



Environmental and Planning Consultants

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New York, NY 10016
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December 29, 2003

Ms. Amanda Sutphin
Director of Archaeology
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9N
New York, NY 10007

Re: **Second Avenue Subway - FTA/106-M**

Dear Amanda:

Enclosed for your review are the revised intensive documentary studies for the Methodist Episcopal Cemetery, St. Stephen's Church and Cemetery, and Shearith Israel Cemetery, prepared in connection with the above referenced project. These reports have been revised to reflect your July 23, 2003 comments. As per these comments, the intensive documentary study for the St. Philip's Episcopal Church Cemetery was accepted and did not require revisions.

Please let me know if you have any questions at (212) 340-9745.

Sincerely,

AKRF, INC.

A handwritten signature in cursive script, appearing to read 'Claudia Cooney', with a long horizontal flourish extending to the right.

Claudia Cooney
Technical Director

cc: Nancy Danzig, Federal Transit Administration
Robert D. Kuhn, New York State Office of Parks, Recreation and Historic Preservation
Judy McClain, MTA New York City Transit
Collette Ericsson, MTA New York City Transit
Peter Cafiero, MTA New York City Transit (no encl.)
Hollie Wells, MTA New York City Transit (no encl.)
Jeremy Alvarez, Vollmer Associates (no encl.)
Julie Cowing, AKRF, Inc.
File



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December 16, 2003

Robert D. Kuhn
Assistant Director
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway Project**
New York County
01PR03920

Dear Mr. Kuhn:

Enclosed for your review and comment is an addendum to the *Second Avenue Subway Phase 1A Archaeological Assessment* of March, 2003 (Phase 1A). This addendum, *Second Avenue Subway Phase 1A Archaeological Assessment, Supplemental Analysis of Boring Logs* was prepared by Historical Perspectives, Inc. (HPI) on December 9, 2003. It details HPI's review of the geotechnical borings taken for the project subsequent to the preparation of the Phase 1A. For each boring reviewed, the enclosed report indicates if the assessment of sensitivity in the Phase 1A report remained the same or changed.

Changes to the conclusions of sensitivity presented in the Phase 1A report include the following:

- Changes in the depth of archaeological sensitivity. The borings primarily helped clarify the potential depths of archaeological sensitivity, and, therefore, the depths of a number of potential resources have been revised.
- Elimination of areas of archaeological sensitivity. In several other locations, the borings indicated a lack of archaeological potential, so some areas of sensitivity have been eliminated.
- Addition of archaeological sensitivity. One new area of precontact sensitivity was identified. This is on Second Avenue between 95th and 94th Streets; the sensitivity is an extension of the precontact sensitivity identified in the Phase 1A extending north from 95th Street.

New figures were prepared for the areas where sensitivity was eliminated and in the one area where sensitivity was added; these figures are appended to this report. All changes in sensitivity will be reflected in the FEIS for the project.

Please let me know if you have any questions at (212) 340-9745.

Sincerely,

AKRF, INC.



Claudia Cooney
Technical Director

cc: Nancy Danzig, Federal Transit Administration
Amanda Sutphin, New York City Landmarks Preservation Commission
Judy McClain, MTA New York City Transit (no enc.)
Collette Ericsson, MTA New York City Transit (no enc.)
Peter Cafiero, MTA New York City Transit (no enc.)
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August 14, 2003

Robert D. Kuhn
Assistant Director
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

**Re: Second Avenue Subway Project
New York County
01PR03920**

Dear Mr. Kuhn:

Enclosed for your review and comment is a report entitled "*East 36th to East 29th Streets Intensive Documentary Study, Second Avenue, New York, New York, Second Avenue Subway,*" prepared by Historical Perspectives, Inc., July 2003.

Construction of the first phase of the project is scheduled to commence in 2004. While final phasing plans for the project have not yet been determined, it is likely that one of the earlier project actions would involve excavation of shaft sites to insert the Tunnel Boring Machine (TBM) on Second Avenue between 97th and 91st Streets and between 36th and 31st Streets. As stipulated in the Draft Programmatic Agreement of the March 2003 Second Avenue Subway Supplemental Draft Environmental Impact Statement (SDEIS), ongoing work including soil boring log review and additional documentary research will be undertaken for areas identified to possess archaeological sensitivity in the "*Second Avenue Subway Phase 1A Archaeological Assessment,*" dated March 2003.

The Phase 1A concluded that the portion of Second Avenue between 97th and 91st Streets possessed precontact sensitivity in the area between 97th and 95th Streets; no areas of historic-period sensitivity were identified. For this area, HPI is undertaking soil boring review to assess subsurface conditions and to refine, if appropriate, conclusions about the potential presence or absence of precontact resources. This work will be completed prior to any project construction in this area.

For the area between 36th and 31st Streets, one area of potential early 19th century historic-period sensitivity was identified on Second Avenue between 36th and 35th Streets. An area of early 19th century historic-period sensitivity was also identified between 31st and 29th Streets; since this area is adjacent to the proposed Area of Potential Effect (APE) for a

August 14, 2003

potential early phase of project construction, this area has been included in this Topic Intensive Study. In addition, a potential shaft/staging area on 33rd Street east of Second Avenue has also been evaluated in the Topic Intensive Study. The Phase 1A identified this area as sensitive for precontact resources and early 19th century residential farm features.

This Topic Intensive Study was prepared following the protocol set forth for in Exhibit H, "Second Avenue Subway Project Site Prioritization and Additional Documentary Research Protocol," of the Draft Programmatic Agreement. It presents the conclusions of the intensive documentary research undertaken for each of the three areas identified as sensitive for historic-period resources and provides recommendations regarding further archaeological investigations.

Please let me know if you have any questions. I can be reached at (212) 340-9745.

Sincerely,

AKRF, INC.



Andrea Burk
Architectural Historian

cc: Nancy Danzig, Federal Transit Administration
Amanda Sutphin, New York City Landmarks Preservation Commission
Judy McClain, MTA New York City Transit
Collette Ericsson, MTA New York City Transit
Peter Cafiero, MTA New York City Transit (no enc.)
Hollie Wells, MTA New York City Transit (no enc.)
Jeremy Alvarez, Vollmer Associates (no enc.)
Julie Cowing, AKRF, Inc.
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July 15, 2003

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway Project, New York County, 01PR03920**

Dear Kathy:


Since publication of the Second Avenue Subway Supplemental Draft Environmental Impact Statement (SDEIS) in March 2003, a new project element—the possible construction of a train storage area within a new tunnel—has been identified on 125th Street between Fifth and Sixth (Lenox) Avenues in Manhattan. Three potential resources, listed below, have been identified in the Area of Potential Effect (APE) established for the new project element. The APE is the area within 50 feet of the proposed project element.

- Six-story commercial building, 67-69 West 125th Street
- Marion Building, 290 Lenox Avenue (a.k.a. 78-84 West 125th Street)
- Eisleben Apartment Building, 291-293 Lenox Avenue (a.k.a. 100-110 West 125th Street)

We are seeking your determination of eligibility on the three buildings described in the enclosed **Historic Resources Inventory Forms** ("Blue Forms"), for inclusion in the Final Environmental Impact Statement (FEIS) being prepared for this project.

Please let me know if you have any questions or require further information. You can reach me at (212) 340-9745.

Sincerely,
ALLEE KING ROSEN & FLEMING, INC.


Claudia Cooney
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration
Hollie Wells, MTA New York City Transit
Peter Cafiero, MTA New York City Transit
Emil Dul, MTA New York City Transit
Gina Santucci, New York City Landmarks Preservation Commission
Jeremy Alvarez, Vollmer Associates
Julie Cowing, AKRF, Inc.



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July 14, 2003

Mr. Robert D. Kuhn
Assistant Director
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway
Manhattan, New York County
01PR03920**

Dear Mr. Kuhn:

Enclosed for your review and comment are four Topic Intensive Documentary Studies which have been prepared in connection with the above referenced project. As per Chapter 10, "Archaeological Resources" of the Second Avenue Subway Supplemental Draft Environmental Impact Statement (SDEIS) and Draft Programmatic Agreement, published in March 2003, intensive documentary research has been undertaken for areas within the project's Areas of Potential Effect (APEs) identified to possess sensitivity for human remains. The goal of the Topic Intensive Studies, prepared by Historical Perspectives, Inc. (HPI), was to try to further establish cemetery boundaries and interments and disinterments for these areas. Topic Intensive Studies were prepared for three areas sensitive for human remains that would be affected by the proposed project as follows:

- Methodist Cemetery: potential effect from construction of the Houston Street Station
- St. Stephen's Church Burials: potential effect from construction of the Grand Street Station
- Shearith Israel Graveyard: potential effect from construction of the Chatham Square Station

In addition, a Topic Intensive Study was prepared for the African Burying Ground (St. Philip's Cemetery) although the proposed project would no longer affect this area. The area potentially sensitive for human remains would have been affected under a project alternative no longer under consideration, the Shallow Chrystie Option. However, preparation of this Topic Intensive Study was well underway when the Shallow Chrystie Option (which would have had greater environmental effects, including an adverse effect on this potentially sensitive area) was dropped

Mr. Robert D. Kuhn

July 14, 2003

from consideration as a project option. Therefore, a Topic Intensive Study was also completed for this cemetery and is enclosed.

The Topic Intensive Studies present the results of the research undertaken by HPI regarding sensitivity for human remains, and provide recommendations for additional archaeological investigations. In addition, the reports summarize input from affected descendant communities with whom MTA New York City Transit consulted during their outreach effort to identify and contact relevant descendant communities regarding the appropriate treatment of human remains should any such remains be encountered.

Please let me know if you have any questions at (212) 340-9745.

Sincerely,

AKRF, INC.



Claudia Cooney
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration
Amanda Sutphin, New York City Landmarks Preservation Commission
Judy McClain, MTA New York City Transit (no enc.)
Collette Ericsson, MTA New York City Transit (no enc.)
Peter Cafiero, MTA New York City Transit (no enc.)
Hollie Wells, MTA New York City Transit (no enc.)
Jeremy Alvarez, Vollmer Associates (no enc.)
Julie Cowing, AKRF, Inc.
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AKRF Engineering, P.C.

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New York, NY 10016
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June 27, 2003

Robert D. Kuhn
Assistant Director
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway SDEIS**
New York, Bronx, and Kings Counties
01PR03920

Dear Mr. Kuhn:

Enclosed for your review and comment is an addendum to the *Second Avenue Subway Phase 1A Archaeological Assessment* of March, 2003. This addendum, "Section 7.13, East 63rd Street Curve Site", refers to Chapter 7, "New Project Elements" of the Phase 1A, and was prepared by Historical Perspectives, Inc.

Please let me know if you have any questions at (212) 340-9745.

Sincerely,

AKRF, INC.

A handwritten signature in black ink, appearing to read "Claudia Cooney", with a long horizontal flourish extending to the right.

Claudia Cooney
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration
Amanda Sutphin, New York City Landmarks Preservation Commission
Judy McClain, MTA New York City Transit
Collette Ericsson, MTA New York City Transit
Peter Cafiero, MTA New York City Transit (no enc.)
Hollie Wells, MTA New York City Transit (no enc.)
Jeremy Alvarez, Vollmer Associates (no enc.)
Julie Cowing, AKRF, Inc.
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Environmental and Planning Consultants

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March 17, 2003

Robert D. Kuhn
Assistant Director
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

**Re: Second Avenue Subway SDEIS
New York, Bronx, and Kings Counties
01PR03920**

Dear Mr. Kuhn:

Enclosed for your review are the following materials pertaining to archaeological and historic resource evaluations performed to date for the Second Avenue Subway project:

Second Avenue Subway Phase 1A Archaeological Assessment, March 12, 2003. This document incorporates changes to two documents previously submitted for your review: *Second Avenue Subway Phase 1A Archaeological Assessment, June 6, 2002* and *Section 4.6 of Chapter 4, Second Avenue Subway Phase 1A Archaeological Assessment, July 15, 2002*, as follows:

- The June 6, 2002 Phase 1A and subsequent July 15, 2002 submission of Section 4.6 of Chapter 4 of the Phase 1A have been combined into one document.
- The text has been revised to incorporate your comments of September 5, 2002, based on language outlined and mutually agreed upon in our letter to you of October 15, 2002.
- Text has been added in the Executive Summary, Chapter 1, "Introduction," and Chapter 5, "Nassau Street Alignment" indicating that the Nassau Street Alignment is no longer being evaluated as a project alternative due to its greater potential environmental effects and engineering difficulties, and, therefore, potential project effects for this alignment were not assessed.
- The text has been revised to reflect the federal character of the project; language pertaining to potential project impacts has been changed to "effects."

Addendum, Second Avenue Subway Phase 1A Archaeological Assessment, March 12, 2003. This addendum contains the archaeological evaluations of five project elements not

previously assessed in the Phase 1A and not yet reviewed by your office. The addendum refers to Chapter 7, "New Project Elements" of the Phase 1A.

Draft historic resources chapter (Chapter 9) and draft archaeological resources chapter (Chapter 10) of the Supplemental Draft Environmental Impact Statement (SDEIS). The archaeological resources chapter summarizes the findings of the Phase 1A and addendum. These chapters are drafts since the SDEIS has not yet been published.

Draft Programmatic Agreement. The Draft Programmatic Agreement incorporates changes to the November 25, 2002 draft based on your comments of December 31, 2002 and the New York City Landmarks Preservation Commission's comments of December 23, 2002. The Draft Programmatic Agreement will be published in the SDEIS.

As project engineering proceeds and additional archaeological evaluations are undertaken as set forth in the Draft Programmatic Agreement for the project, reports prepared as addenda to the Phase 1A will be submitted for your review. Within the next few months, these may include archaeological assessments of new project elements not previously assessed in the Phase 1A, archaeological evaluations of geotechnical boring logs (as per Exhibit G of the Draft Programmatic Agreement, "Soil Borings Program and Archaeological Resources Protocol"), and documentary research reports for the cemeteries (as per Exhibit H of the Draft Programmatic Agreement, "Site Prioritization and Additional Documentary Research Protocol").

Please let me know if you have any questions at (212) 340-9745.

Sincerely,

AKRF, INC.



Claudia Cooney
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration
Amanda Sutphin, New York City Landmarks Preservation Commission
Judy McClain, MTA New York City Transit
Collette Ericsson, MTA New York City Transit
Peter Cafiero, MTA New York City Transit (no enc.)
Hollie Wells, MTA New York City Transit (no enc.)
Jeremy Alvarez, Vollmer Associates (no enc.)
Julie Cowing, AKRF, Inc.
File

November 6, 2002

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway Project**
New York County 01PR03920

Dear Kathy:

Since submission of **Historic Resource Inventory Forms** ("Blue Forms") for the Second Avenue Subway Project in March and April of this year for which you provided us with determinations of eligibility, six new potential project elements have been identified as follows:

1. 63rd Street Curves: curved connections to be constructed through rock from the Second Avenue Subway line to the 63rd Street line (we originally did not define an Area of Potential Effect [APE] for this underground activity, but because the tunnels would be constructed using blasting, we have added an APE in this area).
2. 53rd Street Pedestrian Transfer: possible connection on East 53rd Street between the Second Avenue Subway and the E/V trains at 53rd Street and Third Avenue.
3. 42nd Street Pedestrian Transfer: possible connection on East 42nd Street between the Second Avenue Subway and the No. 7 train at Lexington Avenue.
4. 14th Street Pedestrian Transfer: possible connection on East 14th Street between Second Avenue and the Third Avenue L station.
5. Broome Street: possible Deep Chrystie Option Ancillary Station Facilities
6. Grand Street: possible Deep Chrystie Option Ancillary Station Facilities

Seventeen potential resources have been identified within five of the six APEs established for these project elements (no potential resources were identified in the Grand Street APE). The APEs are the areas within 50 feet of the proposed project elements, except for the 63rd Street Curves, where a larger APE of 200 feet was used. All potential resources have been keyed numerically to a table, which is attached and entitled "New Project Elements - Potential Historic Resources within the Areas of Potential Effect (APEs) - Second Avenue Subway Project." This table in turn corresponds to a series of maps which show the locations of the new project elements and the potential resources, also enclosed.

We are seeking your determination of eligibility on the buildings described in the enclosed 17 Blue Forms, for inclusion in the Supplemental Draft Environmental Impact Statement (SDEIS) being prepared for this project. Below is a list of the Blue Forms enclosed as part of this submission:

New Project Element: East 63rd Street Curves

- Manhattan Eye Ear & Throat Hospital, 208-216 East 63rd Street (Potential Historic Resource No.1)
- former Dominican Convent of Our Lady of the Rosary, 329 East 63rd Street (Potential Historic Resource No. 2)
- Rectory of Redemptionist Fathers, 323 East 61st Street (Potential Historic Resource No. 3)
- Cirker's Hayes Storage Warehouse, 305 East 61st Street (Potential Historic Resource No. 4)

New Project Element: 53rd Street Pedestrian Transfer (Second Avenue Subway to E/V trains)

- 6-story residential building, 250-252 East 53rd Street (Potential Historic Resource No.1)
- 6-story residential building, 246-248 East 53rd Street (Potential Historic Resource No. 2)
- 3-story rowhouse, 324 East 53rd Street (Potential Historic Resource No. 3)
- 6-story residential building, 226 East 53rd Street (Potential Historic Resource No. 4)
- two 6-story residential buildings, 237 & 241 East 53rd Street (Potential Historic Resource No. 5)
- three 5-story residential buildings, 229-325 East 53rd Street (Potential Historic Resource No. 6)
- 6-story tenement (Potential Historic Resource No. 7)

New Project Element: 42nd Street Pedestrian Transfer (Second Avenue Subway to No. 7 train)

- 5-story building, 202 East 42nd Street (Potential Historic Resource No.1)
- Socony-Mobil Building, 150 East 42nd Street (Potential Historic Resource No. 2)

New Project Element: 14th Street Pedestrian Transfer (Second Avenue Subway to Third Avenue L Station)

- four 6-story residential buildings, 226-240 East 14th Street (Potential Historic Resource No. 1)
- former Italian Labor Center, 231 East 14th Street (Potential Historic Resource No. 2)
- four 5-story tenements, 223-229 East 14th Street (Potential Historic Resource No. 3)

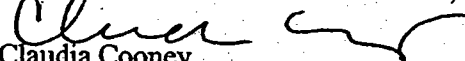
New Project Element: Broome Street - Deep Chrystie Option Ancillary Station Facilities

- 4-story building, 330 Broome Street (Potential Historic Resource No.1)

Please let me know if you have any questions or require further information. You can reach me at (212) 340-9745.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.


Claudia Cooney

Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration
Hollie Wells, MTA New York City Transit
Peter Cafiero, MTA New York City Transit
Emil Dul, MTA New York City Transit
Gina Santucci, New York City Landmarks Preservation Commission
Jeremy Alvarez, Vollmer Associates
Julie Cowing, Allee King Rosen & Fleming, Inc.

**New Project Elements - Potential Historic Resources Within the Areas of
Potential Effect (APEs)-Second Avenue Subway Project***

Ref No.	Property Name	Address	Block/ Lot
63rd Street Curves			
1	Manhattan Eye Ear & Throat Hospital	208-216 East 64th Street/aka 209-217 East 63rd Street	1418/6
2	former Dominican Convent of Our Lady of the Rosary	329 East 63rd Street	1438/14
3	Rectory of Redemptionist Fathers	323 East 61st Street	1436/13
4	Cirker's Hayes Storage Warehouse	305 East 61st Street	1436/5
53rd Street Pedestrian Transfer (Second Avenue Subway to E/V trains)			
1	6-story residential building	250-252 East 53rd Street	1326/128
2	6-story residential building	246-248 East 53rd Street	1326/29
3	3-story rowhouse	234 East 53rd Street	1326/34
4	6-story residential building	226 East 53rd Street	1326/37
5	two 6-story residential buildings	237 & 241 East 53rd Street	1327/16 & 17
6	three 5-story residential buildings	229-235 East 53rd Street	1327/13, 14, 15
7	6-story tenement	225-227 East 53rd Street	1327/11
42nd Street Pedestrian Transfer (Second Avenue Subway to No. 7 train)			
1	5-story building	202 East 42nd Street	1315/48
2	Socony-Mobil Building	150 East 42nd Street	1296/46
14th Street Pedestrian Transfer (Second Avenue Subway to Third Avenue L station)			
1	four 6-story residential buildings	226-240 East 14th Street	469/21, 23, 25, 27
2	former Italian Labor Center	231 East 14th Street	896/15
3	four 5-story tenements	223-229 East 14th Street	896/11, 12, 13, 14
Broome Street: Deep Chrystie Option Ancillary Station Facilities			
1	4-story building	330 Broome Street	424/38
Notes: * Corresponds to attached Second Avenue Subway "Potential Historic Resources" maps. No potential resources were identified in the Grand Street APE.			

July 15, 2002

Robert D. Kuhn
Assistant Director
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway SDEIS**
New York, Bronx, and Kings Counties
01PR03920

Dear Mr. Kuhn:

Enclosed for your review is Section 4.6 of Chapter 4 of the *Second Avenue Phase 1A Archaeological Assessment*, prepared by Historical Perspectives, Inc. on June 6, 2002. As detailed in our June 6th submission to you of the *Second Avenue Phase 1A Archaeological Assessment*, Section 4.6 of the Phase 1A, which evaluates the archaeological potential of Sara Delano Roosevelt Park and Forsyth Street between Delancey and Canal Streets, had not yet been completed. In addition, the potential impacts for the Nassau Street Alignment (Chapter 5) were also missing. Please note that the Nassau Street Alignment is not currently being evaluated as a project alternative, and, therefore, potential impacts for this project alternative will not be submitted to your office.

We are seeking your comments on Section 4.6 of the *Second Avenue Phase 1A Archaeological Assessment*, which will be incorporated into the Archaeological Resources chapter of the SDEIS.

Within the next month, you will also be receiving archaeological assessments for additional project elements which have been added to the project subsequent to the completion of the June 6 Phase 1A. These assessments will be forwarded to you for review as addenda to the Phase 1A. In addition, the SDEIS's draft historic resources chapter (Chapter 10) and the archaeological resources chapter (Chapter 11), which summarizes the findings of the archaeological assessments, will also be submitted for your review as soon as they are ready.

Robert D. Kuhn

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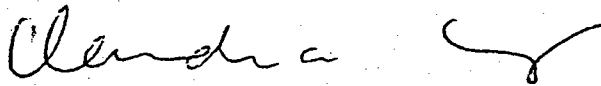
July 15, 2002

Please let me know if you have any questions at (212) 340-9745. We would be happy to meet with you if that would assist your review.

Thank you for your assistance in this matter.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.

A handwritten signature in black ink, appearing to read "Claudia Cooney", followed by a decorative flourish.

Claudia Cooney
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration
Peter Cafiero, MTA New York City Transit
Emil Dul, MTA New York City Transit
Hollie Wells, MTA New York City Transit
Jeremy Alvarez, Vollmer Associates
Gina Santucci, New York City Landmarks Preservation Commission
Julie Cowing, AKRF, Inc.
File

June 12, 2002

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway Project**
New York County, 01PR3920
125th Street Comfort Station

Dear Kathy:

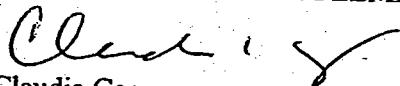
As we had discussed, we are seeking an eligibility determination for the former Comfort Station at 125th Street, for inclusion in the Supplemental Draft Environmental Impact Statement (SDEIS) being prepared for the Second Avenue Subway project. The Comfort Station is a one-story brick building located on the median of Park Avenue south of 125th Street. This building contains classical ornament such as triangular pediments above the bathroom doorways on 125th Street, a dentil cornice, Corinthian pilasters between the windows on the Park Avenue facades, and with the words "Comfort Station" inscribed on the frieze on the 125th Street facade. The building is currently vacant and is owned by the City of New York.

Enclosed are photos of the Comfort Station, as well as photos of the MTA Metro-North 125th Street Station, located on the Park Avenue median north of 125th Street, which are enclosed for comparative purposes. The photos are keyed to a Sanborn map.

It is our understanding from Metro-North that the Comfort Station was built at the same time as the passenger station (National Register-eligible), opening in 1897.

Please let me know if you have any questions at (212) 340-9745.

Sincerely,
ALLEE KING ROSEN & FLEMING, INC.


Claudia Cooney
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration
Hollie Wells, MTA New York City Transit
Peter Cafiero, MTA New York City Transit
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Jeremy Alvarez, Vollmer Associates
Julie Cowing, Allee King Rosen & Fleming, Inc.

June 6, 2002

Robert D. Kuhn
Assistant Director
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway SDEIS**
New York, Bronx, and Kings Counties
01PR03920

Dear Mr. Kuhn:

Enclosed for your review are the following archaeology assessments for the Second Avenue Subway project, which have been completed in conjunction with the Supplement Draft Environmental Impact Statement (SDEIS) being prepared by MTA New York City Transit for this project:

- *Second Avenue Phase 1A Archaeological Assessment*, prepared by Historical Perspectives, Inc., June 6, 2002. This report covers the proposed alignment in Manhattan from the Harlem River to Lower Manhattan.
- *Second Avenue Subway Preliminary Archaeological Assessment, Train Storage Yards*, prepared by Historical Perspectives Inc., June 6, 2002. This report covers the proposed locations of three out of four proposed storage yards in the Bronx and in Brooklyn: Concourse Yard in the Bronx, and the 36th-38th Street Yard and the Coney Island expansion site in Brooklyn. Construction at the fourth yard, the 207th Street Yard in Manhattan, would only involve work within an existing building (and no subsurface work). Since this project element does not have the potential to affect archaeological resources, an area of potential effect was not defined for it.

The *Second Avenue Phase 1A Archaeological Assessment* is missing two pieces of information, which will follow in subsequent submissions. These are Section 4.6 of Chapter 4, which evaluates the archaeological potential of Sara Delano Roosevelt Park and Forsyth Street between Delancey and Canal Streets. This section of the report will be submitted for your review in the next two to three weeks. In addition, the potential impacts for the Nassau Street Alignment (Chapter 5) will follow once the proposed action in that APE has been finalized.

Due to the size of this report, we are submitting the bulk of the *Second Avenue Phase 1A Archaeological Assessment* to you at this time (even though it is missing some information) so that you may start your review of archaeological resources. Your comments will be incorporated into the Archaeological Resources chapter of the SDEIS.

Robert D. Kuhn

-2-

June 6, 2002


The SDEIS's draft historic resources chapter (Chapter 10) and archaeological resources chapter (Chapter 11), which summarizes the findings of the two archaeology reports, will be submitted for your review as soon as they are ready, most likely by early July.

Please let me know if you have any questions at (212) 340-9745.

Thank you for your assistance in this matter.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.



Claudia Cooney
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration
Peter Cafiero, MTA New York City Transit
Emil Dul, MTA New York City Transit
Hollie Wells, MTA New York City Transit
Jeremy Alvarez, Vollmer Associates
Gina Santucci, New York City Landmarks Preservation Commission
Julie Cowing, AKRF, Inc.
File

March 21, 2002

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway Project**
New York County

Dear Kathy:

Enclosed are **Historic Resource Inventory Forms** ("Blue Forms") for the properties listed below for your review and comment, in connection with the above referenced project. These properties have been identified as potential historic resources within the Area of Potential Effect (APE) established for the analysis of historic resources for the proposed project. This APE is the area within 50 feet of the proposed alignment, including the new subway tunnel and possible shaft sites. All potential resources have been keyed numerically to a table, which is attached and entitled "Potential Historic Resources within the Area of Potential Effect (APE) - Second Avenue Subway Project." This table in turn corresponds to a series of maps which show the locations of these resources, also enclosed.

We are seeking your determination of eligibility on the buildings described in the Blue Forms, for inclusion in the Supplemental Draft Environmental Impact Statement (SDEIS) being prepared for this project. This submission consists of approximately one-third of the total Blue Forms being prepared for this project. We will be sending you Blue Forms for the remaining potential historic resources next week. Below is a list of the Blue Forms enclosed as part of this submission:

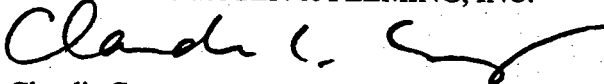
- St. James Catholic Elementary School, 37 St. James Place (Potential Historic Resource #5)
- Two tenements, 34 & 36 East 1st Street (Potential Historic Resource #9)
- Third District Magistrates Court Building, 32-34 Second Avenue (Potential Historic Resource #11)
- Five rowhouses, 30-38 East Third Street (Potential Historic Resource # 12)
- Middle Collegiate Church, 112-114 Second Avenue (Potential Historic Resource # 14)
- Saul Birns Building, 107-113 Second Avenue (Potential Historic Resource #15)
- Dwellings and stores, 151-153 Second Avenue (Potential Historic Resource # 17)
- Apartment Building, 301 East 21st Street (Potential Historic Resource #23)
- Office Building, 380 Second Avenue (Potential Historic Resource #24)
- Two tenements, 718 & 720 Second Avenue (Potential Historic Resource #27)

- Tenement, 985 Second Avenue (Potential Historic Resource # 28)
- Roosevelt Island Tramway, Manhattan Station (Potential Historic Resource #30)
- Three tenements, 1583-1587 Second Avenue (Potential Historic Resource #36A)
- Tenement, 1589 Second Avenue (Potential Historic Resource #36B)
- Tenement, 1591 Second Avenue (Potential Historic Resource #36C)
- Tenement, 1593 Second Avenue (Potential Historic Resource # 36D)
- Tenement, 1595 Second Avenue (Potential Historic Resource #36E)
- Tenement, 1597 Second Avenue (Potential Historic Resource #36F)
- Three tenements, 1601, 1603, & 1605 Second Avenue (Potential Historic Resource #37A)
- Tenement, 1609 Second Avenue (Potential Historic Resource #37B)
- Two tenements, 1611 & 1613 Second Avenue (Potential Historic Resource #37C)
- The Foster, 1617 Second Avenue (Potential Historic Resource #37D)
- Six tenements, 1817-1829 Second Avenue (Potential Historic Resource # 42)
- Tenement, 221 East 124th Street (Potential Historic Resource # 47)
- New York Public Library, East 125th Street Branch, 224 East 125th Street (Potential Historic Resource #48)
- Flats and stores, 1944 Madison Avenue (Potential Historic Resource #54)
- Warehouse, 220 East 125th Street (Potential Historic Resource # 49)
- Flats, 14 East 125th Street (Potential Historic Resource # 54) 57
- Flats and stores, 4-12 East 125th Street (Potential Historic Resource #58)

Please let me know if you have any questions or require further information. You can reach me at (212) 340-9745.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.



Claudia Cooney
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration
Hollie Wells, MTA New York City Transit
Peter Cafiero, MTA New York City Transit
Emil Dul, MTA New York City Transit
Jeremy Alvarez, Vollmer Associates
Julie Cowing, Allee King Rosen & Fleming, Inc.
File

April 16, 2002

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway Project**
New York County
01PR3920

Dear Kathy:

Enclosed are **Historic Resource Inventory Forms** ("Blue Forms") for the six properties listed below for your review and comment, in connection with the above referenced project. These properties have been identified as potential historic resources within the Area of Potential Effect (APE) established for the analysis of historic resources for the proposed project. This APE is the area within 50 feet of the proposed alignment, including the new subway tunnel and possible shaft sites. All potential resources have been keyed numerically to a table, which is attached and entitled "Potential Historic Resources within the Area of Potential Effect (APE) - Second Avenue Subway Project." This table in turn corresponds to a series of maps which show the locations of these resources, also enclosed.

Also enclosed please find materials pertaining to potential historic resource No. 33, the Beekman Theater Block at 1242-1258 Second Avenue. A Historic Resource Inventory Form had previously been prepared for this property and submitted for your review in May 1999 in connection with the Draft Environmental Impact Statement (DEIS) being prepared for the Manhattan East Side Alternatives (MESA) project. You had subsequently requested that current photos of the exterior and interior of the Beekman Theater, as well as any historic photographs, be provided for your review. These materials have been enclosed herein, as well as a copies of the May 1999 Blue Form and your subsequent letter of May 27, 1999 requesting additional materials.

We are seeking your determination of eligibility on the buildings described in the Blue Forms, for inclusion in the Supplemental Draft Environmental Impact Statement (SDEIS) being prepared for this project. We are also seeking a determination of eligibility for the Beekman Theater block. Together with the submissions dated March 21 and March 28, 2002, this submission consists of all Blue Forms being prepared for this project at this time.

Below is a list of the Blue Forms enclosed as part of this submission:

- Former synagogue, 128-130 Forsyth Street (Potential Historic Resource #62)
- Tenement, 108-112 Forsyth Street (Potential Historic Resource #63)
- Tenement, 104 Forsyth Street (Potential Historic Resource #64)

Ms. Kathleen A. Howe

-2-

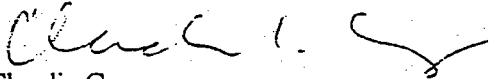
April 16, 2002

- Two tenements, 100-102 Forsyth Street (Potential Historic Resource #65)
- 3-story rowhouse, 82 Forsyth Street (Potential Historic Resource #66)
- Synagogue, 80 Forsyth Street (Potential Historic Resource #67)

Please let me know if you have any questions or require further information. You can reach me at (212) 340-9745.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.



Claudia Cooney
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration
Hollie Wells, MTA New York City Transit
Peter Cafiero, MTA New York City Transit
Emil Dul, MTA New York City Transit
Gina Santucci, New York City Landmarks Preservation Commission
Jeremy Alvarez, Vollmer Associates
Julie Cowing, Allee King Rosen & Fleming, Inc.
File

March 28, 2002

Gina Santucci
Director of Environmental Review
Municipal Building, 9th floor
1 Centre Street
New York, NY 10007

Re: **Second Avenue Subway Project**

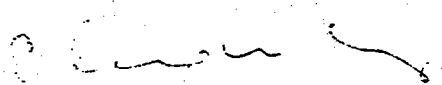
Dear Gina:

As we discussed, enclosed please find copies of the **Historic Resource Inventory Forms** ("Blue Forms") prepared and submitted to date to the New York State Historic Preservation Office for review and comment in connection with the above referenced project. These Blue Forms have been prepared for properties in Manhattan that have been identified as potential historic resources within the Area of Potential Effect (APE) established for the analysis of historic resources for the proposed project. The APE is the area within 50 feet of the proposed alignment, including the new subway tunnel and possible shaft sites. All potential resources have been keyed numerically to a table, which is attached and entitled "Potential Historic Resources within the Area of Potential Effect (APE) - Second Avenue Subway Project." This table in turn corresponds to a series of maps which show the locations of these resources, also enclosed.

Please let me know if you have any questions at (212) 340-9745.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.



Claudia Cooney
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration (w/out enc.)
Hollie Wells, MTA New York City Transit (w/out enc.)
Peter Cafiero, MTA New York City Transit (w/out enc.)
Emil Dul, MTA New York City Transit (w/out enc.)
Jeremy Alvarez, Vollmer Associates (w/out enc.)
Kathleen Howe, New York State Historic Preservation Office (w/out enc.)
Julie Cowing, Allee King Rosen & Fleming, Inc. (w/out enc.)
File

March 28, 2002

Ms. Kathleen A. Howe
Historic Preservation Specialist
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Preservation
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway Project**
New York County

Dear Kathy:

Enclosed are **Historic Resource Inventory Forms** ("Blue Forms") for the properties listed below for your review and comment, in connection with the above referenced project. These properties have been identified as potential historic resources within the Area of Potential Effect (APE) established for the analysis of historic resources for the proposed project. This APE is the area within 50 feet of the proposed alignment, including the new subway tunnel and possible shaft sites. All potential resources have been keyed numerically to a table, which is attached and entitled "Potential Historic Resources within the Area of Potential Effect (APE) - Second Avenue Subway Project." This table in turn corresponds to a series of maps which show the locations of these resources, also enclosed. Please note that since our first submission of Historic Resource Inventory Forms of March 21st, the following changes have been made to the table, "Potential Historic Resources within the Area of Potential Effect (APE) - Second Avenue Subway Project" and to the corresponding maps:

- Potential Historic Resource # 51, the Metro North 125th Street Station, has been removed from both the potential resources table and the map showing the area between East 96th Street and the Harlem River as this structure was previously determined eligible for listing on the State and National Registers of Historic Places as a component of the Park Avenue Viaduct.
- A new table has been provided for potential historic resources within the APE for the Nassau Street Alignment Option, consisting of three potential resources, Nos. 68-70. These resources and the potential alignment, which would connect to the existing J/M/Z lines on Kenmare Street immediately west of the Bowery Street Station and east of Canal Street, are indicated on the map showing the area between the Brooklyn Bridge and East 10th Street. Historic Resource Inventory Forms for Potential Historic Resources Nos. 68-70 are included in this submission.
- Six new potential resources have been added to the potential resources table. These are historic resources Nos. 62-67. These resources are located on Forsyth Street between Delancey and Canal Streets, a potential alignment of the Second Avenue Subway. These resources have been keyed to the map showing the area from the Brooklyn Bridge to East 10th Street. Historic Resource Inventory Forms for these resources will be forwarded to your office for your review within the next two weeks.

We are seeking your determination of eligibility on the buildings described in the Blue Forms, for inclusion in the Supplemental Draft Environmental Impact Statement (SDEIS) being prepared for this project. Together with the submission dated March 21, 2002, this submission consists of all Blue Forms being prepared for this project at this time, with the exceptions of Potential Historic Resources Nos. 62-67, which will follow shortly, and Potential Historic Resource No. 33, the Beekman Theater Block. A Blue Form for the Beekman Theater Block was previously prepared and submitted for your review in May 1999 in conjunction with the Draft Environmental Impact Statement (DEIS) being prepared for the Manhattan East Side Alternatives (MESA) Project. Your determination of eligibility for this potential resource is pending the submission of current photos of the interior of the Beekman Theater and historic photographs. These will follow within the next two weeks as well.

Should project elements change that would require the preparation of additional Blue Forms, these will be prepared and submitted to you for your review. Below is a list of the Blue Forms enclosed as part of this submission:

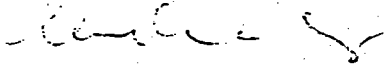
- Commercial building, 6 Water Street (Potential Historic Resource #1)
- Warehouse, 42 Water Street (Potential Historic Resource #2A)
- Warehouse, 44 Water Street (Potential Historic Resource #2B)
- Warehouse, 90 Water Street (Potential Historic Resource #3)
- Office building, 118 Water Street (Potential Historic Resource #4)
- Rowhouse, 2 Oliver Street (Potential Historic Resource #6)
- Former P.S. 20, 37-53 Rivington Street, a.k.a 158 Forsyth Street (Potential Historic Resource #7)
- Three tenements, 208-212 Forsyth Street (Potential Historic Resource #8)
- Former P.S. 79, 38 East 1st Street (Potential Historic Resource #10)
- The Industrial National Bank Building, 72 Second Avenue (Potential Historic Resource #13)
- Tenement, 141 Second Avenue (Potential Historic Resource #16)
- The New York Eye and Ear Infirmary, 218-222 Second Avenue (Potential Historic Resource #18)
- Former Mechanics and Metals Bank, 230 Second Avenue (Potential Historic Resource #19)
- Former Hebrew Technical School for Girls, 240 Second Avenue (Potential Historic Resource #20)
- Two apartment buildings, 231-235 Second Avenue (Potential Historic Resource #21)
- Rowhouse, 321 Second Avenue (Potential Historic Resource #22)
- Ten tenements, 603-621 Second Avenue (Potential Historic Resource #25)
- St. Vartan Armenian Cathedral Complex, 630 Second Avenue (Potential Historic Resource #26)
- Ten tenements, 1083-1101 Second Avenue (Potential Historic Resource #29)
- Day & Meyer, Murray & Young Warehouse (Potential Historic Resource #31)
- Manhattan House, 200 East 66th Street (Potential Historic Resource #32)
- Tenement, 1388 Second Avenue (Potential Historic Resource #34A)
- Tenement, 1390 Second Avenue (Potential Historic Resource #34B)
- Tenement, 1390 ½ Second Avenue (Potential Historic Resource #34C)

- Tenement, 1584 Second Avenue (Potential Historic Resource #35A)
- Two tenements, 1586-1588 Second Avenue (Potential Historic Resource #35B)
- Five tenements, 1590-1598 Second Avenue (Potential Historic Resource #35C)
- Two Flats, 1716-1722 Second Avenue (Potential Historic Resource #39)
- Four tenements, 1725-1731 Second Avenue (Potential Historic Resource #40A)
- Four tenements, 1733-1739 Second Avenue (Potential Historic Resource #40B)
- Four tenements, 1748-1754 Second Avenue (Potential Historic Resource #41A)
- Tenement, 1762 Second Avenue (Potential Historic Resource #41B)
- Six tenements, 223-233 East 96th Street (Potential Historic Resource #43)
- Four tenements, 2000-2006 Second Avenue (Potential Historic Resource #44A)
- Four tenements, 2012-2018 Second Avenue (Potential Historic Resource #44B)
- Fischer & Company Building, 2291 Second Avenue (Potential Historic Resource #45)
- Tenement, 2301 Second Avenue (Potential Historic Resource #46A)
- Tenement, 2303 Second Avenue (Potential Historic Resource #46B)
- Tenement, 2305-2307 Second Avenue (Potential Historic Resource #46C)
- Five tenements, 2309-2317 Second Avenue (Potential Historic Resource #46D)
- Apple Bank for Savings, 124 East 125th Street (Potential Historic Resource #50)
- Raymond Building, 51-55 East 125th Street (Potential Historic Resource #52)
- Pythian Hall, 54-56 East 125th Street (Potential Historic Resource #53)
- commercial building, 26 East 125th Street (Potential Historic Resource #55)
- Five rowhouses, 16-24 East 125th Street (Potential Historic Resource #56)
- Rowhouse, 307 East 33rd Street (Potential Historic Resource #59)
- Church of the Sacred Hearts of Jesus and Mary, 309 East 33rd Street (Potential Historic Resource #60)
- Child Grade School and Legacy High School, 317 East 33rd Street, Potential Historic Resource #61)
- Former Treemark Shoes Store, 6-8 Delancey Street (Potential Historic Resource #68)
- Former factory, 406-412 Broome Street (Potential Historic Resource # 69)
- Former factory, 403-405 Broome Street (Potential Historic Resource #70)

Please let me know if you have any questions or require further information. You can reach me at (212) 340-9745.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.



Claudia Cooney
Senior Planner/Historian

cc: Nancy Danzig, Federal Transit Administration
Hollie Wells, MTA New York City Transit
Peter Cafiero, MTA New York City Transit
Emil Dul, MTA New York City Transit
Jeremy Alvarez, Vollmer Associates
Julie Cowing, Allee King Rosen & Fleming, Inc.
File

November 27, 2001

Robert D. Kuhn
Assistant Director
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

Re: **Second Avenue Subway SDEIS**
New York County

Dear Mr. Kuhn:

MTA New York City Transit is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) for a proposed full-length Second Avenue Subway described below under "Project Description and History of the Project." As part of the SDEIS, analyses of archaeological and historic resources will be undertaken, as per Section 106 of the National Historic Preservation Act of 1966. These analyses will identify designated and potential resources that may be affected by the proposed undertaking of the federal agency (the Federal Transit Administration [FTA]) and assess the action's effects on those resources. As mandated by the regulations governing such work, the archaeological and historic resources analyses will be prepared in consultation with the State Historic Preservation Office (SHPO).

The purpose of this letter is to afford your office the opportunity to review 1) the proposed methodologies for the study of archaeological and historic resources, 2) the proposed definition of the Areas of Potential Effect (APEs), and 3) proposed impacts assessment criteria for the project. Please note that the engineering work for the project is still under way, and, as the project plans evolve, refinements will be made to the two engineering options described below. However, we do not expect the proposed methodologies, definition of the APEs, and impacts assessment criteria described below to change, although specific project elements may be altered.

PROJECT DESCRIPTION AND HISTORY OF THE PROJECT

MTA New York City Transit proposes to construct a full-length Second Avenue Subway extending from 125th Street to Lower Manhattan. The Second Avenue Subway SDEIS will analyze two different engineering options south of Houston Street:

- Water Street alignment: Continue construction of a new tunnel south of Houston Street south past St. James Place to Water Street, terminating near State Street.
- Nassau Street alignment: Curve to the west south of Houston Street, connecting at approximately Kenmare Street and the Bowery to the tunnel running beneath Centre

Street carrying the J, M, and Z subway routes. The new service would then run along the same line used by the J, M, and Z subway routes.

In addition to the new Second Avenue service, the SDEIS will also analyze the effects of operating new service from 63rd Street down the Broadway line (used by the N and R routes) to Lower Manhattan.

The proposed archaeological and historic resources analyses will include relevant information developed for the earlier version of this project, Manhattan East Side Alternatives (MESA).

The 1999 MESA Draft Environmental Impact Statement (DEIS) analyzed four potential project alternatives, two of which involved the construction of a new subway on Second Avenue from East 125th Street to East 63rd Street. At East 63rd Street, both of those alternatives were to use the existing 63rd Street connector tunnel to bring trains to the existing underused express tracks under Broadway (adjacent to the N and R route) to Lower Manhattan. In addition, one of the alternatives also would have provided an additional service on the Lower East Side: a light rail line running on 14th Street, Avenue D, East Broadway, Canal Street, Frankfort Street, and Water Street.

Excavation for subway stations, shaft sites, and light rail tracks, as well as operation of the new services were assessed for potential effects on archaeological and historic resources for both alternatives. The methodology established an Area of Potential Effect (APE) for each of these types of resources. For archaeological resources, the APE was established as the areas of excavation. The APE for historic resources was the area within 50 feet of excavation.

PROPOSED ARCHAEOLOGICAL AND HISTORIC RESOURCES METHODOLOGIES

The analyses of archaeological and historic resources for the Second Avenue Subway will build on studies prepared for the 1999 MESA DEIS, supplemented by new information as appropriate. Both studies focus on the full-length Second Avenue Subway using the Water Street alignment, with study on the new construction required to connect to the J, M, and Z lines in the Nassau Street option as well. Since the project is still in conceptual engineering, the location of specific project components, such as subway stations, pedestrian access points, and ventilation shafts, are not finalized. Therefore, the study will consider the archaeological and historic potential of the full alignments for both engineering options. For the portions of the project operating in existing tunnels (J, M, and Z routes or the N and R routes) the only issues for archaeological and historic resources would be the limited locations where new construction could be required. Proposed methodologies for the study of archaeological and historic resources are described below.

ARCHAEOLOGICAL RESOURCES

For the analysis of archaeological resources, a Stage 1A Archaeological Assessment will be prepared with the goal of establishing the archaeological sensitivity of the project area and assessing the proposed project's potential impact on those resources. It will be prepared for the two engineering options with the following steps:

- 1) Identify the APE for the project in consultation with SHPO.
- 2) Review prehistoric sensitivity maps/models to establish areas potentially sensitive for prehistoric resources that may be disturbed by the proposed project. Materials for review include the holdings of the New York State Museum, the New York City Landmarks Preservation Commission, and the New York State Historic Preservation Office.
- 3) Review historic maps to establish potential historic-period archaeological resources that may be disturbed by the proposed project. Cartographic research will be

conducted at such repositories as the New York Public Library, the New York State Library and Archives, and the New-York Historical Society.

- 4) Undertake a limited disturbance search for any prehistoric/historic-period resources identified. It is assumed that in terms of disturbance, grading episodes for the construction of Second Avenue would have had greater impacts on any potential prehistoric resources—which are typically more shallow—than potential historic-period resources—which are deeper, such as shaft features (wells and privies). Since the process of establishing prior disturbance under a streetbed is a lengthy and usually unrewarding process, only a limited disturbance search is proposed. Conclusions will be drawn based on the potential presence of any resources rather than the potential that any such resources were removed.
- 5) Identify any potential archaeological resources. To meet New York State standards for the preparation of Stage 1A Archaeological Assessments, in-depth research in potentially sensitive areas may be required, including tax lots, occupation and ownership records, and census, directory, and tax data.
- 6) Evaluate the possible significance of any potential archaeological resources that may be present in the APE in consultation with SHPO using the National Register for Historic Places criteria for significance. It is expected that the potential presence of any prehistoric resources would be significant, since few such resources have been found in Manhattan. For historic-period resources, the types of potential resources that may be present will be compared to other such recorded resources, if applicable, and their potential to yield information and/or address important research issues will be assessed.
- 7) Establish which types of resources may require further study in consultation with SHPO.
- 8) Evaluate potential project impacts on any identified resources.
- 9) Establish appropriate mitigation measures or additional study for any potential resources that would be disturbed as a result of the proposed project in consultation with SHPO.

This Stage 1A Archaeological Assessment will be divided into the following analysis areas:

- Harlem River south to East 125th Street
- East 125th Street, from Second Avenue to Fifth Avenue
- East 125th Street to East 63rd Street
- East 63rd Street to East 6th Street
- East 6th Street to East Houston Street
- Nassau Street Alignment
- Water Street Alignment

For each of these geographic areas, the following will be provided: a study area description, a discussion of existing conditions including Native American and European Historic-Period resources potential, an impact assessment, and any recommended mitigation measures as applicable.

HISTORIC RESOURCES

The following steps for the study of historic resources will be undertaken:

- 1) Identify the APE for the project in consultation with SHPO. This is the area is where proposed construction activities may be close enough to an historic structure to potentially cause structural damage and where visual or contextual impacts may occur.
- 2) Identify any officially recognized historic resources within the APE. These include properties listed on the State and National Registers of Historic Places (S/NR) and properties determined eligible for such listing, New York City Landmarks (NYCL) and Historic Districts (NYCHD) and properties pending designation, and National Historic Landmarks (NHL).
- 3) Conduct a survey of the APE to identify any properties that appear to meet eligibility criteria for listing on the S/NR, based on the Code of Federal Regulations, Title 36, Part 60.
- 4) Research all potential historic resources to identify pertinent historical information, such as date of construction, builder, and architect.
- 5) Conduct in-depth research for properties that may be adversely affected, to further document potential significance and the affected property's role in local and broader historical development trends.
- 6) Prepare Building Structure Inventory Forms (Blue Forms) for any previously undesignated resources that would be adversely affected by the proposed project and submit the forms to SHPO for determinations of eligibility (Blue Forms will not be prepared for properties where adverse impacts have not been identified).
- 7) Assess any effects on historic properties in consultation with SHPO. These may include physical impacts, such as damage from construction related activities, or visual or contextual impacts.
- 8) Evaluate any required mitigation measures in consultation with SHPO.

DEFINITION OF THE AREAS OF POTENTIAL EFFECT (APEs)

To develop comprehensive archaeological and historic resources sensitivity assessments, and account for the lack of definition and/or potential for change of some project elements, the APEs for archaeological and historic resources have been defined as the full subway alignment. For the portions of the project operating in existing tunnels (J, M, and Z routes or the N and R routes) the APEs for archaeological and historic resources would only be defined as the limited locations where new construction could be required.

APE FOR ARCHAEOLOGICAL RESOURCES

The area of potential effect for archaeological resources includes those locations that may be directly affected by the construction of the proposed project, including streets, sidewalks, and city blocks. While deep bore tunneling or mining through bedrock—eliminating the potential for impacts to archaeological resources—is expected to be used for much of the route, tunneling through soil would be required for portions of the tunnels in Lower Manhattan and cut-and-cover construction would be required for subway stations, ventilation shafts, and other possible project elements at regular intervals along the tunnel route. Where the alignment is beneath streets, the APE would include the roadbed and its flanking sidewalks, from building line to building line. Where project components would be built below city blocks, the area of study will be where construction would be expected to occur. Such locations may be one or two city lots (shaft sites),

or may encompass more of the block, such as areas where the tunnel may curve beneath the block.

APE FOR HISTORIC RESOURCES

The APE for historic resources was defined to incorporate an area wide enough to include any potential impacts that might be expected to occur during the project's operation (e.g., physical impacts resulting from vibration or contextual impacts related to visual changes) as well as construction (e.g., physical impacts resulting from demolition, vibration, underpinning, alteration, etc.). This area has been defined as being within 50 feet of proposed alignment.

PROPOSED IMPACTS ASSESSMENT CRITERIA

As described above, the APEs for archaeological and historic resources have been defined conservatively as the full Second Avenue Subway engineering options, so that all potential resources in areas that may be affected by the project can be identified. As engineering proceeds, this data will provide a baseline of information for assessment of impacts. Impacts analyses will be based on the proposed types of construction and the anticipated effects they may have on archaeological and historic resources. The potential types of construction are listed below, with a discussion of their potential to have impacts to archaeological and historic resources.

ARCHAEOLOGICAL RESOURCES

- **Work Anticipated to Have No Impact.** Some components of the proposed project would not cause impacts to any potential archaeological resources since they are either: 1) within existing tunnels; 2) within new tunnels to be dug through bedrock via tunnel boring machines (TBM) and mining. For portions of the project that will utilize existing tunnels and will not require any new construction, and for areas that would be built through bedrock, the archaeological potential is either assumed to have been eliminated through previous construction, or not present since there would be no soil disturbance.
- **Work Anticipated to Have the Potential for Impacts.** Impacts to potential archaeological resources exist where 1) cut-and-cover construction would cause disturbance from the ground surface down into potentially sensitive strata, 2) where mining techniques or an earth pressure balance machine (EPBM) would be used to tunnel through potentially sensitive soil, and 3) other locations (such as possible storage yards) requiring earthmoving during construction. Cut-and-cover work might include the construction of subway stations, ventilation shafts, shafts to insert the TBM, as well as the underpinning of buildings. The EPBM would be used to construct portions of the subway tunnel in Lower Manhattan where the depth of bedrock is very deep and the tunnel would be constructed through soil.

HISTORIC RESOURCES

- **Work Anticipated to Have No Impact.** No impacts would be anticipated for areas where 1) deep bore tunneling construction by TBM would be used, 2) where mining through bedrock would occur, and 3) where EPBM construction methods or mining through soil for very deep tunnels would be employed. It is assumed that the deep bore, mined, or soil bored tunnel itself would not affect any architectural resources. Although there would be two types of potential construction-period concerns for deep tunnels—ground-borne vibrations and settlement along the route—at this time we do not believe that deep bore, mined, and soil bored tunnels would affect historic resources. Experience on similar projects indicates that settlement from deep bore or mined tunnels is typically limited to a maximum of one centimeter, which is not enough to cause damage to any structure. Since there would be no impact from settlement there would be no need to

assess potential impacts on historic resources in proximity to the proposed tunnel sections.

Once the project is operational, it is assumed that there would be no impacts to standing structures. The project's design specifications would have to be sufficiently stringent to avoid vibrations that could affect the structures above. There would also be no visual or contextual effect from the deep tunnels. Overall, therefore, historic resources are not expected to be affected by the deep tunnel sections. Nevertheless, an analysis of vibration during the project's construction as well as operation is being conducted as part of the SDEIS. If that analysis indicates the potential for vibration concerns at buildings above the deep tunnel portions of the project, potential impacts will be analyzed.

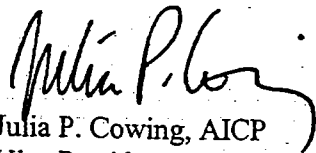
- **Work Anticipated to Have the Potential for Impacts.** Both cut-and-cover construction—expected to be employed for most other project components, including subway stations, TBM and ventilation shaft sites—and the underpinning of buildings may have the potential to affect historic resources. It is possible that the lengthening of existing station platforms on the J, M, and Z subway line could also involve cut-and-cover construction, which may also affect nearby historic resources. Possible construction of subway storage yards could also affect historic resources. At any of these locations, physical impacts could occur as a result of construction-related ground-borne vibrations, and contextual impacts are possible for project elements that may be visible, such as subway station access stairs. Impacts on any designated and potential historic resources will be assessed for those properties that would be directly affected by the proposed work or are within 50 feet of the proposed cut-and-cover construction.

It is also possible that more shallow EPBM construction methods or more shallow mining through soil could affect historic resources. Construction using these techniques in the street, or under city blocks, may require standard engineering safety measures, such as the bracing and/or underpinning of building foundations. Therefore, impacts on any designated and potential historic resources will also be assessed for those properties that could be directly affected by such work or are located within 50 feet of proposed shallow EPBM or mining through soil construction methods.

We look forward to discussing with you the project and the above proposed methodologies. Claudia Cooney from our office will be contacting you to set up a meeting at a time convenient for you and your staff. In the meantime, please do not hesitate to contact me at (212) 340-9733 or Claudia Cooney at 340-9745 if you have any questions or need further clarification.

Sincerely,

ALLEE KING ROSEN & FLEMING, INC.



Julia P. Cowing, AICP
Vice President

cc: Peter Cafiero, MTA New York City Transit
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