

CHAPTER 11: CULTURAL RESOURCES

11.1. INTRODUCTION

Cultural resources are an important component of community life. These resources can be archeological sites, historic structures, or places that traditionally have been used to express community values or where community activities take place that help maintain a community's identity and practices. Archeological resources can be from the precontact period, prior to European arrival in North America in the late fifteenth and early sixteenth centuries, or from the historic period of either Native Americans, Europeans, or both.

This chapter presents the potential impact on cultural resources by the construction and operation of the proposed emergency ventilation plant for the 8th Avenue and 7th Avenue Subway Lines. A number of laws have policies related to minimizing impacts on cultural resources when projects are conducted by public agencies or require permits from public agencies. At the Federal level, the main laws are the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), the Archeological Resources Protection Act (ARPA), and the Native American Graves Protection and Repatriation Act (NAGPRA). At the State level, New York has the State Historic Preservation Act (SHPA) and the State Environmental Quality Review Act (SEQRA). At the local level, New York City has the City Environmental Quality Review (CEQR) and the New York City Landmarks Law (Landmarks). While each piece of legislation has different jurisdiction and applications, all require a similar review of potential cultural resources prior to the implementation of a project, and, if any resources are present that would be impacted by the construction or operation of the project, minimize any negative impact on those resources.

Part of the NHPA, SHPA, and Landmarks is that certain areas may be designated as Historic Districts. These districts are formed from areas that maintain a particular historic character and integrity within a bounded geographic location. Greenwich Village is a historic district recognized at the City, State, and Federal levels. Due to this recognition, projects conducted within the bounds of the District should maintain the historic character and integrity of individual resources and the District as a whole.

11.2. CONTEXT AND KEY ISSUES

Determining the impact of a project, or undertaking, on any historic resource is based on the project's Area of Potential Effect (APE). The APE is defined as the geographic area or areas within which an undertaking may have a direct or indirect impact on a historic resource's character or use if a historic resource is present. Three alternative sites are being assessed for the proposed emergency ventilation plant, and each has a distinct APE. The alternatives are designated: the Preferred Alternative, located at 61 Greenwich Avenue (Lot 59, Block 613); Alternative SB1, located in the streetbed of Greenwich Avenue between Perry Street and Seventh Avenue; and Alternative SB5, located in the streetbed of Perry Street between Greenwich Avenue and Seventh Avenue. These alternatives are located in close proximity to each other, so in some cases the APE could overlap. These alternatives would have different potential impacts, however, and will be discussed individually.

The design configuration for the Preferred Alternative would introduce a new, above-ground structure within the Greenwich Village Historic District. The proposed emergency ventilation plant structure would stand no more than three stories (40 feet) tall and cast a shadow as far as 170 feet during morning and afternoon periods. Shadows are not expected to have an adverse affect on nearby historic structures or other sensitive resources. Plans for the new structure would require coordination with New York State

Historic Preservation Office (NYSHPO) for approval. Construction at this site would require 4 buildings (2 of which are historic) to be underpinned.

Under Alternatives SB1 and SB5, the emergency ventilation plant would be constructed below grade in the streetbed and would therefore avoid any visual impacts on the Greenwich Village Historic District. However, construction activities at the Alternative SB1 site would require the underpinning of 6 buildings (5 of which are historic) and the Alternative SB5 site would require the underpinning of 12 (11 of which are historic) buildings.

At the location of the Preferred Alternative, a large number of memorial tiles have been placed on the existing chain link fence without the permission of, and without consultation with, MTA NYCT. These tiles are a community tribute to America and a memorial to “9/11”. The tiles have become a modern community cultural resource. However, this location is not a traditional cultural place protected by NHPA. There are two main reasons for this: 1) the site has not been used for the expression of community practices for an extended period of time, but only the last five to six years; and 2) commemorative sites are rarely protected under NHPA.

11.3. SUMMARY AND CONCLUSION

The proposed emergency ventilation plant has three planned alternatives—the Preferred Alternative, Alternative SB1 and Alternative SB5. All three alternative sites are located in the Greenwich Village Historic District, recognized at the City, State, and Federal levels. The three alternative sites do not contain any contributing elements of the historic district. The tiles commemorating “9/11” can be considered a modern cultural resource, but they are not protected by NHPA. The former gasoline station at the Preferred Alternative site contained underground tanks, destroying any potential archeological materials that might have been present. Alternative SB1 is located in a streetbed that was excavated for the construction of a subway line, destroying any archeological materials that might have been present. Alternative SB5 is located in a streetbed with no history of structures in that location, and it has been disturbed by utility lines placed in the roadway. Since Alternative P1 has been selected as the Preferred Alternative, the above-ground structure should conform with the character of the adjacent structures to present “a credit to the neighborhood.” Structural features may be mitigated through appropriate engineering and architectural design of the off-streetbed and above-ground facilities using NYSDEC visual assessment guidelines and in consultation with New York City Landmark Preservation Commission (NYCLPC) and NYSHPO. A design charette would also be scheduled with the Community Board and interested parties to further develop input to mitigation strategies. Should a Memorandum of Agreement (MOA) or a Memorandum of Understanding (MOU) result between the New York State Office of Parks Recreation and Historical Preservation (OPRHP) and MTA NYCT pursuant to the Section 14.09 process, then that MOA or MOU would establish the necessary approach for identifying and implementing necessary mitigation for any selected alternative.

Pursuant to the process for a New York State Historic Preservation Act – Section 14.09 Review, MTA NYCT has submitted materials to NYSHPO to request their comments on: the results of MTA NYCT’s Archaeological Sensitivity Analysis; initial schematics for above-ground project structural elements; and, their overall comments. NYSHPO responded in a letter dated January 16, 2008 and subsequent electronic mail (found in Appendix D) stating that:

“Based upon our review of options P1, SB1 and SB5, it is our preference that the vent plant be kept underground to reduce any possible visual impacts on the Historic District”

(Note: MTA NYCT, in response to elected officials and community representative concerns for open area, has also evaluated three below-grade design configurations options for Alternative P1. The details

of this evaluation are presented in Appendix E; these options were found to be infeasible as explained in Appendix E.) As stated on Page 1 of Appendix E “MTA NYCT will continue to address various engineering, economic and related constraints on the selected alternative site as well as further opportunities to minimize environmental impact”. In addition, MTA NYCT will continue to work with Government and Community Relations to assure consideration of community views and concerns as the design process evolves.

11.4. PROCESS AND OVERVIEW

The NHPA and related legislation establishes a process to determine how and where impacts are determined from an undertaking. The APEs serve as the guidance plan for determining impacts. The APEs for the proposed emergency ventilation plant are described above in Section 11.2.

Once the APEs are determined, any potential resources in the APEs are identified. These resources include listed, eligible, or potentially eligible sites for inclusion in the National Register. For the proposed emergency ventilation plant, the alternative sites are within the Greenwich Village Historic District. The documentation of the historic district was used, among other sources, to determine eligible structures and contributing elements to the historic district.

Impacts on historic resources should be mitigated or avoided under the auspices of the NHPA and related legislation. The impacts can be direct or indirect, and can occur during construction or after construction during operation. The potential impacts and actions planned to avoid those impacts are summarized in Table 11-1.

11.5. CONSTRUCTION ENVIRONMENTAL PROTECTION PLAN (CEPP)

The proposed emergency ventilation plant would be implemented with mitigation measures following the project’s CEPP, which are measures that would be proactively implemented to avoid or reduce potential impacts during construction and/or operation of the proposed emergency ventilation plant. With regard to cultural resources, they include the following:

- Establish and maintain coordination among projects to avoid or minimize interruption in access to cultural and historic sites;
- Initiate and maintain public and community information and involvement outreach with sensitivity to local cultural resources;
- Identify public information outlets that would receive and provide current information about access during construction, to minimize interruption in access to cultural and historic sites;
- Consult with and enter into an MOU/MOA with the NYSHPO and consult with the NYCLPC regarding potentially impacted, culturally significant sites to ensure that all potential impacts are identified and avoided or minimized to the greatest extent possible (see below); and,
- Monitor noise and vibration during construction at such sites as appropriate to ensure that such sites are not inadvertently damaged by adjacent or nearby construction.

Mitigation measures for other resources, such as noise and vibration, and access and circulation, may also contribute to avoidance or reduction of project impacts on cultural resources. A detailed discussion of those commitments is provided in the respective chapters addressing those resources.

TABLE 11-1: POTENTIAL IMPACTS ON HISTORIC RESOURCES

	Construction	Operation	Planned Action for Impacts
No-Action	No impacts	Former gasoline station remains as a non-contributing element of Greenwich Village HD	N/A
<u>The Preferred Alternative</u>	Non-contributing former gasoline station removed; above-ground structure built	No additional visual impacts	Design of above-ground structure to conform to character of neighborhood with NYSHPO concurrence.
	Memorial tiles removed from existing fence	*	The “9/11” memorial tiles would be removed from the existing fence and managed appropriately based on consultation with the community
	Four structures underpinned	Potential vibration of adjacent structures	Historic structure protected
	No archeological impacts	No archeological impacts	N/A
Alternative SB1	No above-ground structure; no visual impacts	No impacts	N/A
	Six structures underpinned	Potential vibration of adjacent structures	Historic structures protected
	No archeological impacts	No archeological impacts	N/A
Alternative SB5	No above-ground structure; no visual impacts	No impacts	N/A
	12 structures underpinned	Potential vibration of adjacent structures	Historic structures protected
	No archeological impacts	No archeological impacts	N/A

* Potential impact on memorial tiles depends on removal after consultation with the community.

11.6. METHODOLOGY

11.6.1. AGENCY COORDINATION

Several activities were performed during the cultural resource analyses to ensure that the involved parties (consultants and agencies) were fully familiar and in agreement with the intended goals, objectives, and methodologies for this effort. These activities include the following:

- A Memorandum of Agreement (MOA) or a Memorandum of Understanding (MOU) resulting between OPRHP and MTA NYCT pursuant to the Section 14.09 process, then that MOA or MOU would establish the necessary approach for identifying and implementing necessary mitigation for any selected alternative;
- MTA NYCT submitted materials to NYSHPO to request their comments on: the results of MTA NYCT's Archaeological Sensitivity Analysis; initial schematics for above-ground project structural elements; and, their overall comments. NYSHPO responded in a letter dated January 16, 2008 and subsequent electronic mail found in Appendix D.
- MTA NYCT is conducting outreach to NYCLPC;
- Providing opportunities for public comment and input via Community Board 2; and,
- Establishing a study area and identification of resources.

11.6.2. ANALYSIS ELEMENTS AND STUDY AREA

The analysis of cultural resources is presented in two sections: archaeological resources and historic/architectural resources.

ARCHAEOLOGICAL RESOURCES

The APE for archaeological resources encompasses all areas subject to ground disturbance as a result of the implementation of the proposed emergency ventilation plant. A resource sensitivity assessment identified known archaeological resources (i.e., resources recorded in the files of the NYSHPO and NYCLPC) and resource types that could be present based on an analysis of prehistoric and historic period land use within the APE.

This assessment also considered the extent to which such potential resources, if they exist, may be intact, or may have been damaged or destroyed by subsequent land use over time. For each area where research indicated that archaeological resources might be present, further research was undertaken to determine original site topography and any subsequent alterations through filling, grading, development, or other activities. The objective of this assessment was to identify locations where any archaeological resources, if originally present, may have survived later disturbances. Areas that may have archaeological resources are considered to be archaeologically "sensitive". Areas where it can be demonstrated that modern urban development activities have disturbed the potential locations of archaeological resources are characterized as "disturbed" and do not require further assessment for archaeological resource potential.

Delineation of the APE for archaeology for the emergency ventilation plant began with the areas where ground disturbance could affect archaeological resources if such resources are present. The APEs for the three alternative sites are as follows:

- The Preferred Alternative: Lot 59, Block 613, the triangular plot of ground at the intersection of Seventh Avenue and Greenwich Avenue, which is currently a paved parking lot that contains a former gasoline station building.
- Alternative SB1: the roadbed of Greenwich Avenue between Perry Street and Seventh Avenue.
- Alternative SB5: the roadbed of Perry Street between Greenwich Avenue and Seventh Avenue.

HISTORIC/ARCHITECTURAL RESOURCES

The APE for historic/architectural resources encompasses all locations where significant resources could be directly or indirectly affected by the proposed emergency ventilation plant (Figure 11-1). The analysis identified historic/architectural resources that are listed on or considered eligible for inclusion on the National and State Registers. Assessment of impacts to significant historic/architectural resources considers potential direct physical impacts (destruction, damage, or physical alteration from construction or operation of the emergency ventilation plant) and indirect impacts.

The alternatives for the proposed emergency ventilation plant are located in the Greenwich Village Historic District, and the documentation prepared for the historic district guided the information for determining the APEs and effects of the proposed emergency ventilation plant.

The APEs for Historic and Architectural Resources include the following:

- The Preferred Alternative: The current structure on the site (the former gasoline station), and adjacent structures at Seventh Avenue and Greenwich Avenue.
- Alternative SB1: The adjacent structures on Greenwich Avenue between Perry Street and Seventh Avenue.
- Alternative SB5: The adjacent structures on Perry Street between Greenwich Avenue and Seventh Avenue.

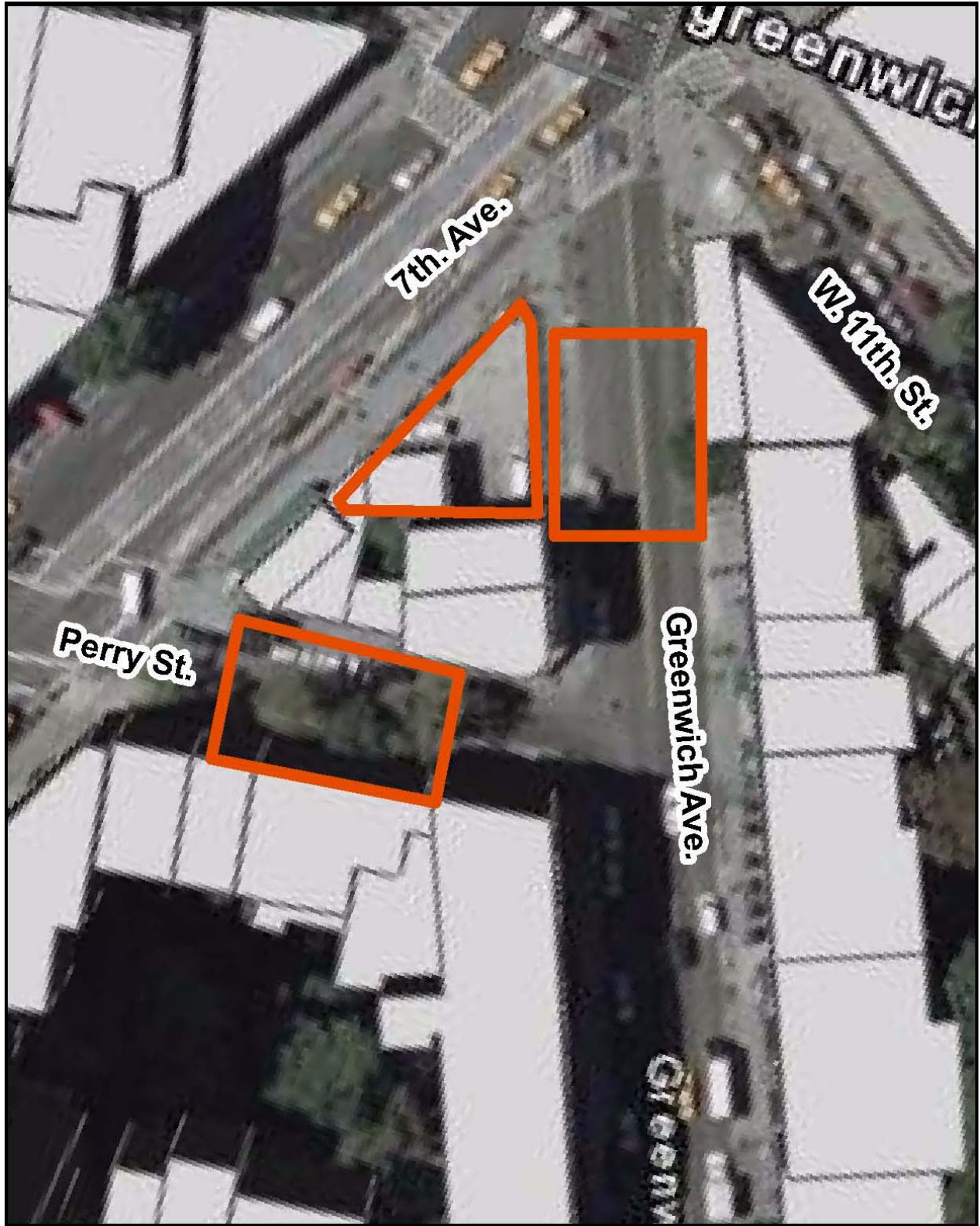
11.7. POTENTIALLY AFFECTED RESOURCES

11.7.1. PRECONTACT CONTEXT

The precontact occupation of New York by native peoples can be divided into three periods. The first of these periods is called the Paleo-Indian period, which lasted from roughly 10,500 B.C. to 7000 B.C. The second period is referred to as the Archaic period, which lasted from roughly 7000 B.C. to approximately 1500 B.C. The third period is referred to as the Woodland period, and extended from approximately 1500 B.C. to contact with European settlers, typically generalized as 1600 A.D.

The Paleo-Indian period in New York State extends from about 10,000 to 7000 B.C., following the retreat of the glaciers of the final Wisconsin glacial episode. The environment associated with the retreating glaciers was tundra or park-tundra consisting primarily of coniferous forests. The people of the Paleo-Indian period are typically thought of as hunters of large mammals such as caribou and mastodon, but what subsistence remains have been recovered from northeastern sites show that the people of the Paleo-Indian period exploited a wide range of food resources. Paleo-Indian sites are generally campsites and resource extraction sites including quarries and kill sites typified by stone tools (Funk 1978:16-27). Known Paleo-Indian sites are few in number in New York State, but have been identified in the Lower Hudson River Valley and on Staten Island.

FIGURE 11-1: HISTORIC/ARCHITECTURAL RESOURCES APE



The Archaic Period is typically divided into Early (7000–5000 B.C.), Middle (5000–3000 B.C.), and Late Archaic (3000–1500 B.C.) periods. The Archaic period as a whole was marked by an expansion of subsistence practices, including hunting, fishing, and gathering, all made possible by a diversifying environment in the wake of the retreating glaciers. Food sources included deer, bear, elk, smaller mammals, birds, turtles, fish, and shellfish, as well as nuts, seeds, and other plant materials. The Early Archaic period sites found in New York State have tended to represent short-term or seasonal occupation sites. The Middle Archaic period was marked by a continued northward shift of glacial cover and tundra zones associated with the areas just south of these glaciers. Increasingly diversified broadleaved forests consisting largely of oak and chestnut likewise continued to extend northward, representing a maturing of the forests as the conifer-dominated forests moved north. Few Middle Archaic sites have been discovered in New York State. The Middle Archaic sites that have been found are seasonal occupation sites and short-term camps, similar to those of the Early Archaic period. Both Early and Middle Archaic sites have been found in the Lower Hudson River Valley and Staten Island. The Late Archaic period is fairly well known in New York with a fairly large number of sites excavated. The Late Archaic period marked the first major expansion of the population of the area. Occupation sites tend to be larger and more substantial than those of the Early and Middle Archaic periods and include some rare semi-permanent or permanent villages. Food gathering technology also expanded during this period, as evidence for hook-and-line fishing has been found in some sites in New York State including sites in southern New York. The seasonal exploitation of resources appears to be very firmly established during this period. This culture type is identified through similarity in stone tool types across the region, including large, thick projectile points with concave bases and well-developed side notches, as well as drills and bifacial knives (Tuck 1978:28-43). Direct cultural or political affiliation cannot be reconstructed from the archeological record of this era.

The Woodland period extended from approximately 1500 B.C. to 1600 A.D., or approximately the time of contact with Europeans. This period is divided into three eras, the Early Woodland (1500 B.C. to 1 A.D.), the Middle Woodland (1 A.D. to 1000 A.D.), and the Late Woodland (1000 A.D. to 1600 A.D.). The Early Woodland period, while culturally and socially a continuation of the Late Archaic period, was marked by the introduction of pottery. Personal decorative ornaments and tailored clothing seem well established by the end of this period, and permanent pole structures were generally in use by this time. In addition, burials involving red ochre have been dated to this period. The Middle Woodland period was characterized by a continuing increase in overall population, reaching its peak during this period. It is also during this time that population concentration at specific settlement sites during summer months reached its height. Subsistence practices began to move towards a horticulture-based program, and larger food storage and preparation features have been recovered at sites near Manhattan including Staten Island and western Long Island. Wild resources continued to be used in parallel to horticulture. The Late Woodland period is well documented in New York State. Permanent villages are common, some of which show evidence of fortifications. Maize-beans-squash agriculture was widely practiced, and was the dominant subsistence strategy, supplemented by the use of wild resources. Ceramic design became increasingly complex during the Late Woodland, and ceramics have been used to explore the development of ethnicity as seen in the later historic period (Fitting 1978:44-55). Domesticated dogs were part of the Late Woodland culture, and dog burials have been found both in Queens and the Bronx (Wall and Cantwell 2004:97-109). The vicinity of the East River, particularly the islands that lie between the Bronx and Queens, was a central area for Late Woodland occupation near Manhattan Island. The residents of this area appear to be the ancestors of the Munsee Indians (Snow 1978:63-64).

No precontact sites are known for the project area or adjacent area. Precontact sites have been recorded on the northern end of Manhattan Island and in the east and southeast, but none near the vicinity of Greenwich Village (Parker 1920:629-631; Wall and Cantwell 2004:5).

11.7.2. HISTORIC CONTEXT

HISTORIC PERIOD NATIVE AMERICANS

The Munsee Indians, a portion of the Lenape or Delaware Indians, inhabited the Lower Hudson River Valley, Western Long Land, and New Jersey, including Manhattan Island. At the time of European contact, a settlement known as Sapokanikan was located in the area of Greenwich Village near the intersection of West 14th Street and Greenwich Avenue, along what was then the shore of Manhattan Island. Agricultural fields surrounded this village, which includes the present study area. In 1626, the Munsee residents of Sapokanikan moved west of the Bronx River (Wall and Cantwell 2004:48-49, 119-121; Homberger 2005:16-17, Grumet 1995:213, 215).

EUROPEAN SETTLEMENT

The Dutch settlement of Noortwyck was established in the former location of Sapokanikan in 1629 when Wouter van Twiler began a tobacco plantation after receiving a grant of land from the West India Company. In the 1670s, Yellis Mandeville brought the name Greenwyck from his former home on Long Island, and this name, Anglicized to Greenwich, has been applied to the area ever since. In the eighteenth century, Greenwich was an agricultural village entirely distinct from New York, which lay far to the south. Greenwich Street, west of the project area, was the riverside roadway connecting New York to Greenwich. During the 1760s and 1770s, Greenwich Avenue was known as Monument Lane. At the head of Monument Lane was a statue of General James Wolfe who died in 1759 during the siege of Quebec. No record of the monument has been found after the Revolution. At the time of the American Revolution, Greenwich was a collection of houses surrounded by farmlands. The conflicts of the Revolution lay to the south and north of Greenwich Village while the village itself was mainly outside the areas of conflict (Delaney 1968:14; Holmberger 2005:48-49, 60).

URBAN DEVELOPMENT

In the early years of the nineteenth century, Greenwich Village served as a refuge from outbreaks of disease in New York. During outbreaks of cholera and yellow fever between 1799 and 1805, temporary housing was constructed in Greenwich Village for those fleeing the epidemics. Despite these outbreaks of disease, New York continued to grow and in 1817 the village was annexed to the City. However, the village streets had already been laid out, leaving its mark on the streets of New York even today, as the grid does not match that of the rest of Manhattan. In the 1820s, particularly virulent yellow fever epidemics caused people to move to Greenwich Village permanently, and the Village became an early residential suburb. The population of Greenwich Village increased fourfold between 1825 and 1840, especially drawing the middle and upper classes (GVSH 2007; Holmberger 2005:134).

By the mid-nineteenth century, the area had been developed, with the Continental Brewery at the end of Seventh Avenue where it stopped at Greenwich Avenue (Bromley 1891). The Continental Brewery was in operation from 1863 to 1903 (Tavern Trove 2007). Masonry residences lined both sides of Perry Street. Toward the end of the nineteenth century, Italian, Irish, and German immigrants settled in the area to work in the nearby factories and warehouses. The wealthy residents of Greenwich Village moved farther uptown, leaving many large houses to be divided and low rents in the village. In the 1920s, when the subway was constructed, Seventh Avenue was also extended through Greenwich Village south of Greenwich Avenue, cutting through the site of the Continental Brewery. In 1951, the dwellings indicated on the late nineteenth-century maps are still present on both sides of Perry Street at the site of Alternative SB5. In that same year, the Preferred Alternative was the site of a gasoline station (Sanborn 1951), and

the building is still standing. The gasoline station site was present on the site in 1926 when the 8th Avenue Subway Line was being planned. (GVSHP 2007; Holmberger 2005:134).

11.7.3. ARCHEOLOGICAL RESOURCES

At the Preferred Alternative, the presence of the former gasoline station with underground tanks indicates that any potential archeological resources that may have been present, either from the Continental Brewery building or from an earlier historic period, would have been destroyed during excavation related to the underground tanks. Soil borings from the 1980s confirm this. Concrete rubble was found in two borings as deep as 25 feet below the current ground surface at the site of the Preferred Alternative.

At Alternative SB1, no historic structures have been present at the site on any maps or records from the beginning of the nineteenth century. Greenwich Avenue, previously called Monument Lane, was one of the earliest historic roads in the area, and is indicated on the eighteenth century maps of the area. The lands adjacent to what is now Greenwich Avenue were surrounded by farm fields (Montessor 1775). The installation of the 8th Avenue subway as well as utility lines would have disturbed any archeological remains from the historic or precontact periods.

At Alternative SB5, no historic structures have been present at the site on any maps or records since the beginning of the nineteenth century. Perry Street has been part of the Greenwich Village street grid since it was laid out during the early years of urban development. Prior to that time, this portion of the village was farm fields (Montessor 1775) belonging to the English and earlier Dutch periods, and before that the Munsee community of Sapokanikan. The installation of utility lines in Perry Street, including sewer, water, gas, and electric conduits, would have disturbed any surface features from the historic occupation of the area prior to street paving beginning in the late eighteenth century (Holmberger 2005:57-58). There is no indication that precontact resources are located in the vicinity.

11.7.4. HISTORIC RESOURCES

One structure is located at the Preferred Alternative. This building is a former gas station constructed between 1920 and 1925. It was converted for use as a take-out restaurant by the early 1980s, and then became a squatters' residence for homeless individuals. The structure was firebombed in 1985, shortly after acquisition by MTA NYCT. It currently has all of its former apertures filled in with concrete block. The gasoline station was described in the following manner in the Greenwich Village Historic District Designation Report:

“A gasoline filling station with service garage occupies the entire northern end of this conspicuous site with a restaurant (No. 173) extending south along the Avenue side where a diner once stood. Here existed an opportunity to make these utilitarian structures a credit to the neighborhood they serve. Actually no attempt has been made in the garage to use compatible materials or design details. These buildings, by their lowness, are as much out of scale with the houses of the Village as some apartment buildings are by their height. This is all the more reason that a gasoline station should be made compatible with its surroundings, in every way possible where its very scale works against it” (GVHDR 1969:304).

While the structure lies within the Greenwich Village Historic District, it is not considered a contributing element to the district.

The adjacent buildings along Greenwich Avenue and Perry Street are contributing elements (Table 11-2). The townhouses on Greenwich Ave were constructed in 1844–1845, and those on Perry Street were constructed in 1847-1849. The houses on Perry Street were given this description:

“The delightful mid-Nineteenth Century character of its low brick houses continues today, primarily because of the row of high-stoop houses on the south side of the street. Architecturally, the street demonstrates the transition from the late Greek Revival toward early Italianate” (GVHDR 1969: 268, 289).

TABLE 11-2: CONTRIBUTING AND NON-CONTRIBUTING STRUCTURES IN THE HISTORIC DISTRICT ADJACENT TO THE STUDY AREA.

Streets in and Adjacent to Study Area	Street Numbers of all structures included in District (from NR* form)	“Intrusions” in/adjacent to Study Area -not contributing to NR district (from NR form)
Greenwich Avenue	#7-129, #2-120	**7:11 61 (Taco Rico & gas station)
Seventh Avenue South	#69-173, 26-192	7:8 170 (gas station); 7:9 157 (15 Charles - mod. high-rise) 7:12 192 (200 West 11 th – one-story)
Perry Street	1-103, 2-108	

* NR = National Register

** Underlined italic numbers refer to photo numbers in NR form and consist of area number and photo number.

11.8. POTENTIAL IMPACTS

The proposed emergency ventilation plant is not likely to have an impact on archeological resources for the three alternative sites (see Appendix D). All three alternatives have been affected by urban development. The Preferred Alternative, located at Lot 59, Block 613, was the site of a gasoline filling station with underground tanks during the twentieth century, so any potential resources from prior structures on the site have been destroyed. Alternative SB1, located in Greenwich Avenue, was excavated for the construction of the 8th Avenue subway line. Alternative SB5, located in Perry Street between Blocks 612 and 613, did not have historic structures or other features built there, and utility construction is likely to have destroyed any remains from roadway deposits.

The underpinning required for the alternatives should have minimal impact on the registered historic buildings of the Greenwich Village Historic District. However, if the underpinning is incomplete or faulty, the integrity of the structures could be compromised. While faulty construction is avoided as much as possible under all circumstances, errors could occur. Mitigation efforts to minimize the possibility of errors would be undertaken through implementation of the mitigation measures described in Section 11.5. The Preferred Alternative requires underpinning of approximately 2 historic structures, Alternative SB1 requires underpinning of approximately 5 structures, while Alternative SB5 requires underpinning of approximately 11 structures.

Visual impacts on the adjacent historic structures and the historic district would only be potentially present in the Preferred Alternative, as Alternatives SB1 and SB5 are proposed as fully underground structures. The current Preferred Alternative site has one structure that is a non-contributing element of the historic district. Replacement of that structure with a building of comparable scale to the adjoining buildings and designed to be compatible with the character of the area would be an improvement over the current structure. This replacement would be in keeping with the comments of the Greenwich Village

Historic District Designation Report regarding making utilitarian structures “a credit to the neighborhood that they serve” (GVHDR 1969:304).

(Note: MTA NYCT, in response to elected officials and community representative concerns for open area, has also evaluated three below-grade design configurations options for Alternative P1. The details of this evaluation are presented in Appendix E; these options were found to be infeasible as explained in Appendix E.) As stated on Page 1 of Appendix E “MTA NYCT will continue to address various engineering, economic and related constraints on the selected alternative site as well as further opportunities to minimize environmental impact”. In addition, MTA NYCT will continue to work with Government and Community Relations to assure consideration of community views and concerns as the design process evolves.