

Todd Levine  
Environmental Review Coordinator  
Connecticut Commission on Culture & Tourism  
One Constitution Plaza, 2<sup>nd</sup> Floor  
Hartford, CT 06103

**RE: Preliminary Archeological Assessment of the Project Region Associated with the Proposed Substation and Transmission Line Project in Greenwich, Connecticut**

Dear Mr. Levine:

The Greenwich Substation and Line Project consists of a new 115-kilovolt bulk substation and associated underground transmission supply lines that would extend approximately 2.3 miles from the Cos Cob Substation on Sound Shore Drive to 290 Railroad Avenue in Greenwich, Connecticut. The Connecticut Light and Power Company doing business as Eversource Energy is proposing the Project to provide immediate load relief to the electric distribution supply system in the Town of Greenwich by establishing the new bulk substation near the center of the customer electrical demand to avoid overloads on system equipment. Eversource will be filing an Application of Public Need and Environmental Compatibility with the Connecticut Siting Council and consultation with your office will be used in the Application.

Heritage Consultants, LLC completed a Preliminary Archeological Assessment of the proposed route and possible alternative routes. The Assessment includes a review of the existing cultural resource data as well as a review of historic maps.

We respectfully request a written opinion from your office regarding the potential effect or no effect of the proposed project on cultural resources. Therefore, two copies of the Preliminary Archeological Assessment completed by Heritage Consultants, LLC are being submitted for your review and comment. At your earliest convenience, please forward the correspondence to my attention.

Thank you in advance for your prompt consideration of this request. If you have any questions or require additional information, please contact Justin Adams at (860) 665-3951 or via email at [Justin.Adams@eversource.com](mailto:Justin.Adams@eversource.com)

Sincerely,



Justin Adams

Attachments



## *INTEGRATED HISTORIC PRESERVATION PLANNING*

April 2, 2015

Mr. Justin Adams  
Environmental Affairs  
Eversource Energy  
107 Selden Street  
Berlin, Connecticut 06037

**RE: Cultural Resources Review of the Project Region Associated with the Proposed Substation and Transmission Line Project in Greenwich, Connecticut**

Mr. Adams:

Heritage Consultants, LLC, is pleased to have this opportunity to provide Eversource Energy with the following cultural resources review of project items associated with the Proposed Substation and Transmission Line Project in Greenwich, Connecticut. As seen in Figure 1, the proposed project region encompasses the southeastern portion of Greenwich, including part of the Interstate 95 and Metro North corridors, as well as the city center. The current project entailed completion of an existing conditions cultural resources summary based on the examination of GIS data obtained from the Connecticut State Historic Preservation Office, as well as historic maps, aerial photographs, and topographic quadrangles maintained by Heritage Consultants, LLC. This study also included a pedestrian survey of the proposed project items during which photos of the area were taken and an archaeological assessment of the project items was completed. This investigation did not consider the effects of the proposed construction upon built resources per se, and it is based upon project location information provided to Heritage Consultants, LLC by Eversource Energy. The objectives of this study were: 1) to gather and present data regarding previously identified cultural resources situated within the vicinity of the proposed project items; 2) to investigate the proposed project region in terms of its natural and historical characteristics; and 3) to evaluate the need for completing additional cultural resources investigations.

The city of Greenwich was well-established port city by the end of the eighteenth century and it was already a New York City suburb by the late nineteenth century. Even by this early date, New York City workers were not only building vacation homes in Greenwich, but also establishing permanent residences from which they would commute to their jobs. As a result, historic maps of the project region depict a well-established transportation network and hundreds of buildings throughout the region by the 1850s. As seen in Figures 2 and 3, historic maps dating from 1856, and 1868, respectively, show that this portion of Greenwich contained a well-developed networks of roads, a portion of the New York and New Haven Railroad, hundreds of residences and commercial buildings, and well-developed waterfront and harbor areas (Figures 2 and 3). Thus, historic occupation of the area was extensive by the turn of the twentieth century. This undoubtedly resulted in widespread disturbance of the region, including its original soils and vegetation.

A series of aerial photographs dating from the early twentieth century until the modern era also demonstrates the dynamic nature of the city landscape (Figures 4 through 8). Figure 4, an aerial photograph dating from 1934 depicts the urban residential and industrial nature of the project region. At

this time, the western and southwestern portions of the landscape were already densely populated with buildings and roadways. In addition, the New Haven to New York Railroad is clearly seen bisecting the proposed region from east to west. All of this development undoubtedly impacted both historic and prehistoric archaeological deposits in the region. The 1965 aerial image shown in Figure 5 shows additional build out of the city, with construction of additional facilities and infrastructure, as well as more residences to the north. The 1965 aerial image also clearly shows the then-recently completed stretch of Interstate 95 that extends along the shoreline and through Greenwich. That construction project heavily modified the soils of the region and undoubtedly destroyed any archaeological deposits that may have been in its path. The 1990 aerial image shown in Figure 6 indicates that little changed in the proposed project region during the closing decades of the twentieth century. Finally, Figures 7 and 8, aerial images captured in 2004 and 2014, respectively, depict the proposed project region in its essentially modern state. These images reveal a robust urban center flanked by residential areas to the east and coastal infrastructure and residences to the southeast. All of these images reveal that a large percentage of the proposed project region has been subjected to development and subsequent disturbances.

In addition, a review of previously recorded cultural resources on file with the Connecticut State Historic Preservation Office revealed that a total of 10 previously recorded archaeological sites (57-04, 57-07, 57-08, 57-14, 57-15, 57-16, 57-49, 57-51, 57-55, and 57-56) situated identified adjacent to or nearby the boundaries of the proposed project items (Figure 9; Table 1). The previously recorded archaeological sites consist of an Archaic Period camp (57-04), a Late Archaic camp (57-15), two Archaic/Woodland Period rockshelters (57-08 and 57-14), a Woodland Period village (57-16), a Woodland Period camp and cemetery (57-07), three unknown prehistoric period sites (57-49, 57-55, and 57-56), and a seventeenth/eighteenth century occupation (57-51). As seen in Figure 9, with the exception of Sites 57-04, 57-07, 57-15, and 57-51, the previously identified archaeological sites are located to the south of the Interstate 95 corridor and along the coastline. Of the previously identified sites, 57-04, 57-07, 57-08, 57-14, and 57-15 have been reported as destroyed and no longer retain any research potential. Site 57-16 has been listed as in fair condition; however, it will not be impacted by the proposed project. The condition of remaining sites, 57-49, 57-51, 57-55, and 57-56, is not listed on the Official State of Connecticut site forms. Sites 57-51 and 57-56 are not located on the proposed project corridor, and therefore will not be disturbed. Sites 51-49 and 51-55, however, have been reported within or adjacent to the proposed corridor(s), and could be impacted by the proposed construction.

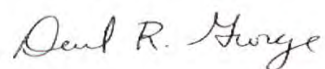
In addition, the proposed project region contains five previously recorded National Register of Historic Places Districts, (Putnam Hill Historic District, Strickland Road Historic District, Fourth Ward Historic District, Greenwich Avenue Historic District, Greenwich Center Historic District) and eight individually listed National Register of Historic Places properties (Cos Cob Power Station, Knapp Tavern, Methodist Episcopal Church, Bush-Holley House, Greenwich YMCA, Greenwich Town Hall, Main Street Post Office, and the Cos Cob Railroad Station) (Figure 10; Table 2). The five previously recorded historic districts consist of neighborhoods and commercial zones containing dozens of residential and commercial buildings. The eight individually listed National Register properties referenced above include of the Cos Cob Power Station, a power generation facility dating from 1907; a late eighteenth century tavern; a nineteenth century church; an early twentieth century Georgian Revival building; a Beaux-Arts style building from the early twentieth century; an early twentieth century Neo-Classical structure; an early eighteenth century residence; and a late nineteenth century railroad station (Figure 3; Table 2). As seen in Figure 3, with the exception of the Cos Cob Railroad Station, Cos Cob Power Station, and the Bush-Holley House, the historic districts and buildings are concentrated in the urban center of Greenwich. The Cos Cob Power Station, while listed on the National Register of Historic Places, was demolished in 2001. While the purpose of this investigation was primarily to assess the archaeological potential of the proposed project items, historic built resources were mapped and photo-documented. Through this

process, it was determined that any potential affects to the above-referenced historic districts and/or individually listed National Register of Historic Places properties would be temporary in nature and would only occur during construction of the proposed power transmission line and substation. These potential impacts would be removed once the construction was completed and the areas were repaved.

Figure 11 represents a map of the proposed project items overlaid on top of soils that exist throughout the area. This figure highlights the wide distribution of soils characterized as Urban Land and/or Udorthents. Urban Land soils are those that are covered with impermeable surfaces such as buildings, parking lots, sidewalks, and streets. As seen in Figure 11, these soils are located throughout the region, but they are concentrated along the route(s) of the proposed transmission line and in the substation area. These soils occur in areas of high population density and/or municipal infrastructure, and they are not amenable to traditional subsurface archaeological testing techniques (i.e. shovel testing). Udorthent soils are the product of grading and filling episodes. These soil types are distributed throughout the project region, and are found in the vicinity of Interstate 95, scattered throughout the urban center, and throughout the large golf course in the northeastern quadrant of the proposed project region. Given their highly disturbed character, Udorthent soils contain no potential to yield intact archaeological deposits. The remainder of the soils in the proposed project region range from sandy loams to sandy gravels. A comparison of the soils shown in Figure 11 with the distribution of archaeological sites in Figure 9 demonstrated no strict correlation between site locations and soil types.

A review of environmental characteristics, historic maps, aerial images, previously recorded cultural resources, and soil distribution was used to assess the potential for the proposed project items to contain intact subsurface archaeological deposits. Given the amount of development within the proposed project region, much of the area has been impacted in the past and no longer retains potential to yield intact archaeological resources. This is particularly true of the Udorthent soils, which have no potential to yield intact archaeological deposits. These areas do not require additional archaeological investigation. Further, the Urban Land soils shown in the orange polygons in Figure 11, have been previously impacted to a major degree by construction and also retain little, if any, potential to yield intact archaeological deposits. The only areas identified during this investigation that may retain some potential to yield intact archaeological deposits are the open grassy fields located along the northern border of Kinsman Lane, as well as the areas containing Sites 51-49 and 51-55. These open grassy area along Kinsman Lane areas are shown in Photos 15 and 16. These are two areas where the proposed transmission line will leave the boundaries of local roads. Since these two areas are open and may contain undisturbed soils, they should be subjected to shovel testing prior to construction. In addition, the areas containing Site 57-49 and 57-55 also should be subjected to shovel testing to determine if the sites still exist and whether or not they contain intact cultural deposits and research potential. The remainder of the project items will require no additional examination prior to construction since the proposed power transmission line will be buried in the local streets, which have already been disturbed extensively by past construction and the installation of existing buried utilities (water pipes, sewers, cables, etc.). If you have any questions regarding this Technical Memorandum, or if we may be of additional assistance with this or any other projects you may have, please do not hesitate to call us at 860-667-3001 or email me [dgeorge@heritage-consultants.com](mailto:dgeorge@heritage-consultants.com). We are at your service.

Sincerely,



David R. George, M.A., R.P.A.  
Heritage Consultants, LLC

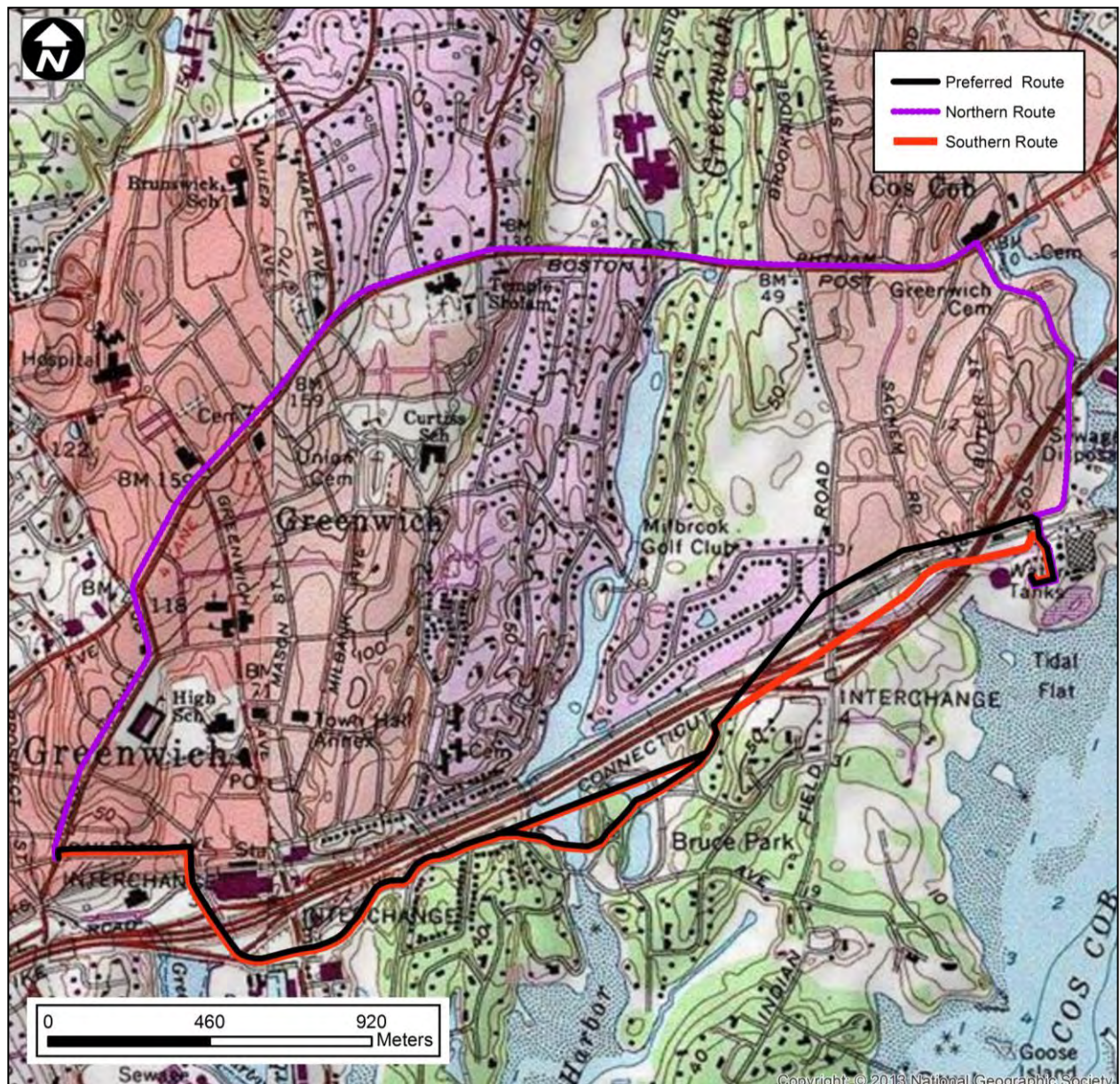


Figure 1. Excerpt from recent USGS topographic quadrangle map depicting the proposed project corridors in Greenwich, Connecticut.

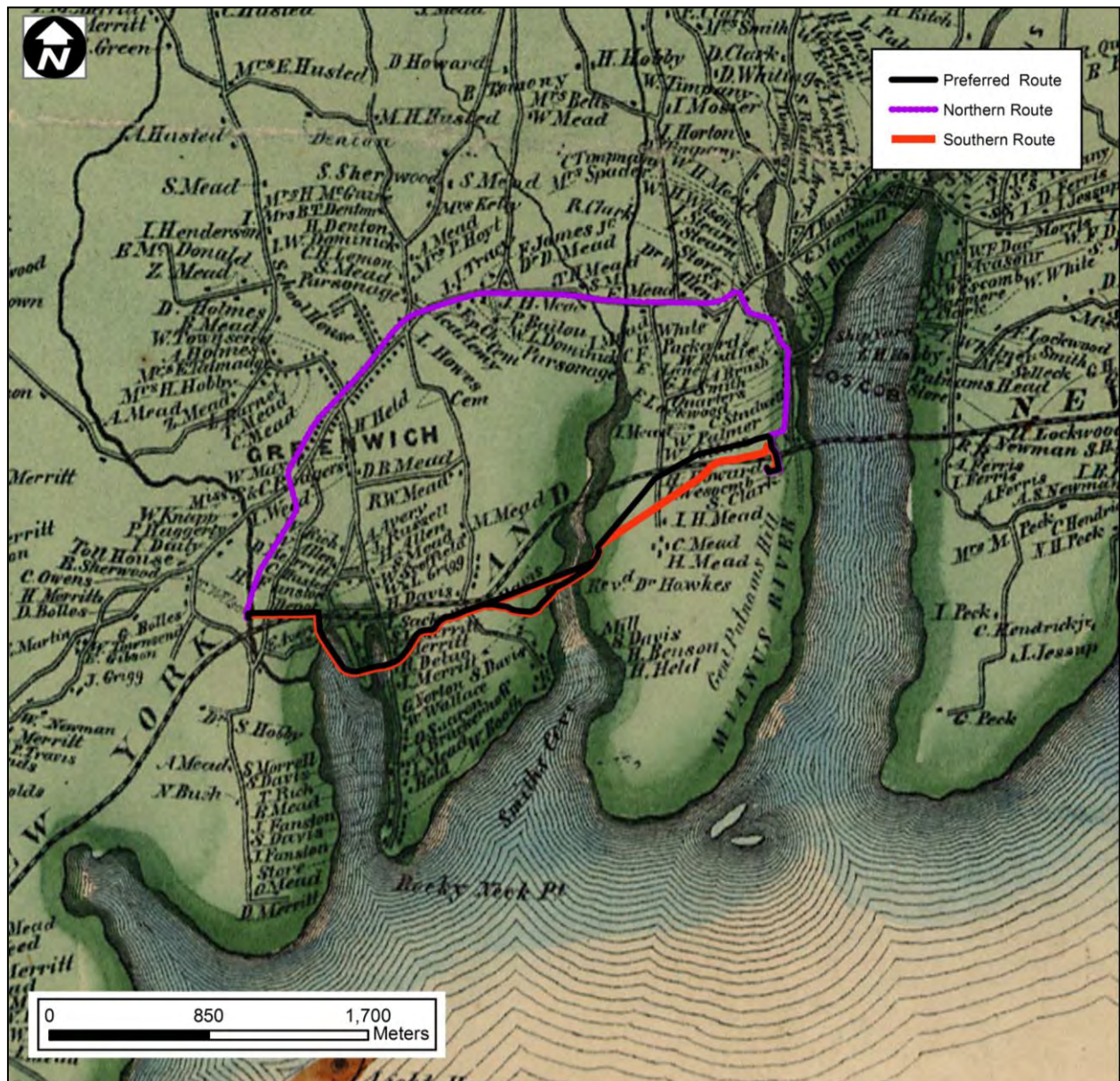


Figure 2. Excerpt from a 1856 historic map depicting the proposed project corridors in Greenwich, Connecticut (note there is some variation between the project corridors and mapped roads. This is due to historic mapping errors)..

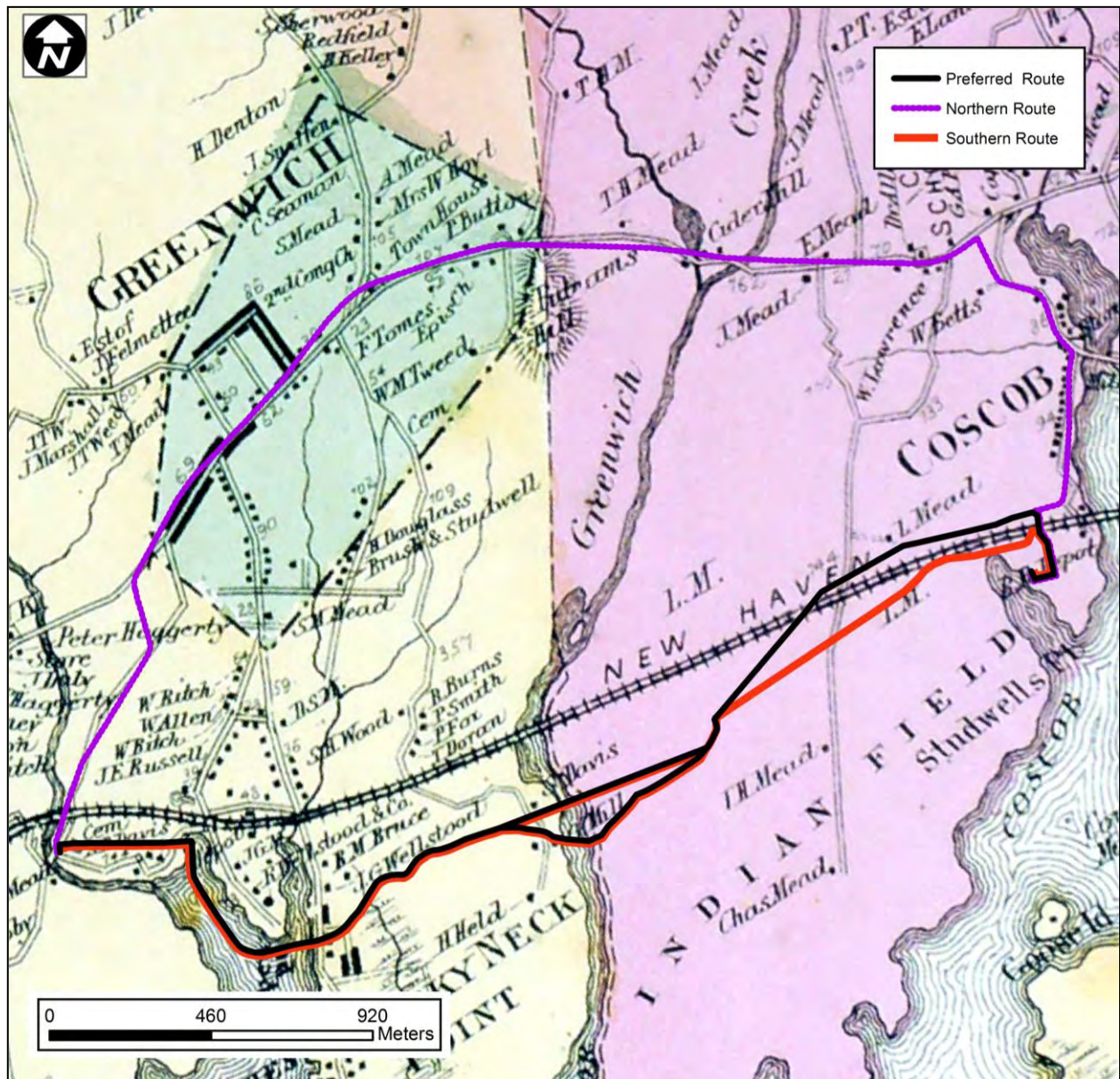
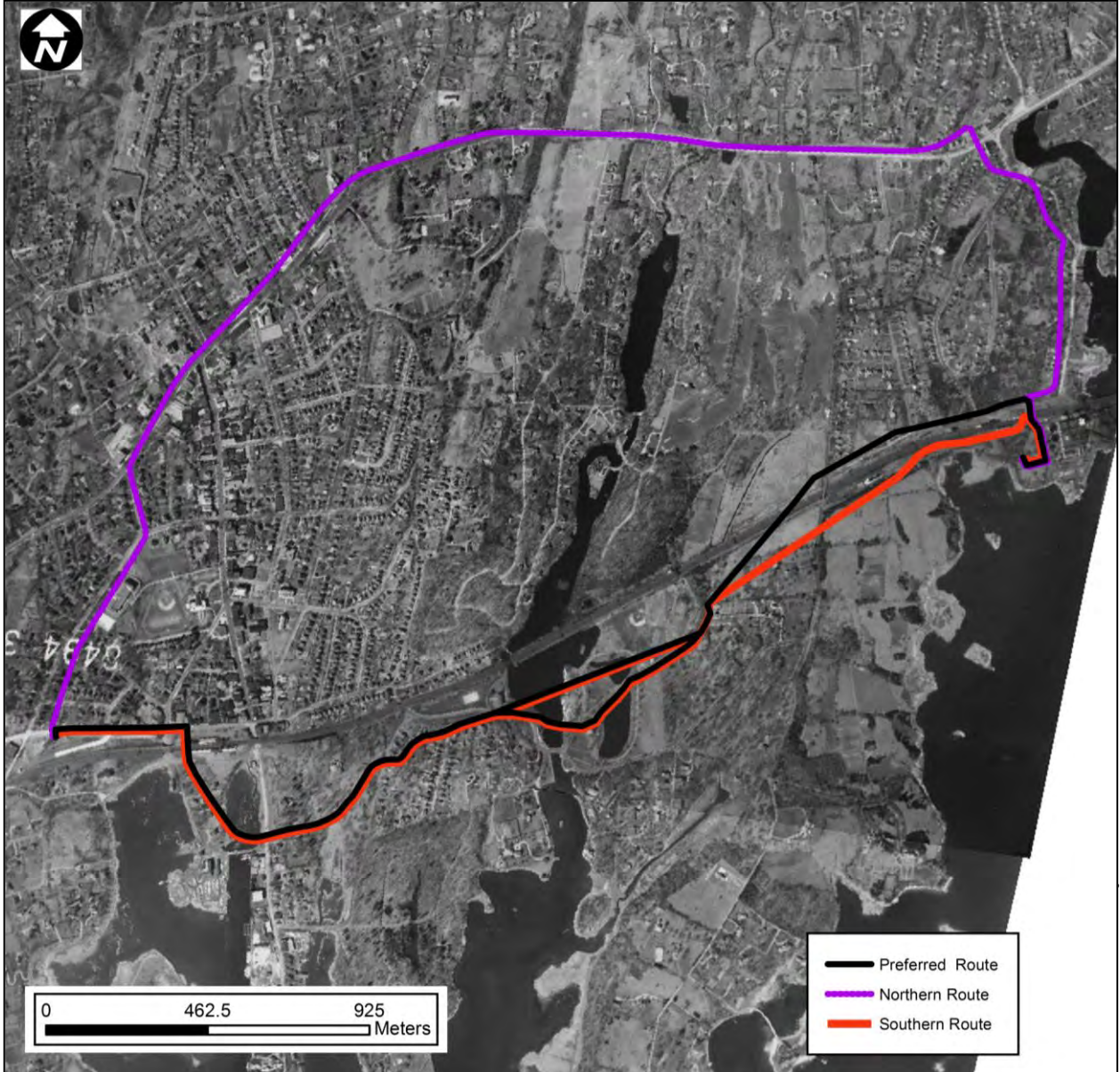


Figure 3. Excerpt from a 1868 historic map depicting the proposed project corridors in Greenwich, Connecticut (note there is some variation between the project corridors and mapped roads. This is due to historic mapping errors).





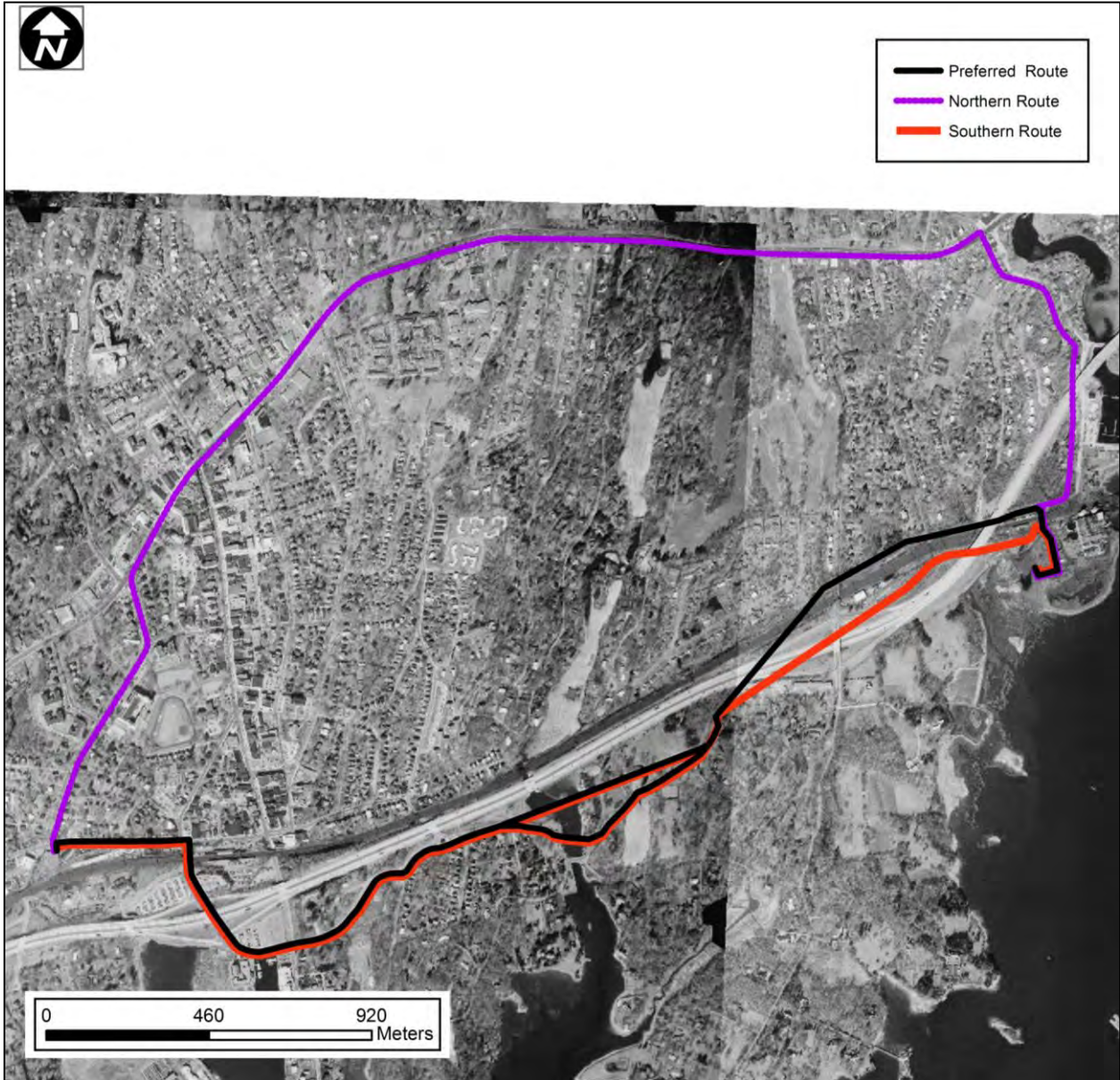


Figure 5. Excerpt from a 1965 aerial image depicting the proposed project corridors in Greenwich, Connecticut.

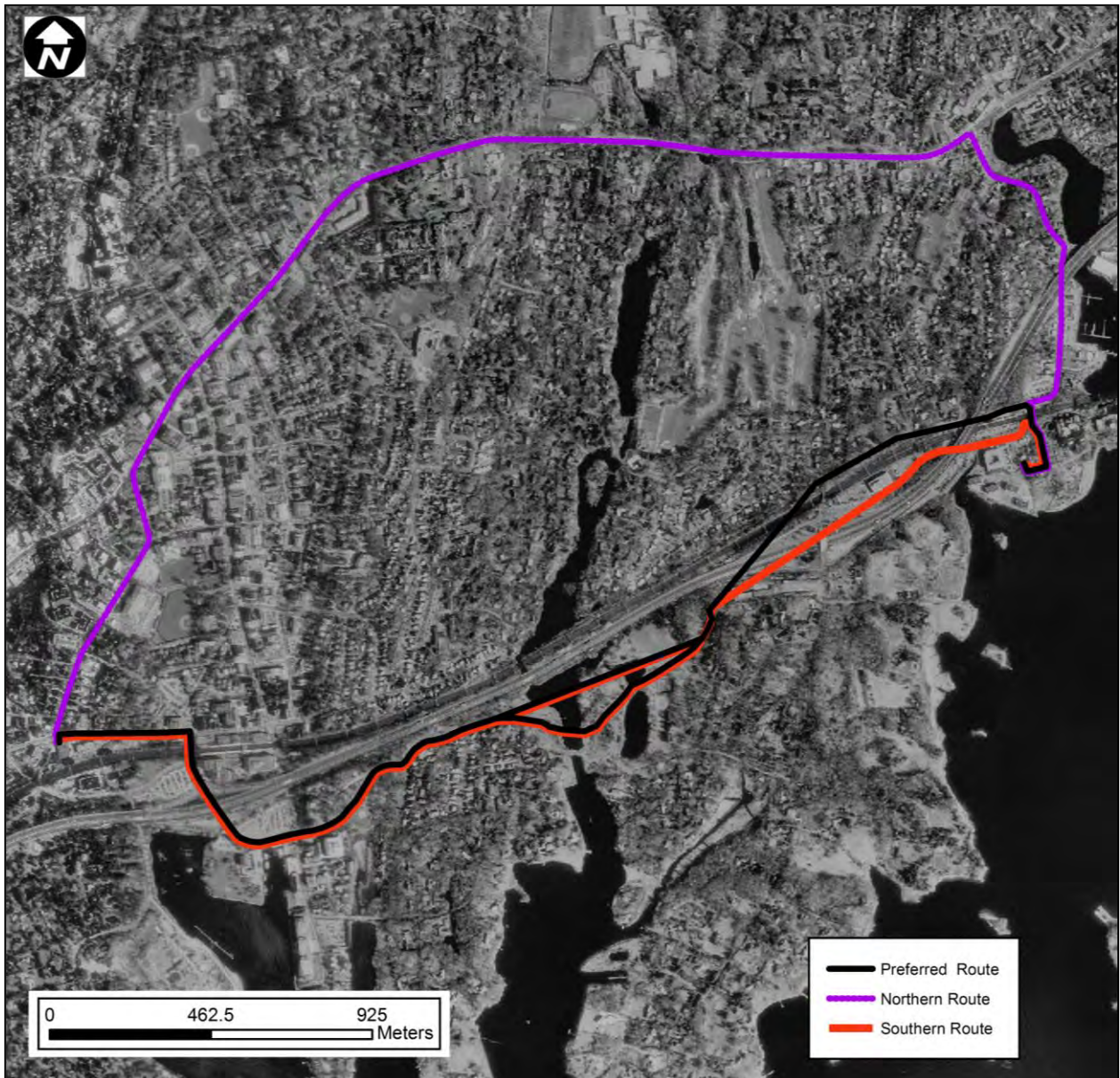


Figure 6. Excerpt from a 1990 aerial image depicting the proposed project corridors in Greenwich, Connecticut.

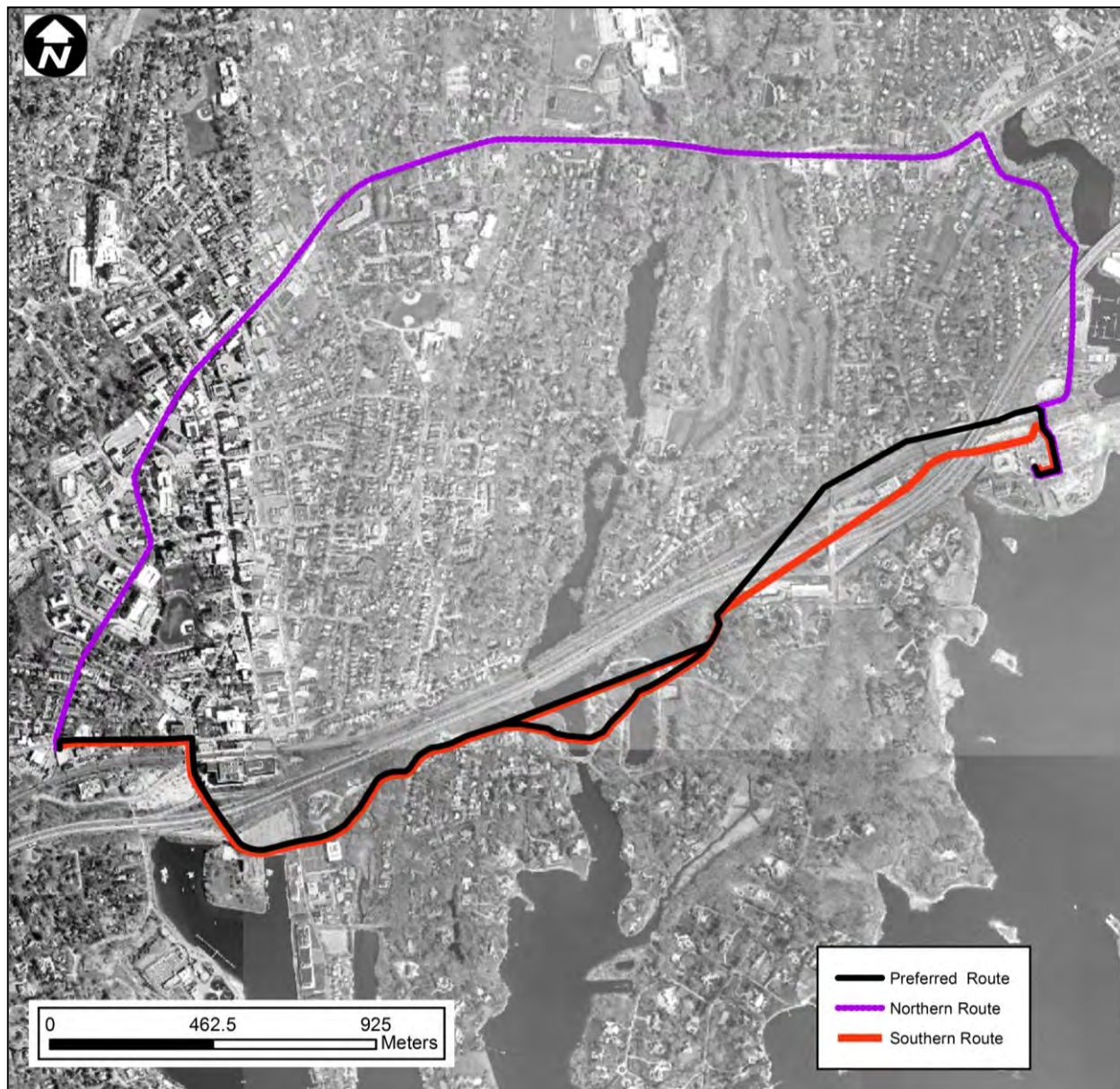


Figure 7. Excerpt from a 2004 aerial image depicting the proposed project corridors in Greenwich, Connecticut.

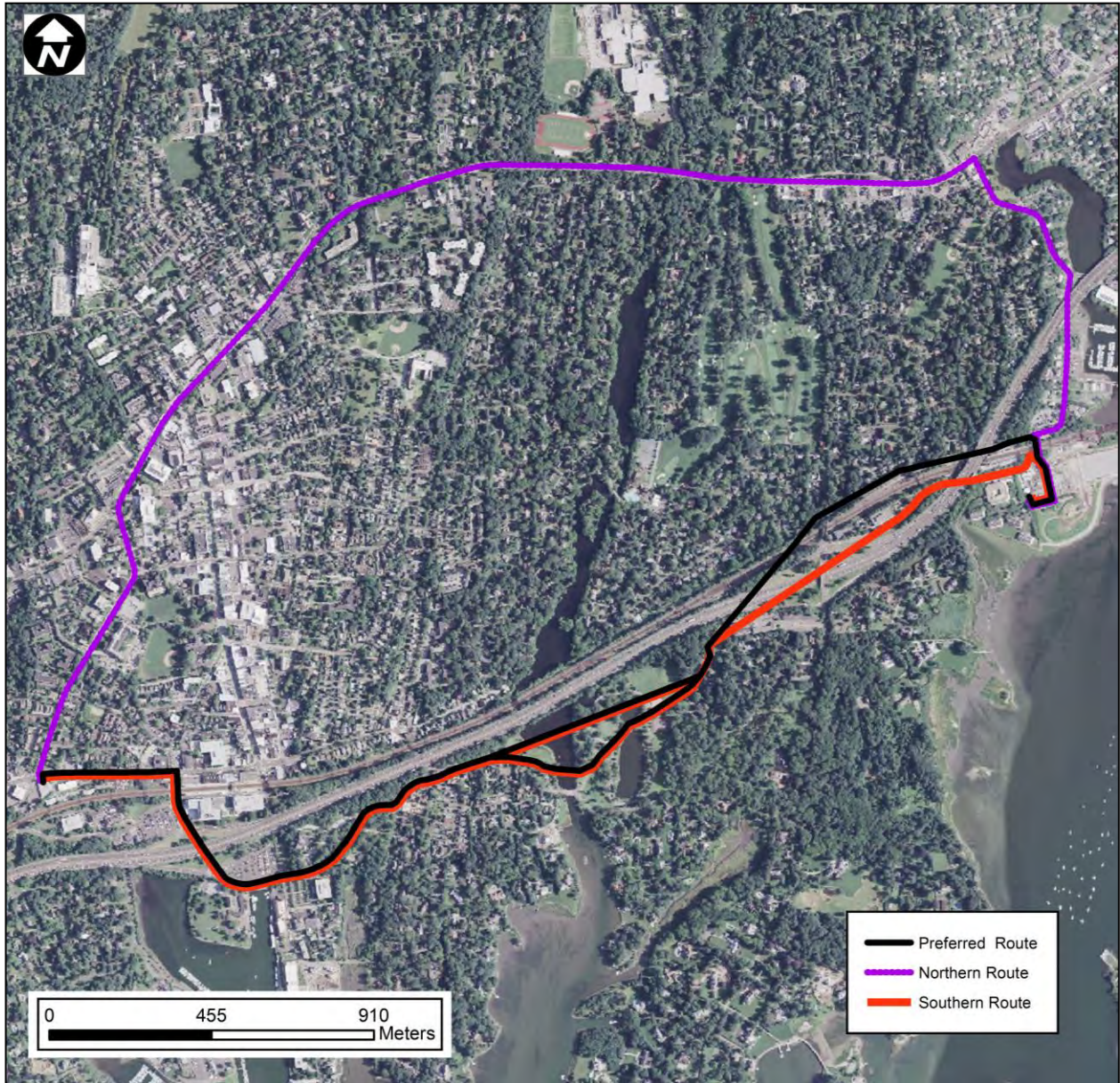


Figure 8. Excerpt from a 2014 aerial image depicting the proposed project corridors in Greenwich, Connecticut.

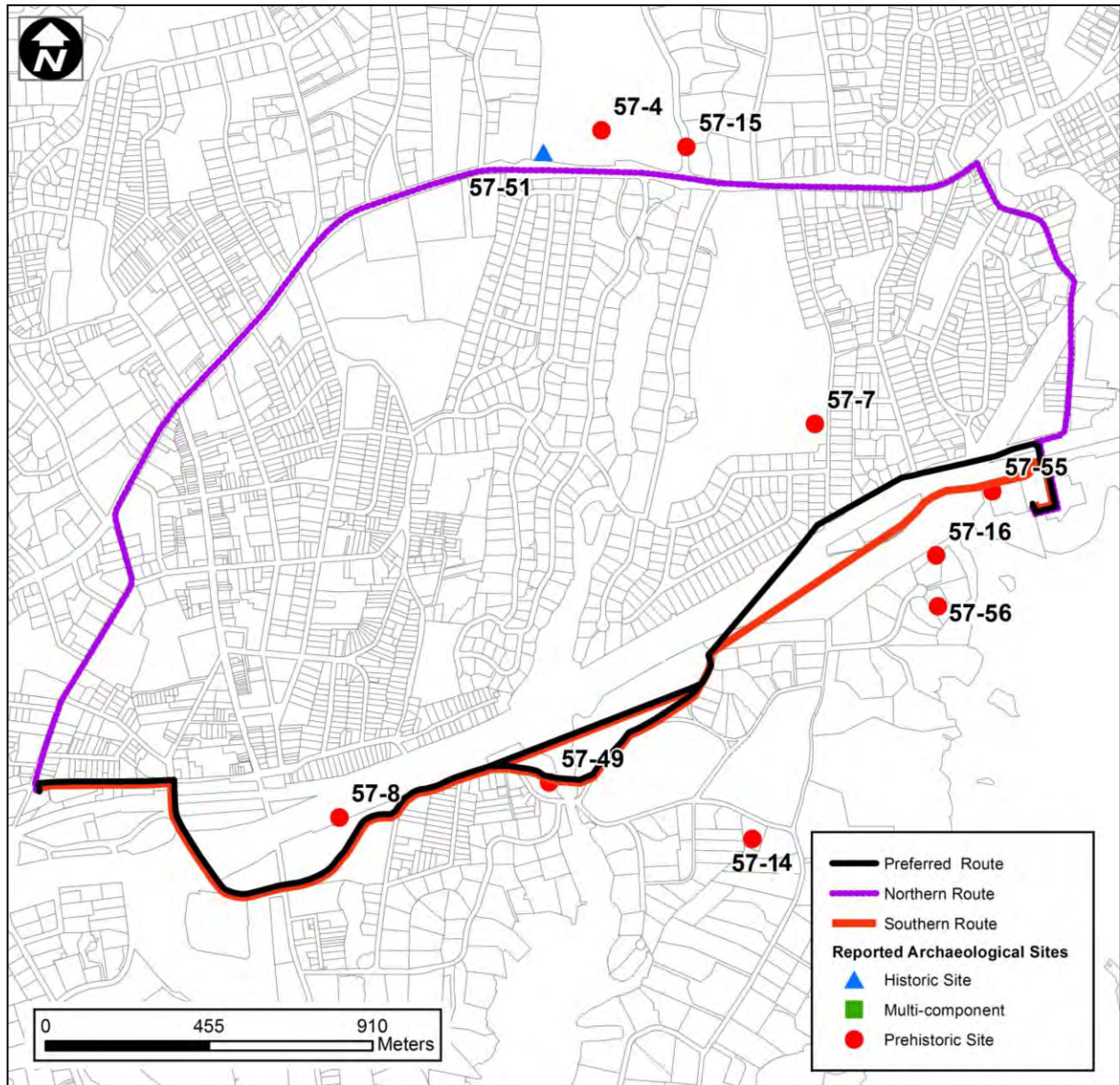


Figure 9. Digital map depicting the locations of previously recorded terrestrial archaeological sites and submerged objects within and immediately adjacent to the boundaries of the proposed project corridors in Greenwich, Connecticut.

Table 1. Previously Identified Archaeological Sites within and immediately adjacent to the Proposed Project Region.

Site Number	Time Period	Site Type	Recorder	National Register Eligibility
57-04	Archaic Period	Camp	Connecticut Archaeological Survey	Not Assessed
57-07	Woodland Period	Camp and Cemetery	Connecticut Archaeological Survey	Not Assessed
57-08	Archaic/Woodland Period	Rockshelter	Connecticut Archaeological Survey	Not Assessed
57-14	Archaic/Woodland Period	Rockshelter	Connecticut Archaeological Survey	Not Assessed
57-15	Late Archaic	Camp	Connecticut Archaeological Survey	Not Assessed
57-16	Woodland Period	Village	Connecticut Archaeological Survey	Not Assessed
57-49	Unknown Prehistoric	Unknown	Unknown	Not Assessed
57-51	17 <sup>th</sup> /18 <sup>th</sup> Century	Not Reported	C.C. Kirkorian	Not Assessed
57-55	Unknown Prehistoric	Unknown	Unknown	Not Assessed
57-56	Unknown Prehistoric	Unknown	Unknown	Not Assessed

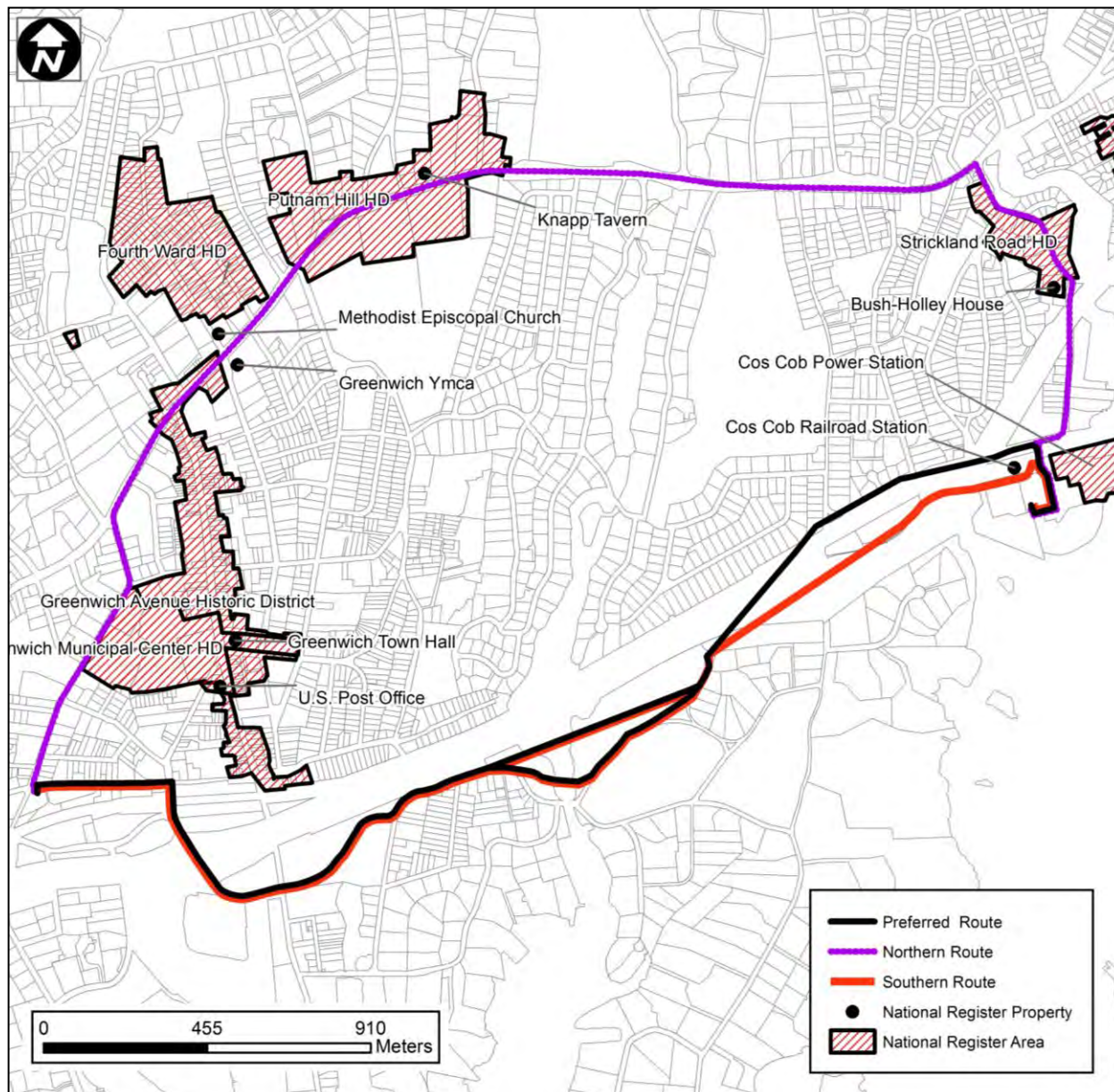


Figure 10. Digital map depicting the locations of previously recorded National Register Historic Districts and individually listed properties within and immediately adjacent to the boundaries of the proposed project corridors in Greenwich, Connecticut.

Table 2. Previously Identified National Register Districts and individually listed properties within the proposed Project Region.

Name	Type/Time Period	Recorder	Date Listed
Putnam Hill Historic District	Historic Neighborhood; 1 Historic Neighborhood; 1825 to 1949	Shannahan	1978
Fourth Ward Historic District	Historic Neighborhood; 1825 to 1949	Shannahan	2000
Strickland Road Historic District	Historic Neighborhood; eighteenth century to 1949	Shannahan	1989
Greenwich Avenue Historic District	Historic Neighborhood; 1850 to 1949	Shannahan	1989
Greenwich Municipal Center Historic District	Historic Neighborhood; 1875 to 1949	Shannahan	1988
Cos Cob Power Station	Electrical Supply Facility; 1920 to 1924	Shannahan	1990
Knapp Tavern	Historic Tavern: 1799	Shannahan	1976
Methodist Episcopal Church	Historic Church; 1850-1949	Shannahan	1988
Bush-Holley House	Historic House: 1720	Cunningham	1990
Greenwich YMCA	Georgian Revival Structure; 1900 to 1924	Shannahan	1983
Greenwich Town Hall	Beaux-Arts Structure; 1900-1924	Shannahan	1979
Main Street Post Office	Neo-Classical Structure; 1900 to 1949	Shannahan	1979
Cos Cob Railroad Station	Wood Framed Railroad Station; 1879 to 1949	Shannahan	1989



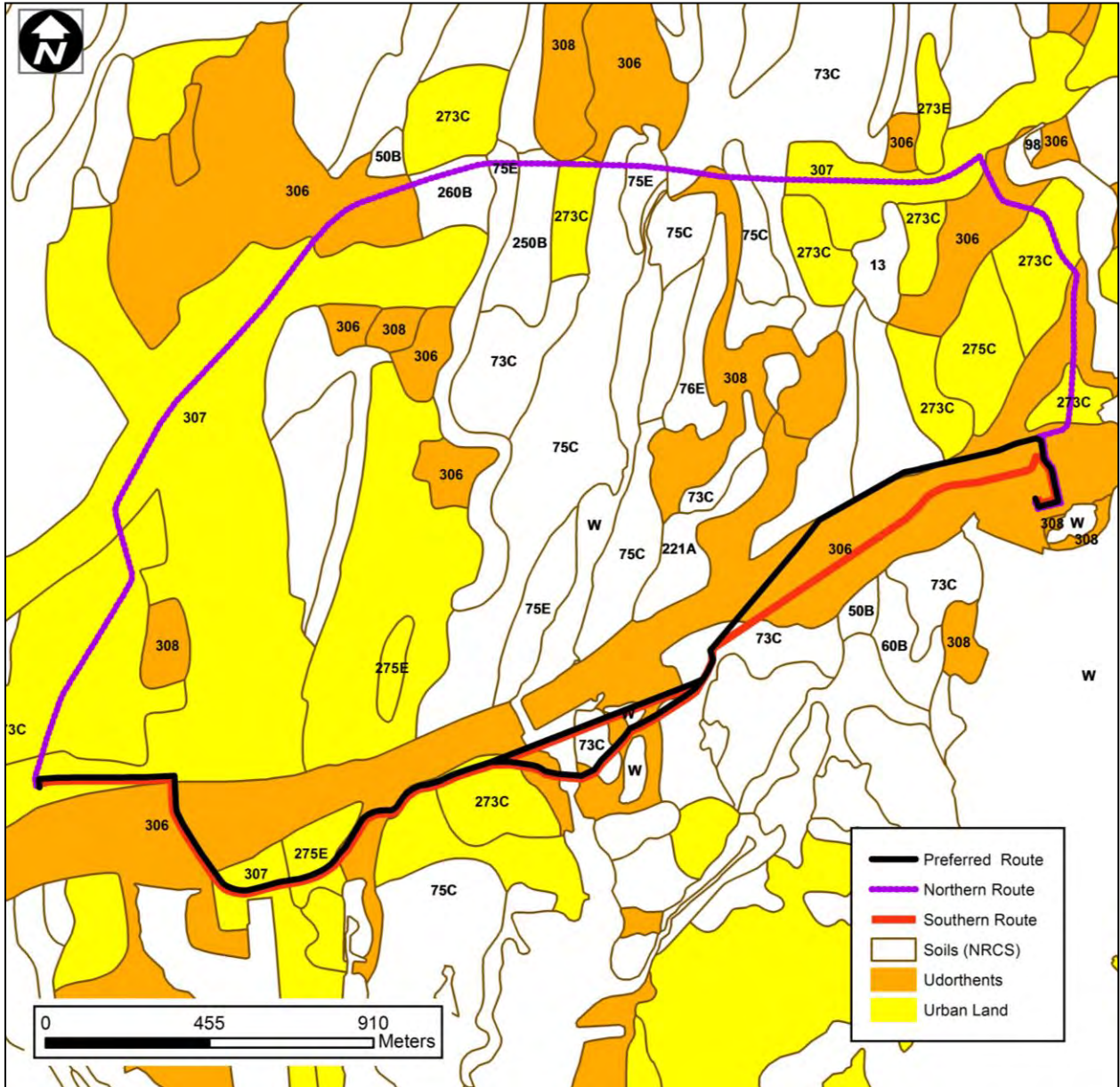


Figure 11. Digital map of soils situated within the proposed project corridors in Greenwich, Connecticut.

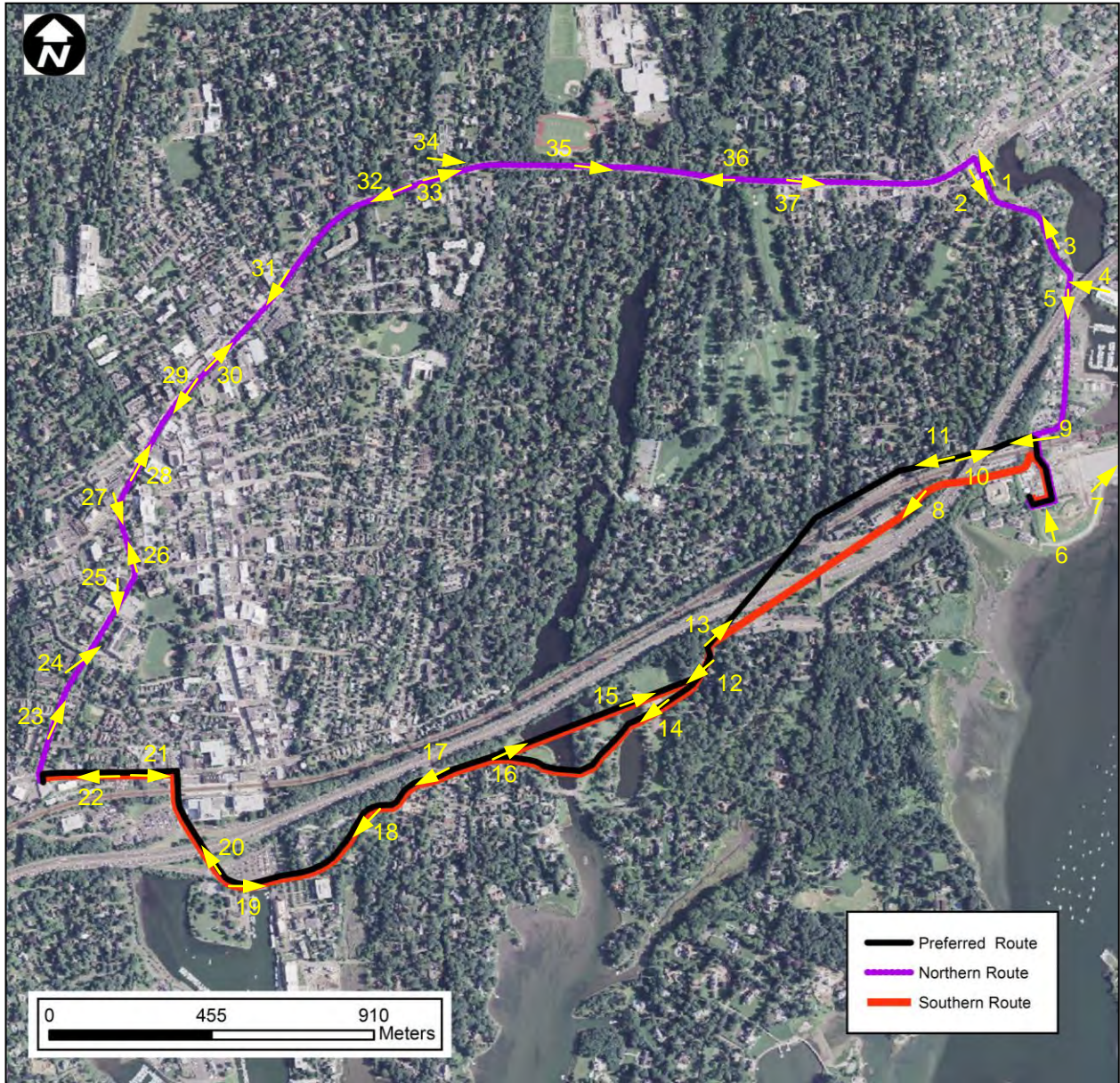


Figure 12. Excerpt from a 2014 aerial image showing the project corridor in Greenwich, Connecticut, as well as the locations of the photos taken of the area.



Photo 1. Overview photo of the eastern portion of the proposed project corridor at the intersection of Strickland Road and Old Post Road facing north.



Photo 2. Overview photo along Strickland Road facing south (note this are includes the northern portion of the Strickland Road Historic District).



Photo 3. Overview photo of the proposed project corridor along Strickland Road facing north (note this area included the central portion of the Strickland Road Historic District).



Photo 4. Overview photo of the proposed project corridor facing northwest (the building in the photos is the Bush-Holley House, a National Register of Historic Places property).



Photo 5. Overview photo of the area of the project corridor facing south along Strickland Road.



Photo 6. Overview photo of the Cos Cob Power Substation facing north (note this area once contained the Cos Cob Power Plant, a National Register of Historic Places property that has been demolished).



Photo 7. Overview photo of the Mianus River Railroad Bridge facing northeast (note the bridge is located to the southeast of the project corridor).



Photo 8. Overview photo of the project corridor along Sound Shore Drive facing southwest.



Photo 9. Overview photo of the project corridor along Station Road facing west (note the Cos Cob Railroad Station in the left of the photo; this building is listed on the National Register of Historic Places).



Photo 10. Overview photo of the project corridor along Station Road facing east.



Photo 11. Overview photo of the project corridor along Station Road facing east (note construction in this area).



Photo 12. Overview photo of the project corridor along Kinsman Lane facing southwest.





Photo 13. Overview photo of the project corridor facing northeast at the eastern end of Kinsman Lane (note the presence of Interstate 95 in the background).



Photo 14. Overview photo of the project corridor along Davis Avenue facing southwest.



Photo 15. Overview photo of a project corridor alternative to the north of Kinsman Lane facing northeast.



Photo 16. Overview photo from Davis Avenue facing northeast along the project corridor alternative (note this are contains a large art installation that takes the form of a sun dial).



Photo 17. Overview photo of the project corridor along Davis Avenue facing west.



Photo 18. Overview photo of the project corridor along Museum Drive facing southwest.



Photo 19. Overview photo of the project corridor along Arch Street facing east.



Photo 20. Overview photo of the project corridor along Arch Street facing northwest.



Photo 21. Overview photo of the project corridor along Railroad Avenue facing east.



Photo 22. Overview photo of the project corridor along Railroad Avenue facing west.



Photo 23. Overview photo of the project corridor along Field Point Road facing north.



Photo 24. Overview of the project corridor along Field Point Road facing northeast (note this area contains the Greenwich Municipal Center Historic District, including the town hall building in this picture).



Photo 25. Overview of the project corridor along Field Point Road facing southeast (note this area contains the Greenwich Municipal Center Historic District, including the town hall building in this picture).



Photo 26. Overview photo of the project corridor along Field Point Road facing north.



Photo 27. Overview photo of the project corridor along Field Point Road facing south.



Photo 28. Overview photo of the project corridor along Field Point Road facing northeast.





Photo 29. Overview photo of the project corridor along East Putnam Avenue facing southeast.



Photo 30. Overview photo of the project corridor along East Putnam Avenue facing northeast toward the Fourth Ward and Putnam Hill Historic Districts.



Photo 31. Overview photo of the project corridor along East Putnam Avenue facing southwest toward the Greenwich YMCA building, a property listed on the National Register of Historic Places.



Photo 32. Overview photo of the project corridor facing west along East Putnam Avenue (note this area contains the Putnam Hill Historic District and the Methodist Episcopal Church, a National Register of Historic Places property).



Photo 33. Overview photo of the project corridor facing east along East Putnam Avenue (note this area contains the Putnam Hill Historic District; the Knapp Tavern is the red building to the left of the photo. It is listed on the National Register of Historic Places).



Photo 34. Overview photo of the project corridor along East Putnam Road facing east (note this area contains the Putnam Hill Historic District).



Photo 35. Overview photo of the project corridor along Old Post Road facing southeast.



Photo 36. Overview photo of the project corridor along Old Post Road facing northwest.



Photo 37. Overview photo of the project corridor along Old Post Road facing southeast toward the intersection of Old Post Road and Strickland Road.