario for the proposed Facilities. Therefore, this HREA will assess potential visual effects to aboveground historic resources at each location using a PAPE representing the potential visibility of the offshore substation and converter station associated with the combined HVAC/HVDC option based on a viewshed analyses.

To determine the geographic areas of potential visibility (and therefore potential visual effects) of the onshore substation/converter station options, EDR conducted a lidar-based viewshed analysis. This analysis considers the height of proposed aboveground components of the Facility as anticipated by preliminary site plan designs along with a digital surface model (DSM) representing existing ground-level elevations, vegetation, and structures present in a 1-mile study area. The DSM was derived from 2014 and 2018 United States Geological Survey (USGS) lidar data with a horizontal resolution of one meter. A GIS analysis of this data was conducted to determine whether a direct line of sight would be available from ground level

vantage points to the tallest proposed substation components. If a direct line of sight is available, the position (1-meter grid cell) is coded as visible. The viewshed calculations used sample points with an assigned height of 80 feet (24.4 m) to represent the lightning masts (the tallest proposed structures). Sample points were spaced 200 feet (61 m) apart in a grid pattern across each of the Sites. The sample point locations were determined using a preliminary site plan illustrating the proposed Larrabee Substation/Converter Station and Fire Road Substation/Converter Station layouts. The resulting geographic areas of potential visibility are referred to as the Onshore Facilities PAPEs.

To assure an accurate assessment of potential visibility of the Facilities, a few modifications were made to the lidar-derived DSM prior to analysis. Transmission lines and road-side utility lines that are included in the lidar data are mis-represented in the DSM as solid walls/screening features. In order to correct this inaccuracy, DSM elevation values within such utility corridors were replaced with bare earth elevation values. Additionally, all areas within the proposed limit of disturbance were modeled with bare earth elevation to reflect potential site clearing/demolition in these locations. This modified DSM was then used as a base layer for the viewshed analysis. Once the viewshed analysis was completed, a conditional statement was used within ArcGIS® to set the Substation/Converter Station visibility to zero in locations where the DSM elevation exceeded the bare earth elevation by 6 feet or more, indicating the presence of vegetation or structures that exceed viewer height. This was done for two reasons: 1) 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 ft (1.8 m) in height generally will be screened from views of the proposed Substation/Converter Station locations.

The viewshed analysis results suggest that approximately 1.2% of the 1-mile viewshed buffer could have visibility of some portion of the Substation/Converter Station if the Lanes Pond Road Site is selected, 1.7% if the Randolph Road Site is selected, 5.2% if the Brook Road Site is selected, 6.27% if the Route 66 Site is selected, 4.27% if the Asbury Avenue Site is selected, 38.54% if the Arthur Kill Site is selected, 49.98% if the River Road Site is selected, and 11.19% if the Sunset Park Industrial Site is selected. Additionally, a significant portion of Substation/Converter Station visibility occurs within the boundaries of each of the site boundaries themselves. In other words, when visibility within the respective Substation/Converter Station Sites are excluded from the results, overall visibility of the Substation/Converter stations within the corresponding 1-mile viewshed buffer is noticeably decreased.

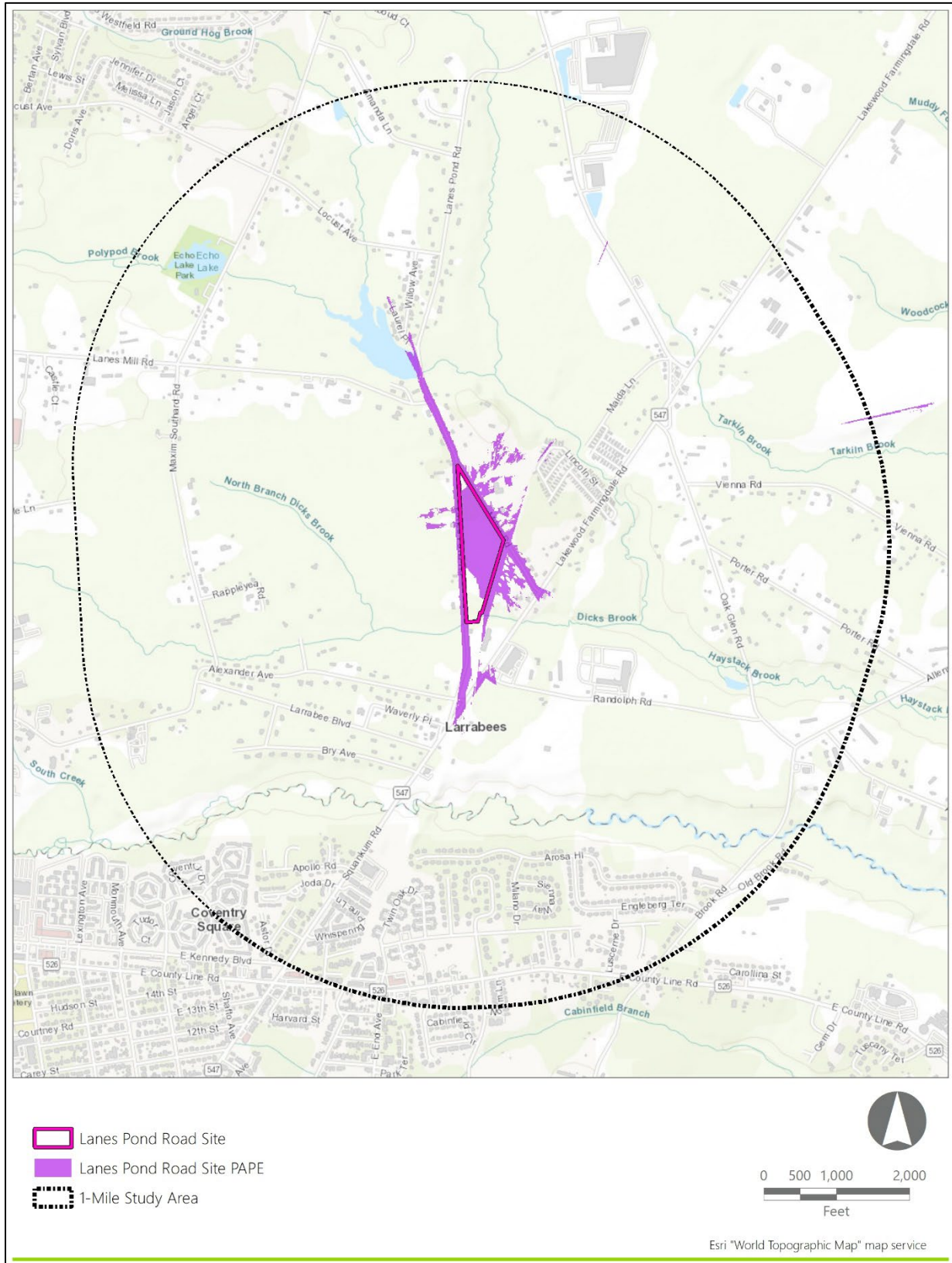
3.1.1 The Lanes Pond Road Site

If the Lanes Pond Road Site is selected, potential visibility of the Substation/Converter Station is indicated to be primarily limited to locations within the near-foreground distance zone along roadway corridors and open yards with limited vegetation. However, potential visibility is anticipated to be more limited than indicated by the viewshed analysis due to dense roadway vegetation, and the methodology used to complete the DSM lidar model for the viewshed analysis. Full visibility of the Substation/Converter Station is anticipated to occur within some parcels directly adjacent to the Lanes Pond Road Site, particularly within parcels set close to the roadway that lack dense vegetative screening. More limited visibility is anticipated from adjacent properties where structures have greater setbacks and more roadside vegetation is present.

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In these instances, potential views of the Substation/Converter Station will be more limited and primarily available along driveways oriented toward the Site and through breaks in the vegetation.

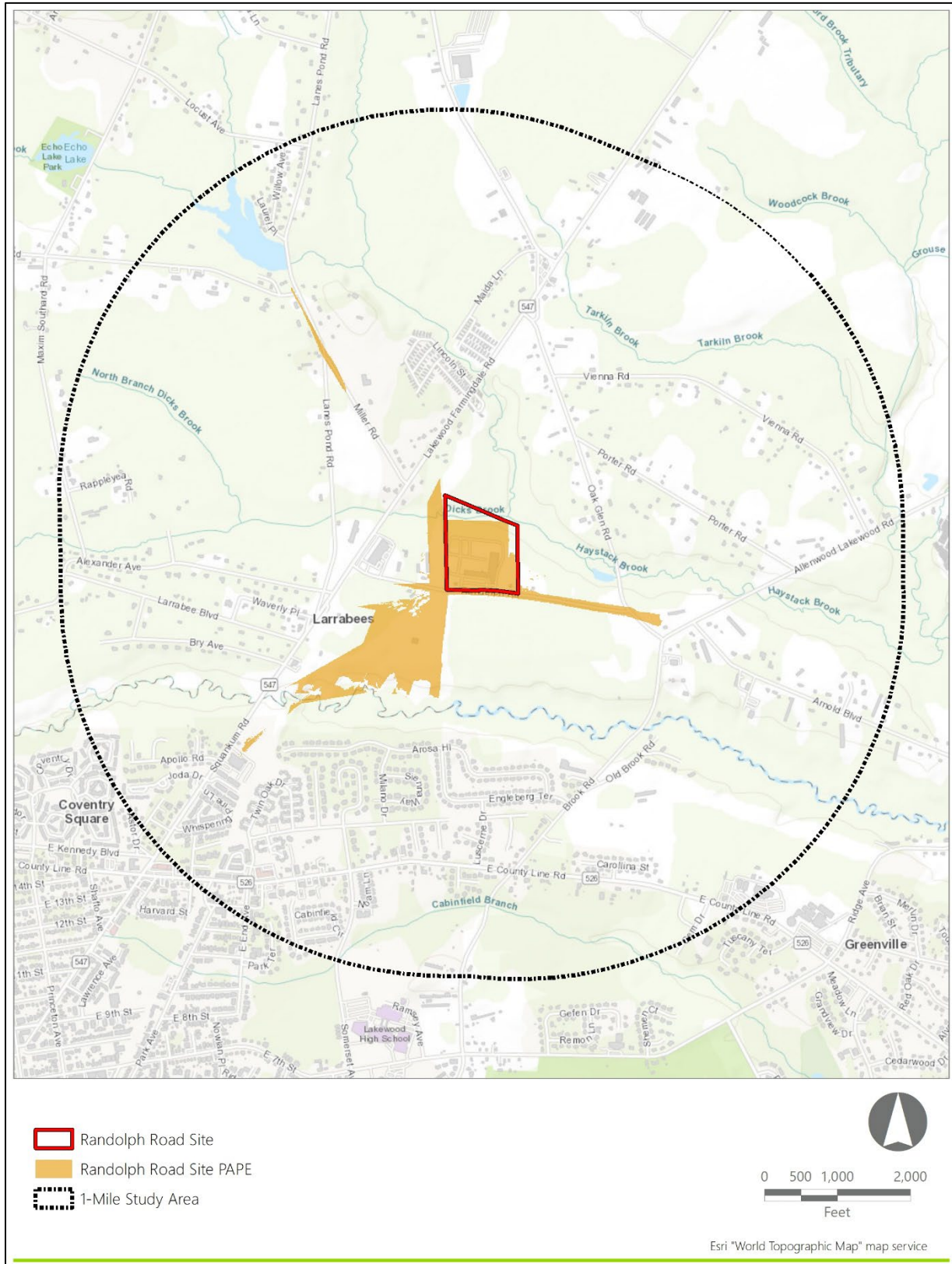
Figure 3.1-1. The Lanes Pond Road Site PAPE



3.1.2 ***The Randolph Road Site***

Potential visibility of the Substation/Converter Station when considering the Randolph Road Site is concentrated in areas directly adjacent to the Site. West of the Site these areas primarily include a mulching operation, the existing Larrabee substation, and utility ROWs oriented toward the Randolph Road Site. Visibility is also indicated to extend east and west of the Site on Randolph Road and abutting mixed use residential locations. While views of the Substation/Converter Station are anticipated on Randolph Road directly adjacent to the Site, visibility beyond the immediately adjacent areas will be significantly more limited due to intervening vegetation. Less concentrated areas of visibility are indicated in the near-foreground distance zone on Oak Glen Road, Lanes Pond Road, and the open agricultural field identified throughout this report as the Lanes Pond Road Site. Potential visibility from these locations would be limited by intervening vegetation, and, in the case of Lanes Pond Road and the agricultural field, views would also include the existing utility infrastructure.

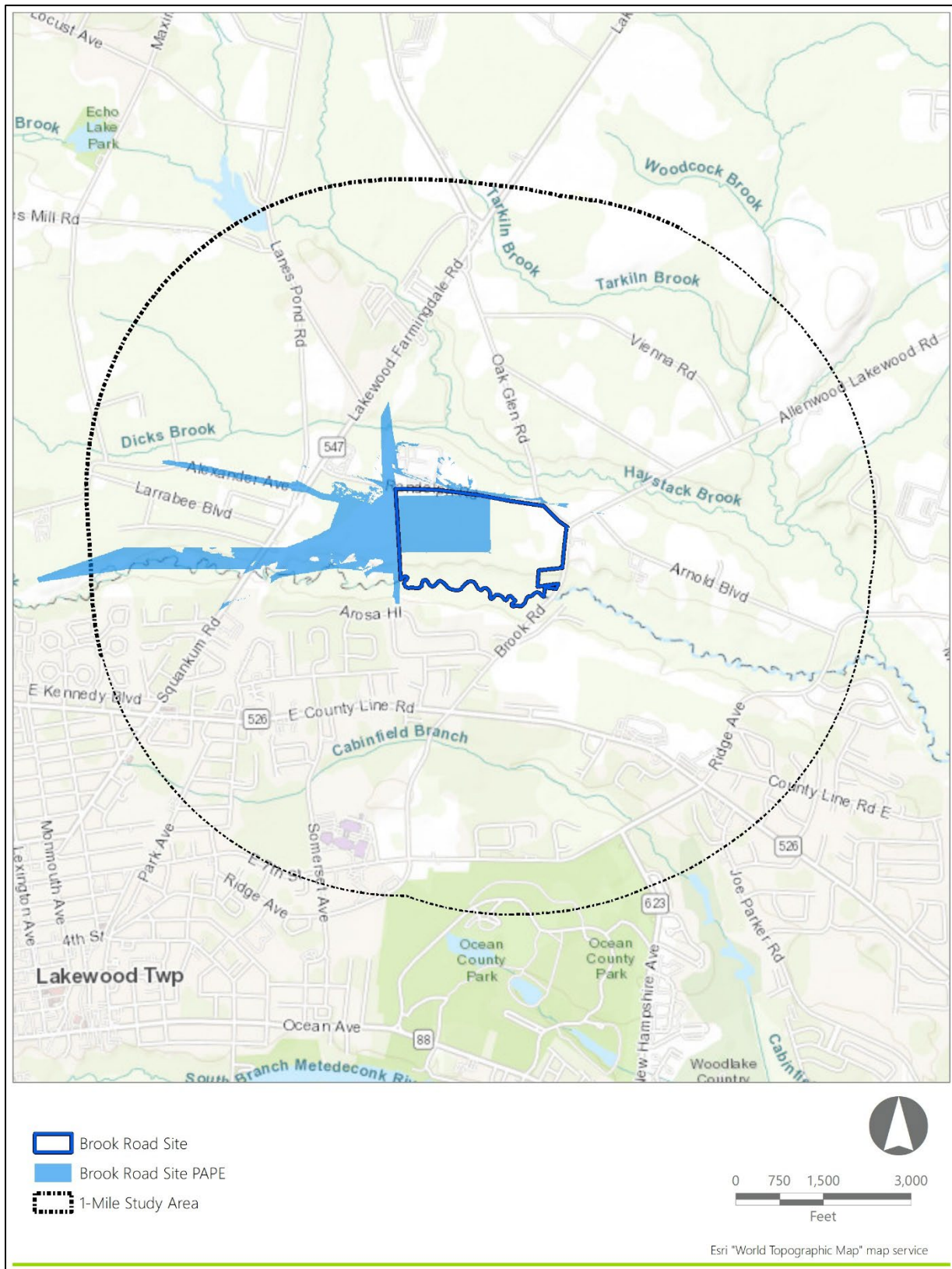
Figure 3.1-2. The Randolph Road Site PAPE



3.1.3 The Brook Road Site (Analysis retained in the HREA assessment, but to be developed separately under NJBPU SAA)

If the Brook Road Site is selected, the largest area of potential visibility of Substation/Converter Station occurs directly adjacent to the Site. These areas include industrial sites north of the Brook Road Site, a mulching operation to the west, mixed residential and industrial sites to the east, and the existing Larrabee substation and utility ROWs oriented toward the Brook Road Site. Potential visibility in these areas is largely the result of proximity to the Brook Road Site and minimal vegetative screening. West of the Brook Road Site, potential visibility is also indicated along Randolph Road through the crossing at the New Jersey Southern Railroad corridor, the existing utility ROW as it crosses Squankum Road and the New Jersey Southern Railroad, along Alexander Avenue, and Bry Avenue. While potential visibility in these locations extends into a residential area, it is likely that visibility of the Substation/Converter Station would be limited to the upper portions of the lightning masts due to existing vegetative screening. Note that Atlantic Shores is not undertaking construction activities for the Brook Road Site, since it will be developed separately by the awardee of the New Jersey Board of Public Utilities (NJBPU) State Agreement Approach (SAA).

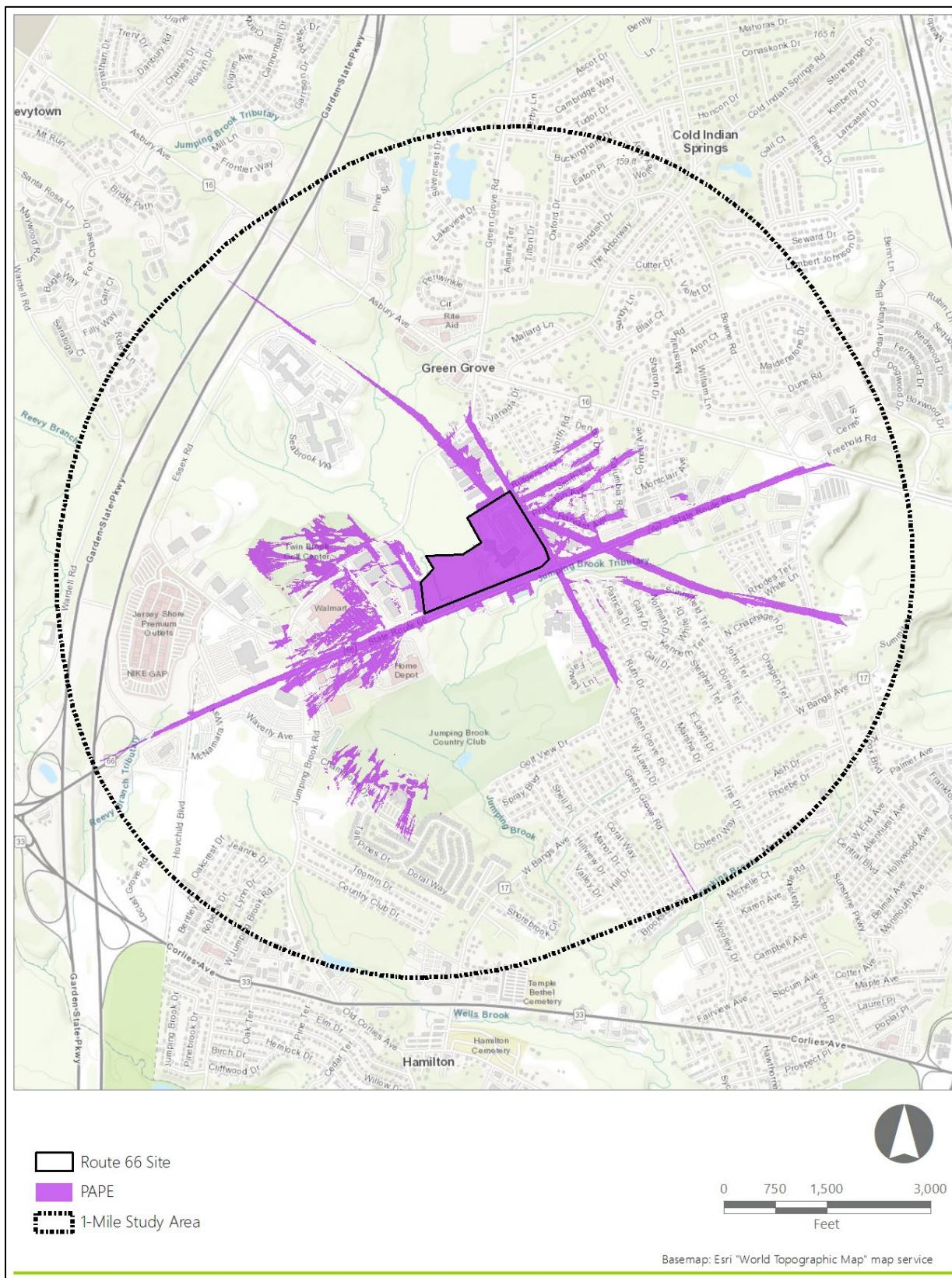
Figure 3.1-3. The Brook Road Site PAPE



3.1.4 ***The Route 66 Site***

The potential visibility of the Substation/Converter Station is greatest along roadway corridors aligned with the Site, large open parking lots, recreational golf courses, and elevated portions of the Monmouth County Reclamation Center, Sanitary Landfill and Processing Facilities where public access is limited. Potential visibility is anticipated to be more limited than indicated by the viewshed analysis due to dense roadway vegetation, and the methodology used to complete the DSM lidar model for the viewshed analysis. Expansive visibility to the Substation/Converter Station is anticipated directly adjacent to the southern and eastern portions of the Route 66 Site along State Route 66 between Garden State Parkway and Asbury Avenue, and Green Grove Road between Jumping Brook Road and Fairway Lane. The mixed-use and residential properties north of Route 66 that extend eastward from Green Grove Road will varying levels of visibility into the site depending on the density of existing vegetative screening in the direction of the Site.

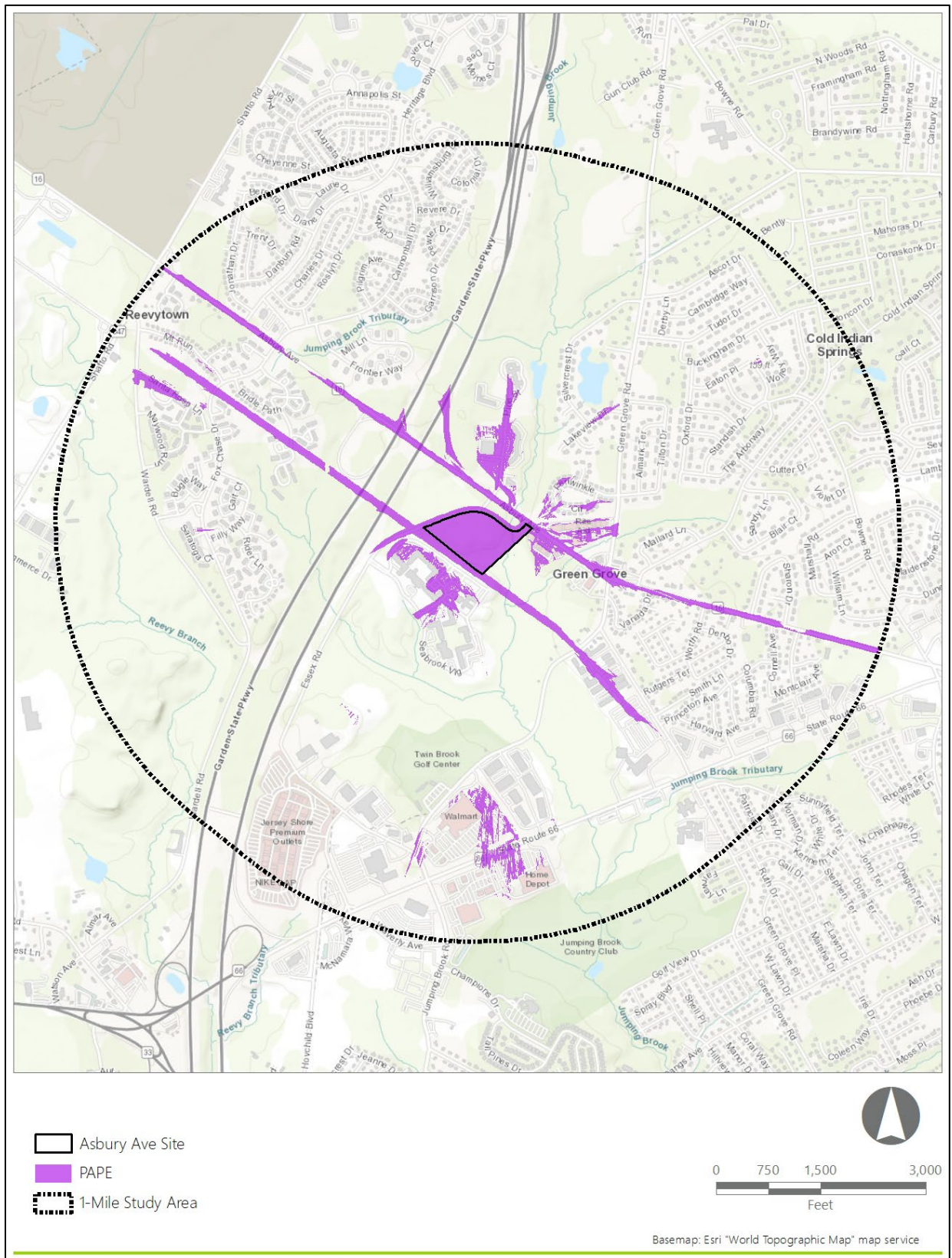
Figure 3.1-4. The Route 66 Site PAPE



3.1.5 ***The Asbury Avenue Site***

The largest area of potential visibility of the Asbury Avenue Site occurs along Asbury Avenue, Essex Road, the open utility corridors, and a circumference of nearby residential and mixed-use developments that border the Asbury Avenue Site. To the north, the mixed-use and residential developments on Pine Street and Lakeview Drive, as well as suburban residential homes to the northeast from Periwinkle Circle have potential visibility with some views being direct along open roadways or from cleared lands behind residential housing. The commercial development to the east of the Asbury Avenue Site has the potential for direct visual access due to the proximity of the developments and the lack of existing screening vegetation within these commercial areas and parking lots to the Asbury Avenue Site. Directly south of the Asbury Avenue Site, the viewshed indicates a condensed level of visibility from the Seabrook Village and Harbor Lights Road system that rings the residential development and school to the Asbury Avenue Site, as well as the existing utility right-of-way corridor and existing utility structures. In addition, the viewshed analysis indicates a large amount of northwest-to-southeast road visibility along Asbury Avenue, however, the actual level of visibility will be dependent on the intervening vegetation along the road between the change to Esperance Road to the northwest and Freehold Road to the southeast.

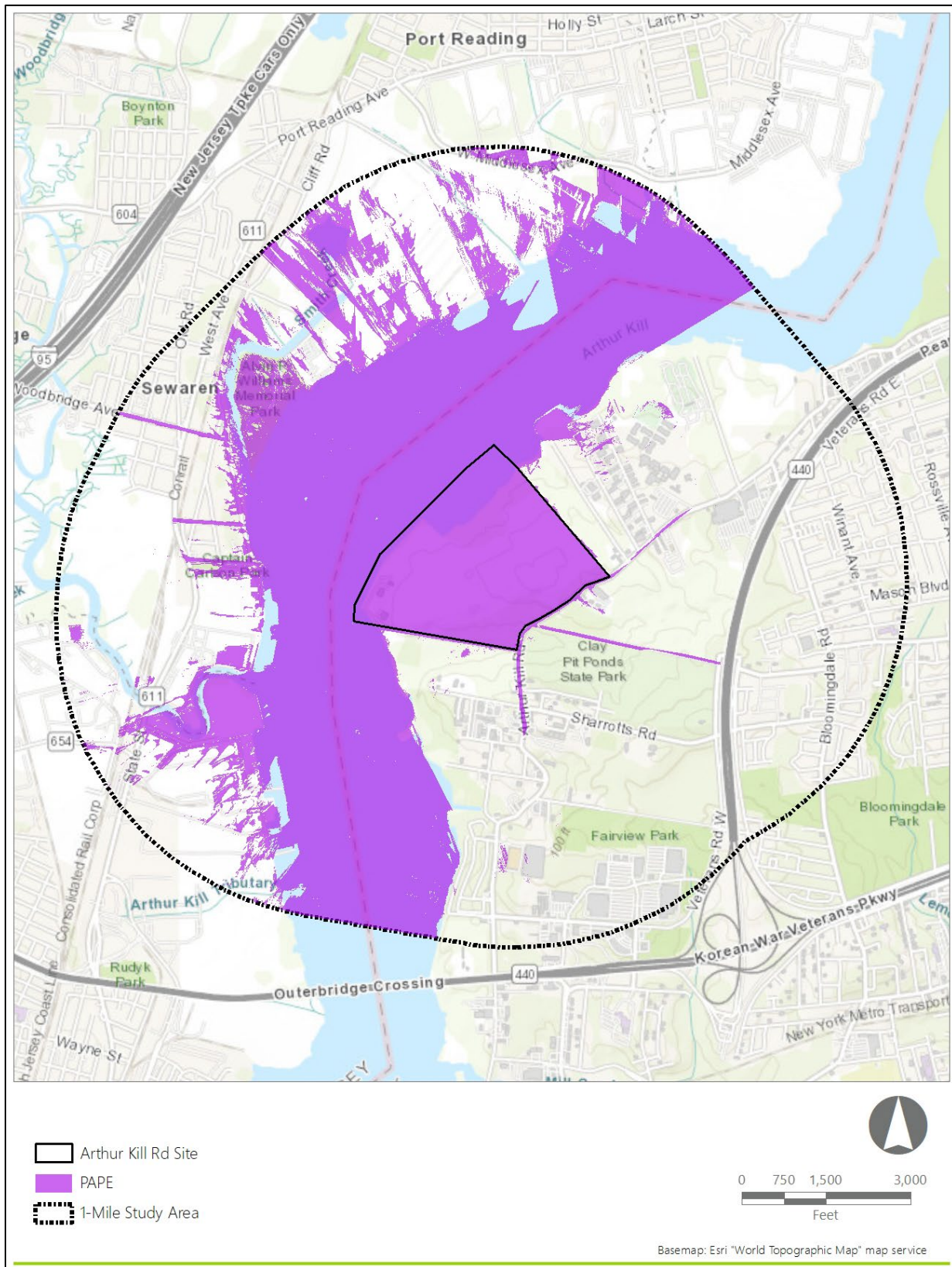
Figure 3.1-5. The Asbury Avenue Site PAPE



3.1.6 ***The Arthur Kill Road Site***

The potential visibility of the Arthur Kill Road Site is indicated to be most intense along the northeast to the southwest extent of the Arthur Kill waterway. The existing Arthur Kill watercourse is a highly industrialized environment and is bordered on the north by the rehabilitated Fresh Kills municipal area that includes the Isle of Meadows and Fresh Kills Park, a series of active commercial ports and industrial sites along the New Jersey and New York water channel that include ship docks, railyards, extensive oil storage facilities, utility substations, waste-water treatment, and commercial warehousing with the interspersing of smaller scale commercial sites, remediated urban parks, and dense residential communities to the far south of the Arthur Kills Site. The viewshed analysis indicates shipping and barge vessels will have a direct viewing opportunity to the Arthur Kills Site since there is a limited obstruction on the water. On land, the areas of man-made elevated topography in the north will have the greatest opportunity for visibility to the Arthur Kills Site, such as the New York Fresh Kills Parks. In addition, the parcels of New Jersey lands to the northwest, west, and southwest of the Substation/Converter Station will have the most expansive viewing opportunities on the open sheet of Arthur Kill, the limited vegetative buffers, and the low profile of the commercial and industrial architecture along the waterfront.

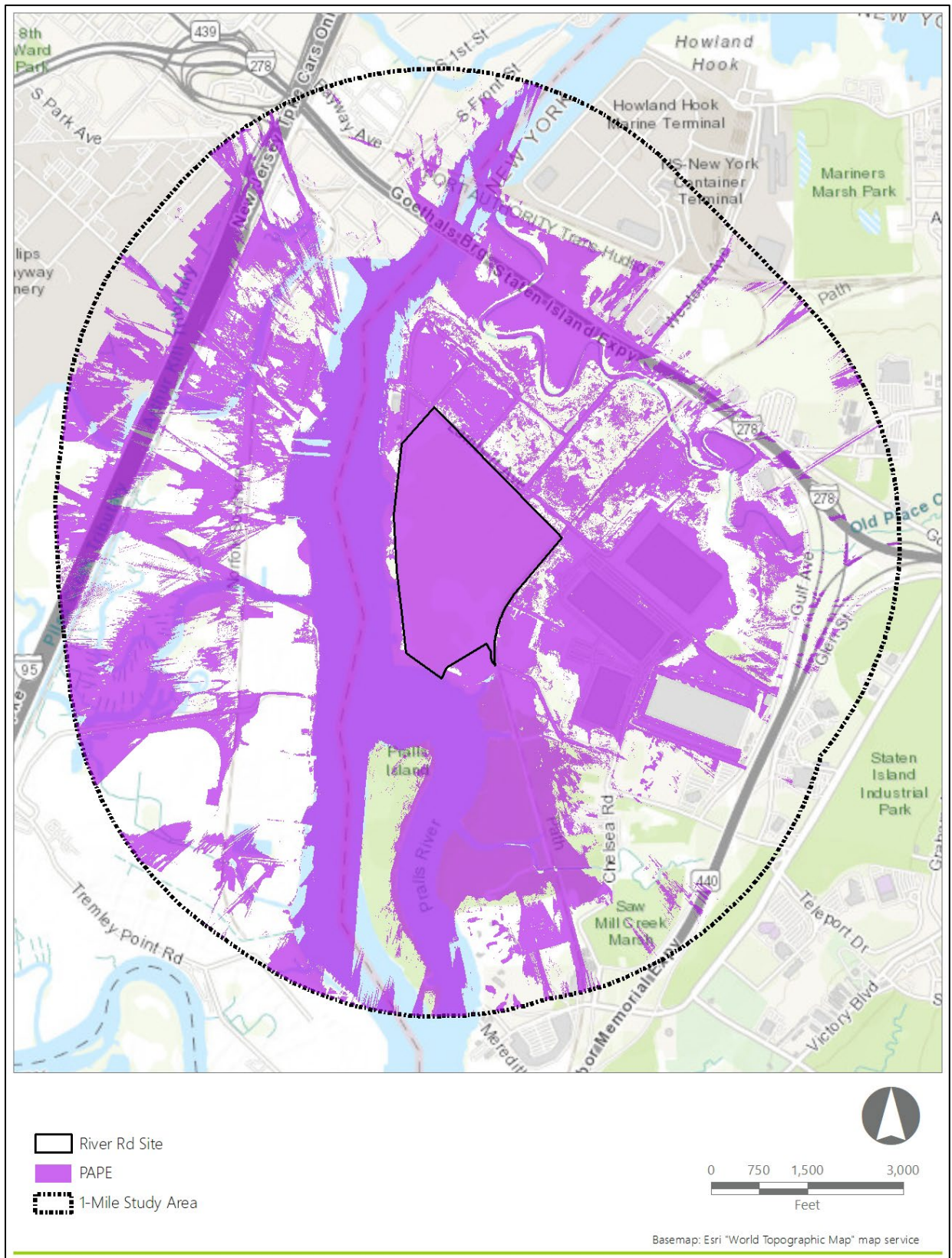
Figure 3.1-6. The Arthur Kill Road Site PAPE



3.1.7 ***The River Road Site***

The water view from barges and ships would have the greatest unobstructed views of the River Road Site on Arthur Kill/Newark Bay. The one exception is the visual obstruction of Pralls Island that bisects Arthur Kill when travelling north on the river. Just as with the Arthur Kills Site, the Substation/Converter Station is located in a highly industrialized landscape that consists of oil refineries, paper mills, energy plants, asphalt plants, warehouse centers, shipping ports, container storage lots, and immense tidal flats and wetlands. The tidal flats adjacent to the River Road Site have prohibited residential sprawl; therefore, the landscape is highly industrialized with limited viewership due to inaccessibility or the restricted nature of the land parcels. Again, the study area is bisected by the New Jersey and New York State lines with a more equalized breadth of potential visibility for each shoreline. There are limited interstitial streets within the New Jersey and New York waterfront land uses, however, the viewshed mapping indicates that there would be potential views to the Substation/Converter Station from the bordering New Jersey Turnpike and Staten Island/Clove Lakes Expressway, as well as a distant portion of the West Shore Expressway near the Fresh Kills Parklands. The views from the elevated highways in New Jersey and New York would have limited topological or vegetative obstructions when viewing downward toward the River Road Site.

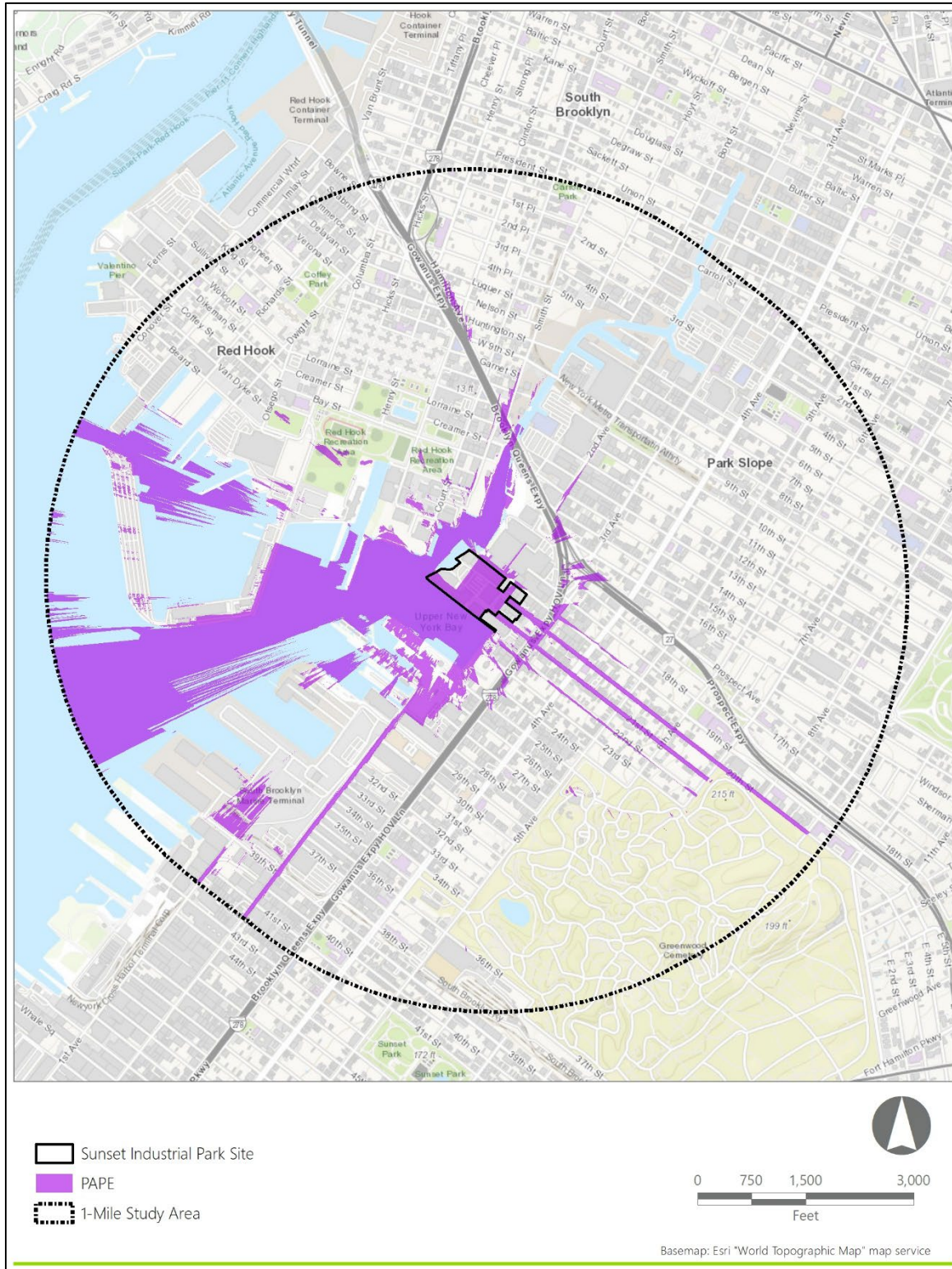
Figure 3.1-7. The River Road Site PAPE



3.1.8 ***The Sunset Industrial Park Site***

The largest area of potential visibility of the Sunset Industrial Park Site occurs within the Upper Bay of New Jersey and New York, adjacent to the Gowanus Bay Red Hook Grand Terminal. As with the Arthur Kill Site and River Road Site, the viewshed analysis indicates that shipping barges, vessels, and local ferries would have the most unobstructed view of the Sunset Industrial Park Site from the water. The viewshed analysis indicates that there could be limited visibility from Red Hook Park and various commercial developments that border the waterfront, including the Hamilton Asphalt Plant, Hamilton Avenue Marine Transfer Station, Warehouses, and Industrial parks. Waterfront roadways leading into Brooklyn show potential for visibility along the streetscapes. The viewshed analysis shows visibility down the roadways within the mixed-use and nearby residential adjacent leading to Green-Wood Cemetery (although visibility within the cemetery is limited to small patches closer to 5th Avenue), including portions of 19th Street to 22th Street. It should be noted that visibility along roads is often the result of a conservative viewshed analysis assumption which clears screening features along roadways to eliminate false screening by overhead wires. In reality, street trees, signs, and the general bustle of human vehicular activity will completely screen views of the waterfront from most, if not all, resources along these roads.

Figure 3.1-8. The Sunset Industrial Park PAPE



4.0 HISTORIC RESOURCES SURVEY

As noted in Section 1.1, an aboveground historic property is defined per 36 CFR 800.16 as any property that has been listed in, or determined eligible for listing in, the NRHP, or designated an NHL. To identify aboveground historic properties that could be affected by the Project, EDR first conducted a desktop review of the records of state and federal agencies, GIS databases, previous cultural resources surveys, local inventories, and historical collections to develop an inventory of previously identified aboveground historic properties within the PAPes for the Project.

Resources reviewed as part of this process included:

- The NYSHPO's Cultural Resources Information System (CRIS) website (NYSHPO, 2023).
- The New Jersey Department of Environmental Protection (NJDEP) Look Up Cultural Resources Yourself (LUCY) website (NJDEP, 2021a)
- The Atlantic County Division of Parks and Recreation Historical Sites webpage (Atlantic County, 2021)
- The Monmouth County Parks System (MCPS) Monmouth County Historic Sites Inventory (MCHSI) website (MCPS, 2021)
- Multiple Property Documentation Forms for relevant aboveground historic properties located within the PAPes
- Aboveground historic properties identified as part of studies conducted by BOEM in 2012 in order to prepare a GIS database of known aboveground cultural resources/historic properties that could be affected by the introduction of offshore energy facilities along the east coast of the United States³
- Municipal-level (i.e., county, town, city, or village) historian's offices and associated online databases
- Privately run local and regional historical societies.

In addition, EDR identified any potentially previously unreported aboveground historic properties (i.e., properties that appear to be at least 40 years of age or more that have not been previously documented or included in existing historic databases) located within the PAPes. This process included the following:

- Identification of all structures within the PAPes using the Microsoft United States Building Footprint database

³ Klein, J.I., M.D. Harris, W.M. Tankersley, R. Meyer, G.C. Smith, and W.J. Chadwick. 2012. Evaluation of visual impact on cultural resources/historic properties: North Atlantic, Mid-Atlantic, South Atlantic, and Florida Straits. Volume I: Technical report of findings. U.S. Dept. of the Interior, Bureau of Ocean Energy Management, Gulf of Mexico OCS Region, New Orleans, LA. OCS Study BOEM 2012-006. 24 pp., and Klein, J.I., M.D. Harris, W.M. Tankersley, R. Meyer, G.C. Smith, and W.J. Chadwick. 2012. Evaluation of visual impact on cultural resources/historic properties: North Atlantic, Mid-Atlantic, South Atlantic, and Florida Straits. Volume II: Appendices. U.S. Dept. of the Interior, Bureau of Ocean Energy Management, Gulf of Mexico OCS Region, New Orleans, LA. OCS Study BOEM 2012-007. 10 appendices.

- Obtaining open parcel data and assessors' information to determine the age of the structures (if available) in order to identify all structures within the PAPes that are 40 years of age or greater
- Completion of a desktop analysis, including a review of recent aerial photographs, street views, and pictometry images (where available) to determine whether each structure is extant, or no longer meets NRHP eligibility criteria (i.e., has lost integrity or is clearly not historically significant)
- Delineation of potential historic districts for neighborhoods or clusters of properties consisting of similar style and construction dates, or otherwise linked by historic significance to review as part of field surveys.

A viewshed analysis was completed to identify parcels located within each of the individual site PAPes (i.e., within areas where there is a theoretical potential for visibility of the Facilities). This analysis was conducted by first using the Spatial Join extension in the ESRI ArcGIS® software to determine which parcels within the 1-mile (1.6 km) radius of the Facilities. Next, redundant points were eliminated. The parcels located within the PAPE may be considered to have "potential visibility." In other words, the Spatial Join function used by ESRI ArcGIS® determined that some portion of each property was found to intersect with the viewshed. To provide a more accurately defined list of properties that may have potential views of the Project, a further level of assessment of the parcels within the PAPes was completed, which was intended to focus the assessment of potential visual effects on aboveground historic properties to those that would have more precise assessment of potential visibility.

A review of the sources identified above include only aboveground historic properties within the PAPes of the Facilities. This HREA did not include any previously identified archaeological sites located within the PAPes. Analyses of the Project' potential to effect archaeological resources are described in the MARA (Appendix II-Q to the COP) and Terrestrial Archaeological Resources Assessment (Appendix II-P1 to the COP) reports.

4.1.1 Desktop and Field Review

Based on the above analysis, a total of 1118 candidate properties were identified within the PAPes (see Attachment C – All Properties Reviewed). EDR's SOI-qualified architectural historians initiated a desktop review of these properties and removed properties from further consideration that were determined to be no longer extant. This included a review of recent aerial photography, review of the NJHPO LUCY and NYSHPO CRIS databases, and other resources mentioned above. Six properties were determined to be no longer extant. Duplicate properties were eliminated, along with contributing properties (e.g., those not individually significant) which were located within historic districts. Historic districts were considered as a single aboveground historic property rather than to each of the contributing properties, as not all contributing properties within historic districts are located in the PAPes.

Screening provided by vegetation, structures, or other objects, especially from inland and developed areas, also affects the potential visibility of the Facilities from a given parcel located within the PAPes and was also

taken into consideration as part of desktop review. as, Based on observations gathered as part of field review, previous experience conducting historic resources surveys and assessing visibility and potential impacts of similar proposed onshore portions of previous offshore wind projects, candidate properties with less than 0.25-acre (0.1-ha) of potential visibility as well as less than 10 percent of potential PAPE visibility within their boundaries were observed to be generally located in areas of considerable screening by vegetation, buildings, and distance, or in discontinuous patches of visibility within the parcel boundary. Therefore, actual visibility of the proposed Onshore Facilities within these properties was anticipated to be unlikely. As a result of this process, the list of properties was further refined to include all previously determined NRHP-eligible or NRHP-listed properties within the PAPE, and all candidate properties with greater than a quarter of an acre and 10 percent or more visibility of the proposed Facilities. This resulted in a total of 44 properties located within the 1-mile (1.6 km) viewshed buffer and PAPEs that were considered for field survey (see Attachment B – Properties Surveyed).

After the completion of the desktop review, field surveys were then conducted in November 2022 and February 2023. Survey fieldwork included systematically driving public roads within the PAPEs to document the integrity and setting of previously identified aboveground historic properties (e.g., NRHP-listed and NRHP-eligible properties). This included photographs of the building(s) (and property) 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. Other known criteria aside from architecture which may contribute to a property's NRHP eligibility were also noted and evaluated.

4.1.2 NRHP Eligibility Criteria

Historically significant properties are defined herein to include buildings, districts, objects, structures and/or sites that have been listed in the NRHP, as well as those properties that are formally determined are eligible for listing in the NRHP. Criteria set forth by the National Park Service for evaluating historic properties (36 CFR 60.4) state that a historic building, district, object, structure, or site is significant (i.e., eligible for listing in the NRHP) if the property conveys (CFR, 2022; NPS, 1990):

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; or*
- (B) that are associated with the lives of persons significant in our past; or*
- (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; or*
- (D) that have yielded, or may be likely to yield, information important in prehistory or history.*

EDR’s evaluation of potential aboveground historic properties within the PAPEs focused on the seven aspects of integrity (location, setting, design, materials, workmanship, feeling, and association) to assess the potential architectural significance of each property. If deemed appropriate, individual buildings located within thematically related clusters were documented collectively as historic districts. For previously identified aboveground historic properties within the PAPEs whose NRHP eligibility had not formally been determined, EDR took updated photographs and collected field notes to inform a recommendation of potential NRHP eligibility. Where significant changes to materials or form were found to have occurred, or if a property was found to no longer be standing, an updated recommendation of NRHP eligibility was recorded. All potential aboveground historic properties included in the surveys were photographed and assessed from public rights-of-way and were evaluated based solely on the visible exterior of the structures.

4.2 Aboveground Historic Properties Within the PAPE

For the purposes of this HREA, historic districts were considered as a single aboveground historic property rather than to each of the contributing properties, as not all contributing properties within historic districts are located in the PAPE. Following the desktop review and field survey described above, 21 of the properties reviewed are considered aboveground historic properties (see Tables 4.2-1 through 4.2-5). Details on the NRHP eligibility recommendations on each parcel can be found in the *Intensive-Level Architectural Survey, Atlantic Shores North Offshore Wind* (COP Appendix II-X).

Table 4.2-1. Aboveground Historic Properties in the Larrabee Substation/Converter Stations (Lanes Pond Road, Randolph Road, and Brook Road Sites) PAPEs in New Jersey.

Survey ID	Property Name	Address	Municipality	NRHP Status
9262	New Jersey Southern Railroad Historic District	N/A	Multiple, NJ	NRHP-Eligible (NJHPO-Determined)

Table 4.2-2. Aboveground Historic Properties in the Asbury Avenue Site and the Route 66 Site PAPE in New Jersey.

Survey ID	Property Name	Address	Municipality	NRHP Status
78888974	Garden State Parkway Historic District	Garden State Parkway	Bergen, Passaic, Essex, Union, Middlesex, Monmouth, Ocean, Atlantic and Cape May Counties, NJ	NRHP-Eligible (NJHPO-Determined)

Table 4.2-3. Aboveground Historic Properties in the Arthur Kill Site PAPE in New Jersey.

Survey ID	Property Name	Address	Municipality	NRHP Status
78888941	Port Reading Railroad Historic District	N/A	Multiple	NRHP-Eligible (NJHPO-Determined)

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Survey ID	Property Name	Address	Municipality	NRHP Status
78888942	Sewaren Generating Station	751 Cliff Road	Sewaren	NRHP-Eligible (NJHPO-Determined)
78888922	Structure 132, American Smelting and Refining Company Pier	Arthur Kill	Perth Amboy	NRHP-Eligible (NJHPO-Determined)
78888940	Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey	N/A	Multiple	NRHP-Eligible (NJHPO-Determined)

Table 4.2-4. Aboveground Historic Properties in the River Road Site PAPE in New Jersey and New York.

Survey ID	Property Name	Address	Municipality	NRHP Status
78888940	Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey ⁴	N/A	Multiple, NJ	NRHP-Eligible (NJHPO-Determined)
978	Sound Shore Railroad Historic District	N/A	Multiple, NJ	NRHP-Eligible (NJHPO-Determined)
788889777	Staten Island Railroad Historic District	N/A	Multiple, NY and NJ	NRHP-Eligible (NJHPO-Determined)
78888916	Staten Island Railway Lift Truss Bridge	N/A	Elizabeth, NJ and Staten Island, NY	NRHP-Eligible (NJHPO-Determined)

Table 4.2-5. Aboveground Historic Properties in the Sunset Industrial Park Site PAPE in New York.

Survey ID	Property Name	Address	Municipality	NRHP Status
78888884	Beard Store and Warehouse Pier	133 BEARD STREET	Brooklyn	NRHP-Eligible (NYSHPO-Determined)
78888887	Loft Building 24	3915 1 AVENUE	Brooklyn	NRHP-Eligible (NYSHPO-Determined)
78888911	Green-Wood Cemetery	500 25th St	Brooklyn	National Historic Landmark
78888891	Loft Buildings 5 and 6	581 2 AVENUE	Brooklyn	NRHP-Eligible (NYSHPO-Determined)
78888906	Loft Building 2	627 2 AVENUE	Brooklyn	NRHP-Eligible (NYSHPO-Determined)
78888902	Smith Street Dock Corporation	628 SMITH STREET	Brooklyn	NRHP-Eligible (NYSHPO-Determined)
78888976	Red Hook Grain Terminal	685 COLUMBIA STREET	Brooklyn	NRHP-Eligible (NYSHPO-Determined)
78888914	Storehouse #2, U.S. Navy Fleet Supply Base	850 3 AVENUE	Brooklyn	NRHP-Listed

⁴ The Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey is located in the Arthur Kill and River Road PAPEs and therefore is included in the table of aboveground historic properties for each PAPE.

Atlantic Shores North Offshore Wind – Onshore Interconnection Facilities
Historic Resources Effects Assessment

Survey ID	Property Name	Address	Municipality	NRHP Status
78888890	Loft Buildings 9 and 10	882 THIRD AVENUE	Brooklyn	NRHP-Eligible (NYSHPO-Determined)
78888892	Loft Buildings 7 and 8	892 THIRD AVENUE	Brooklyn	NRHP-Eligible (NYSHPO-Determined)
78888980	Bush Terminal Historic District	N/A	Brooklyn	NRHP-Eligible (NYSHPO-Determined)
78888915	Gowanus Canal Historic District	N/A	Brooklyn	NRHP-Eligible (NYSHPO-Determined)

5.0 EFFECTS OF THE FACILITIES ON ABOVEGROUND HISTORIC PROPERTIES

As stated in Section 1.2, Section 106 of the NHPA requires federal agencies to consider the effects of their actions on historic properties that are listed or meet the eligibility criteria for listing in the NRHP. Per NHPA Section 106, 36 CFR § 800.5 (a)(1), the assessment of adverse effects on an historic property requires the following steps:

(a) Apply criteria of adverse effect. In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the agency official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The agency official shall consider any views concerning such effects which have been provided by consulting parties and the public (CFR, 2022).

The Federal Regulations entitled “Protection of Historic Resources” (36 CFR 800) include in Section 800.5(2) a discussion of potential adverse effects on historic properties. The criteria for determining whether a project (“undertaking”) may have an adverse effect on historic properties are as follows:

(vii) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative (CFR, 2022).

Per NHPA Section 106, 36 CFR § 800.5 (a)(2)(i-vii), adverse effects on historic properties include, but are not limited to:

(i) Physical destruction of or damage to all or part of the property;

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s standards for the treatment of historic properties (36 CFR Part 68) and applicable guidelines;

(iii) Removal of the property from its historic location;

(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;

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance (CFR, 2022).

The Project will not have any direct or physical effect on aboveground historic properties but have the potential to have visual effects on aboveground historic properties. The Facilities' potential effect on a given aboveground historic property would be a change (for instance, resulting from the introduction of new visual elements, such as substation lighting masts) in the aboveground historic property's setting. As it pertains to aboveground 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 NJAC 7:4-1.3 defines "encroachment" as follows:

"Encroachment" means the adverse effect upon any district, site, building, structure or object included in the New Jersey Register resulting from the undertaking of a project by the State, a county, municipality or an agency or instrumentality thereof, as determined by application of the Criteria for Determining Whether an Undertaking Constitutes an Encroachment set forth in N.J.A.C. 7:4-7.4 and the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 C.F.R. 68) and "Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings" (guidelines issued by the National Park Service, incorporated herein by reference) and available from the Historic Preservation Office, PO Box 420, Trenton, New Jersey 08625-0420) or from the Historic Preservation Office website (www.state.nj.us/dep/hpo) or from the National Park Service website (www.nps.gov) or subsequent amendments thereto adopted by the Secretary of the United States Department of the Interior and the National Park Service (NJAC, 2015).

Adverse effects on aboveground historic properties (i.e., encroachment) are further defined in NJAC 7:4-7.4, *Criteria for determining whether an undertaking constitutes an encroachment or will damage or destroy the historic property*, which states:

(a) An undertaking will have an adverse effect and therefore constitute an encroachment when the effect of the undertaking on a property listed in the New Jersey Register may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

Encroachments include, but are not limited to:

- 1. Physical destruction, damage, or alteration of all or part of the registered property;*

2. *Isolation of the registered property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the New Jersey Register;*
3. *Introduction of visual, audible, or atmospheric elements that are out of character with the registered property or alter its setting; and*
4. *Acquisition, transfer, sale, lease, easement on, or an agreement or other permission allowing use of a registered property (NJAC, 2015).*

As defined by NYSPRHPL Section 14.09 regulations:

“adverse impacts occur under conditions which include but are not limited to (a) destruction or alteration of all or part of a property; (b) isolation or alteration of its surrounding environment; (c) introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting; or (d) neglect of property resulting in its deterioration or destruction. Every agency shall fully explore all feasible and prudent alternatives and give due consideration to feasible and prudent plans which avoid or mitigate adverse impacts on such property (NYSPRHPL, 1981).”

The potential effect of the Facilities on the visual setting associated with aboveground historic properties is highly variable and is dependent on a number of factors including the distance to the onshore components, the height of the visible components relative to nearby existing structures, the extent to which the components are screened or partially screened by buildings, trees, or other objects, and the amount of existing visual clutter and/or modern intrusions in the view. It is also worth noting that visual setting may or may not be an important factor contributing to a given property’s historical significance.

5.1 Criteria for Evaluating the Significance of Aboveground Historic Properties

No aboveground historic properties will be physically affected by the construction of the substations/converter stations. The potential effect resulting from the introduction of the substations/converter stations into the visual setting for an aboveground historic property is dependent on several factors, including:

- those characteristics of an aboveground historic property that qualify it for listing in the NRHP (i.e., the rationale for the property’s historical significance)
- whether or not setting contributes to the historical significance of the property
- the distance separating the aboveground historic property from the substations/converter stations
- the magnitude and nature of visual changes to existing views introduced by the proposed facilities, in terms of visual dominance, orientation of potential views, and density of new visual elements.

The first three of these factors are related to the nature of each aboveground historic property and the relationship between each aboveground historic property and the surrounding physical environment. The last relates to the physical parameters of the proposed facilities and their spatial relationships to historic properties with potential views of the facilities. As further detailed in Section 2.1, an “adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of an aboveground historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity” (CFR, 2022).

5.1.1 Potential Effects of the Proposed Onshore Facilities

The primary adverse effect on aboveground historic properties resulting from the Project would be consistent with 36 CFR § 800.5(a)(2)(v), “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The potential effect resulting from the introduction of the Facilities into the visual setting for any historic or architecturally significant property is dependent on several 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 communications towers, billboards, highways, and silos).

The potential effect of the onshore components on a given aboveground historic property would be a change in the property’s visual setting resulting from the introduction of new structures/buildings. As it pertains to aboveground 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 HREA considers the Facilities’ potential effects on a given aboveground historic property – i.e., potential changes resulting from the introduction of the facilities in the aboveground historic property’s historic setting. As it pertains to aboveground 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).

In addition, to the potential visual effects of the Facilities on aboveground historic properties are potential physical effects on historic properties. As stated above in Section 2.0, no aboveground historic properties were identified on the proposed substation/converter station parcels; therefore, the proposed Facilities will have no physical impacts on aboveground historic properties. A complete effects assessment on aboveground historic properties in the PAPEs is included in Section 5.3.

5.1.2 Potential Effects from the Onshore Interconnection Cable Corridor

As stated in Section 1.3.2, onshore interconnection cables will be installed from the landfall sites underground primarily along existing roadways, utility ROWs, and/or along bike paths to the proposed onshore substation and/or converter station sites See Section 4.0 Project Design and Construction Activities

of the COP for additional detailed information). It is currently anticipated that the installation of the onshore interconnection cable will take place over a nine-to-twelve-month period in 2025-2026⁵.

The proposed onshore interconnection cables are proposed to be buried underground and may involve only temporary visual effects associated with the construction and decommissioning phases of the Project. Installation of the onshore interconnection cables will generally require excavation of a trench within a temporary disturbance corridor and will be installed using specialty trenchless techniques (i.e., HDD, pipe jacking, and/or jack-and-bore) that avoid surface disturbance to avoid impacts to aboveground properties. The cables will be installed primarily along existing roadways, utility ROWs, and/or along bike paths to a depth consistent with local utility standards. Work occurring within these ROWs will be substantially similar to municipal utilities maintenance/installation, and no operational impacts are anticipated to aboveground historic properties. No adverse visual or physical effects are anticipated by the installation of the onshore interconnection cables (see the TARA [Appendix II-P1 of the COP] for additional details regarding potential physical effects.

5.2 Summary of Historic Resources Effects Assessment

As stated above in Section 4.0, 21 aboveground historic properties were identified in the Facilities PAPes:

Table 5.2-1. Historic Resources Effects Assessment for Aboveground Historic Properties in the Larrabee Substation/Converter Stations (Lanes Pond Road, Randolph Road, and Brook Road Sites) PAPes in New Jersey.

Survey ID	Property Name	Effect Recommendation Narrative
9262	New Jersey Southern Railroad Historic District	Due to the linear nature of this historic rail line, the proposed Larrabee facilities are anticipated to be visible from a very small portion of the New Jersey Southern Railroad Historic District. In addition, the significance of the property is not derived from its setting, but its association with transportation in New Jersey; therefore, the proposed construction and operation of the facility is not anticipated to have an adverse effect on the New Jersey Southern Railroad Historic District.

⁵ These durations assume continuous installation without consideration for seasonal pauses or weather delays; anticipated seasonal pauses are reflected in the expected timeframe. The expected timeframe is indicative of the most probable duration for each activity; the timeframe could shift and/or extend depending on the start of fabrication, fabrication methods, and installation methods selected.

Figure 5.2-1. Aboveground Historic Properties in the Lanes Pond Road Site PAPE

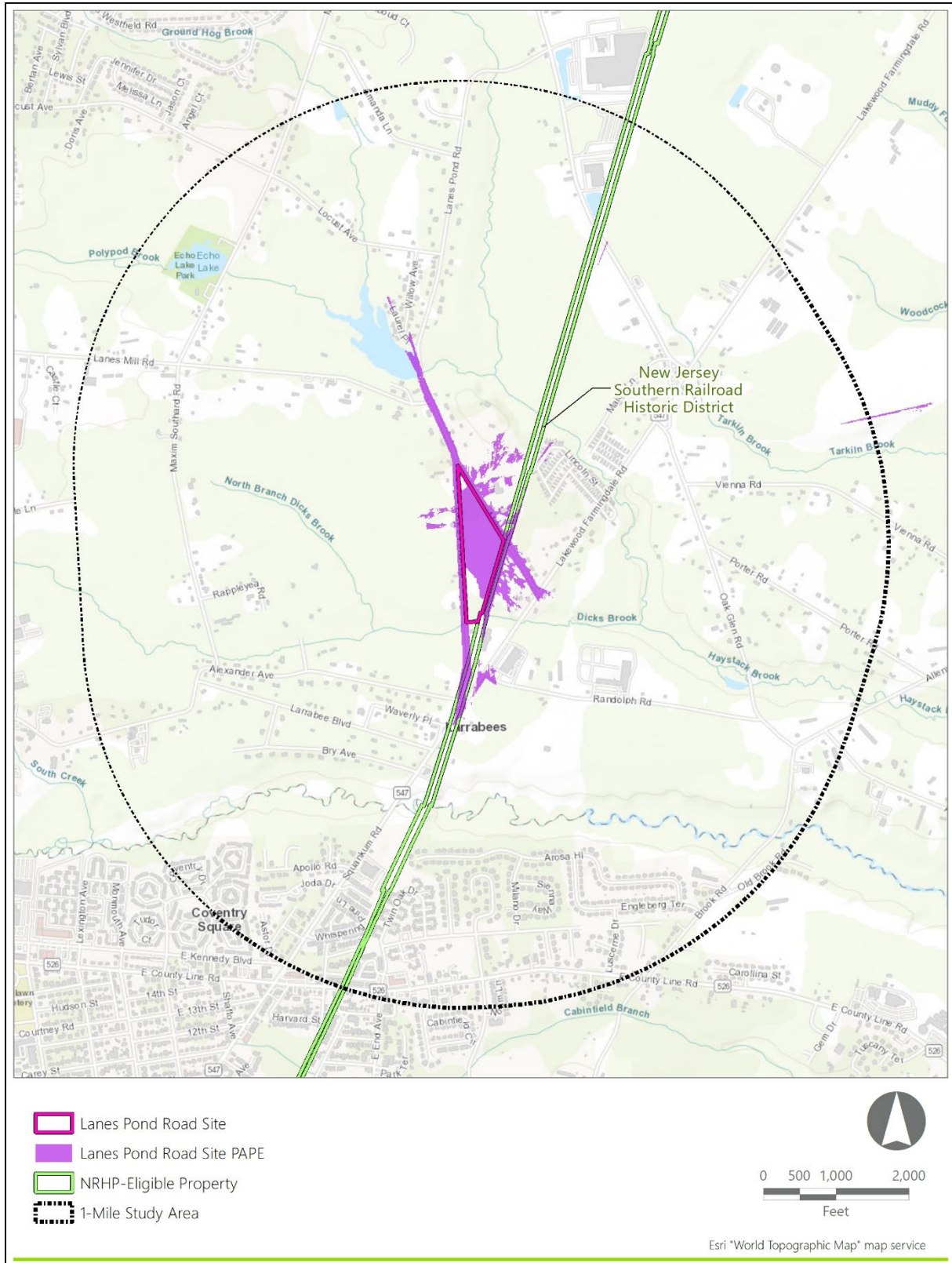


Figure 5.2-2. Aboveground Historic Properties in the Randolph Road Site PAPE

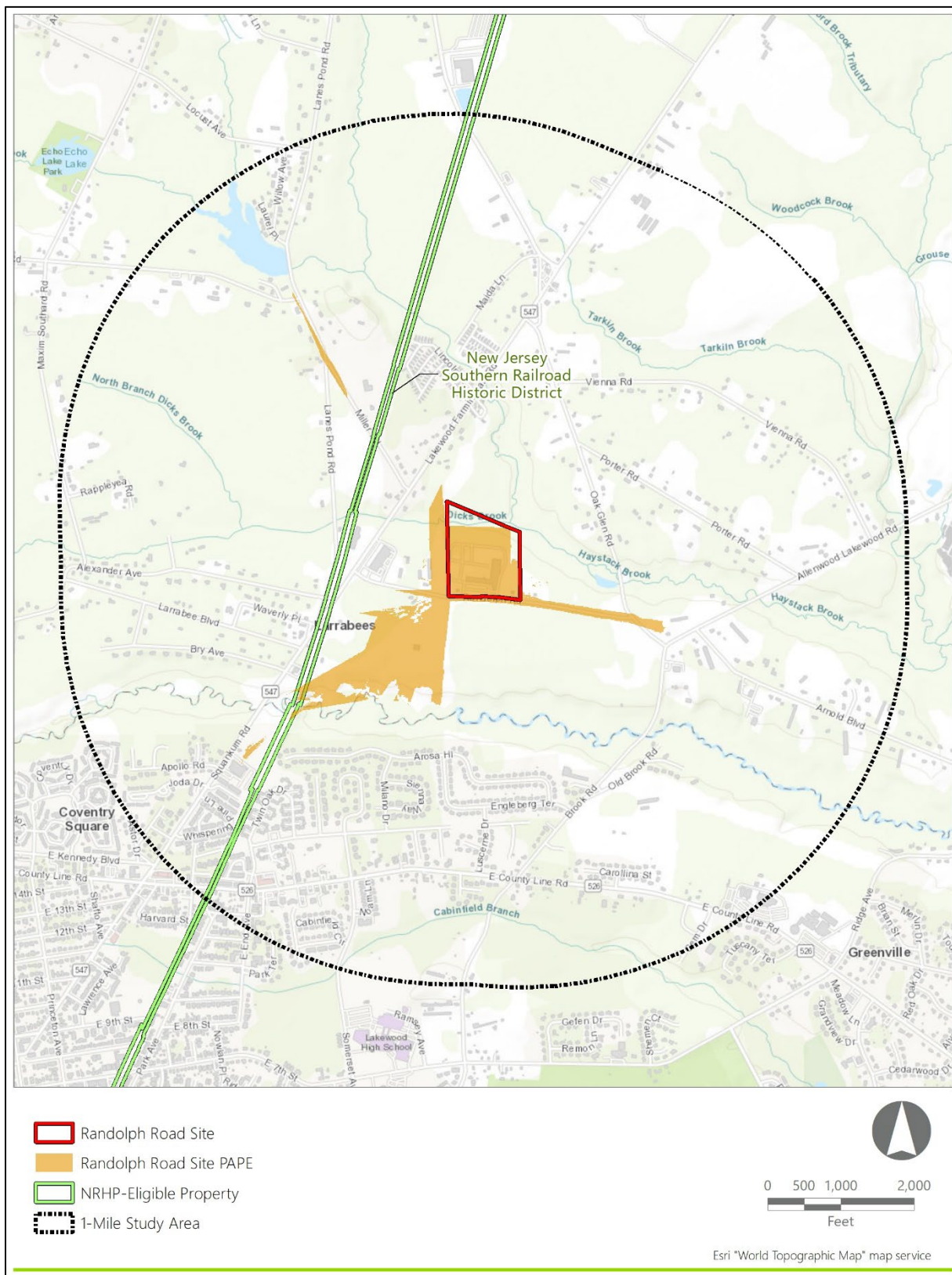


Figure 5.2-3. Aboveground Historic Properties in the Brook Road Site PAPE

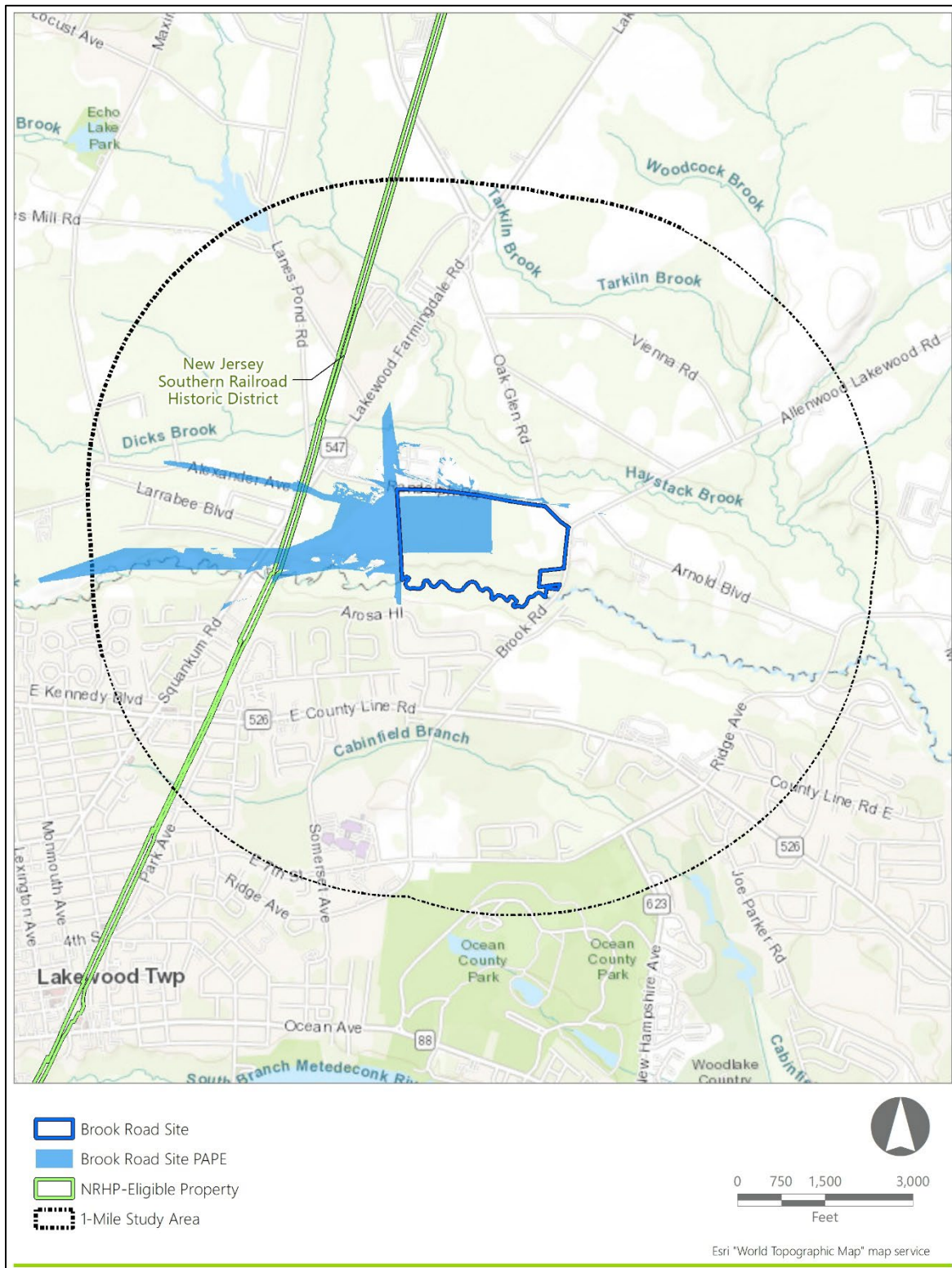


Table 5.2-2. Historic Resources Effects Assessment for Aboveground Historic Properties in the Asbury Avenue Site and the Route 66 Site PAPes in New Jersey.

Survey ID	Property Name	Effect Recommendation Narrative
78888974	Garden State Parkway Historic District	The proposed Asbury Avenue and Route 66 facility PAPes is anticipated to be visible from a very small portion of the Garden State Parkway. Due to the nature of the historic district as a linear transportation corridor, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.

Figure 5.2-4. Aboveground Historic Properties in the Route 66 Site PAPE

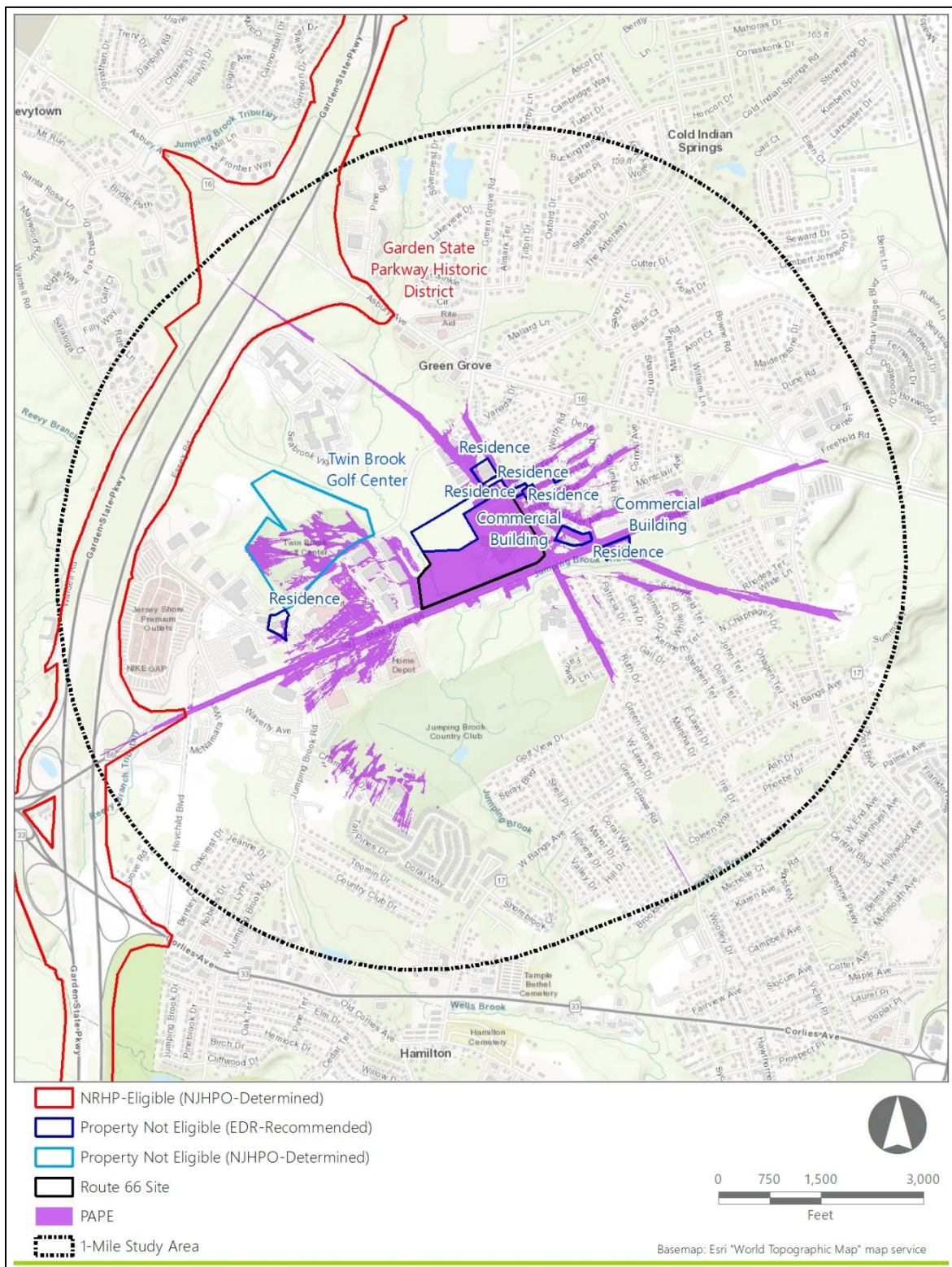


Figure 5.2-5. Aboveground Historic Properties in the Asbury Avenue Site PAPE

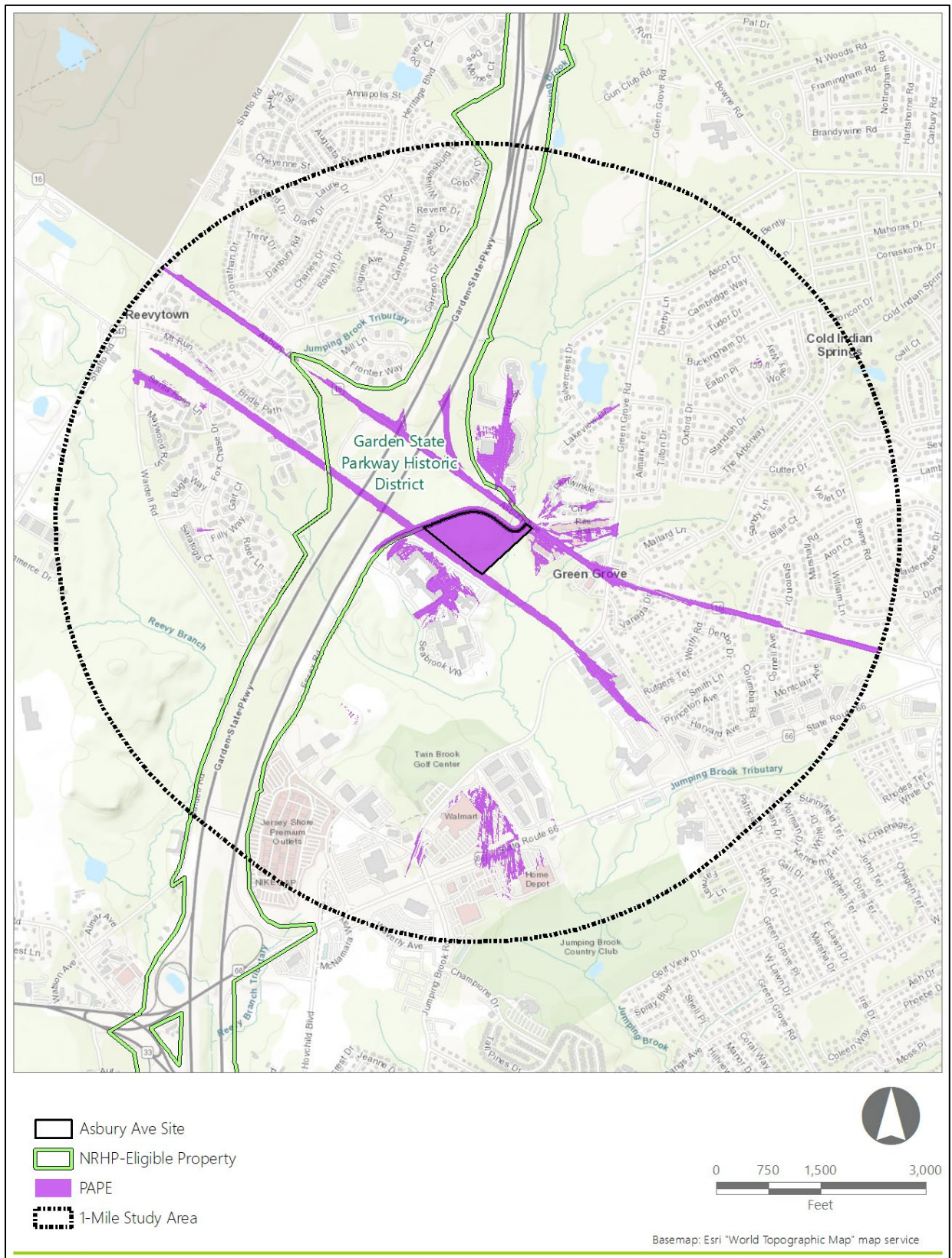


Table 5.2-3. Historic Resources Effects Assessment for Aboveground Historic Properties in the Arthur Kill Road Site PAPE in New Jersey.

Survey ID	Property Name	Effect Recommendation Narrative
78888941	Port Reading Railroad Historic District	Due to the linear nature of this historic rail line, the proposed Arthur Kill facility is anticipated to be visible from only a portion of the Port Reading Railroad Historic District. In addition, the significance of the property is not derived from its setting, but its association with transportation in New Jersey; therefore, the proposed construction and operation of the facility is not anticipated to have an adverse effect on the Port Reading Railroad Historic District.
78888942	Sewaren Generating Station	The proposed Arthur Kill facility is anticipated to be visible from approximately 44.6% of the Sewaren Generating Station. Although the facility is anticipated to be visible from the facility, due to the nature of the property as a power generating station and the surrounding development, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.
78888922	Structure 132, American Smelting and Refining Company Pier	Due to its location on the Arthur Kill, southwest of the proposed Arthur Kill facility, the facility is anticipated to be visible from approximately 18.52% of the Structure 132, American Smelting and Refining Company Pier. However, due to the nature of the property as an historic pier, as well as the modern development along the Arthur Kill, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.
78888940	Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey	Due to the linear nature of this historic rail line, the proposed Arthur Kill facility is anticipated to be visible from only 1.87 percent and the River Road facility is anticipated to be visible from 16.06 percent of Perth Amboy and Elizabethport Branch of the Central Railroad. In addition, the significance of the property is not derived from its setting, but its association with transportation and commerce in New Jersey; therefore, the proposed construction and operation of these facilities are not anticipated to have an adverse effect on this historic district.

Figure 5.2-6. Aboveground Historic Properties in the Arthur Kill Road Site PAPE

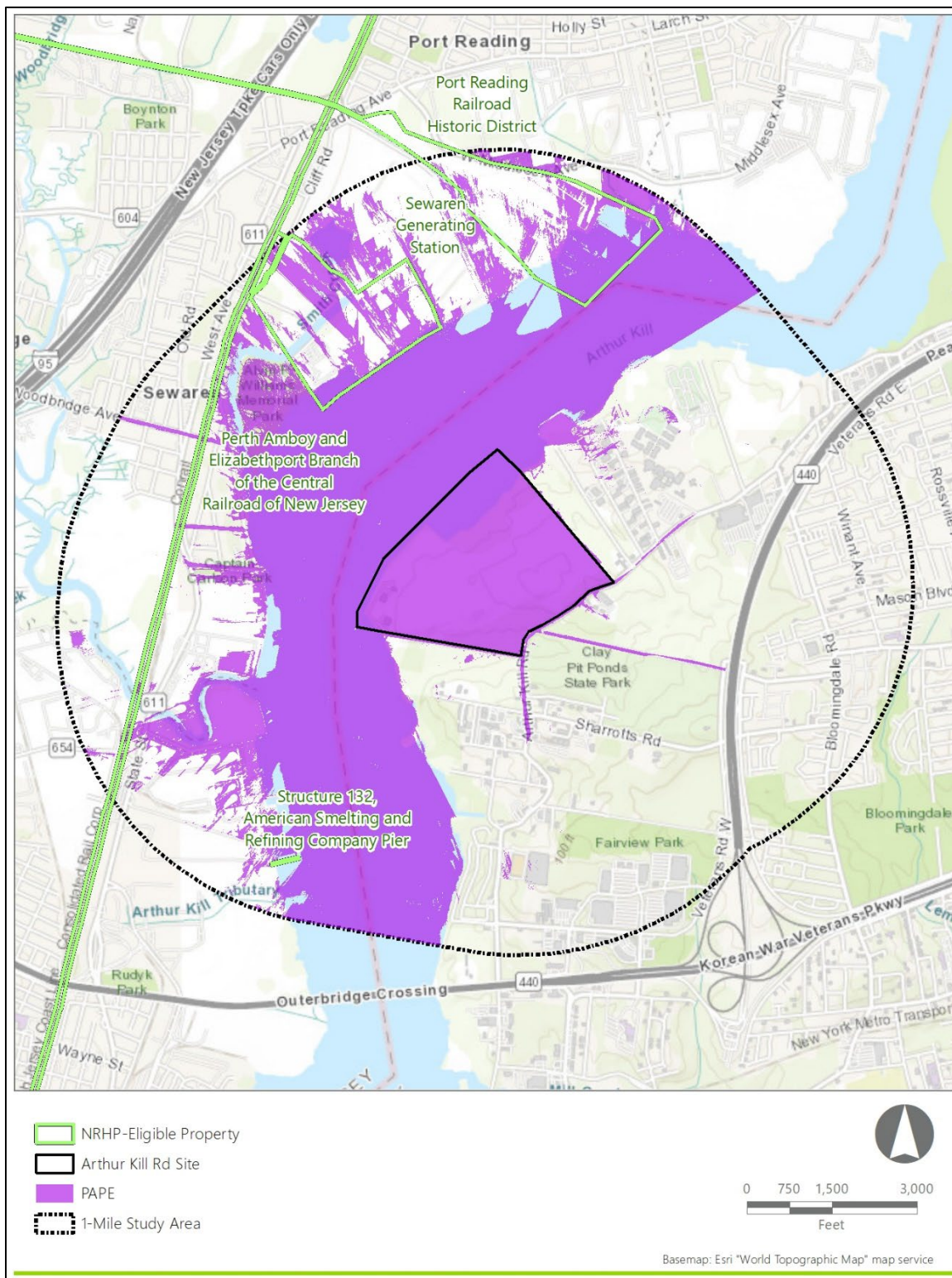


Table 5.2-4. Historic Resources Effects Assessment for Aboveground Historic Properties in the River Road Site PAPE in New Jersey and New York.

Survey ID	Property Name	Effect Recommendation Narrative
78888940	Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey	Due to the linear nature of this historic rail line, the proposed Arthur Kill facility is anticipated to be visible from only 1.87 percent and the River Road facility is anticipated to be visible from 16.06 percent of Perth Amboy and Elizabethport Branch of the Central Railroad. In addition, the significance of the property is not derived from its setting, but its association with transportation and commerce in New Jersey; therefore, the proposed construction and operation of these facilities are not anticipated to have an adverse effect on this historic district.
978	Sound Shore Railroad Historic District	Due to the linear nature of this historic rail line, the proposed River Road facility is anticipated to be visible from 17.34 percent of the Staten Island Railroad Historic District. In addition, the significance of the property is not derived from its setting, but its industrial history of the Arthur Kill and development of New Jersey; therefore, the proposed construction and operation of the facility is not anticipated to have an adverse effect on this historic district.
788889777	Staten Island Railroad Historic District	Due to the linear nature of this historic rail line, the proposed River Road facility is anticipated to be visible from 9.43 percent of the Sound Shore Railroad Historic District; therefore, the proposed construction and operation of the facility is not anticipated to have an adverse effect on this historic district.
78888916	Staten Island Railway Lift Truss Bridge	The proposed River Road facility is anticipated to be visible from 68.46 percent of the Staten Island Railway Lift Truss Bridge; however, the significance of the bridge is associated with its role in connecting New York and New Jersey and its engineering; therefore, the proposed construction and operation of the facility is not anticipated to have an adverse effect on the Staten Island Railway Lift Truss Bridge.

Figure 5.2-7. Aboveground Historic Properties in the River Road Site PAPE

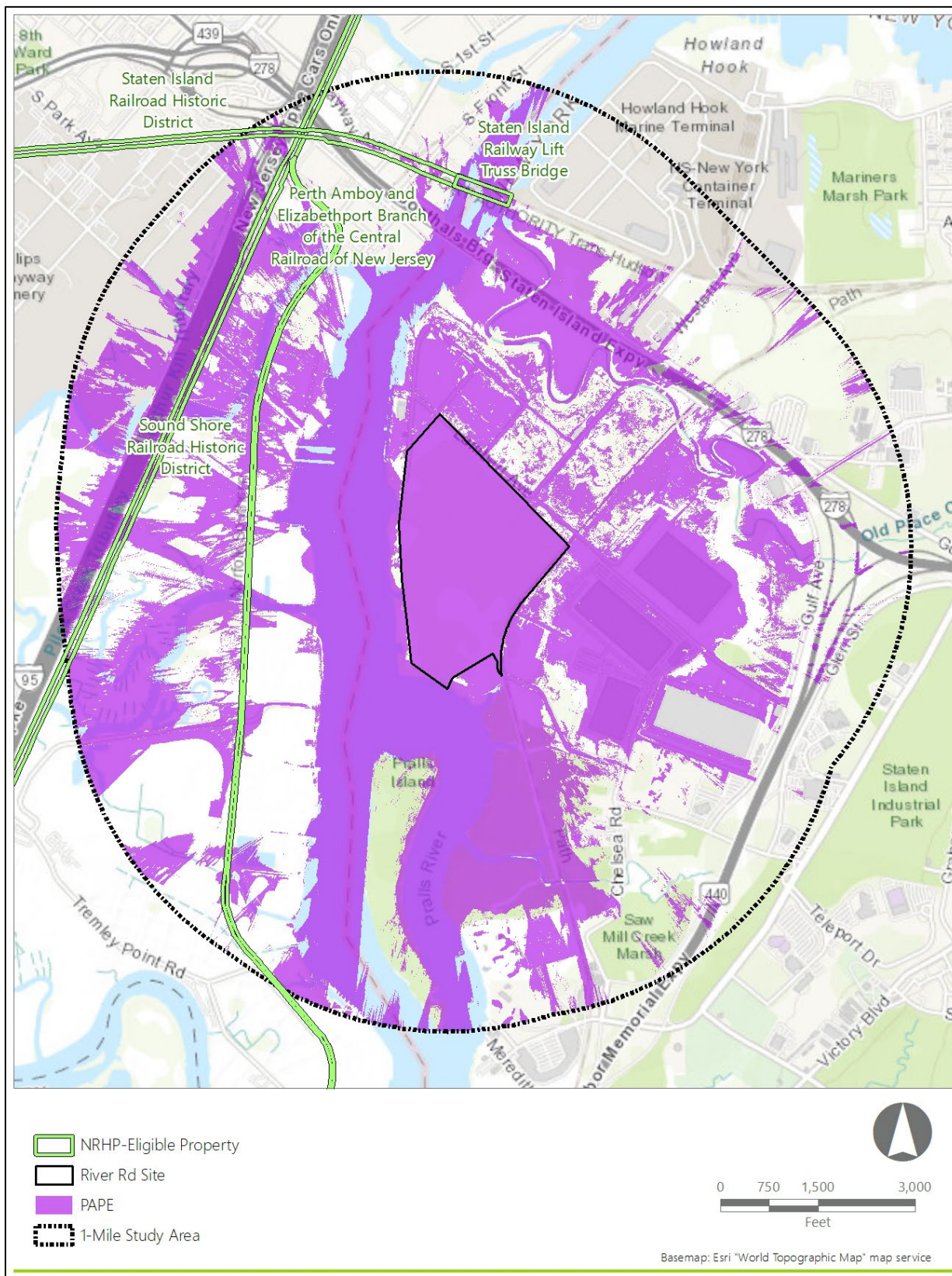


Table 5.2-5. Historic Resources Effects Assessment for Aboveground Historic Properties in the Sunset Industrial Park Site PAPE in New York.

Survey ID	Property Name	Effect Recommendation Narrative
78888884	Beard Store and Warehouse Pier	The proposed Sunset Industrial Park facility is anticipated to be visible from approximately 2.7 percent of the property due to the dense built environment and the water located between the industrial building and the proposed facility; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.
78888887	Loft Building 24	The proposed Sunset Industrial Park facility is anticipated to be visible from approximately 2.93 percent of the Loft Building 24 due to the existing development along the waterfront as well as the water between the industrial complex and the proposed facility. In addition, the property is significant for its architecture and association with the historic Bush Terminal, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.
78888911	Green-Wood Cemetery	<p>As described in the NRHP (Dolkart, 1982) and NHL (Meier, 2006) nomination forms, Green-Wood Cemetery is an approximately 478-acre cemetery created in 1838 and designed by David Bates Douglass as a rural recreation area with picturesque landscape elements (Dolkart, 1982). The cemetery was listed on the NRHP in 1997, and designated an NHL District in 2006 (Meier, 2006). According to the NHL nomination the cemetery was designed with “360-degree panoramic views including those toward Manhattan, the Statue of Liberty, the Narrows, Jamaica Bay, and the Wachung Mountains of New Jersey” and “Douglass’ plans altered and improved the existing landform and vegetation to create dramatic variety with alternating areas of broad, sunny, open lawns and shadowy, dramatic, introspective areas between. (Meier, 2006)</p> <p>The NHL nomination also states, “The cemetery site itself, with its landscaping, vegetation, topography, views, constructed water features, horticultural plantings, drives and paths, and tombs, monuments, mausoleums, and art, is the primary contributing resource” (Meier, 2006).</p> <p>While views within the NHL and to the harbor, Manhattan, and the surrounding areas are important aspects of the design and setting of the Green-Wood Cemetery, the surrounding built environment currently includes many modern, non-historic buildings. The proposed substation is anticipated to be visible from only 0.066 percent of the cemetery. Visibility will be limited to small, scattered vantage points in the northwestern section of the NHL. While these areas may have partial views of the proposed Sunset Industrial Park site, several factors including distance, the existing visual character of the surrounding dense, modern, urban setting, and intervening structures and vegetation would reduce visibility and viewer awareness of the Onshore Facilities. Therefore, the qualities and characteristics referenced in the NHL and NRHP nominations regarding the visual setting and views from Green-Wood Cemetery are not anticipated be affected by construction of the Onshore Facilities.</p>

Atlantic Shores North Offshore Wind – Onshore Interconnection Facilities
Historic Resources Effects Assessment

Survey ID	Property Name	Effect Recommendation Narrative
78888891	Loft Buildings 5 and 6	The proposed Sunset Industrial Park facility is anticipated to be visible from approximately 0.03 percent of Loft Buildings 5 and 6 due to the existing development along the waterfront as well as the water between the industrial complex and the proposed facility. In addition, the property is significant for its architecture and association with the historic Bush Terminal, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.
78888906	Loft Building 2	The proposed Sunset Industrial Park facility is anticipated to be visible from approximately 0.003 percent of the Loft Building 2 due to the existing development along the waterfront as well as the water between the industrial complex and the proposed facility. In addition, the property is significant for its architecture and association with the historic Bush Terminal, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.
78888902	Smith Street Dock Corporation	The proposed Sunset Industrial Park facility is anticipated to be visible from approximately 11.6 percent of the Smith Street Dock Corporation building. The property is a significant for being part of a collection of industrial structures associated with the history of manufacturing and along the Gowanus Canal and the history of commerce in Brooklyn, and not its setting; The setting of the Smith Street Dock Corporation is highly developed and industrial in character; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.
78888976	Red Hook Grain Terminal	Although the proposed Sunset Industrial Park facility is anticipated to be visible from approximately 4.2 percent of the Red Hook Grain Terminal, due to the proximity of this aboveground historic property and the proposed facility. However, the Red Hook Grain Terminal is significant for its association with the history of commerce in New York City and its architecture, and not its setting or the surrounding built environment; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.
78888914	Storehouse #2, U.S. Navy Fleet Supply Base	The proposed Sunset Industrial Park facility is anticipated to be visible from approximately 0.22 percent of the Storehouse #2, U.S. Navy Fleet Supply Base. The complex is significant for its association with its architecture and the U.S. Navy Fleet Supply Base; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.

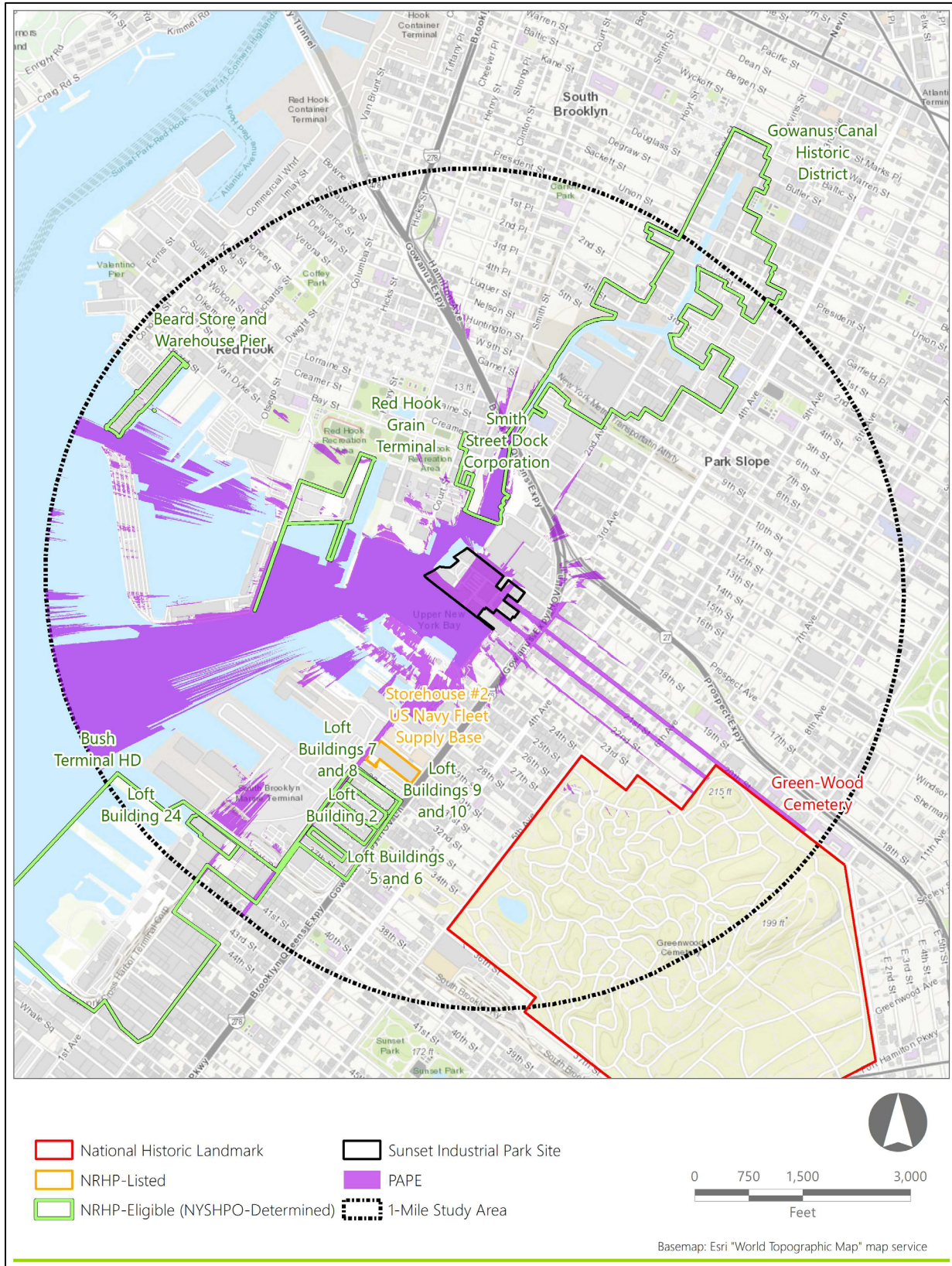
Atlantic Shores North Offshore Wind – Onshore Interconnection Facilities
Historic Resources Effects Assessment

Survey ID	Property Name	Effect Recommendation Narrative
78888890	Loft Buildings 9 and 10	Due to the existing development along the waterfront as well as the water between the industrial complex and the proposed facility, the proposed Sunset Industrial Park facility is anticipated to be visible from approximately 0.12 percent of the Loft Buildings 9 and 10. In addition, the property is significant for its architecture and association with the historic Bush Terminal, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.
78888892	Loft Buildings 7 and 8	Due to the existing development along the waterfront as well as the water between the industrial complex and the proposed facility, the proposed Sunset Industrial Park facility is anticipated to be visible from approximately 0.06 percent of the Loft Buildings 7 and 8. In addition, the property is significant for its architecture and association with the historic Bush Terminal, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.
78888980	Bush Terminal Historic District	Due to the existing development and water between the proposed Sunset Industrial Park facility and the Bush Terminal Historic District, the proposed facility is anticipated to be visible from 1.9 percent of the historic district. The historic district is associated with the commerce of New York City and its architecture, and not its setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.
78888915	Gowanus Canal Historic District	Due to the existing development between the Gowanus Canal Historic District and the proposed facility, the proposed Sunset Industrial Park facility is anticipated to be visible from approximately 4.6 percent of the historic district. In addition, the property is significant as a collection of industrial and manufacturing structures associated with the Gowanus Canal and the development of Brooklyn, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.

Atlantic Shores North Offshore Wind – Onshore Interconnection Facilities
Historic Resources Effects Assessment

Survey ID	Property Name	Effect Recommendation Narrative
98989899	St. John the Evangelist School	<p>The St. John the Evangelist School was constructed circa 1904-1905 of Harvard brick, with black headers and highly decorative terra cotta trim, providing a noteworthy polychromatic appearance. The school is significant as an extant example of turn-of-the-century parochial school associated with a church in New York City, and is an intact example of a religious building by noted architect Thomas H. Poole.</p>

Figure 5.2-8. Aboveground Historic Properties in the Sunset Industrial Park Site PAPE



5.3 Potential Effects Assessment

As stated above, construction of the Facilities will not require the demolition or physical alteration of any historic buildings or other aboveground historic properties. No direct physical effects to aboveground historic properties will occur as a result of the Facilities. The Facilities' effect on a given aboveground historic property would be a change (resulting from the introduction of new structures) in the property's visual setting. The Facilities would introduce new structures into the landscape. However, at a maximum height of 100 feet (lighting masts only), the proposed Facilities will not be out of scale or character with the existing types of development currently present in the vicinity. As such, it is anticipated that the Facilities will not result in adverse effects to aboveground historic properties.

In addition, an assessment of potential impacts to aboveground historic properties from lighting, noise and traffic is included in Section 6.1.2 of Volume II of the COP prepared for the Project, and summarized herein:

- **Light:** Operational lighting will be required for the safe and secure operation of the onshore substations and/or converter stations. However, the lights associated with the Facilities will have minimal visibility from aboveground historic properties. Due to the developed nature of the Facilities PAPE, the lights are not expected to contribute significantly to the sky glow resulting from existing light sources present in each of the respective areas. Therefore, it is not anticipated that the lighting from the Facilities would have an effect on aboveground historic properties. Plantings to create screening will be installed at the onshore substation and/or converter station sites to the maximum extent practicable to reduce potential visibility and thereby avoid impacts from lighting from the Facilities during operations and maintenance (O&M).
- **Noise:** The design of Facilities will depend on whether high voltage alternating current (HVAC), high voltage direct current (HVDC), or a combination of both HVAC and HVDC onshore interconnection cables are constructed. It is anticipated that the HVDC design would have generally lesser sound impacts on the surrounding community than HVAC technology. Therefore, only the HVAC onshore substation design was evaluated to provide the most conservative assessment of potential noise impacts. The onshore interconnection cables will not generate noise during operations since the cable will be buried beneath existing roads or within other public and utility rights-of-way (ROWs). The onshore substations and/or converter stations will be designed to comply with the NJDEP sound level limits. Screening will be implemented at the onshore substation and/or converter station sites to the maximum extent practicable, to reduce potential noise impacts from the Facilities during O&M. The anticipated levels of noise generated by the Facilities are described in greater detail in an Onshore Noise Report, (see COP Appendix II-U). Operational noise associated with the Facilities is not anticipated to have an impact to aboveground historic properties.
- **Traffic:** Operations and maintenance of the onshore substations and/or converter stations will be unmanned during routine operations and will be inspected regularly based on manufacturer-recommended schedules. Personnel will be on site as necessary for any maintenance or repairs. It is likely that no noticeable increase over existing traffic patterns will occur. The onshore interconnection cable route will have no regular maintenance unless there is a failure or malfunction

requiring exposure and repair of the cable. If any unforeseen maintenance is required, impacts to traffic from potential traffic detours might occur. Traffic during the operation of the Project is not anticipated to affect the integrity of the historic setting of aboveground historic properties for the duration of the Project' activity.

Per the results of the HREA described herein, the Facilities are not anticipated to result in adverse effects on any aboveground historic properties. No further surveys or evaluations with respect to aboveground historic properties are recommended in association with the proposed substation locations.

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ATTACHMENT A.

ABOVEGROUND HISTORIC PROPERTIES IN THE PAPER

Attachment A. Aboveground Historic Properties

Survey ID	Property Name	Address	Municipality	State	Total No. of Acres	Percent Visibility	Acres in PAPE	NRHP Status	Significance	Effect Recommendation	Effect Recommendation Narrative	Associated PAPE
78888941	Port Reading Railroad Historic District	N/A	Multiple	NJ	222.6399994	26.12568092	58.16621399	NRHP-Eligible (NJHPO-Determined)	The Port Reading Railroad Historic District is an approximately 20-mile long rail line from Bound Brook in Somerset County to Port Reading in Woodbridge Township, Middlesex County, NJ. The historic rail line is significant as an inter-state rail line with access to the New York Harbor (Lynn Drobbin & Associates, 2005)	No Adverse Effect	Due to the linear nature of this historic rail line, the proposed Arthur Kill facility is anticipated to be visible from only a portion of the Port Reading Railroad Historic District. In addition, the significance of the property is not derived from its setting, but its association with transportation in New Jersey; therefore, the proposed construction and operation of the facility is not anticipated to have an adverse effect on the Port Reading Railroad Historic District.	Arthur Kill Road
78888942	Sewaren Generating Station	751 Cliff Road	Sewaren	NJ	124.7360001	44.67854691	55.73023224	NRHP-Eligible (NJHPO-Determined)	The Sewaren Generating Station was developed between 1947 and 1949 and the original design was created by the firm Walker & Poor. The property is significant under Criterion A and C for its association with local power generation and its Modernist architecture (AKRF, 2015).	No Adverse Effect	The proposed Arthur Kill facility is anticipated to be visible from approximately 44.6% of the Sewaren Generating Station. Although the facility is anticipated to be visible from the facility, due to the nature of the property as a power generating station and the surrounding development, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Arthur Kill Road
78888922	Structure 132, American Smelting and Refining Company Pier	Arthur Kill	Perth Amboy	NJ	0.397376001	18.52466774	0.073612586	NRHP-Eligible (NJHPO-Determined)	The Structure 132, American Smelting and Refining Company Pier is significant for its association with commerce in New Jersey as a pier for the American Smelting and Refining Company.	No Adverse Effect	Due to its location on the Arthur Kill, southwest of the proposed Arthur Kill facility, the facility is anticipated to be visible from approximately 18.52% of the Structure 132, American Smelting and Refining Company Pier. However, due to the nature of the property as an historic pier, as well as the modern development along the Arthur Kill, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Arthur Kill Road
78888974	Garden State Parkway Historic District	Garden State Parkway	Bergen, Passaic, Essex, Union, Middlesex, Monmouth, Ocean, Atlantic and Cape May Counties	NJ	12495.7998	0.180058211	22.4997139	NRHP-Eligible (NJHPO-Determined)	The Garden State Parkway Historic District is a transportation corridor which runs 173 miles from Cape May in southern New Jersey north to the New York border. The Parkway was constructed between 1946 and 1957. The Garden State Parkway Historic District was determined eligible for the NRHP by NJHPO and is significant under Criterion A.	No Adverse Effect	The proposed Asbury Avenue facility is anticipated to be visible from approximately .18% of the Garden State Parkway. Due to the nature of the historic district as a linear transportation corridor, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Asbury Avenue Route 66
9262	New Jersey Southern Railroad Historic District	N/A	Multiple	NJ	293.6923523	1.355621576	3.981356859	NRHP-Eligible (NJHPO-Determined)	The New Jersey Southern Railroad Historic District was constructed as part of the Raritan & Delaware Bay Railroad which was chartered in 1854 (New Jersey Court of Chancery, 1863). The railroad was significant as a means to transport freight from the bay to inland locations. The line is also significant for its association with Jay Gould and James Fisk, who financed the rail line (Historic American Engineering Record, 2022). The district, and contributing elements, are eligible under Criterion A, B, and C for their association with the development of the surrounding area, the progress of transportation in the mid-to-late nineteenth century, and the association with Jay Gould and James Fisk.	No Adverse Effect	Due to the linear nature of this historic rail line, the proposed Larrabee facility is anticipated to be visible from approximately 1.35 percent of the New Jersey Southern Railroad Historic District. In addition, the significance of the property is not derived from its setting, but its association with transportation in New Jersey; therefore, the proposed construction and operation of the facility is not anticipated to have an adverse effect on the New Jersey Southern Railroad Historic District.	Larrabee
78888884	Beard Store and Warehouse Pier	133 BEARD STREET	Brooklyn	NY	6.67557308	2.69721861	0.180054799	NRHP-Eligible (NYSHPO-Determined)	The Beard Store and Warehouse Pier is significant as a group of nineteenth century waterfront warehouses and are significant for its association with the history of waterfront commerce of New York City and its architecture (Shaver, 1995).	No Adverse Effect	The proposed Sunset Industrial Park facility is anticipated to be visible from approximately 2.7 percent of the property due to the dense built environment and the water located between the industrial building and the proposed facility; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Sunset Industrial Park

Attachment A. Aboveground Historic Properties

Survey ID	Property Name	Address	Municipality	State	Total No. of Acres	Percent Visibility	Acres in PAPE	NRHP Status	Significance	Effect Recommendation	Effect Recommendation Narrative	Associated PAPE
978	Sound Shore Railroad Historic District	N/A	Multiple	NJ	41.24729919	17.346735	7.155059814	NRHP-Eligible (NJHPO-Determined)	The Sound Shore Railroad Historic District was constructed in 1896 is significant under Criterion A and C for its association with the industrial history of the Arthur Kill and development of New Jersey and its architecture and engineering (Corso, 2011 and The Lewis Berger Group, Inc., 2008a).	No Adverse Effect	Due to the linear nature of this historic rail line, the proposed River Road facility is anticipated to be visible from 17.34 percent of the Staten Island Railroad Historic District. In addition, the significance of the property is not derived from its setting, but its industrial history of the Arthur Kill and development of New Jersey; therefore, the proposed construction and operation of the facility is not anticipated to have an adverse effect on this historic district.	River Road
### ### ### ##	Staten Island Railroad Historic District	N/A	Multiple	NJ	70.15139771	9.453443527	6.63172245	NRHP-Eligible (NJHPO-Determined)	The Staten Island Railroad Historic District has been determined eligible for the NRHP in New Jersey. The rail line was originally known as the Baltimore and New York Railroad and was constructed between 1884 and 1889 as part of the Baltimore and Ohio Railroad (USCG, 1997).	No Adverse Effect	Due to the linear nature of this historic rail line, the proposed River Road facility is anticipated to be visible from 9.43 percent of the Sound Shore Railroad Historic District; therefore, the proposed construction and operation of the facility is not anticipated to have an adverse effect on this historic district.	River Road
78888916	Staten Island Railway Lift Truss Bridge	N/A	Elizabeth, NJ and Staten Island, NY	NJ/NY	3.597259998	68.46996307	2.463042498	NRHP-Eligible (NJHPO-Determined) and NRHP-Eligible (NYSHPO-Determined)	The Staten Island Railway Lift Truss Bridge is a vertical lift bridge constructed in 1959. As of 1991, it had the longest span of its type in the world. The bridge carries the Staten Island Railroad over the Arthur Kill, connecting Staten Island, New York to Elizabeth, New Jersey. The bridge has been determined eligible for the NRHP by both the NJHPO and the NYSHPO is significant under Criterion A and C for its role in connecting New York and New Jersey and its engineering (Howe, 2008).	No Adverse Effect	The proposed River Road facility is anticipated to be visible from 68.46 percent of the Staten Island Railway Lift Truss Bridge; however, the significance of the bridge is associated with its role in connecting New York and New Jersey and its engineering; therefore, the proposed construction and operation of the facility is not anticipated to have an adverse effect on the Staten Island Railway Lift Truss Bridge.	River Road
78888940	Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey	N/A	Multiple	NJ	148.2890015	River Road - 16.063112258911 Arthur Kill - 1.87670254707336	River Road - 10.8323020935058 Arthur Kill - 2.78294348716735	NRHP-Eligible (NJHPO-Determined)	The Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey was constructed in 1871 to connect the New York and Long Branch Railroad with the Central Railroad of New Jersey in Elizabethport (Corso, 2011).	No Adverse Effect	Due to the linear nature of this historic rail line, the proposed Arthur Kill facility is anticipated to be visible from only 1.87 percent and the River Road facility is anticipated to be visible from 16.06 percent of Perth Amboy and Elizabethport Branch of the Central Railroad. In addition, the significance of the property is not derived from its setting, but its association with transportation and commerce in New Jersey; therefore, the proposed construction and operation of these facilities are not anticipated to have an adverse effect on this historic district.	River Road Arthur Kill Road
78888887	Loft Building 24	3915 1 AVENUE	Brooklyn	NY	3.857540576	2.929923216	0.113022977	NRHP-Eligible (NYSHPO-Determined)	The Loft Building 24 is complex of four buildings constructed c. 1917 (NYCity Map, 2023). The complex is significant for its architecture and association with the Bush Terminal.	No Adverse Effect	The proposed Sunset Industrial Park facility is anticipated to be visible from approximately 2.93 percent of the Loft Building 24 due to the existing development along the waterfront as well as the water between the industrial complex and the proposed facility. In addition, the property is significant for its architecture and association with the historic Bush Terminal, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Sunset Industrial Park
78888891	Loft Buildings 5 and 6	581 2 AVENUE	Brooklyn	NY	4.213545578	0.030696267	0.001293401	NRHP-Eligible (NYSHPO-Determined)	The Loft Buildings 5 and 6 is complex of two buildings constructed c. 1910 (NYCity Map, 2023). The complex is significant for its architecture and association with the Bush Terminal.	No Adverse Effect	The proposed Sunset Industrial Park facility is anticipated to be visible from approximately 0.03 percent of Loft Buildings 5 and 6 due to the existing development along the waterfront as well as the water between the industrial complex and the proposed facility. In addition, the property is significant for its architecture and association with the historic Bush Terminal, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Sunset Industrial Park

Attachment A. Aboveground Historic Properties

Survey ID	Property Name	Address	Municipality	State	Total No. of Acres	Percent Visibility	Acres in PAPE	NRHP Status	Significance	Effect Recommendation	Effect Recommendation Narrative	Associated PAPE
78888906	Loft Building 2	627 2 AVENUE	Brooklyn	NY	1.550298487	0.003087601	4.7867E-05	NRHP-Eligible (NYSHPO-Determined)	The Loft Building 2 is a six-story industrial building constructed c. 1907 (NYCity Map, 2023). The building is significant for its architecture and association with the Bush Terminal.	No Adverse Effect	The proposed Sunset Industrial Park facility is anticipated to be visible from approximately 0.003 percent of the Loft Building 2 due to the existing development along the waterfront as well as the water between the industrial complex and the proposed facility. In addition, the property is significant for its architecture and association with the historic Bush Terminal, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Sunset Industrial Park
78888902	Smith Street Dock Corporation	628 SMITH STREET	Brooklyn	NY	0.487116498	11.61860556	0.056596145	NRHP-Eligible (NYSHPO-Determined)	The Smith Street Dock Corporation building is a three-story building constructed c. 1930. The building is significant for its architecture and association with the Gowanus Canal.	No Adverse Effect	The proposed Sunset Industrial Park facility is anticipated to be visible from approximately 11.6 percent of the Smith Street Dock Corporation building. The property is significant for its association with the Gowanus Canal and the history of commerce in Brooklyn, and not its setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Sunset Industrial Park
78888976	Red Hook Grain Terminal	685 COLUMBIA STREET	Brooklyn	NY	13.13577239	4.183862775	0.549582691	NRHP-Eligible (NYSHPO-Determined)	The Red Hook Grain Terminal was constructed in 1922 along the Gowanus Canal and is significant for its architecture as well as its association with the history of commerce in New York City (Brenner, 2019).	No Adverse Effect	Although the proposed Sunset Industrial Park facility is anticipated to be visible from approximately 4.2 percent of the Red Hook Grain Terminal, due to the proximity of this aboveground historic property and the proposed facility. However, the Red Hook Grain Terminal is significant for its association with the history of commerce in New York City and its architecture, and not its setting or the surrounding built environment; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Sunset Industrial Park
78888890	Loft Buildings 9 and 10	882 THIRD AVENUE	Brooklyn	NY	4.180335118	0.120459641	0.005035617	NRHP-Eligible (NYSHPO-Determined)	The Loft Buildings 9 and 10 is complex of five buildings constructed c. 1906 (NYCity Map, 2023). The complex is significant for its architecture and association with the Bush Terminal.	No Adverse Effect	Due to the existing development along the waterfront as well as the water between the industrial complex and the proposed facility, the proposed Sunset Industrial Park facility is anticipated to be visible from approximately 0.12 percent of the Loft Buildings 9 and 10. In addition, the property is significant for its architecture and association with the historic Bush Terminal, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Sunset Industrial Park
78888892	Loft Buildings 7 and 8	892 THIRD AVENUE	Brooklyn	NY	4.182342102	0.061738934	0.002582133	NRHP-Eligible (NYSHPO-Determined)	The Loft Buildings 7 and 8 is significant for its architecture and association with the Bush Terminal (NYCity Map, 2023).	No Adverse Effect	Due to the existing development along the waterfront as well as the water between the industrial complex and the proposed facility, the proposed Sunset Industrial Park facility is anticipated to be visible from approximately 0.06 percent of the Loft Buildings 7 and 8. In addition, the property is significant for its architecture and association with the historic Bush Terminal, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Sunset Industrial Park
78888980	Bush Terminal Historic District	N/A	Brooklyn	NY	195.091698	1.825323539	3.561054686	NRHP-Eligible (NYSHPO-Determined)	The Bush Terminal Historic District is located on the Bay Ridge Channel in New York Bay and is a complex of warehouses and industrial buildings that "first American example of the complete integration of the commercial and industrial functions of manufacturing and warehousing with both rail and water transportation in one terminal under a unified management" (Mackey, 2019). The district has been determined eligible for listing on the NRHP under Criterion A and C for its association with the commerce of New York City and its architecture.	No Adverse Effect	Due to the existing development and water between the proposed Sunset Industrial Park facility and the Bush Terminal Historic District, the proposed facility is anticipated to be visible from 1.9 percent of the historic district. The historic district is associated with the commerce of New York City and its architecture, and not its setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Sunset Industrial Park

Attachment A. Aboveground Historic Properties

Survey ID	Property Name	Address	Municipality	State	Total No. of Acres	Percent Visibility	Acres in PAPE	NRHP Status	Significance	Effect Recommendation	Effect Recommendation Narrative	Associated PAPE
78888915	Gowanus Canal Historic District	N/A	Brooklyn	NY	142.2847725	4.573008397	6.506694596	NRHP-Eligible (NYSHPO-Determined)	The Gowanus Canal Historic District is a 53 block district in southern Brooklyn. The district is significant as a collection of industrial and manufacturing structures associated with the Gowanus Canal and the development of Brooklyn (NYSHPO, 2019).	No Adverse Effect	Due to the existing development between the Gowanus Canal Historic District and the proposed facility, the proposed Sunset Industrial Park facility is anticipated to be visible from approximately 4.6 percent of the historic district. In addition, the property is significant as a collection of industrial and manufacturing structures associated with the Gowanus Canal and the development of Brooklyn, not the surrounding setting; therefore, the construction and operation of the proposed facility is not anticipated to have an adverse effect on this aboveground historic property.	Sunset Industrial Park

ATTACHMENT B.

PROPERTIES SURVEYED

Attachment B. Properties Surveyed

Survey ID	Property Name	Address	Municipality	State	NRHP Status	Associated PAPE
78888910	Arthur Kill Road Onshore Substation and/or Converter Station Site	4101 Arthur Kill Road	Staten Island	NY	Not Eligible (NYSHPO-Determined)	Arthur Kill Road
78888941	Port Reading Railroad Historic District	N/A	Multiple	NJ	NRHP-Eligible (NJHPO-Determined)	Arthur Kill Road
78888942	Sewaren Generating Station	751 Cliff Road	Sewaren	NJ	NRHP-Eligible (NJHPO-Determined)	Arthur Kill Road
78888922	Structure 132, American Smelting and Refining Company Pier	Arthur Kill	Perth Amboy	NJ	NRHP-Eligible (NJHPO-Determined)	Arthur Kill Road
78888945	Commercial Building	1 PINE STREET	TINTON FALLS BORO	NJ	Not Eligible (EDR-Recommended)	Asbury Avenue
78888966	Commercial Building	1105 GREEN GROVE RD	NEPTUNE TWP	NJ	Not Eligible (EDR-Recommended)	Asbury Avenue
78888944	Residence	1989 JUMPING BROOK ROAD	TINTON FALLS BORO	NJ	Not Eligible (EDR-Recommended)	Asbury Avenue
78888947	Commercial Building	40 PINE STREET	TINTON FALLS BORO	NJ	Not Eligible (EDR-Recommended)	Asbury Avenue
78888974	Garden State Parkway Historic District	Garden State Parkway	Bergen, Passaic, Essex, Union, Middlesex, Monmouth, Ocean, Atlantic and Cape May Counties	NJ	NRHP-Eligible (NJHPO-Determined)	Asbury Avenue Route 66
9262	New Jersey Southern Railroad Historic District	N/A	Multiple	NJ	NRHP-Eligible (NJHPO-Determined)	Larrabee
333394	Resource at NJ Parcel_1321_38_8.02	1117 LAKEWOOD FARMINGDALE	Howell	NJ	Not Eligible (EDR-Recommended)	Larrabee
333370	Resource at NJ Parcel_1321_3_4	2880 Lakeview-Allenwood Road	Howell	NJ	Not Eligible (EDR-Recommended)	Larrabee
333166	Resource at NJ Parcel_1321_38_23	662 Oak Glen Road	Howell	NJ	Not Eligible (EDR-Recommended)	Larrabee
333153	Resource at NJ Parcel_1321_4_10.02	730 RIDGE AVE	Howell	NJ	Not Eligible (EDR-Recommended)	Larrabee
329877	Resource at NJ Parcel_1321_38_2	79 RANDOLPH ROAD	Howell	NJ	Not Eligible (EDR-Recommended)	Larrabee
978	Sound Shore Railroad Historic District	N/A	Multiple	NJ	NRHP-Eligible (NJHPO-Determined)	River Road

Attachment B. Properties Surveyed

Survey ID	Property Name	Address	Municipality	State	NRHP Status	Associated PAPE
78889777	Staten Island Railroad Historic District	N/A	Multiple	NJ	NRHP-Eligible (NJHPO-Determined)	River Road
7888916	Staten Island Railway Lift Truss Bridge	N/A	Elizabeth, NJ and Staten Island, NY	NJ/NY	NRHP-Eligible (NJHPO-Determined) and NRHP-Eligible (NYSHPO-Determined)	River Road
7888908	Global Container Terminal	300 Western Avenue	Staten Island	NY	Not Eligible (EDR-Recommended)	River Road
7888917	Linden Generating Station	4001 S. Wood Avenue	LINDEN CITY	NJ	Not Eligible (EDR-Recommended)	River Road
7888940	Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey	N/A	Multiple	NJ	NRHP-Eligible (NJHPO-Determined)	River Road Arthur Kill Road
237757	Residence	1 WORTH RD	Neptune	NJ	Not Eligible (EDR-Recommended)	Route 66
239515	Residence	1018 GREEN GROVE RD	Neptune	NJ	Not Eligible (EDR-Recommended)	Route 66
239359	Residence	1105 GREEN GROVE RD	Neptune	NJ	Not Eligible (EDR-Recommended)	Route 66
354656	Commercial Building	3420 ROUTE 66	Neptune	NJ	Not Eligible (EDR-Recommended)	Route 66
355784	Residence	3443 ROUTE 66	Neptune	NJ	Not Eligible (EDR-Recommended)	Route 66
355751	Commercial Building	3501 ROUTE 66	Neptune	NJ	Not Eligible (EDR-Recommended)	Route 66
239514	Residence	5 SMITH LANE	Neptune	NJ	Not Eligible (EDR-Recommended)	Route 66
359321	Residence	600 ESSEX ROAD	Neptune	NJ	Not Eligible (EDR-Recommended)	Route 66
7888884	Beard Store and Warehouse Pier	133 BEARD STREET	Brooklyn	NY	NRHP-Eligible (NYSHPO-Determined)	Sunset Industrial Park
7888887	Loft Building 24	3915 1 AVENUE	Brooklyn	NY	NRHP-Eligible (NYSHPO-Determined)	Sunset Industrial Park
7888911	Green-Wood Cemetery	500 25th St	Brooklyn	NY	National Historic Landmark	Sunset Industrial Park
7888891	Loft Buildings 5 and 6	581 2 AVENUE	Brooklyn	NY	NRHP-Eligible (NYSHPO-Determined)	Sunset Industrial Park
7888906	Loft Building 2	627 2 AVENUE	Brooklyn	NY	NRHP-Eligible (NYSHPO-Determined)	Sunset Industrial Park
7888902	Smith Street Dock Corporation	628 SMITH STREET	Brooklyn	NY	NRHP-Eligible (NYSHPO-Determined)	Sunset Industrial Park
7888976	Red Hook Grain Terminal	685 COLUMBIA STREET	Brooklyn	NY	NRHP-Eligible (NYSHPO-Determined)	Sunset Industrial Park
7888914	Storehouse #2, U.S. Navy Fleet Supply Base	850 3 AVENUE	Brooklyn	NY	NRHP-Listed	Sunset Industrial Park

*Sorted alphabetically by Associated PAPE.

Attachment B. Properties Surveyed

Survey ID	Property Name	Address	Municipality	State	NRHP Status	Associated PAPE
78888890	Loft Buildings 9 and 10	882 THIRD AVENUE	Brooklyn	NY	NRHP-Eligible (NYSHPO-Determined)	Sunset Industrial Park
78888892	Loft Buildings 7 and 8	892 THIRD AVENUE	Brooklyn	NY	NRHP-Eligible (NYSHPO-Determined)	Sunset Industrial Park
78888980	Bush Terminal Historic District	N/A	Brooklyn	NY	NRHP-Eligible (NYSHPO-Determined)	Sunset Industrial Park
78888915	Gowanus Canal Historic District	N/A	Brooklyn	NY	NRHP-Eligible (NYSHPO-Determined)	Sunset Industrial Park
78888905	Commercial Building	269 37 Street	Brooklyn	NY	Not Eligible (EDR-Recommended)	Sunset Industrial Park
78888888	Erie Basin Piers	Erie Basin	Brooklyn	NY	Not Eligible (EDR-Recommended)	Sunset Industrial Park
98989899	St. John the Evangelist School	259 21st Street	Brooklyn	NY	NRHP-Eligible (EDR-Recommended)	Sunset Industrial Park
98989900	Sunset Industrial Park	50 20th Street # 1	Brooklyn	NY	Not Eligible (EDR-Recommended)	Sunset Industrial Park

ATTACHMENT C.

ALL PROPERTIES REVIEWED

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
567-581 CLIFF RD	CARTERET	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
CLIFF RD	COLONIA	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
185 CLIFF RD	COLONIA	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
51 WOODBRIDGE AVE	COLTS NECK	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
78 WOODBRIDGE AVE	FORDS	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
76 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
76 FERRY ST	HOWELL	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
96 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
Port Reading Railroad Historic District	Multiple	NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
400 EAST AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
16 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
Sewaren Generating Station	SEWAREN	NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
132 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
385 EAST AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
124 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
55 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
367 BROAD ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
550 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
52 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
413 BROAD ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
380 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
120 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
104 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
64 FERRY ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
136 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
528 EAST AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
390 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
536 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
17 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
108 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
64 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
68 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
86 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
388 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
31 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
481 EAST AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
43 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
47 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
385 ELF RD	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
11 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
434 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
449 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
499 WEST AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
472 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
354 BROAD ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
72 FERRY ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
34 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
128 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
90 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
371 BROAD ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
12 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
464 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
448 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
498 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
554 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
476 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
510 EAST AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
15 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
520 EAST AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
494 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
126 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
477 EAST AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
23 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
140 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
437 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
438 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
480 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
32 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
440 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
486 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
490 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
546 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
392 CLIFF RD	SEWAREN	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
70 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
355 BROAD ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
18 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
60 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
44 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
56 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
30 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
100 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
24 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
68 FERRY ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
26 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
88 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
49 E NEW ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
889 3 AVENUE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
82 WOODBRIDGE AVE	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
27 HOLTON ST	SEWAREN	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
4101 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (NY SHPO-Determined)
2911 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (NY SHPO-Determined)
3120 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
4741 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
INDUSTRIAL LOOP	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
301 CLAY PIT ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
741 SHARROTT'S ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
4167 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
4212 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (NY SHPO-Determined)
4223 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
2890 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
2691 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
2910 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
524 SHARROTT'S ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
506 SHARROTT'S ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
733 SHARROTT'S ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
510 SHARROTT'S ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
40 ENGLEWOOD AVENUE	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
3044 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
4303 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (NY SHPO-Determined)
2629 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
4484 ARTHUR KILL ROAD	Staten Island	NY	Arthur Kill Road	Not Eligible (EDR-Recommended)
587 CLIFF RD	WOODBIDGE	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
583 CLIFF RD	WOODBIDGE	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
53 HOLTON ST	WOODBIDGE	NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
368 CLIFF RD	WOODBIDGE	NJ	Arthur Kill Road	Potential District NRHP-Eligible (EDR-Recommended)
American Smelting and Refining Company		NJ	Arthur Kill Road	Not Eligible (EDR-Recommended)
Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Turbine Building (Units 1-4)		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Structure 132, American Smelting and Refining Company Pier		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Switching Station Control House		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Vessel 16, Wooden Deck Scow		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Hazardous Waste Pad		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Sound Shore Railroad Historic District		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Gas Turbine Generator Building/Retired Unit 6 Building		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Breaker House		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
"Chemical Mixing and Transil Oil House"/Demineralized Water Building		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Warehouse		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
System Maintenance Division Offices		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Steel Tank		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
CMS Compressor Shop		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Texas Eastern Gas Metering House		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Construction Trailer		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Original "Screen House 1"/Current Screen House Number 1 and 2		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Original "Screen House 2"/Current Screen House Number 3 and 4		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Transco Gas Metering House		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
CMS Warehouse		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Wastewater Treatment Plant Control Building		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
CMS structure		NJ	Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
Garden State Parkway Historic District	Bergen, Passaic, Essex, Union, Middlesex, Monmouth, Ocean, Atlantic and Cape May Counties	NJ	Asbury Avenue	NRHP-Eligible (NJHPO-Determined)
1105 GREEN GROVE RD	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3530 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3524 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
20 WORTH RD	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3542 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
21 WORTH RD	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3526 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3528 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3518 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2 VANADA DR	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3538 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
20 CORNELL AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3512 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3402 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
12 COLGATE AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3540 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
600 ESSEX ROAD	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3404 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
23 CORNELL AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3522 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2608 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3500 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2550 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3501 ROUTE 66	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2530 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3504 ASBURY AVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
CHAMPIONS DRIVE	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
7 DOUGLAS DR	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3295 ROUTE 66	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
3536 ROUTE 66	NEPTUNE TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2901 ASBURY AVE AKA 1802	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2717 ASBURY AVE	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2 SHARON DR	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
2713 ASBURY AVE	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
22 SHARON DR	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
104 GREEN GROVE RD	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2805 ASBURY AVE	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2513-15 ASBURY AVE	OCEAN TWP	NJ	Asbury Avenue	DUPLICATE
2801 ASBURY AVE	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2795 ASBURY AVE	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
108 GREEN GROVE RD	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2797 ASBURY AVE	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2825 ASBURY AVE	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2819 ASBURY AVE	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2821 ASBURY AVE	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2815 ASBURY AVE	OCEAN TWP	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
40 PINE STREET	TINTON FALLS BORO	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
1989 JUMPING BROOK ROAD	TINTON FALLS BORO	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
4 LAKEVIEW DRIVE	TINTON FALLS BORO	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
1 PINE STREET	TINTON FALLS BORO	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
5120 ASBURY AVE	TINTON FALLS BORO	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
1139 GREEN GROVE ROAD	TINTON FALLS BORO	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
5060 ASBURY AVE	TINTON FALLS BORO	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
5066 ASBURY AVE	TINTON FALLS BORO	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
5119 ASBURY AVE	TINTON FALLS BORO	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
375 ESSEX ROAD	TINTON FALLS BORO	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
5054 ASBURY AVE	TINTON FALLS BORO	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
2513-15 ASBURY AVE	Howell	NJ	Asbury Avenue	Not Eligible (EDR-Recommended)
111 LANES POND ROAD	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
337 LANES MILL RD	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
1139 Lakewood Farmingdale	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
79 RANDOLPH ROAD	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
662 Oak Glen Road	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
1117 LAKEWOOD FARMINGDALE	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
730 RIDGE AVE	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
768 OAK GLEN RD	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
798 JOE PARKER RD	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
680 OAK GLEN RD	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
4 Arnold Blvd	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
2880 Lakeview-Allenwood Road	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
411 ALEXANDER AVENUE	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)
403 ALEXANDER AVE	Howell	NJ	Larrabee	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
New Jersey Southern Railroad Historic District	Multiple	NJ	Larrabee	NRHP-Eligible (NJ HPO-Determined)
629-647 S FRONT ST	ELIZABETH CITY	NJ	River Road	Not Eligible (EDR-Recommended)
Goethals Bridge	Elizabeth, NJ and Staten Island, NY	NJ/NY	River Road	Nonextant
Linden Generating Station	LINDEN CITY	NJ	River Road	Not Eligible (EDR-Recommended)
BKLD	LINDEN CITY	NJ	River Road	Not Eligible (EDR-Recommended)
133 MAPLE AVE	LINDEN CITY	NJ	River Road	Not Eligible (EDR-Recommended)
2710 ALLEN ST EXT	LINDEN CITY	NJ	River Road	Not Eligible (EDR-Recommended)
133 MAPLE AVE	LINDEN CITY	NJ	River Road	DUPLICATE
300 Western Avenue	Staten Island	NY	River Road	Not Eligible (EDR-Recommended)
40 WESTERN AVENUE	Staten Island	NY	River Road	Not Eligible (EDR-Recommended)
5805 HYLAN BOULEVARD	Staten Island	NY	River Road	Not Eligible (EDR-Recommended)
2828 GULF AVENUE	Staten Island	NY	River Road	Not Eligible (NY SHPO-Determined)
750 COURT STREET	Staten Island	NY	River Road	Not Eligible (NY SHPO-Determined)
400 WESTERN AVENUE	Staten Island	NY	River Road	Not Eligible (EDR-Recommended)
501 INDUSTRY ROAD	Staten Island	NY	River Road	Not Eligible (EDR-Recommended)
333 CHELSEA ROAD	Staten Island	NY	River Road	Not Eligible (EDR-Recommended)
451 SPENCER STREET	Staten Island	NY	River Road	Not Eligible (EDR-Recommended)
2777 GOETHALS ROAD NORTH	Staten Island	NY	River Road	Not Eligible (EDR-Recommended)
200 BLOOMFIELD AVENUE	Staten Island	NY	River Road	DUPLICATE
291 CHELSEA ROAD	Staten Island	NY	River Road	Not Eligible (EDR-Recommended)
270 CHELSEA ROAD	Staten Island	NY	River Road	Not Eligible (NY SHPO-Determined)
355 CHELSEA ROAD	Staten Island	NY	River Road	Not Eligible (NY SHPO-Determined)
Sound Shore Railroad Historic District	N/A	NJ	River Road	NRHP-Eligible (NJHPO-Determined)
Staten Island Railroad Historic District	N/A	NJ/NY	River Road	NRHP-Eligible (NJHPO-Determined) and NRHP-Eligible (NYSHPO-Determined)
Staten Island Railway Lift Truss Bridge	N/A	NJ/NY	River Road	NRHP-Eligible (NJHPO-Determined)
Morses Creek Bridge	N/A	NJ	River Road	NRHP-Eligible (NJHPO-Determined)
Perth Amboy and Elizabethport Branch of the Central Railroad of New Jersey	Multiple	NJ	River Road Arthur Kill Road	NRHP-Eligible (NJHPO-Determined)
918 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
Anthony Ventura Studio	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
Monmouth Motel	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
738 WAYSIDE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
14 RHODES TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1 WHITE LANE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
737 WAYSIDE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
19 N CHAPHAGEN DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
17 N CHAPHAGEN DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
15 N CHAPHAGEN DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
13 N CHAPHAGEN DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
11 N CHAPHAGEN DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3330 ROUTE 66	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3304 ROUTE 66	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
16 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
18 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
22 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
24 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
26 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
28 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3436 ROUTE 66	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3430 ROUTE 66	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3420 ROUTE 66	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
10 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
12 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
14 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
11 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
13 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
14 NORMAN DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
15 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
19 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
12 GARY DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
11 GARY DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
27 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
25 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
29 SUNNYFIELD TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
902 RUTH DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
904 RUTH DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
906 RUTH DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
908 RUTH DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
910 RUTH DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
912 RUTH DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
914 RUTH DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
916 RUTH DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
919 RUTH DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1 KENNETH TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
902 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
904 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
906 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
908 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
910 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
912 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
914 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
916 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
918 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
911 RUTH DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2 KENNETH TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
800 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
804 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
811 RUTH DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
806 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
808 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
726 STEPHEN TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
CHAMPIONS DRIVE	Tinton Falls	NJ	Route 66	Not Eligible (EDR-Recommended)
621 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
617 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1 SQUIRREL RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
641 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
635 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
633 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2 SQUIRREL RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
611 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1 BROOKSIDE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3536 ROUTE 66	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3520 ROUTE 66	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
919 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
4 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
4 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
6 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
8 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
10 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
12 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
14 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3443 ROUTE 66	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
8 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
10 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
12 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
14 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
5 WILLIAMS RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3 WILLIAMS RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1 WILLIAMS RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
7 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
5 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
16 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
8 WILLIAMS RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
18 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
7 DARTMOUTH RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3 DARTMOUTH RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
15 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2 WILLIAMS RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
4 WILLIAMS RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
6 WILLIAMS RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
22 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
8 DARTMOUTH RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
10 DARTMOUTH RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
24 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
7 COLUMBIA RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
19 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2 DARTMOUTH RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3401 ROUTE 66	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
16 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
18 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
20 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
22 HARVARD AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2 COLUMBIA RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
4 COLUMBIA RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
10 COLUMBIA RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
26 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
28 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
9 CORNELL AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
14 CORNELL AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
17 VANADA DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
19 VANADA DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
21 VANADA DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
15 CORNELL AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
29 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
27 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
25 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
23 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
21 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
8 DENBO DRIVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
10 DENBO DRIVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
12 DENBO DRIVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
14 DENBO DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
16 DENBO DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
17 DENBO DRIVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
7 RUSSEX ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
5 RUSSEX ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3 RUSSEX ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1 RUSSEX RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
10 RUSSEX ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
8 RUSSEX ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
9 DENBO DRIVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
7 DENBO DR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
5 DENBO DRIVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3 DENBO DRIVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1 DENBO DRIVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2 RUSSEX ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
4 RUSSEX ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
6 RUSSEX ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
14 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
5 SMITH LANE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
11 SMITH LANE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1 WORTH RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2 DENBO DRIVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
4 DENBO DRIVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
6 DENBO DRIVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
17 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
12 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
15 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
13 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
11 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
9 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
7 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
5 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1 PRINCETON AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
10 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
8 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
6 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1020 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1018 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1016 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
8 MARGERT AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
15 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
11 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
9 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
7 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
5 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3 RUTGERS TERR	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1100 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1102 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1108 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1110 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1112 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1114 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1116 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2 MARGERT AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1 MARGERT AVE	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
600 ESSEX ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1105 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
3501 ROUTE 66	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2000 JUMPING BROOK RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2002 JUMPING BROOK RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
40 PINE STREET	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
405 ESSEX ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1139 GREEN GROVE ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
2001 JUMPING BROOK ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
1997 JUMPING BROOK ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
1989 JUMPING BROOK ROAD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
918 GREEN GROVE RD	Neptune	NJ	Route 66	Not Eligible (EDR-Recommended)
269 37 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
Bush Terminal Historic District	Brooklyn	NY	Sunset Industrial Park	NRHP-Eligible (NYSHPO-Determined)
5 ERIE BASIN	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
685 COLUMBIA STREET	Brooklyn	NY	Sunset Industrial Park	NRHP-Eligible (NY SHPO-Determined)
Greenwood Cemetery	Brooklyn	NY	Sunset Industrial Park	National Historic Landmark
500 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
109 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
790 COLUMBIA STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
158 BAY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
Gowanus Canal Historic District	Brooklyn	NY	Sunset Industrial Park	NRHP-Eligible (NY SHPO-Determined)
50 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
81 39 STREET	Brooklyn	NY	Sunset Industrial Park	Nonextant
4100 1 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (NY SHPO-Determined)
750 COURT STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
488 HAMILTON AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
133 BEARD STREET	Brooklyn	NY	Sunset Industrial Park	NRHP-Eligible (NY SHPO-Determined)
730 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (NY SHPO-Determined)
730 CLINTON STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
882 THIRD AVENUE	Brooklyn	NY	Sunset Industrial Park	NRHP-Eligible (NY SHPO-Determined)
95 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
830 Third Avenue	Brooklyn	NY	Sunset Industrial Park	Not Eligible (NYSHPO-Determined)
533 2 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
764 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Nonextant
200 BLOOMFIELD AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
80 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
744 CLINTON STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
892 THIRD AVENUE	Brooklyn	NY	Sunset Industrial Park	NRHP-Eligible (NY SHPO-Determined)
643 COURT STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
581 2 AVENUE	Brooklyn	NY	Sunset Industrial Park	NRHP-Eligible (NY SHPO-Determined)
112 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
4002 2 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
784 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
112 32 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
3915 1 AVENUE	Brooklyn	NY	Sunset Industrial Park	NRHP-Eligible (NY SHPO-Determined)
746 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
850 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	NRHP-Listed
125 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
628 SMITH STREET	Brooklyn	NY	Sunset Industrial Park	NRHP-Eligible (NY SHPO-Determined)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
236 RICHARDS STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
225 RICHARDS STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
194 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
688 COURT STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
763 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
314 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
806 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
863 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
433 HAMILTON AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
725 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
117 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
739 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
783 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
696 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
657 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
218 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
149 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
740 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
740 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
788 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
199 28 STREET	Brooklyn	NY	Sunset Industrial Park	Nonextant
659 COURT STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
290 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
171 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
250 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
178 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
214 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
176 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
157 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
118 BEARD STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (NY SHPO-Determined)
686 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
744 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
227 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
757 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
224 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
143 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
138 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
782 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
724 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
607 2 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
770 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
180 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
710 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
148 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
154 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
651 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
797 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
790 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
166 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
157 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
185 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
209 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
757 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
181 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
791 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
169 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
133 17 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
147 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
165 PROSPECT AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
2 2 PLACE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
861 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
763 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
781 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
706 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
708 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
247 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
728 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
776 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
723 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
305 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
299 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
147 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
114 32 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
159 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
723 6 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
126 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
144 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
234 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
140 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
242 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
689 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
191 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
185 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
157 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
155 PROSPECT AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
219 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
157 PROSPECT AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
223 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
768 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
149 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
709 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
135 17 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
830 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (NY SHPO-Determined)
138 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
136 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
177 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
135 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
139 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
706 6 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
224 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
203 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
Weir Greenhouse	Brooklyn	NY	Sunset Industrial Park	NRHP-Listed
159 PROSPECT AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
201 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
707 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
176 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
760 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
120 41 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
227 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
141 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
189 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
225 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
706 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
159 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
170 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
137 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
135 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
222 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
128 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
221 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
145 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
183 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
149 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
227 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
722 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
140 32 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
219 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
187 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
124A 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
725 6 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
159 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
226 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
146 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
205 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
690 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
204 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
127 19 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
158 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
739 6 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
126 41 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
160 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
709 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
756 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
151 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
151 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
211 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
124 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
173 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
220 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
132 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
178 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
213 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
163 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
130 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
239 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
150 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
183 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
153 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
766 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
153 PROSPECT AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
215 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
193 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
163 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
33 14 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
181 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
707 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
127 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
125 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
133 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
165 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
143 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
168 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
685 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
153 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
241 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
758 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
200 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
137 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
152 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
186 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
141 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
129 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
158 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
157 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
146 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
131 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
168 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
142 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
137 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
214 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
309 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
195 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
161 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
135 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
161 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
201 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
820 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
753 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
132A 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
156A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
161A 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
135A 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
215 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
266 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
133A 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
186 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
188 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
192 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
153 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
143 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
197 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
134 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
155 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
162 26 STREET	Brooklyn	NY	Sunset Industrial Park	Nonextant
190 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
139 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
147 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
133 19 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
169 PROSPECT AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
218 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
220 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
160 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
223 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
166 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
167 PROSPECT AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
168A 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
767 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
176 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
172A 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
176A 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
159 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
174 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
159 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
166 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
139 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
135 19 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
141 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
156 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
170 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
138 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
129 19 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
167 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
149 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
155 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
245 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
199 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
229 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
164 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
131 19 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
227 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
166 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
216 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
293 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
195 19 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
208 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
669 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
188 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
667 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
204 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
141 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
195 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
136 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
100 HUNTINGTON STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
154 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
202 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
670 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
263 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
186 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
192 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
206 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
208 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
197 19 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
114 41 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
661 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
153 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
166A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
118 32 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
164 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
128 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
143 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
194 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
663 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
217 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
267 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
165 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
265 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
164 26 STREET	Brooklyn	NY	Sunset Industrial Park	Nonextant
203 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
247 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
155 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
229 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
140 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
230 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
199 19 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
145 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
191 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
124 32 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
180 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
171 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
172 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
221 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
157 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
120 32 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
249 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
238 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
301 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
212 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
211 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
248 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
182 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
126 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
619 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
220 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
210 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
206 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
214 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
126 32 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
256A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
256 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
203 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
198A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
286 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
157 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
200 1/2 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
210A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
192 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
213 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
275 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
205 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
245 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
193 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
205 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
171 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
212 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
204 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
258A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
219 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
202 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
159 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
218 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
192 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
302 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
208 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
313 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
165 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
240 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
204A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
210 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
232 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
242 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
204 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
239 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
202 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
273 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
291 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
196 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
154 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
223 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
196 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
205 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
198 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
225 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
205 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
265 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
731 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
212 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
237 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
167 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
122A 32 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
223 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
243 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
208A 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
306 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
161 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
261 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
236 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
312 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
227 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
221A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
200 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
222 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
209 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
258 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
215 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
212 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
249 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
215 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
219 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
209 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
275 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
233 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
211 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
207 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
216 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
284A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
236 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (NY SHPO-Determined)
255 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
206A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
163 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
213 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
209 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
213 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
210 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
210 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
194 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
198 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
212 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
221 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
198 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
251 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
259 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
252 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
225 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (NY SHPO-Determined)
216A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
223 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
1 3 PLACE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
225 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
136 41 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
235 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
134 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
162 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
255A 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
221 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
277 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
122 16 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
207 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
149 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
149 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
215 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
211 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
195 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
143 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
182 SIGOURNEY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
250 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
283 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
214A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
774 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
223 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
219 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
166 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
207 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
173 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
310A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
217 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
204 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
216 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
285 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
241 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
254 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
235A 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
154 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
713 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
200 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
206 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
255 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
284 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
221 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
147 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
17 16 STREET	Brooklyn	NY	Sunset Industrial Park	Nonextant
234 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
211A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
215 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
198 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
275 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
253 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
310 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
171 PROSPECT AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
211 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
252A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
251 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
207 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
145 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
213 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
217 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
277 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
162A 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
227 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
184 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
279 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
231 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
141 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
181 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
257 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
289 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
214 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
208 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
191 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
283 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
253 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
186 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
281 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
285 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
274A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
219 21 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
272 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
133 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
197 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
141A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
168 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
277 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
276 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
203 PROSPECT AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
225 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
135 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
229 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
225 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
219 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
203 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
287 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
209 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
207 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
188 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
160 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
281 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
271A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
267 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
194A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
164 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
196 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
206 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
717 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (NY SHPO-Determined)
278 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
281 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
193 19 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
201 19 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
202A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
279 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
189 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
262 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
189 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
285 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
308 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
627 2 AVENUE	Brooklyn	NY	Sunset Industrial Park	NRHP-Eligible (NY SHPO-Determined)
280 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
228 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
191 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
210 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
264 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
571 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
152 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
192 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
279 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
222 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
271 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
283 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
138A 16 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
287 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
282 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
273 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
240 25 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
291 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
1 1 PLACE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
139 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
189 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
200 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
171 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
137A 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
133 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
143 14 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
158 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
2 4 PLACE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
201 33 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
417 VAN BRUNT STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
194 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
781 5 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
154 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
235 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
289 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
137 22 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
122 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
2 1 PLACE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
799 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
889 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
715 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
128 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
214 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
142 CARROLL STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
528 COLUMBIA STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (NY SHPO-Determined)
647 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
750 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
232 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
204 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
213 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
222 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
191 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
207A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
224 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
215 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
189 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
129 26 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
713 4 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
203A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
211 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
230 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
213A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
197A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
142 16 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
575 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
226 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
1 2 PLACE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
768 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
236 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
181A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
185 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
187A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
248 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
240 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
207 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
597 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
193A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
179 28 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
209 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
228 27 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)

*Sorted by associated facility.

Attachment C - All Parcels Reviewed

Property Name/Address	Municipality	State	Associated Facility	NRHP STATUS
246 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
199 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
197 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
154 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
129 23 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
177A 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
181 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
655 HENRY STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
183 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
187 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
203 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
193 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
690 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
195 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
205 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
177 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
262 24 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
185 20 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
179 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
800 3 AVENUE	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
702 COURT STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
201 29 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
144 16 STREET	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)
259 21 STREET	Brooklyn	NY	Sunset Industrial Park	NRHP-Eligible (EDR-Recommended)
50 20 STREET #1	Brooklyn	NY	Sunset Industrial Park	Not Eligible (EDR-Recommended)