

## 7.5 HISTORIC RESOURCES

### 7.5.1 Introduction

This Section assesses the potential effects of the construction and operation of the E. 61<sup>st</sup> Street Shaft Site on historic resources, which include archaeological and architectural resources. As described in Section 3.5, “Historic Resources,” in Chapter 3, “Impact Methodologies,” the area of potential effect for archaeological resources is the area that would be disturbed for construction of Shaft 33B, in this case the location of the E. 61<sup>st</sup> Street Shaft Site, at the northeast corner of the Queensboro Bridge exit ramp and E. 61<sup>st</sup> Street. Since the area of potential project impacts for architectural resources could be larger to account for both physical and visual effects, the study area for known architectural resources has been defined as the area within 400 feet of the E. 61<sup>st</sup> Street Shaft Site (Figure 7.5-1). In addition, a Study Area of 100 feet was used for evaluation of properties that appear to meet criteria for listing on the State and National Registers of Historic Places (S/NR) or for designation as a New York City Landmark (NYCL).

The general environmental setting (i.e., geology, surface geology, and flora and fauna) of the E. 61<sup>st</sup> Street Shaft Site is similar to that of the preferred Shaft Site. The E. 61<sup>st</sup> Street Shaft Site is located in close proximity to the preferred Shaft Site and shares the same general cultural and historical background. Specific archaeological and/or architectural resources found in or in the vicinity of the E. 61<sup>st</sup> Street Shaft Site are described and potential impacts assessed below.

The New York City Landmarks Preservation Commission (NYCLPC) reviewed the Draft EIS, the Phase IA Historic Resources Assessment, and the Addendum to the Phase IA. In letters dated November 23, 2005, NYCLPC concurred with the Draft EIS text and with the conclusions of the Phase IA reports.

### 7.5.2 Existing Conditions

#### Archaeological Resources

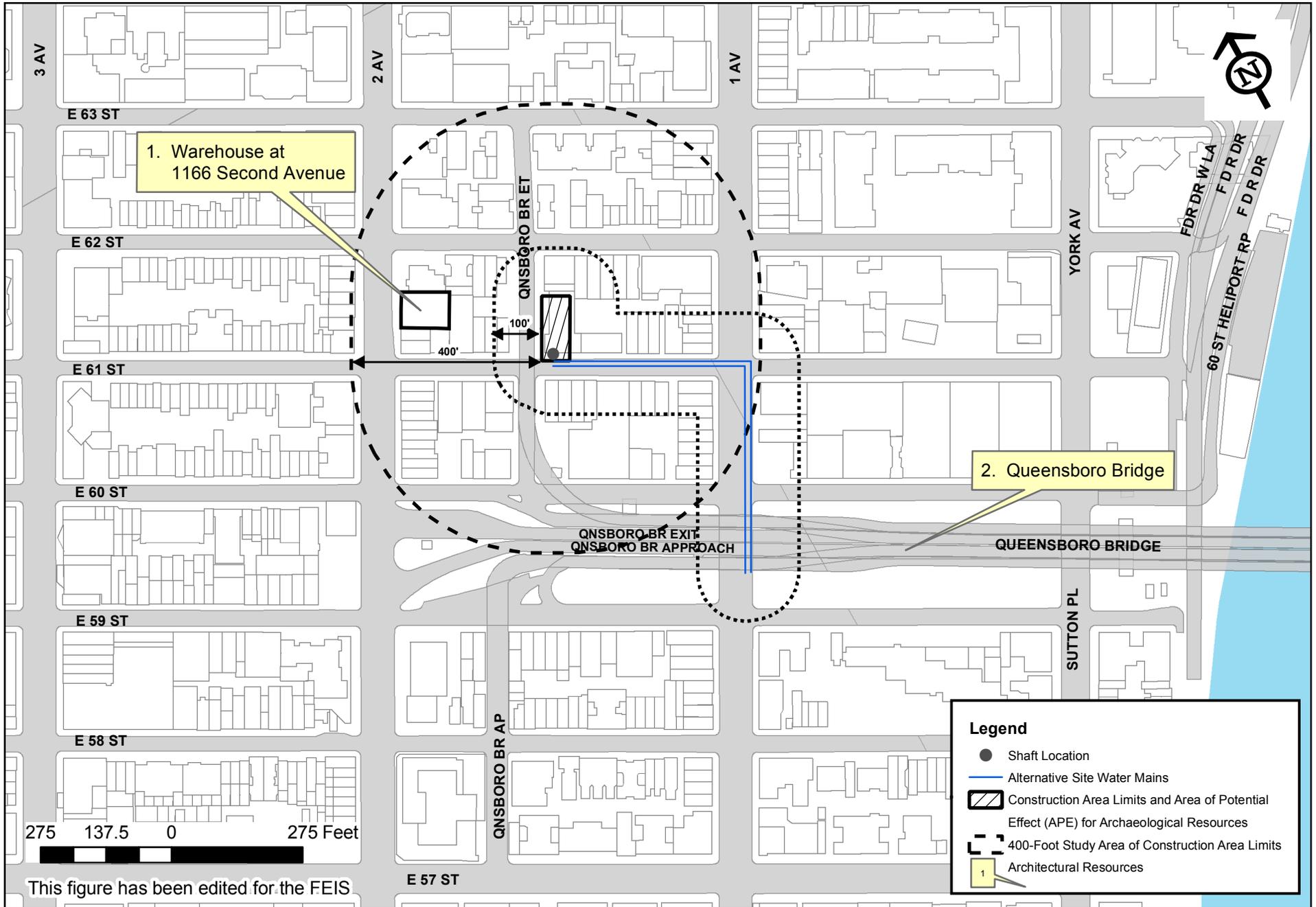
This section evaluates the potential for buried archaeological resources to be present within the area of potential effect at the E. 61<sup>st</sup> Street Shaft Site (Figure 7.5-1).<sup>1</sup>

#### *Potential Native American Resources*

The E. 61<sup>st</sup> Street Shaft Site is located on raised ground situated a few hundred feet southwest and west of a former freshwater stream that emptied into the East River between E. 61<sup>st</sup> and E. 62<sup>nd</sup> Streets. The site is located within the general area identified as containing traces of

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<sup>1</sup> This section summarizes the archaeological resources assessment prepared for the project, contained in *Phase IA Historic Resources Assessment of the Proposed City Tunnel Number 3, Stage 2 Manhattan Leg, Shaft 33B Project Area, Borough of Manhattan, New York City, New York*, prepared by Eugene J. Boesch, October 14, 2005 (Appendix 5).



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NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION  
 PROPOSED SHAFT 33B TO CITY TUNNEL NO. 3  
 STAGE 2- MANHATTAN LEG  
 E. 61ST STREET SHAFT SITE  
 HISTORIC RESOURCES

FIGURE 7.5-1

Native American occupation in the archaeological site files of the New York State Museum (Site No. 4061). The former stream and location of high ground immediately adjacent to the site also have been identified as an area archaeologically sensitive for the presence of Native American sites. However, 19th century construction of Lightbody's Ink Factory (see below) and the subsequent building of a Roman Catholic Church, Our Lady of Perpetual Help, on the site likely destroyed or substantially disturbed any pre-development ground surfaces on the site. No evidence was found of any filling episodes on the site prior to development of the ink factory, which could have served to preserve original soils and any Native American resources beneath. Therefore, the E. 61<sup>st</sup> Street Shaft Site is not considered to be sensitive for the presence of Native American archaeological resources.

#### *Potential Historic-Period Archaeological Resources*

The research conducted for the Phase 1A Historic Resources Assessment (Phase 1A Assessment) indicates that by 1836, an elongated structure, oriented north-south, had been constructed within what is now the E. 61<sup>st</sup> Street Shaft Site. Research indicates that the building was still in existence 15 years later, as shown on an 1851 map, and was likely a production facility associated with Lightbody's Ink Factory. Other factory buildings that are shown on the 1851 map as located on surrounding parcels are not included within the boundaries of the E. 61<sup>st</sup> Street Shaft Site. The 1851 map does not indicate that municipal water supply had been installed beneath the local roadways as of that year, suggesting that shaft-type sanitary and water retention features (wells, privies, or cisterns) may have been associated with the ink factory building. Municipal water apparently had been installed below the local streets by 1865, suggesting that the use of cisterns and wells, and possibly privies, may have ceased by that time.

By 1892, a Roman Catholic Church, Our Lady of Perpetual Help, had been constructed on a portion of the E. 61<sup>st</sup> Street Shaft Site. The church had been expanded in size by 1911 and likely was constructed with a basement that was at least eight feet deep. The church was demolished sometime in 2000, and the site now consists of a graded vacant lot with apparent fill layers visible at modern grade. It is possible that structural remains associated with the ink factory, particularly shaft features (i.e., cisterns, wells, or privies) that may have been truncated by the later construction of the church, may be present beneath the church's foundations on the site. These features may contain buried archaeological evidence of the past use of the site. Therefore, the E. 61<sup>st</sup> Street Shaft Site is considered to be sensitive for historic-period archaeological resources associated with the mid-19<sup>th</sup> century Lightbody's Ink Factory.

#### **Architectural Resources**

There are no architectural resources on the E. 61<sup>st</sup> Street Shaft Site, which consists of a vacant parcel. The Study Area contains two known architectural resources: the Day & Meyer Murray & Young Warehouse, located at 1166 Second Avenue, and the Queensboro Bridge ("Bridge"). The Day & Meyer Murray & Young Warehouse is located approximately 180 feet west of the E. 61<sup>st</sup> Street Shaft Site. The Bridge is located approximately 350 feet south of the alternative Shaft Site. The Bridge exit ramp is located adjacent to the site. However, this ramp does not appear to be

included in the landmark site for the Queensboro Bridge.<sup>2</sup> In addition, in a letter dated December 13, 2005, the New York State Historic Preservation Office at the New York State Office of Parks, Recreation and Historic Preservation confirmed that the Bridge’s National Register Listing does not include the exit ramp. These resources are listed in Table 7.5-1 and mapped on Figure 7.5-1. The Day & Meyer Murray & Young Warehouse is described below, and the Queensboro Bridge is described in Section 4.5, “Historic Resources,” in Chapter 4, “Preferred Shaft Site.”

**Table 7.5-1**  
**Architectural Resources**  
**Within the E. 61<sup>st</sup> Street Shaft Site Study Area**

Number*	Historic Property	S/NR Listed	S/NR Eligible	NYCLPC Designated
1	Day & Meyer Murray & Young Warehouse at 1166 Second Avenue	—	Yes	—
2	Queensboro Bridge	Yes	—	Yes
<b>Note:</b> * Corresponds to Figure 7.5-1				

The Day & Meyer Murray & Young Warehouse is located on the east side of Second Avenue between E. 61<sup>st</sup> and E. 62<sup>nd</sup> Streets. The warehouse was constructed in 1927 in an Art Deco/Neo-Gothic style and is considered to be an architecturally distinguished example of storage warehouse design. This structure was a state-of-the-art facility at the time of its construction, employing an advanced storage technology known as a “protovault” service, which consisted of steel storage vaults that were moveable within the warehouse on a system of tracks.

A site visit was undertaken within 100 feet of the E. 61<sup>st</sup> Street Shaft Site by a professional architectural historian to determine if there are any architectural resources that could meet criteria for listing on the State and National Registers of Historic Places and/or New York City Landmark designation. No potential architectural resources were identified in the Study Area.

### **7.5.3 Future Conditions Without the Project**

#### **Archaeological Resources**

In the Future Without the Project, a new residence for priests may be constructed on the E. 61<sup>st</sup> Street Shaft Site. If this occurs, any potential archaeological resources on this alternative site may be disturbed or destroyed, depending on the specific location of the construction work.

#### **Architectural Resources**

Just west of the alternative Shaft Site, the New York City Department of Transportation (NYCDOT) is undertaking the Queensboro Bridge Rehabilitation Program. This program, which

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<sup>2</sup> Source: New York City Landmarks Preservation Commission, designation report for the Queensboro Bridge, April 16, 1974.

will directly affect the historic Bridge, involves reconstruction and rehabilitation of the Bridge, including repairing the underside of the E. 59<sup>th</sup> Street overpass to the south upper roadway, cleaning and painting the Bridge, reconfiguring the Bridge's bikeway, and rebuilding the Bridge's anchor piers. No other changes have been identified that would directly affect architectural resources in the Study Area.

#### 7.5.4 Future Conditions With the Project

##### Construction

###### *Archaeological Resources*

As described above under "Existing Conditions," the E. 61<sup>st</sup> Street Shaft Site is sensitive for historic-period archaeological resources associated with the mid-19<sup>th</sup> century Lightbody's Ink Factory. These could include truncated shaft features (i.e., cisterns, wells, or privies) that could be beneath the former Our Lady of Perpetual Help church's foundations. To avoid any potential significant adverse impacts on these potential archaeological resources should the E. 61<sup>st</sup> Street Shaft Site be selected for construction of Shaft 33B, archaeological testing would be undertaken at the site prior to project construction in accordance with the New York City Landmarks Preservation Commission's (NYCLPC) guidelines for archaeological work in New York City. A Phase 1B subsurface archaeological testing protocol will be prepared and implemented in coordination with NYCLPC prior to any subsurface excavation on the site. The objective of the testing will be to determine whether potentially significant archaeological resources could be present. Any resources encountered will be documented and properly recorded in consultation with NYCLPC.

As described in Section 5.5, portions of the First Avenue water main route could contain potential historic-period archaeological resources. If this route is selected, a protocol for archaeological monitoring will be prepared and implemented in coordination with NYCLPC prior to any subsurface excavation in the sensitive area. The objective of the monitoring is to properly identify and investigate any archaeological resources should they be encountered during project construction. Any resources encountered will be documented and properly recorded in consultation with NYCLPC. With these measures in place, no potential significant adverse impact would occur to archaeological resources. As noted earlier, NYCLPC has reviewed and approved this approach for archaeological resources.

The portion of the water main route from the E. 61<sup>st</sup> Street Shaft Site to the First Avenue route has not yet been evaluated for its archaeological potential. Similarly, other potential water main routes have not been evaluated for their archaeological potential. To avoid any potential significant adverse impacts on possible archaeological resources should any such route be selected, NYCLPC's established procedures with respect to archaeological resources would be followed. As set forth in NYCLPC's publication, *Landmarks Preservation Commission Guidelines for Archaeological Work in New York City*, dated April 12, 2002, these procedures involve initial review by NYCLPC to determine if archaeological work is necessary, archaeological documentary study if warranted, archaeological field testing if warranted by the

results of the study, and, for any archaeological resources identified using this process, measures to avoid significant adverse impacts such as monitoring during construction, data recordation, and/or excavation. For any selected water main route or water main route segment that was not evaluated in a Phase 1A Archaeological Assessment, NYCLPC will be consulted to determine if an archaeological study would be warranted. If NYCLPC determines that a study is warranted, a Phase 1A Assessment will be prepared for NYCLPC review to determine if the selected route has the potential to contain Native American or historic-period archaeological resources. Should any potential resources be identified, a monitoring plan would be developed in consultation with the NYCLPC prior to any project construction. Any resources encountered would be properly documented in consultation with NYCLPC. Thus, no potential significant adverse impacts to archaeological resources would occur as a result of this construction.

#### *Architectural Resources*

As described above, the Day & Meyer Murray & Young Warehouse is located approximately 180 feet from the E. 61<sup>st</sup> Street Shaft Site, and, therefore, it is too far away to be adversely affected by project construction. The Queensboro Bridge is located approximately 350 feet from the E. 61<sup>st</sup> Street Shaft Site, also outside the area of potential effects from construction damage. Though the exit ramp of the Queensboro Bridge does not appear to be included as part of the Queensboro Bridge landmark site, the New York City Department of Environmental Protection (NYCDEP) would consult with NYCLPC to determine whether NYCLPC may have any concerns regarding the ramp. There is little or no visual relationship between the two architectural resources and the E. 61<sup>st</sup> Street Shaft Site. The Day & Meyer Murray & Young Warehouse faces west onto Second Avenue, and an intervening block between the alternative Shaft Site and Queensboro Bridge precludes a visual relationship. Therefore, the temporary construction of barriers around the E. 61<sup>st</sup> Street Shaft Site during construction of Shaft 33B at this site would have no potential significant adverse visual impacts on these resources.

#### *Conclusions*

The E. 61<sup>st</sup> Street Shaft Site may contain historic-period archaeological resources associated with a mid-19<sup>th</sup> century factory once on the site. To avoid any potential significant adverse impacts on these potential archaeological resources should the E. 61<sup>st</sup> Street Shaft Site be selected for construction of Shaft 33B, archaeological testing would be undertaken in consultation with NYCLPC at the site prior to project construction, and any resources encountered will be documented and properly recorded in consultation with NYCLPC. Once a water main route is selected, NYCDEP will coordinate with the New York City Department of Design and Construction (NYCDDC) prior to construction of future water main connections to ensure that appropriate measures to protect archaeological resources are undertaken in accordance with NYCLPC's established procedures for archaeological resources. This will include consultation with NYCLPC, preparation of a Phase 1A Assessment if warranted, and implementation of a monitoring plan in consultation with the NYCLPC during construction. With implementation of these procedures, no potential significant adverse impacts to archaeological resources would occur as a result of the construction of Shaft 33B at this alternative Shaft Site or its potential water main connections.

The Day & Meyer Murray & Young Warehouse is too far away to be adversely affected by project construction or to experience potential significant adverse visual impacts. Though the exit ramp of the Queensboro Bridge does not appear to be included as part of the Queensboro Bridge landmark site, NYCDEP would consult with NYCLPC to determine whether NYCLPC may have any concerns regarding the ramp. Therefore, no potential significant adverse impacts on historic resources are anticipated as a result of construction of Shaft 33B at the E. 61<sup>st</sup> Street Shaft Site.

## **Operation**

### *Archaeological Resources*

Once Shaft 33B is in operation at the E. 61<sup>st</sup> Street Shaft Site, no additional subsurface construction would be required. Therefore, there would be no potential for impacts to archaeological resources as a result of the operation of Shaft 33B at the alternative Shaft Site.

### *Architectural Resources*

Since intervening buildings separate the architectural resources in the Study Area and the E. 61<sup>st</sup> Street Shaft Site, precluding any visual relationship, operation of the E. 61<sup>st</sup> Street Shaft Site is not expected to result in any permanent visual impacts on architectural resources. In any case, the shaft would be located entirely below ground, except for small above-ground shaft elements that would be visible, including an above-ground air release vent and two smaller hydrants.

