Department of Economic and Community Development

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State Historic Preservation Office

One Constitution Plaza | Hartford, CT 06103 | 860.256.2800 | Cultureandtourism.org

PROJECT REVIEW COVER FORM

1. **This information relates to a previously submitted project.** ☐ You do not need to complete the rest of the form if you have been previously issued a SHPO Project Number. Please attach information to this form and submit.

   SHPO Project Number _____
   (Not all previously submitted projects will have project numbers)

   Project Address _____
   (Street Address and City or Town)

2. **This is a new Project.** ■ If you have checked this box, it is necessary to complete aLL entries on this form .

Project Name	Greenwich Substation and Line Project
Project Location	Cos Cob Substation on Sound Shore Drive to 290 Railroad Avenue Include street number, street name, and or Route Number. If no street address exists give closest intersection.
City or Town	Greenwich In addition to the village or hamlet name (if appropriate), the municipality must be included here.
County	Fairfield County If the undertaking includes multiple addresses, please attach a list to this form.

Date of Construction (for existing structures) Circa 1960s (see Option 1 only)

PROJECT DESCRIPTION SUMMARY (include full description in attachment):
There are two proposed options for construction of this project. They are as follows:

Option 1 - A combined overhead/underground transmission line route. The proposed new substation would be constructed at 290 Railroad Avenue. The ±2.1-mile long transmission line would use a combination of aboveground and underground facilities, requiring new above ground transmission structures. The transmission line would extend eastward from the new Substation beneath Railroad Avenue via underground cable, turning south on Steamboat Road before transitioning to an overhead configuration at two structures just south of the Metro North Railroad (MNRR) tracks and east of Steamboat Road. From there it would continue east along the southern portion of the MNRR right-of-way (ROW), crossing over to the north side of the MNRR ROW at Indian Field Road. From there, it would continue east along the north side of the MNRR ROW, paralleling Station Drive and crossing I-95 before turning south and crossing the railroad tracks into the Cos Cob Substation property. The overhead line would transition back to an underground configuration to interconnect with Cos Cob Substation.

Option 2 - An all underground transmission line route. The proposed new substation would be constructed at 281 Railroad Avenue. The ±2.3-mile long double-circuit transmission line would consist of trenched-in cables extending east from Railroad Avenue to Sound Shore Drive via Arch Street, Museum Drive, Davis Avenue, Wood Road, Bruce Park Drive, and Indian Field Road. All underground installation work associated with the new transmission line would be conducted within the roadways and would require minimal clearing activities. Eversource is considering the attachment of a cantilever duck bank to the Davis Avenue Bridge to span a portion of Indian Harbor. In addition, Eversource is also considering drilling underneath I-95, utilizing the jack and bore method (i.e., a trenchless installation procedure), in between the exit and entrance ramps, parallel to Indian Field Road.

TYPE OF REVIEW REQUESTED

a. Does this undertaking involve funding or permit approval from a State or Federal Agency?

■ Yes ☐ No

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PROJECT REVIEW COVER FORM

Agency Name/Contact	Type of Permit/Approval	State	Federal
CT Siting Council	Petition for Reconsideration	■	☐

	Yes	No
b. Have you consulted the SHPO and UCONN Dodd Center files to determine the presence or absence of previously identified cultural resources within or adjacent to the project area?	■	☐
If yes: Was the project site wholly or partially located within an identified archeologically sensitive area?	☐	■
Does the project site involve or is it substantially contiguous to a property listed or recommended for listing in the CT State or National Registers of Historic Places?	■	☐
Does the project involve the rehabilitation, renovation, relocation, demolition or addition to any building or structure that is 50 years old or older?	■	☐

The Historic Preservation Review Process in Connecticut Cultural Resource Review under the National Historic Preservation Act – Section 106 http://www.achp.gov/106summary.html involves providing technical guidance and professional advice on the potential impact of publicly funded, assisted, licensed or permitted projects on the state's historic, architectural and archaeological resources. This responsibility of the State Historic Preservation Office (SHPO) is discharged in two steps: (1) identification of significant historic, architectural and archaeological resources; and (2) advisory assistance to promote compatibility between new development and preservation of the state's cultural heritage.

Project review is conducted in two stages. First, the SHPO assesses affected properties to determine whether or not they are listed or eligible for listing in the Connecticut State or National Registers of Historic Places. If so, it is deemed "historic" and worthy of protection and the second stage of review is undertaken. The project is reviewed to evaluate its impact on the properties significant materials and character. Where adverse effects are identified, alternatives are explored to avoid, or reduce project impacts; where this is unsuccessful, mitigation measures are developed and formal agreement documents are prepared stipulating these measures. For more information and guidance, please see our website at: http://www.cultureandtourism.org/cct/cwp/view.asp?a=3933&q=293820

ALL PROJECTS SUBMITTED FOR REVIEW MUST INCLUDE THE FOLLOWING MATERIALS*:

■ **PROJECT DESCRIPTION** Please attach a full description of the work that will be undertaken as a result of this project. Portions of environmental statements or project applications may be included. The project boundary of the project should be clearly defined** (Please refer to Cultural Resources Review Document)

■ **PROJECT MAP** This should include the precise location of the project – preferably a clear color image showing the nearest streets or roadways as well as all portions of the project. Tax maps, Sanborn maps and USGS quadrangle maps are all acceptable, but Bing and Google Earth are also accepted if the information provided is clear and well labeled. The project boundary should be clearly defined on the map and affected legal parcels should be identified. (Please refer to Cultural Resources Review Document)

■ **PHOTOGRAPHS** Clear, current images of the property should be submitted. Black and white photocopies will not be accepted. Include images of the areas where the proposed work will take place. May require: exterior elevations, detailed photos of elements to be repaired/replaced (windows, doors, porches, etc.) All photos should be clearly labeled. (Please refer to Cultural Resources Review Document)

For Existing Structures	Yes	N/A	Comments
Property Card	☐	■	
For New Construction	**Yes**	**N/A**	**Comments**
Project plans or limits of construction (if available)	■	☐	See Cultural Resources Review

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PROJECT REVIEW COVER FORM

If project is located in a Historic District include renderings or elevation drawings of the proposed structure	☐	■	
Soils Maps http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm	■	☐	See Cultural Resources Review
Historic Maps http://magic.lib.uconn.edu/	■	☐	See Cultural Resources Review
For non-building-related projects (dams, culverts, bridge repair, etc)	Yes	N/S	Comments
Property Card	☐	☐	See Cultural Resources Review
Soils Map (see above)	☐	☐	"
Historic Maps (see above)	☐	☐	"

PROJECT CONTACT

Name **Michael Libertine** Title **Director of Siting & Permitting**
Firm/Agency **All-Points Technology Corporation, P.C.** Address **3 Saddlebrook Drive**
City **Killingworth** State **CT** Zip **06419**
Phone **(860) 983-5153** Cell **(860) 983-5153** Fax **(860) 663-0935**
Email mlibertine@allpointstech.com

*Note that he SHPO's ability to complete a timely project review depends largely on the quality of the materials submitted.
** Please be sure to include the project name and location on *each page* of your submission.

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PROJECT REVIEW COVER FORM

SHPO USE ONLY

Based on our review of the information provided to the State Historic Preservation Office, it is our opinion that:

☐ No historic properties will be affected by this project. No further review is requested.

☐ This project will cause no adverse effects to the following historic properties. No further review is requested:

☐ This project will cause no adverse effects to the following historic properties, conditional upon the stipulations included in the attached letter:

☐ Additional information is required to complete our review of this project. Please see the attached letter with our requests and recommendations.

☐ This project will adversely affect historic properties as it is currently designed or proposed. Please see the attached letter for further details and guidance.

Daniel T. Forrest — Date
Deputy State Historic Preservation Officer

February 24, 2017

Mr. Michael Libertine
Allpoints Technology Corporation
3 Saddlebrook Drive
Killingworth, Connecticut 06419

RE: Preliminary Cultural Resources Review of the Proposed Greenwich Substation and Line Project in Greenwich, Connecticut

Mr. Libertine:

Heritage Consultants, LLC, is pleased to have this opportunity to provide Allpoints Technology Corporation, in support of Eversource Energy, with the following preliminary cultural resources review of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut. Currently, there are two proposed options for construction of the project. They are as follows:

Option 1 - A combined overhead/underground transmission line route (Figure 1; Sheets 1 through 4 and Appendix I; Photos 1 through 15). The proposed new substation would be constructed at 290 Railroad Avenue. The ±2.1-mile long double circuit transmission line would use a combination of aboveground and underground facilities, requiring new above ground transmission structures. The transmission line would extend eastward from the new Substation beneath Railroad Avenue via underground cable, turning south on Steamboat Road before transitioning to an overhead configuration at two structures just south of the Metro-North Railroad (MNRR) tracks and east of Steamboat Road. From there it would continue east along the southern portion of the MNRR right-of-way (ROW), crossing over to the north side of the MNRR ROW at Indian Field Road. From there, it would continue east along the north side of the MNRR ROW, paralleling Station Drive and crossing I-95 before turning south and crossing the railroad tracks into the Cos Cob Substation property. The overhead line would transition back to an underground configuration to interconnect with Cos Cob Substation.

Option 2 - An all underground transmission line route (Figure 1; Sheets 1 through 4 and Appendix II; Photos 1 through 15). The proposed new substation would be constructed at 281 Railroad Avenue. The ±2.3-mile long double-circuit transmission line would consist of trenched-in cables extending east from Railroad Avenue to Sound Shore Drive via Arch Street, Museum Drive, Davis Avenue, Wood Road, Bruce Park Drive, and Indian Field Road. All underground installation work associated with the new transmission line would be conducted within the roadways and would require minimal clearing activities. Eversource is considering the attachment of a cantilever duck bank to the Davis Avenue Bridge to span a portion of Indian Harbor. In addition, Eversource is also considering drilling underneath I-95, utilizing the jack and bore method (i.e., a trenchless installation procedure), in between the exit and entrance ramps, parallel to Indian Field Road.

The current review entailed completion of an existing conditions cultural resources summary based on the examination of data obtained from the Connecticut State Historic Preservation Office, as well as GIS data and historic maps, aerial photographs, and topographic quadrangles maintained by Heritage Consultants,

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Email: info@heritage-consultants.com

LLC. This investigation is based upon project location information provided to Heritage Consultants, LLC by Allpoints Technology Corporation and 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 options; 2) to investigate the Areas of Potential Effect in terms of their natural and historical characteristics; and 3) to evaluate the need for completing additional cultural resources investigations. At this time, no subsurface archaeological investigations have been conducted.

As seen in Figure 1; Sheets 1 through 4, the proposed project options are located within portions of southern Greenwich. This part of the city contains residential homes, commercial enterprises, Interstate 95, the Metro-North railroad ROW, wetlands, ponds, and streams. This area contains elevations ranging from approximately 9.1 to 15.2 m (30 to 50 ft) NGVD, and it is encompassed by a single major ecozone: Western Coastal Ecoregion. The Western Coastal Ecoregion consists of a coastal lowland located adjacent to the Long Island Sound. This seaboard region is characterized by a coastal zone that contains sandy beaches, tidal marshes, and estuaries. This ecoregion also contains areas of locally rugged relief and rocky outcrops. Elevations in the Western Coastal ecoregion vary from 0 to 152 m (0 to 500 ft) NGVD. The bedrock of the region is primarily metamorphic in origin, with north trending belts of Paleozoic gneisses and schists present. Soils in this ecoregion have developed on top of glacial till in upland locales, on top of stratified deposits of sand, gravel, and silt in the local valleys. The larger rivers in the Western Coastal Ecoregion are the Housatonic and Quinnipiac Rivers.

A review of previously recorded cultural resources on file with the Connecticut State Historic Preservation Office was completed by Heritage Consultants, LLC during February of 2017 (Figure 2; Sheets 1 through 4 and Figure 3; Sheets 1 through 4). This review revealed that there are four previously identified archaeological sites (57-8, 57-16, 57-49, and 57-55), a single National Register of Historic Places property (Cos Cob Railroad Station), two National Register of Historic Places historic districts (Greenwich Avenue Historic District and Cos Cob Power Station), and one property (former New York, New Haven & Hartford rail line) eligible for listing on the National Register of Historic Places located within 152 m (500 ft) of the proposed project corridor. These cultural resources are discussed in turn below.

Site 57-8, also known as the Bruce Park Rock Site, was recorded in 1979 by Fred Warner. The site was described as an Archaic/Woodland period occupation. The site area reportedly produced “many quartz” artifacts, some of which were classified as Narrow Stemmed projectile points. Warner concluded that the site, “represents a probable seasonal camp in the overall pattern of southern New England settlement.” According to the submitted site form, Site 57-8 yielded only surface finds and was destroyed sometime in the past. The site area was not assessed applying the National Register of Historic Places criteria for evaluation (36 CFR 60.4 [a-d]), and no additional testing was recommended. Neither project option will impact the site area.

Site 57-16, also known as the Indian Field Site, was recorded by Dr. Fred Warner in 1978. Excavation within the site area resulted in the identification of a large number of refuse pits containing clam shells, worked bone fragments, antler fragments, Levanna projectile points, Rossville projectile points, scrapers, drills, and East River and Windsor ceramic sherds. According to Warner, the site, which was described as in fair condition at the time of recordation, represented an extensive Late Woodland village occupation. Site 57-16 was not assessed applying the National Register of Historic Places criteria for evaluation (36 CFR 60.4 [a-d]), and no additional testing was recommended. Neither project option will impact the site area.

Site 57-49, also known as the Bruce Park Site, was documented at an unknown time by an unknown person. Other than the site name being recorded, the official site form for this prehistoric site is blank and offers no information about site type, artifacts collected, or cultural affiliation. Based on its mapped location alone, it is possible that the Bruce Park Site remains within a grassy area between Davis Avenue and Interstate 95. Neither project option will impact the site area.

Site 57-55, also known as the Indian Field North Site, also was documented at an unknown time by an unknown person. Other than the site name being recorded, the official site form this prehistoric site is blank and offers no information about site type, artifacts collected, or cultural affiliation. Based on its mapped location alone, it is clear that the Indian Field North Site has been destroyed by modern development, as this area now contains a condominium complex. Neither project option will impact the site area.

The Greenwich Avenue Historic District, which was listed in the National Register of Historic Places in August if 1989, contains 133 contributing and 26 non-contributing resources built between 1860 and 1940 (Figures 1 and 2; Photos 4 and 5). The district is centered on Greenwich Avenue and is roughly bounded by the Metro-North Rail line, Arch Street, Field Point Road, West Elm Street, Greenwich Avenue, Putnam Avenue, Mason Street, Havermeyer Place, and Bruce Park Avenue. It is significant as an example of mid-nineteenth to early twentieth-century commercial, residential, and municipal development within Greenwich as it transformed from a farming community into a suburb of New York City (Criterion A). In addition, the district's building stock represents many of the significant commercial and residential architectural forms of the mid-nineteenth to the early twentieth century, ranging from Italianate to Art Deco (Criterion C). The Greenwich Municipal Historic District, listed in the National Register of Historic Places in 1988 is also contained within the northern boundaries of this district, but is outside of the viewshed of the proposed project options (Figure 3; Sheets 1 and 2).

The proposed monopoles associated with the underground and overhead option will be visible above the rooflines of four contributing resources located along Bruce Park Avenue in the Greenwich Avenue District. The resource at the southeast corner of the intersection of Greenwich Avenue is a ca., 1915 brick, utilitarian industrial building with a prominent loading dock. Three additional structures line the south side of the street at 20-22 Bruce Park Avenue (Queen Anne, 1919), 24 Bruce Park Avenue (Classical Revival, 1899) and 26 Bruce Park Avenue (Colonial Revival, 1900). While the monopoles associated with the underground and overhead option, which will measure 103 feet above ground in this area, will be visible above the rooflines, they will not significantly detract from the overall integrity of setting for the Greenwich Avenue Historic District. The primary viewsheds from the buildings along Greenwich Avenue are the building facades on the east and west sides of Greenwich Avenue. The structures will not likely be visible from the buildings along Greenwich Avenue except for perhaps those at the far southern end. Here the character of the district differs from that found further to the north. Large, windowless expanses characterize the façades of modern buildings on the southwest corner of the intersection, as well as a series of existing distribution overhead lines and streetlights add visual clutter above the roofline of the buildings on Railroad and Bruce Park avenues.

The Cos Cob Railroad Station at 55 Station Drive was listed in the National Register of Historic Places in June 1989 (Figure 3; Sheet 4 and Appendix I; Photo 12). Built in 1894, the passenger station is significant as a reminder of the role the railroad played in the development of Greenwich as a commuter suburb of New York City (Criterion A), and as a well-preserved example of small-town station architecture (Criterion C). Monopole structures will extend above ground to north of the station. Neither proposed project option would introduce any elements that would further diminish the integrity of setting nor will it impact the association of the rail line with the station.

The former New York, New Haven & Hartford rail line was formally determined eligible for inclusion in the National Register of Historic Places and has been documented as part of the Historic American Engineering Records (Appendix I; Photos 7 through 10 and 12). This designation also includes the bridges located along the line. Currently, a number of monopoles, catenary towers and other support structures are extant along the corridor. While this cultural resource is considered eligible for listing on the National Register of Historic Places, a formal nomination of this property has not been prepared or accepted.

The Cos Cob Power Station Historic District was listed in the National Register of Historic Places in August of 1990; it was demolished in 2001 (Figure 3; Sheet 5 and Appendix I; Photo 15). As a result, the district has lost integrity of setting, materials, workmanship, design, and feeling. It is therefore the opinion of Heritage Consultants, LLC that it is no longer eligible for inclusion in the National Register of Historic Places.

In addition, to the above-referenced cultural resources, Heritage Consultants, LLC determined that the current building located at 290 Railroad Avenue, the site of the proposed substation associated with the underground and overhead option, is in excess of 50 years in age and was constructed between 1951 and 1960 according to aerial image research (Appendix I; Photo 1). The building, which currently houses the Pet Pantry Warehouse, consists of a large open plan with brick/cinder block walls and steel I-beam posts and rafters that support the roof. A visual inspection of this building revealed that it is not eligible for inclusion on the National Register of Historic Places, and its demolition will have no adverse effect on cultural resources.

In order to further refine the archaeological context of the project region and to evaluate the likelihood that any yet-to-be-identified archaeological sites may be encountered in the vicinity of the proposed project options, Heritage Consultants, LLC has reviewed aerial photographs, historic mapping, and soils distributions throughout the project region. With respect to the potential for identifying prehistoric archaeological sites, the Areas of Potential Effect were assessed as to whether they retained a no/low or moderate/high potential to contain archaeological deposits based on certain environmental factors. This was completed by analyzing landform types, slope, aspect, soils, and distance to water (see for example Figure 1; Sheets 1 through 5 and Figure 4; Sheets 1 through 5).

In general, areas located less than 300 m (1,000 ft) and no more than 600 m (2,000 ft) from water and that contain slopes of less than 8 percent and well-drained soil types were deemed to retain a moderate/high potential for producing prehistoric archaeological deposits. This is in keeping with broadly based interpretations of prehistoric settlement and subsistence models that are supported by previous archaeological research. It is also expected that there will be variability of prehistoric site types found in the moderate/high sensitivity zone. For example, large Woodland period village sites and Archaic period seasonal camps may be expected along large river floodplains and near stream/river confluences. Smaller temporary or task specific sites may be expected on level areas with well-drained soils that are situated more than 300 m (1,000 ft.) but less than 600 m (2,000 ft) from a water source. Finally, steeply sloping areas, poorly drained soils, or areas of previous disturbance are deemed to retain a no/low archaeological sensitivity. The subtle nuances of prehistoric settlement and subsistence patterns are beyond the scope of research needed for the current investigation, but the methods of stratification discussed above are suitable for analyzing the proposed project options.

The project options also were assessed on the potential for containing undocumented historic period archaeological sites. In this case, project options that are situated within 100 m (328 ft) of a previously

identified historic archaeological site, a National Register of Historic Places district/individually listed property, or an area that contains historic period buildings also was deemed to retain a moderate/high archaeological sensitivity. In contrast, those areas situated over 100 m (164 ft) from any of the above-referenced properties were considered to retain a no/low historic period archaeological sensitivity.

As mentioned above, environmental characteristics influenced prehistoric and historic period site selection, where gently sloping areas with well-drained soils situated in close proximity to fresh water sources are considered desirable locations. Figure 4; Sheets 1 through 4 show the various soil types within the project region. They include Udorthents and various pockets of soil characterized as Urban Land. These soils types consist of moderately well drained to excessively drained soils that have been disturbed by cutting or filling, and/or areas that are covered by buildings and pavement. Since Udorthent and Urban Land soils have been disturbed in the past, they typically do not produce archaeological deposits.

Figure 5; Sheets 1 through 4 depicts the perceived archaeological sensitivity of the proposed project options. While completing this investigation, areas deemed to retain a no/low archaeological potential were highlighted in yellow, while red highlighting denoted areas of perceived moderate/high archaeological sensitivity. No/low potential areas are identified as containing moderate to steep slopes, wetlands, and/or Udorthent/Urban Land soils. In contrast, areas of low slopes in proximity to a freshwater source or that have not been disturbed are identified as moderate/high potential areas (Figure 5; Sheets 1 through 4). This approach of stratifying project options into no/low and moderate/high probability zones based on soil types, slope, and distance to water has been used by Connecticut archaeologists for decades and it is a proven method. Based on these criteria, it appears that the underground and overhead project options should be considered to retain a no/low potential to yield cultural deposits from the prehistoric or historic periods. Further, since the underground option is contained almost exclusively within previously disturbed roadways, it too has been completely disturbed in the past and has no/low archaeological sensitivity

Based on a review of the above-referenced prehistoric and historic information, as well as the environmental characteristics of the region, it is the professional opinion of Heritage Consultants, LLC that neither Option 1 nor Option 2 will have adverse impacts on historic built resources or archaeological deposits. Thus, no additional investigation of either project option is warranted prior to construction of the Greenwich Substation and Line Project. 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 me at 860-299-6328 or email me at dgeorge@heritage-consultants.com. We are at your service.

Sincerely,

David R. George

David R. George, M.A., R.P.A.

Stacey Vairo

Stacey Vairo, M.F.A.

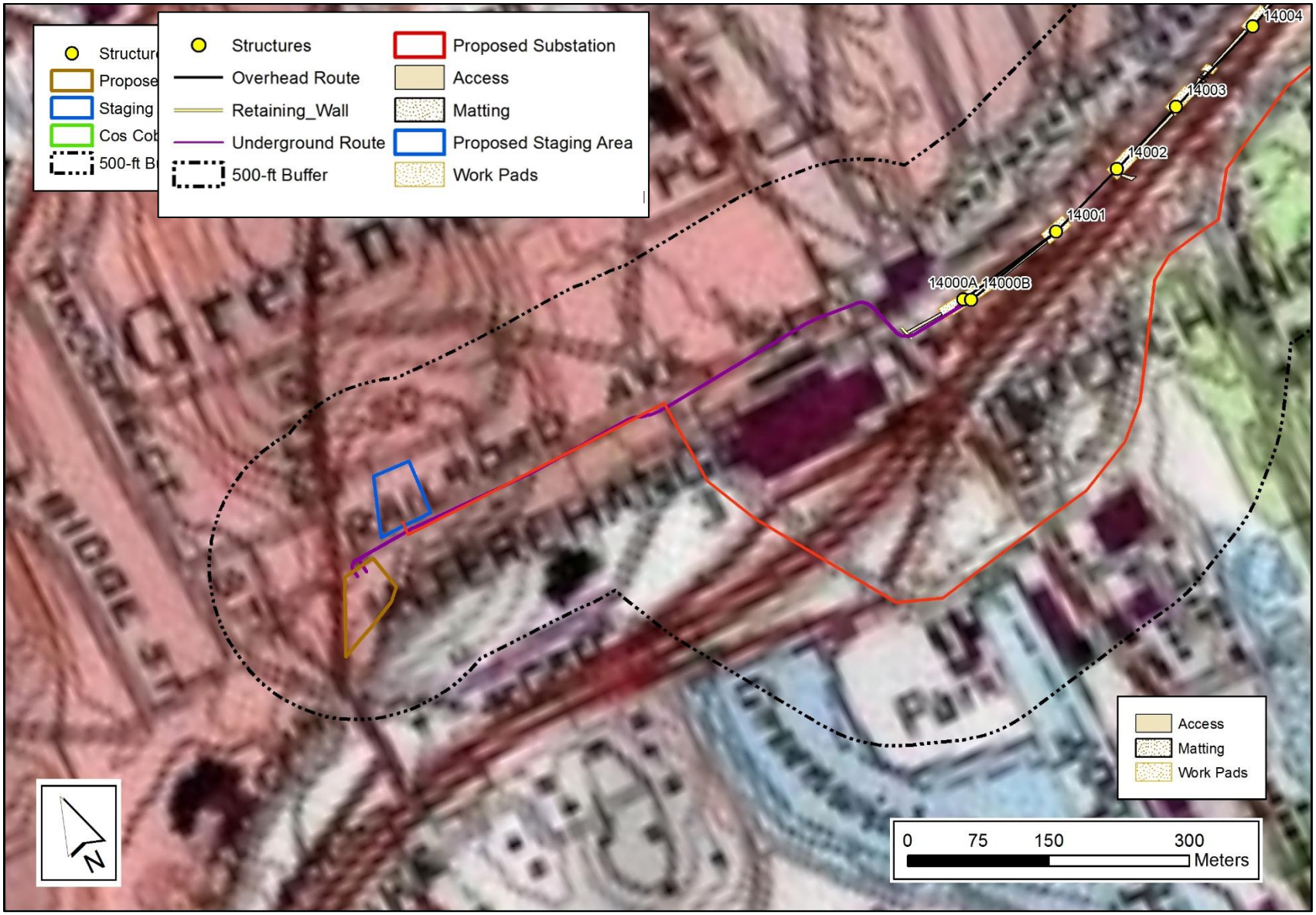

Figure 1; Sheet 1. Excerpt from a USGS 7.5' series topographic quadrangle image showing the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

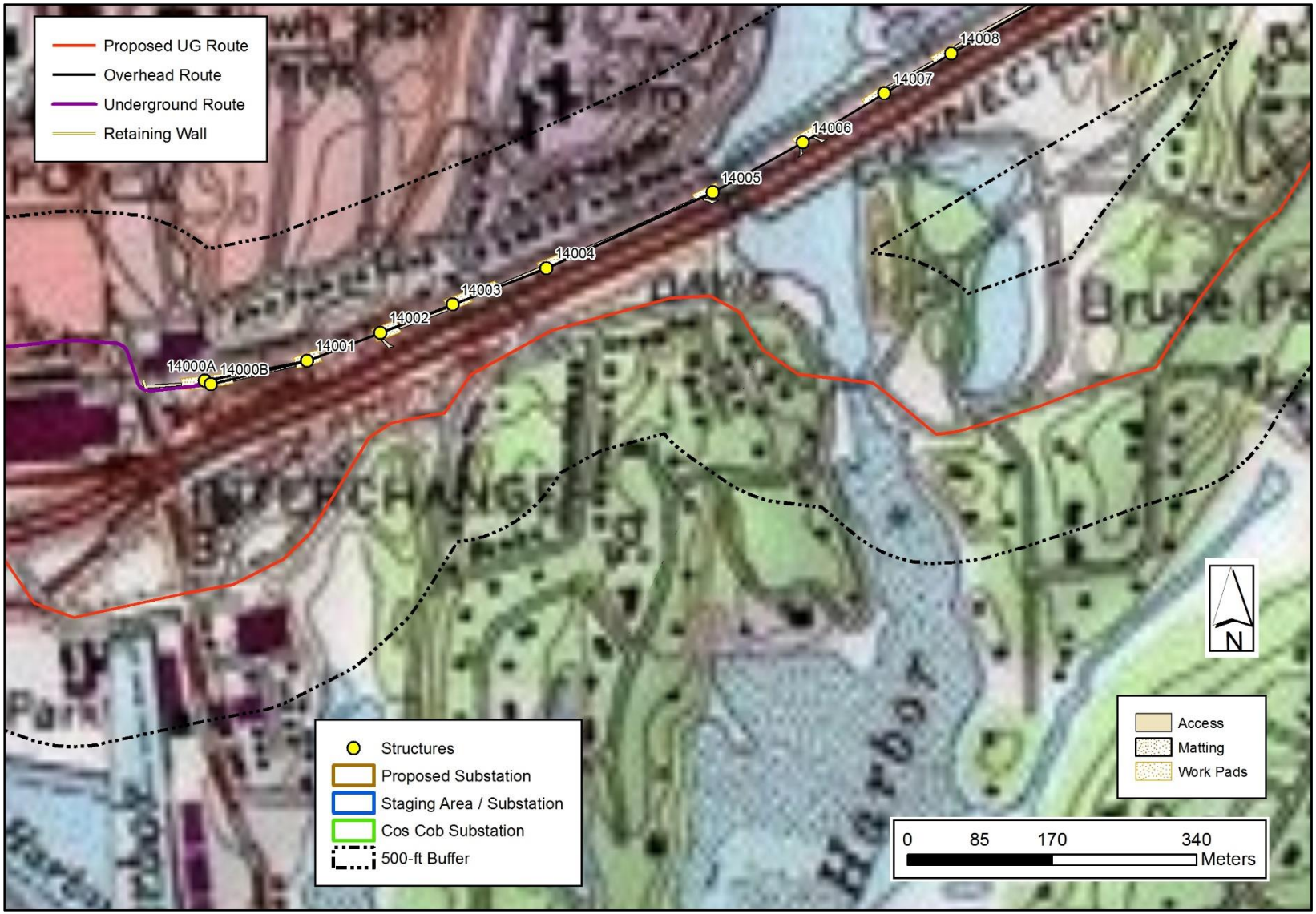

Figure 1; Sheet 2. Excerpt from a USGS 7.5' series topographic quadrangle image showing the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

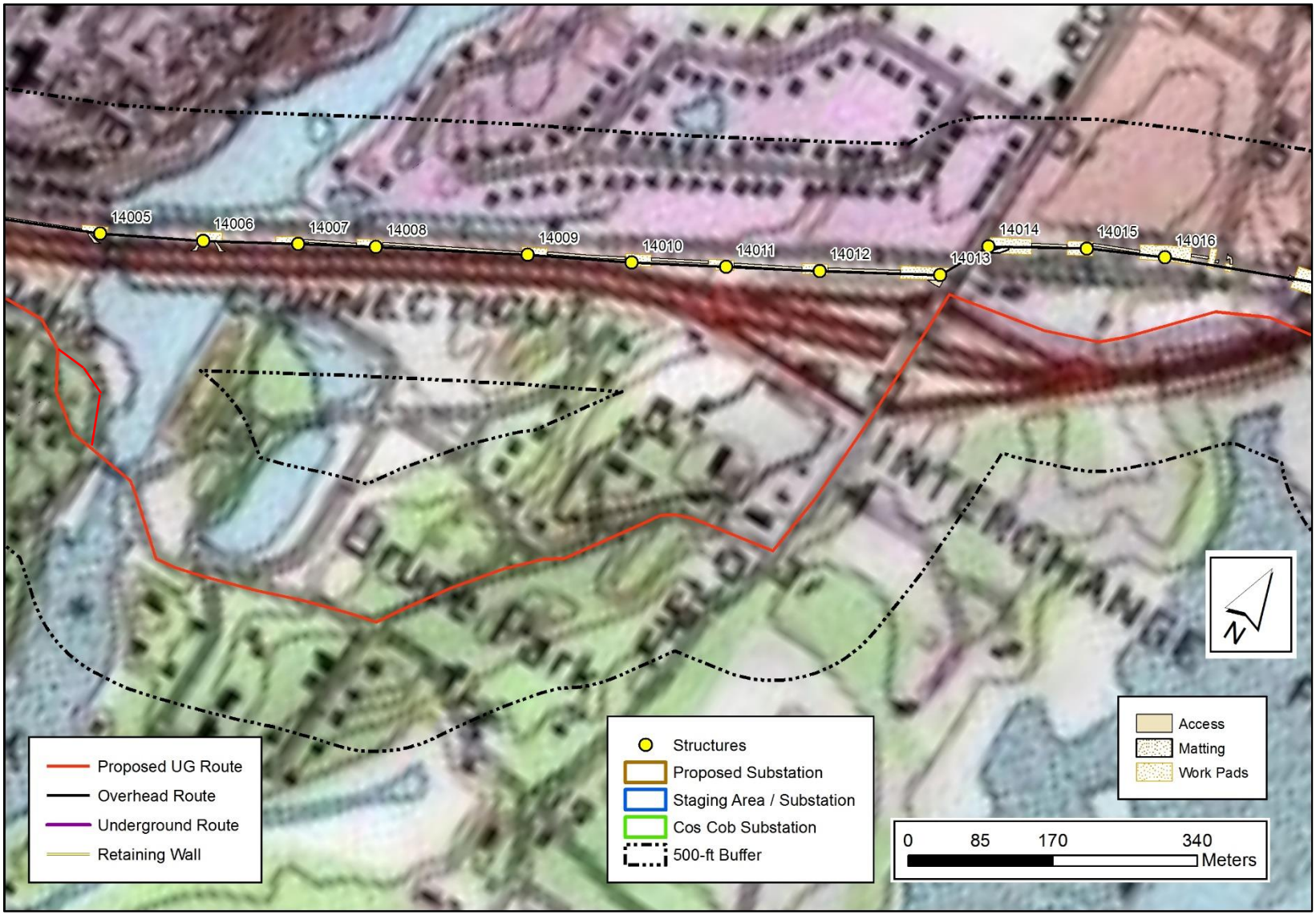

Figure 1; Sheet 3. Excerpt from a USGS 7.5' series topographic quadrangle image showing the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

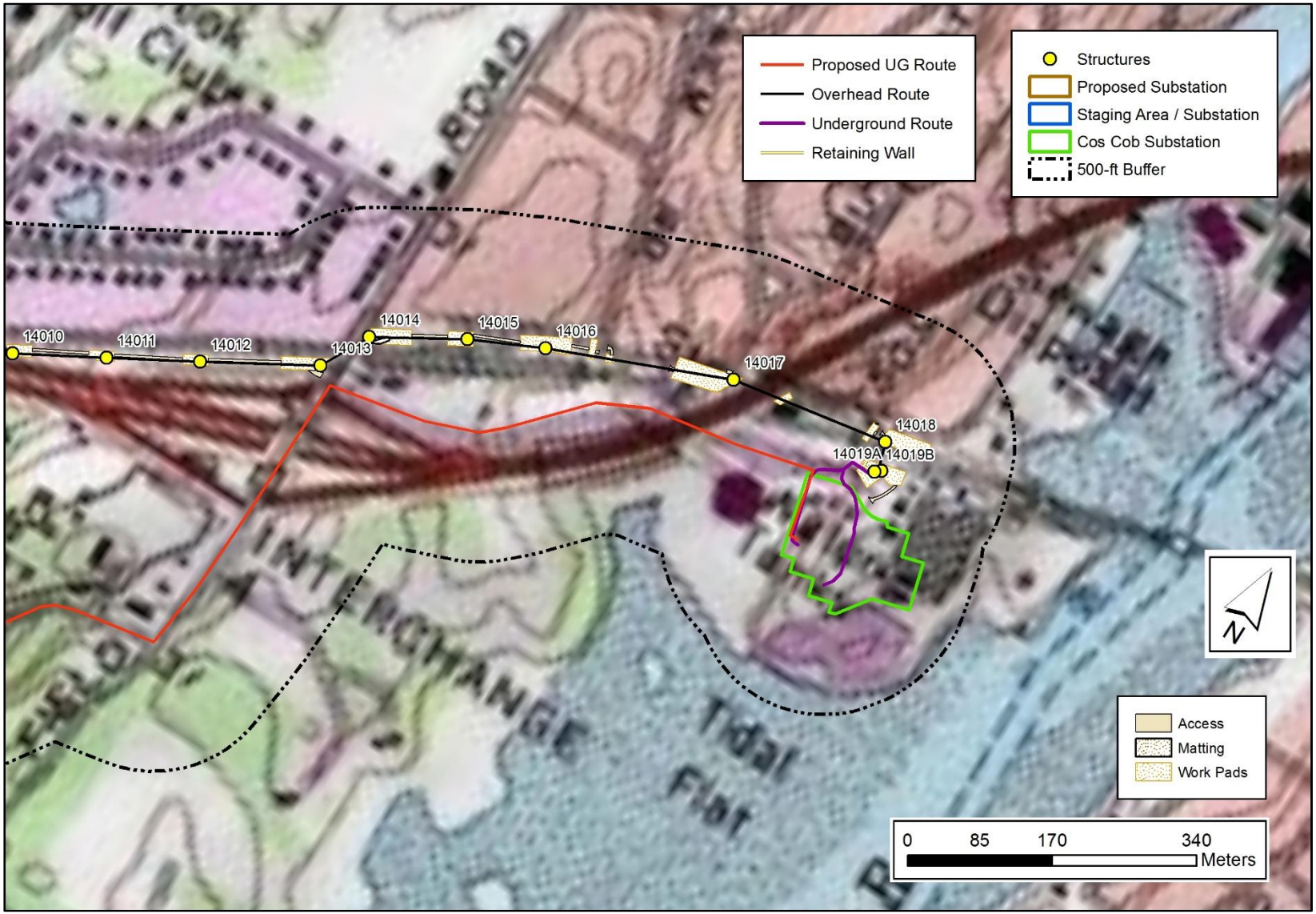

Figure 1; Sheet 4. Excerpt from a USGS 7.5' series topographic quadrangle image showing the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

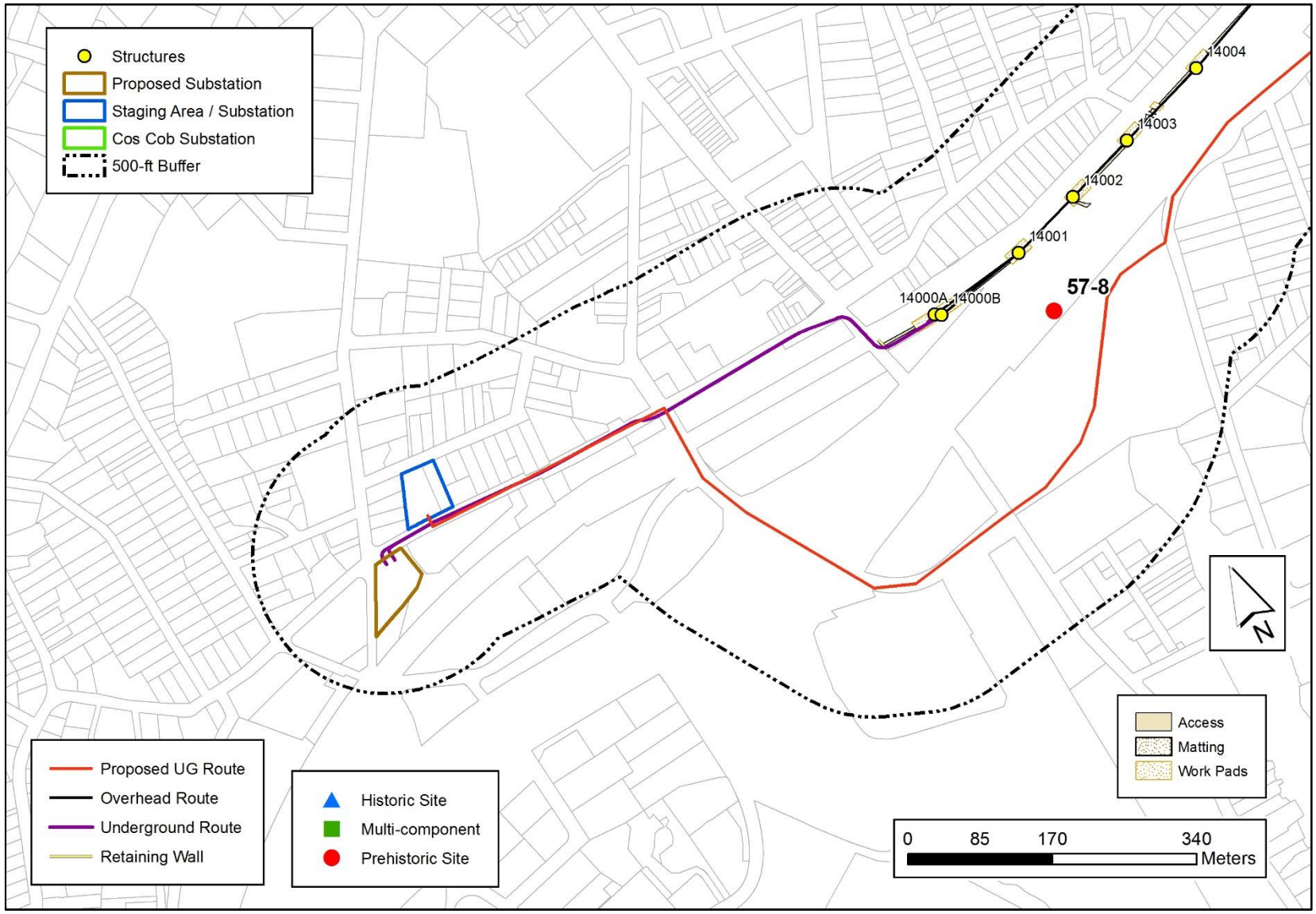

Figure 2; Sheet 1. Digital map showing the location of previously identified archaeological sites in the vicinity of the Greenwich Substation and Line Project in Greenwich, Connecticut.

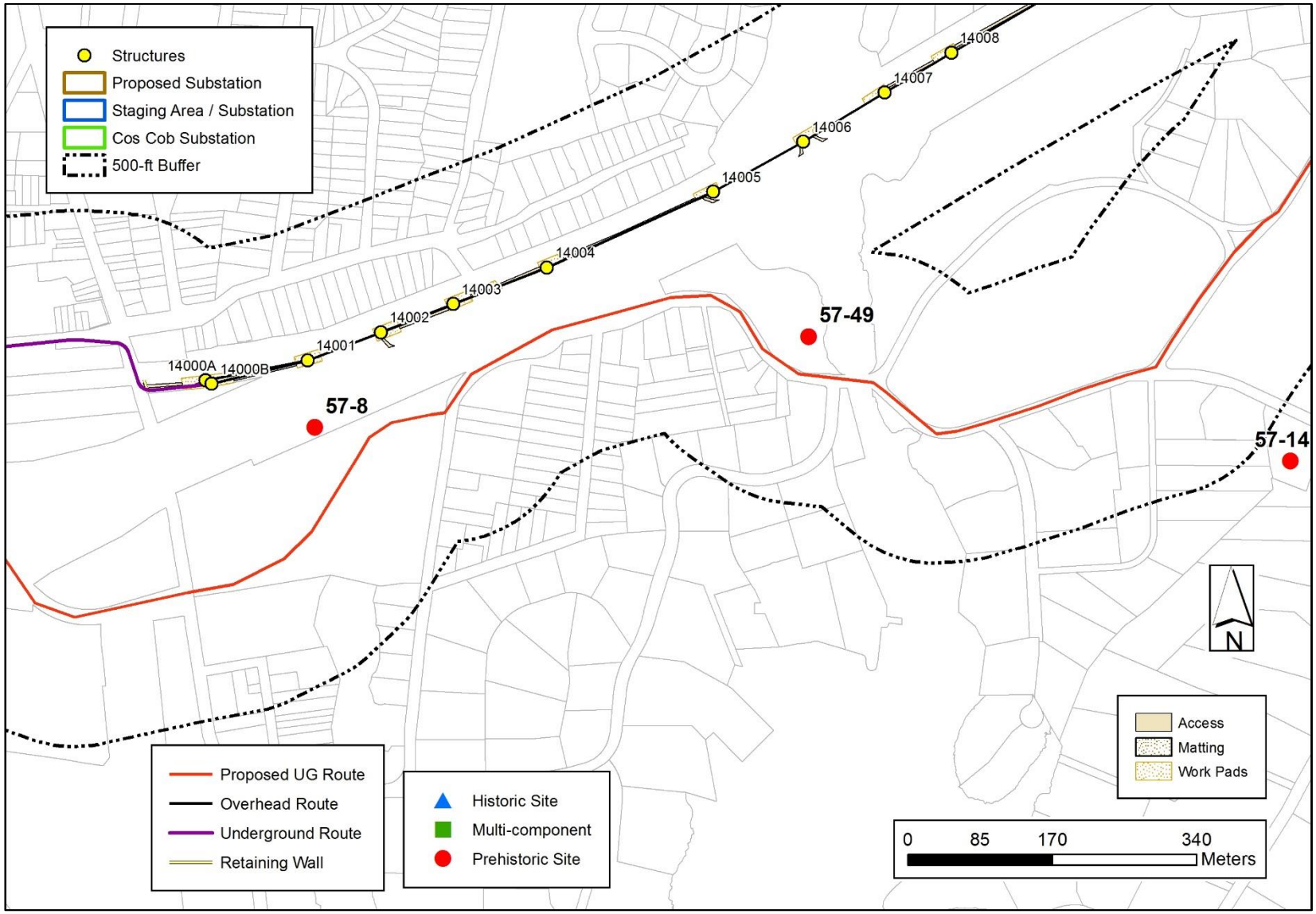

Figure 2; Sheet 2. Digital map showing the location of previously identified archaeological sites in the vicinity of the Greenwich Substation and Line Project in Greenwich, Connecticut.

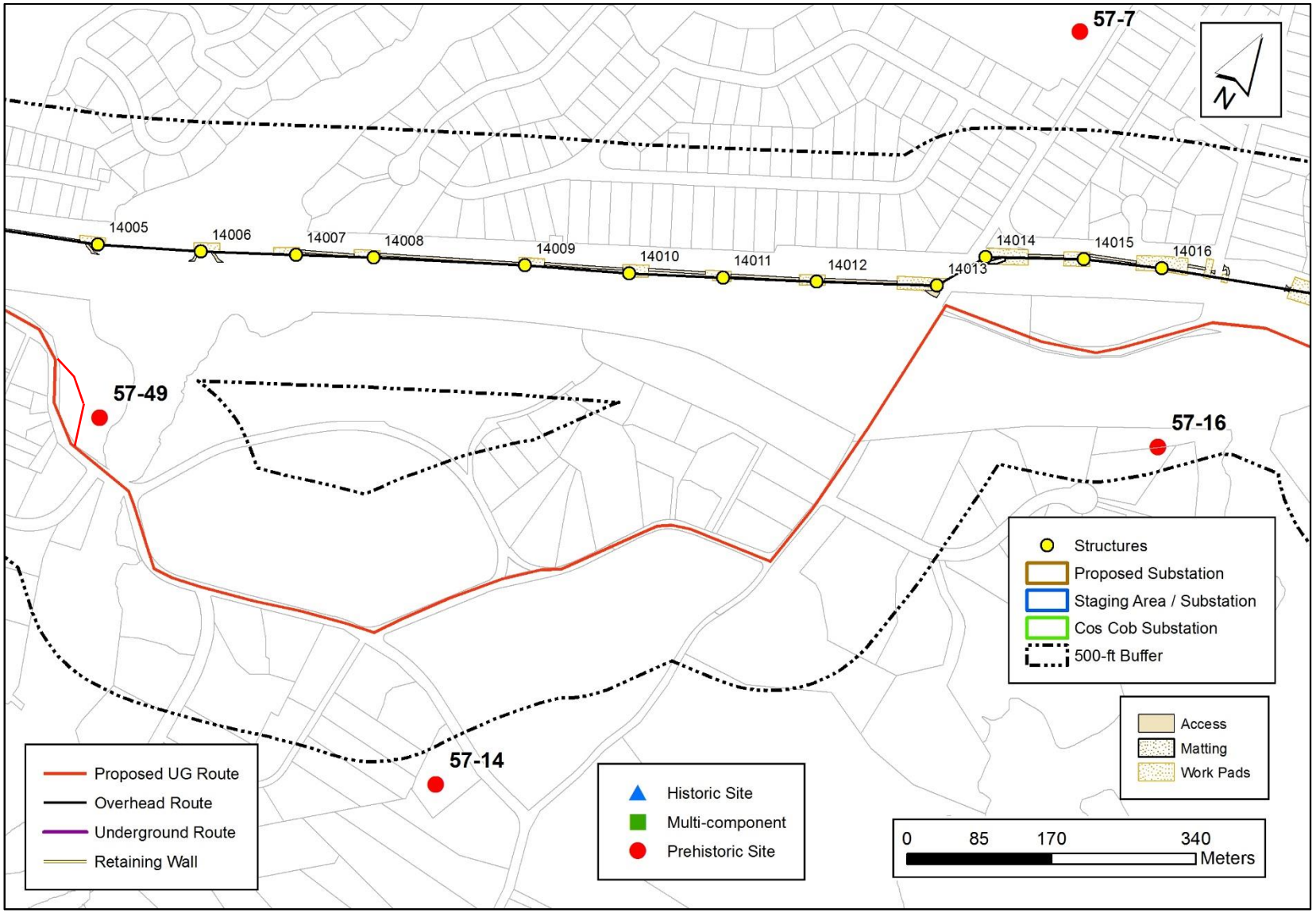

Figure 2; Sheet 3. Digital map showing the location of previously identified archaeological sites in the vicinity of the Greenwich Substation and Line Project in Greenwich, Connecticut.

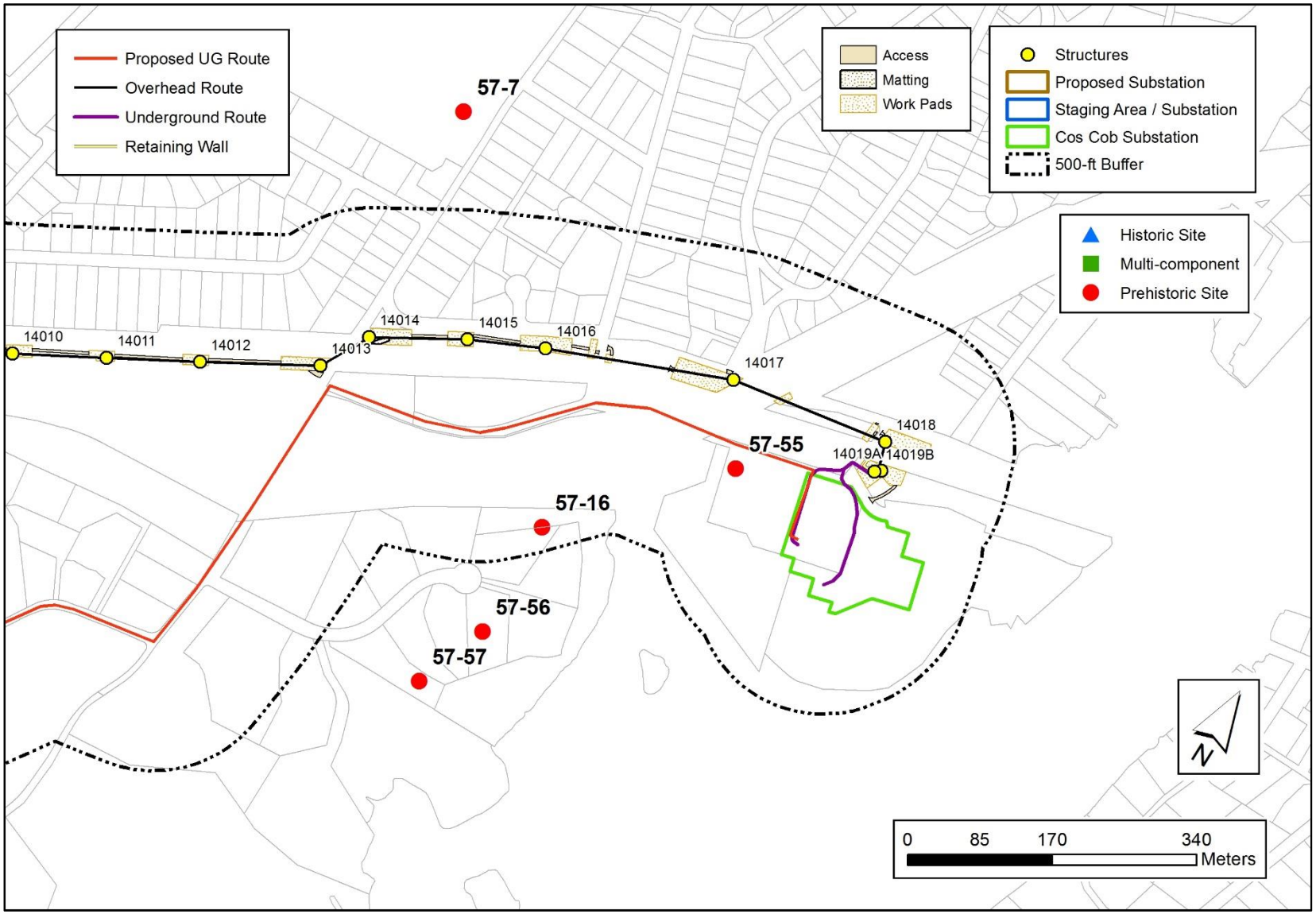

Figure 2; Sheet 4. Digital map showing the location of previously identified archaeological sites in the vicinity of the Greenwich Substation and Line Project in Greenwich, Connecticut.

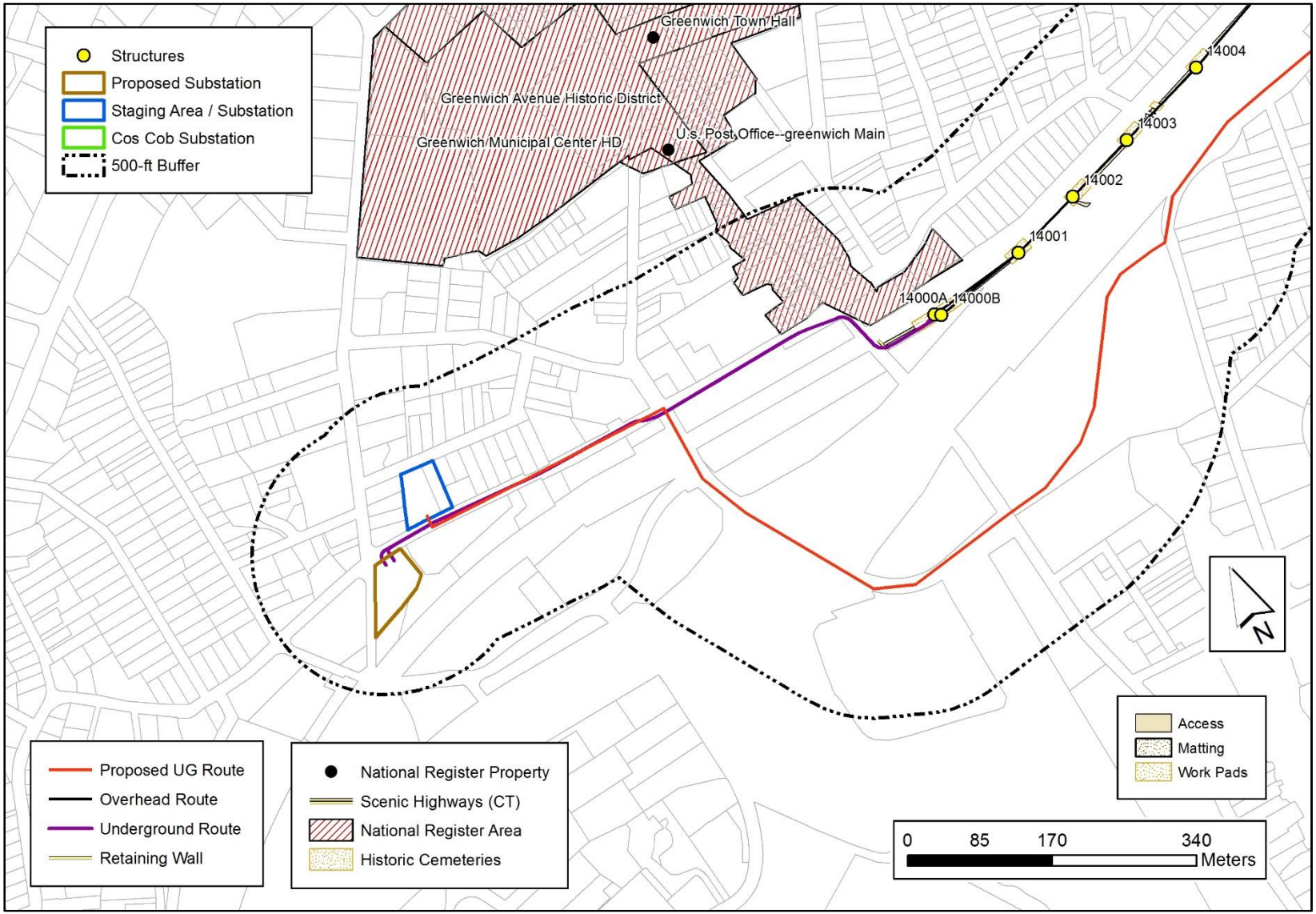

Figure 3; Sheet 1. Digital map depicting the locations of previously identified National Registerof Historic Places properties in the vicinity of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

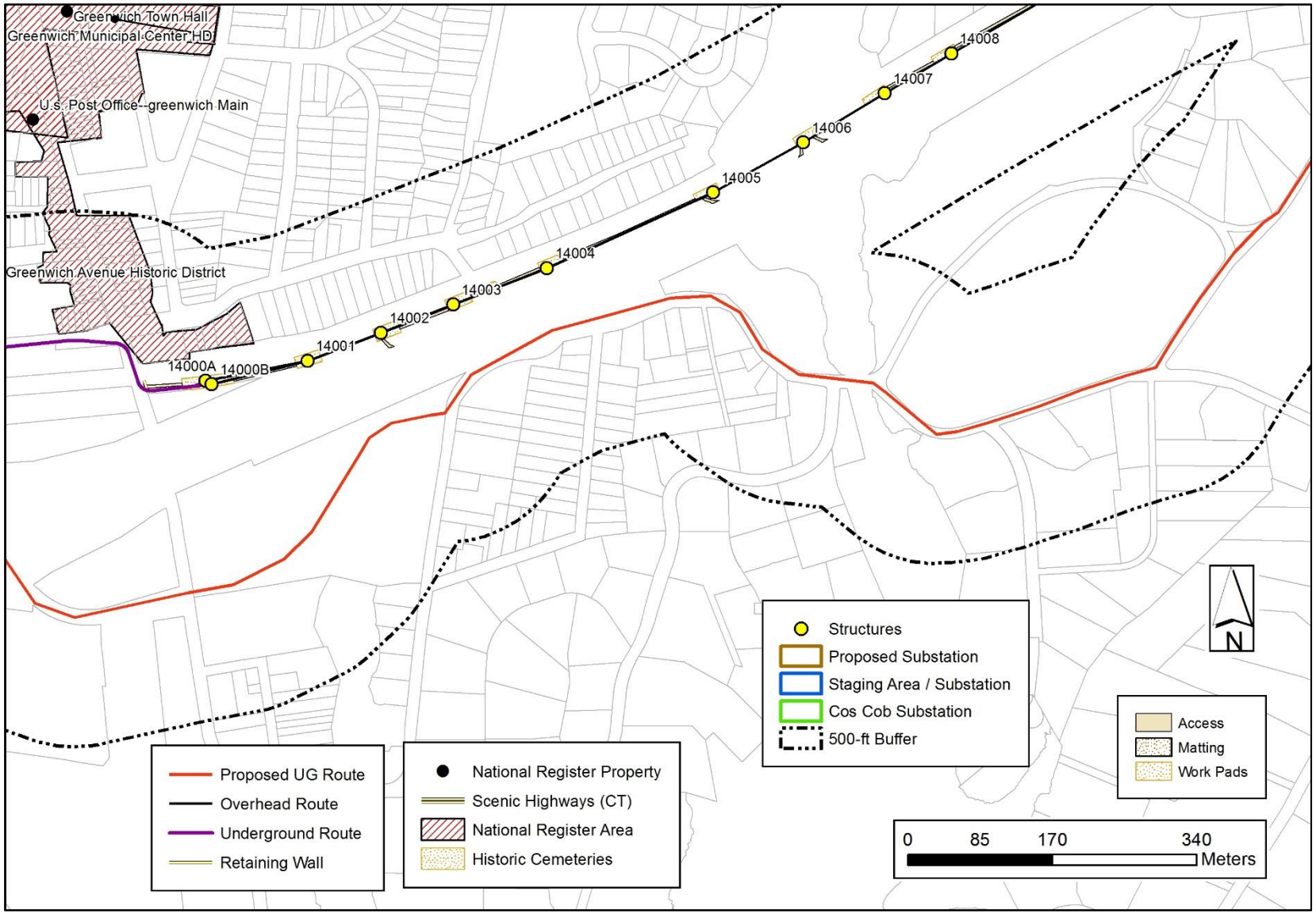

Figure 3; Sheet 2. Digital map depicting the locations of previously identified National Registerof Historic Places properties in the vicinity of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

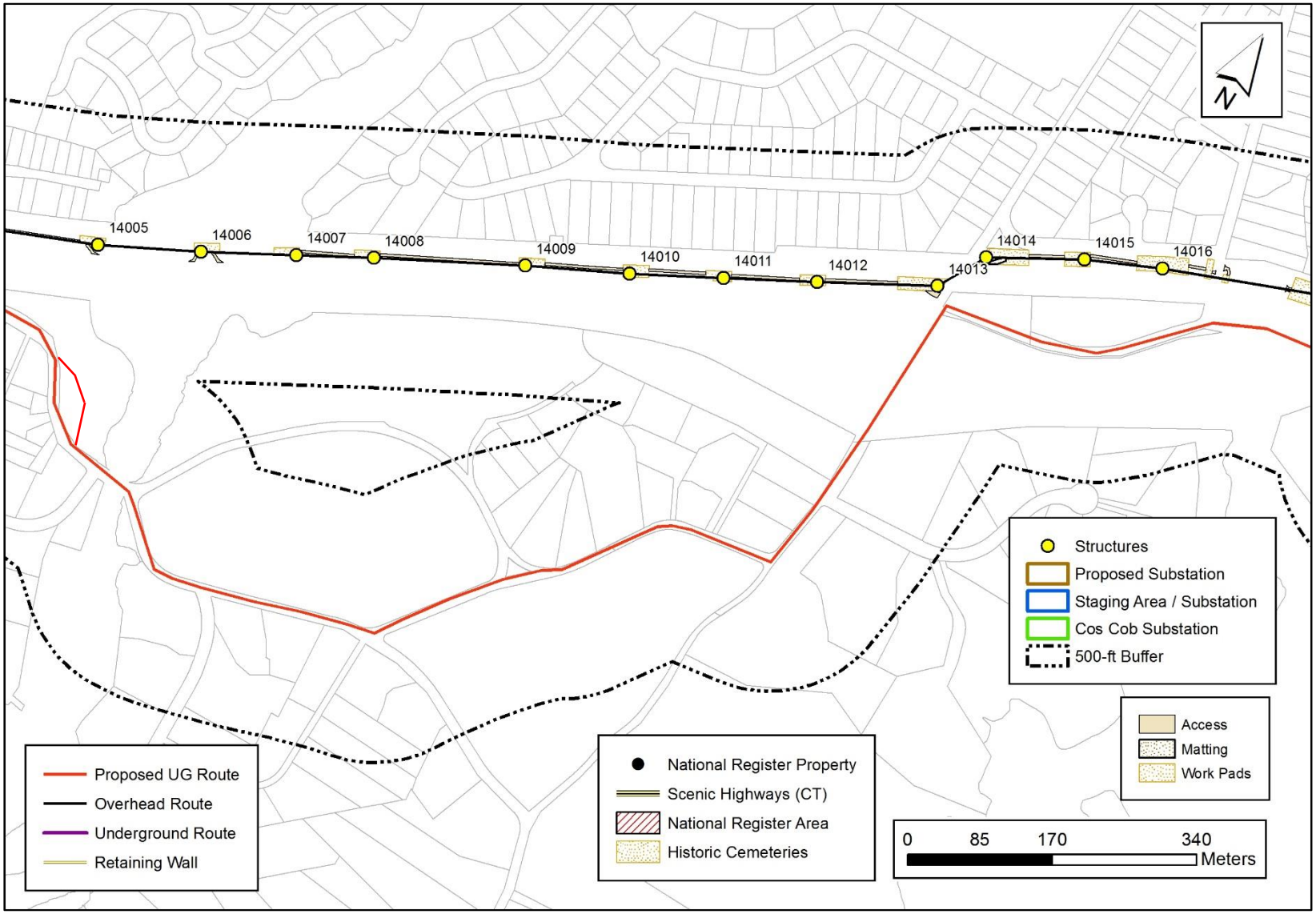

Figure 3; Sheet 3. Digital map depicting the locations of previously identified National Registerof Historic Places properties in the vicinity of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

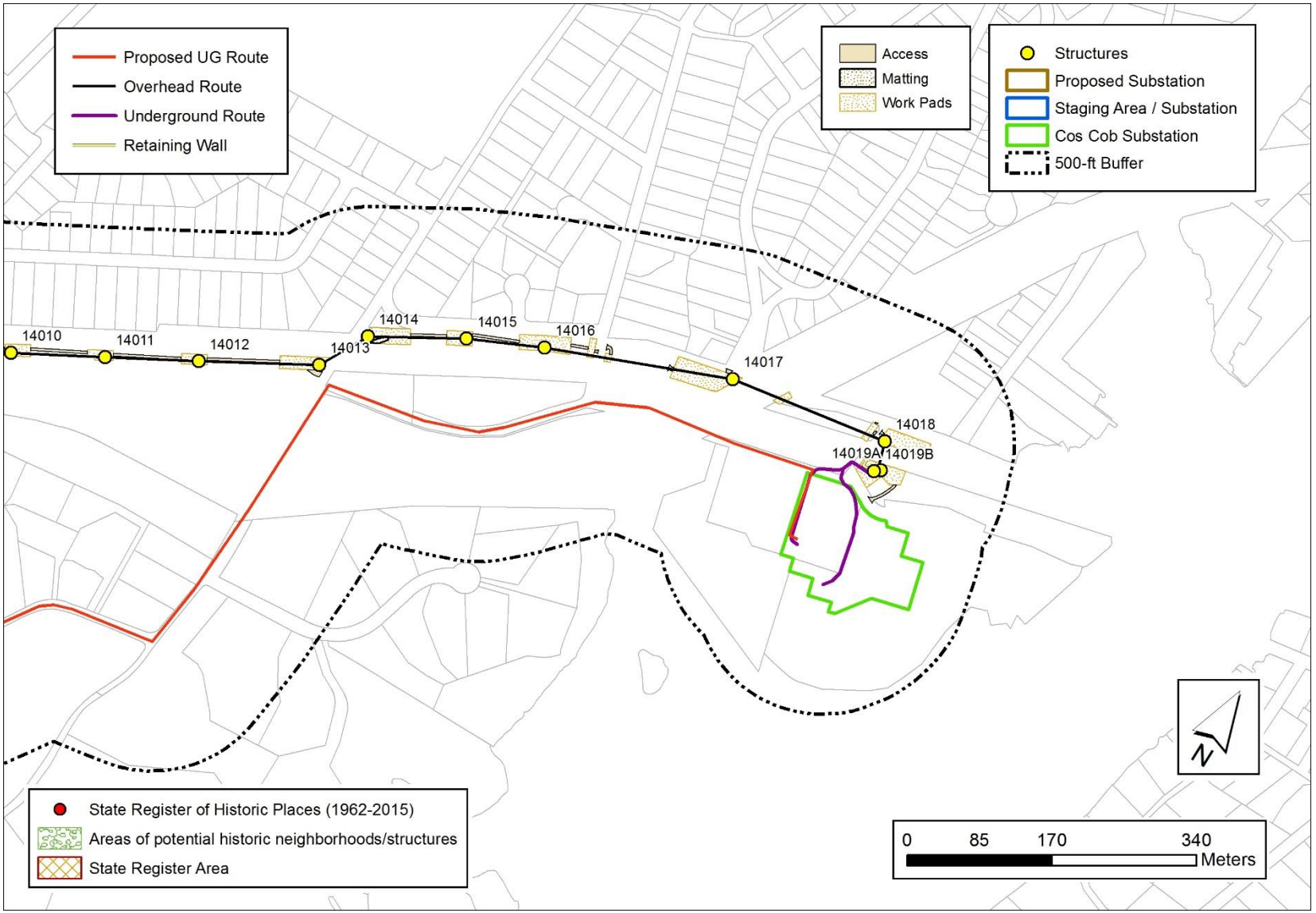

Figure 3; Sheet 4. Digital map depicting the locations of previously identified National Registerof Historic Places properties in the vicinity of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

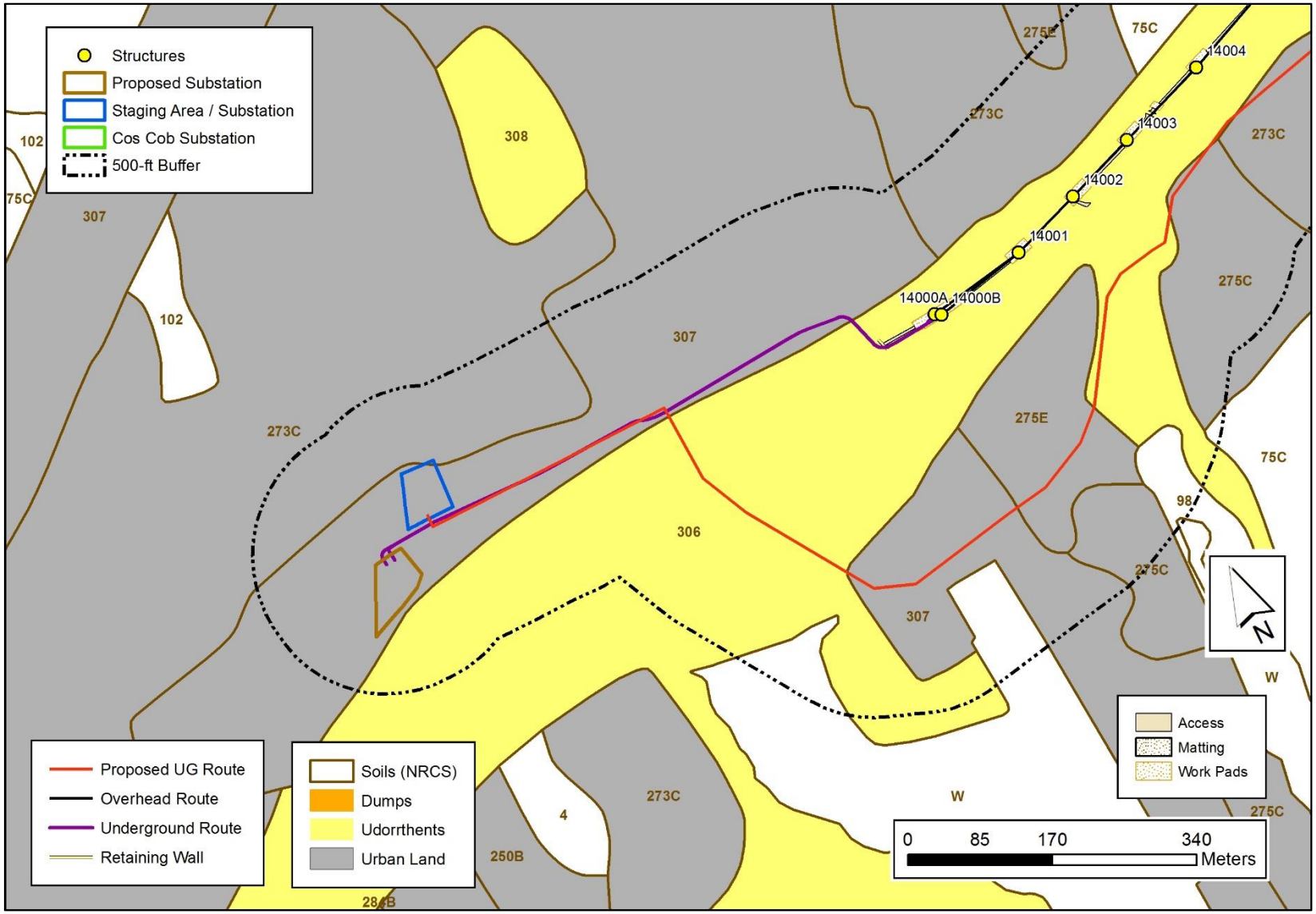

Figure 4; Sheet 1. Digital map showing the various soil types along the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

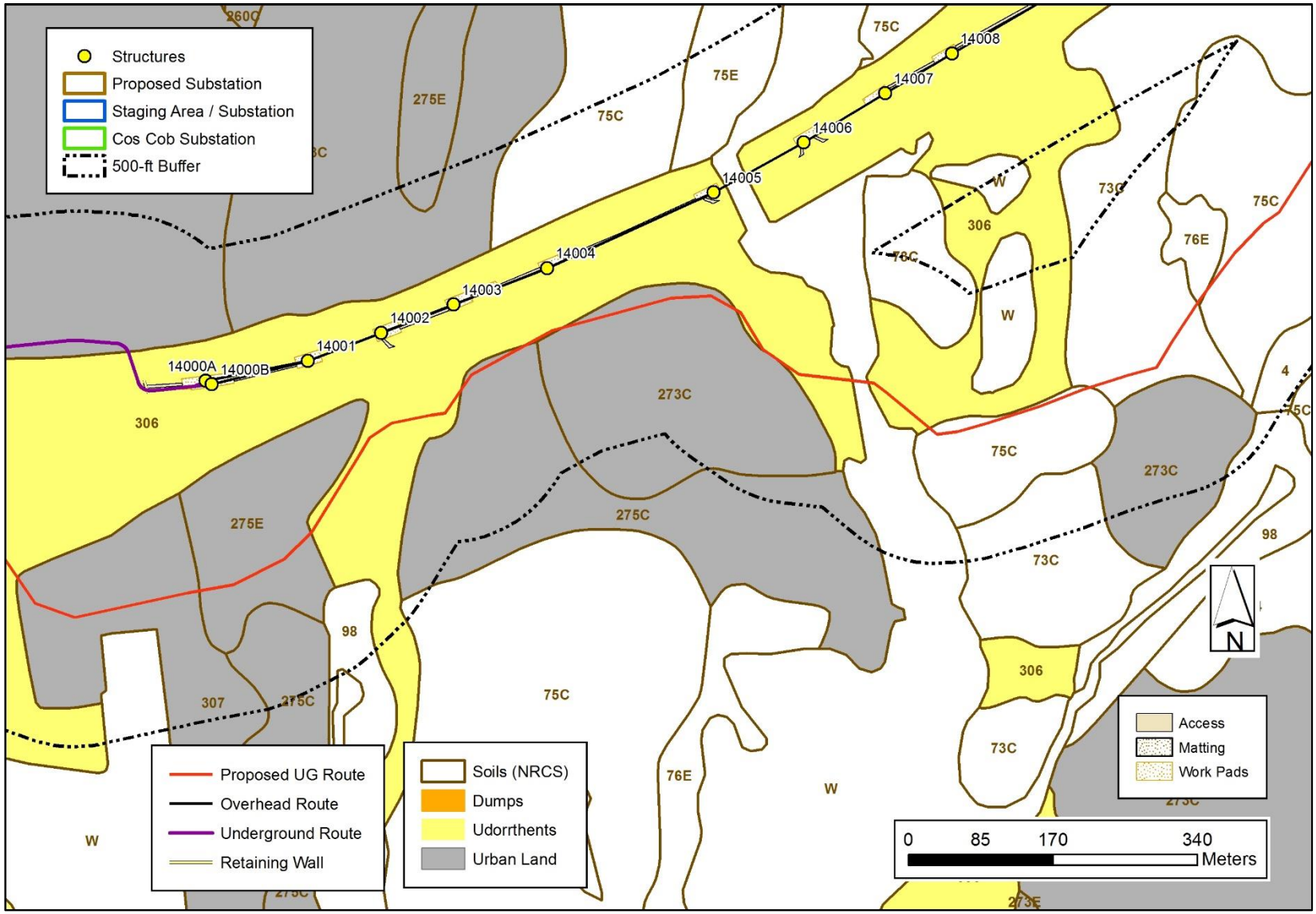

Figure 4; Sheet 2. Digital map showing the various soil types along the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

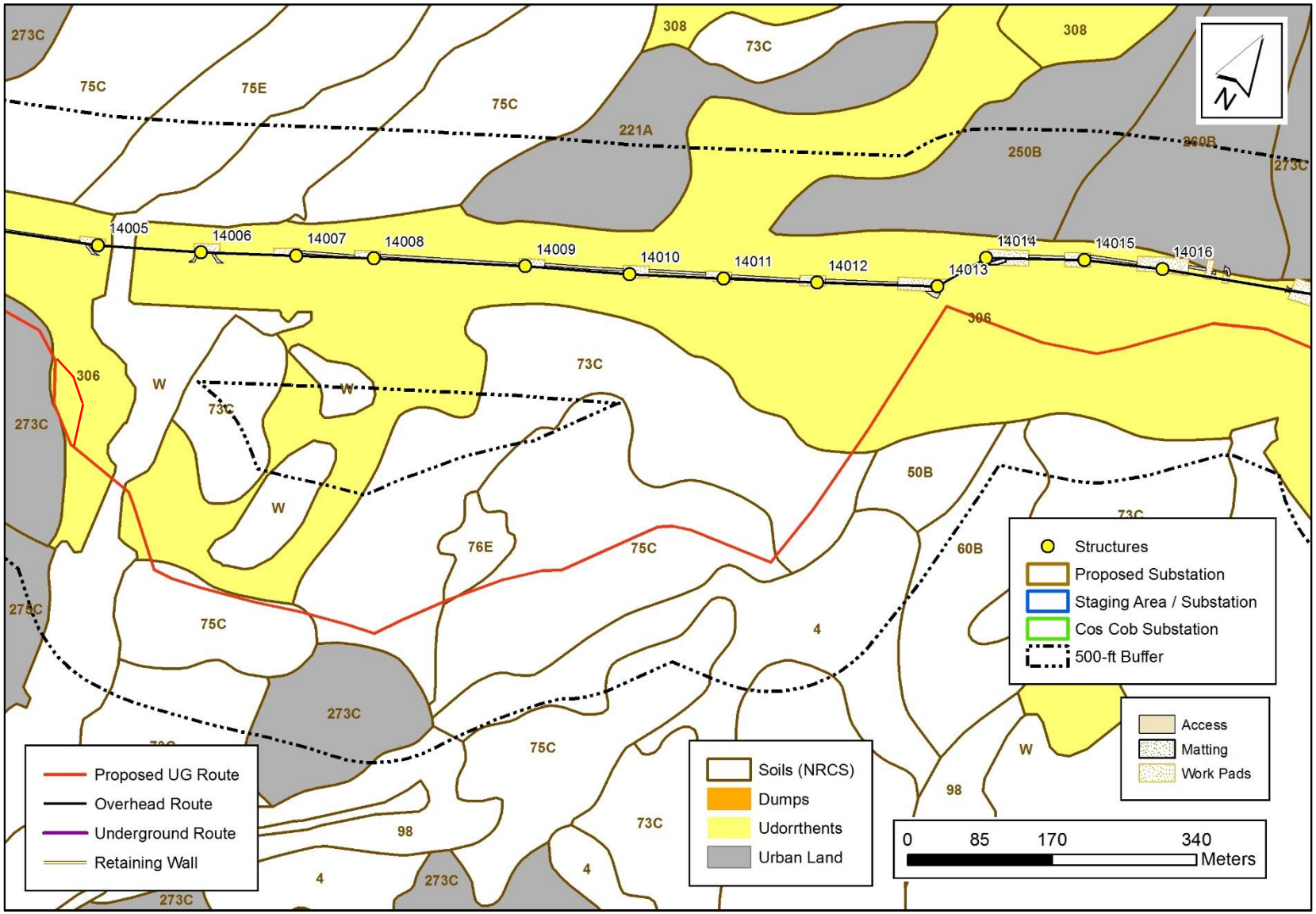

Figure 4; Sheet 3. Digital map showing the various soil types along the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

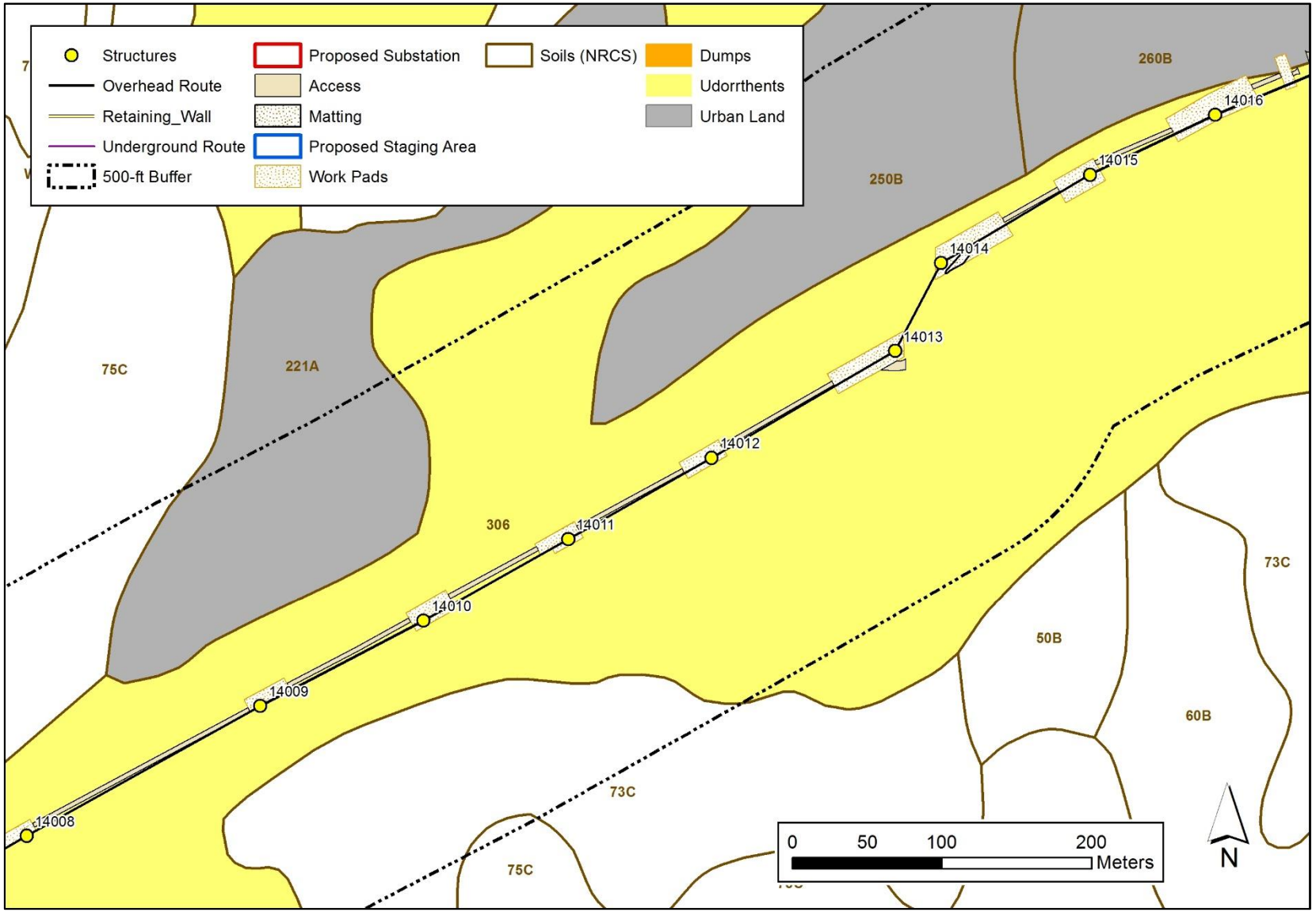

Figure 4; Sheet 4. Digital map showing the various soil types along the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut.

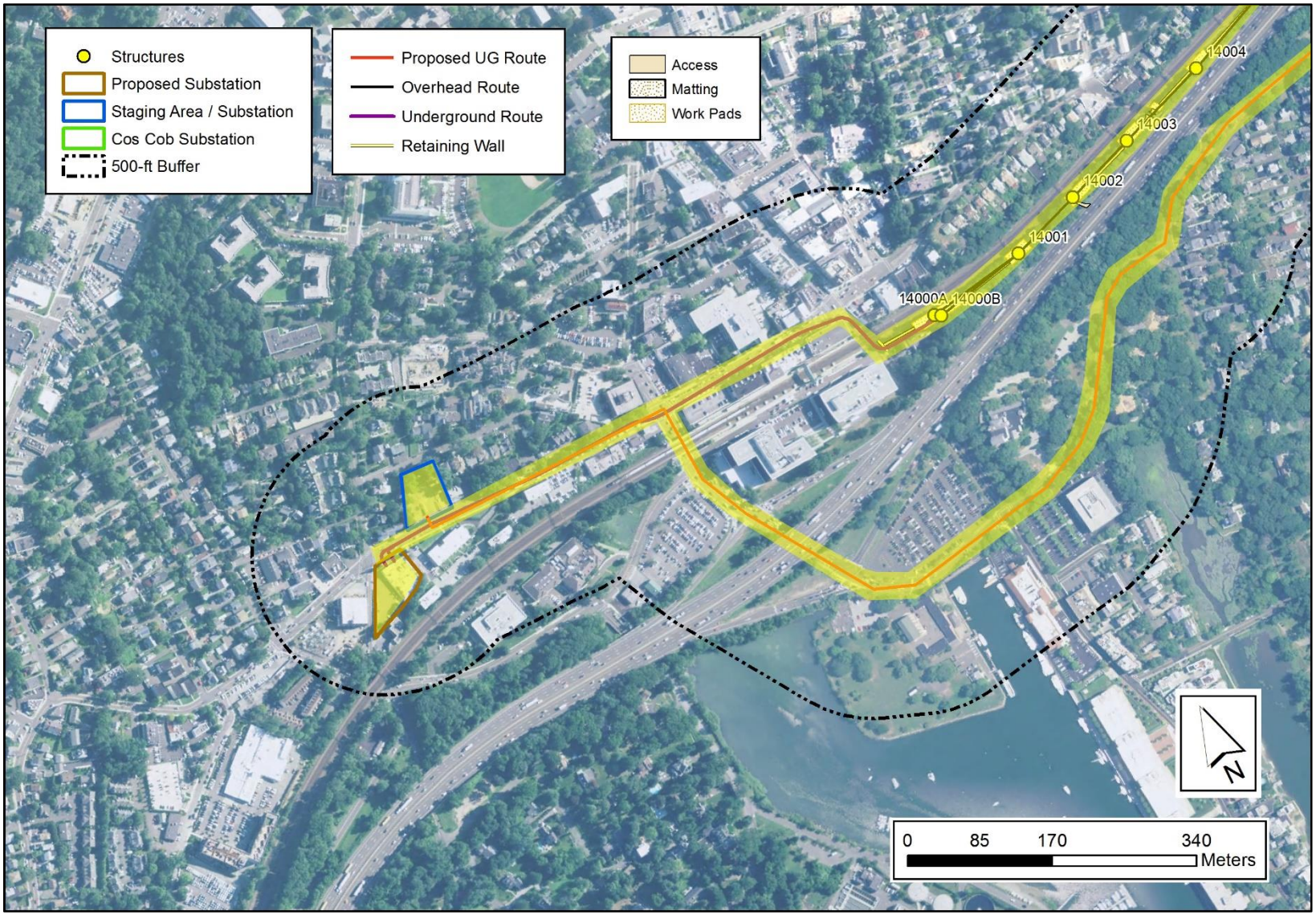

Figure 5, Sheet 1. Excerpt from a 2016 aerial image showing the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut and archaeological sensitivity levels (yellow = no/low potential; red = moderate/high potential).

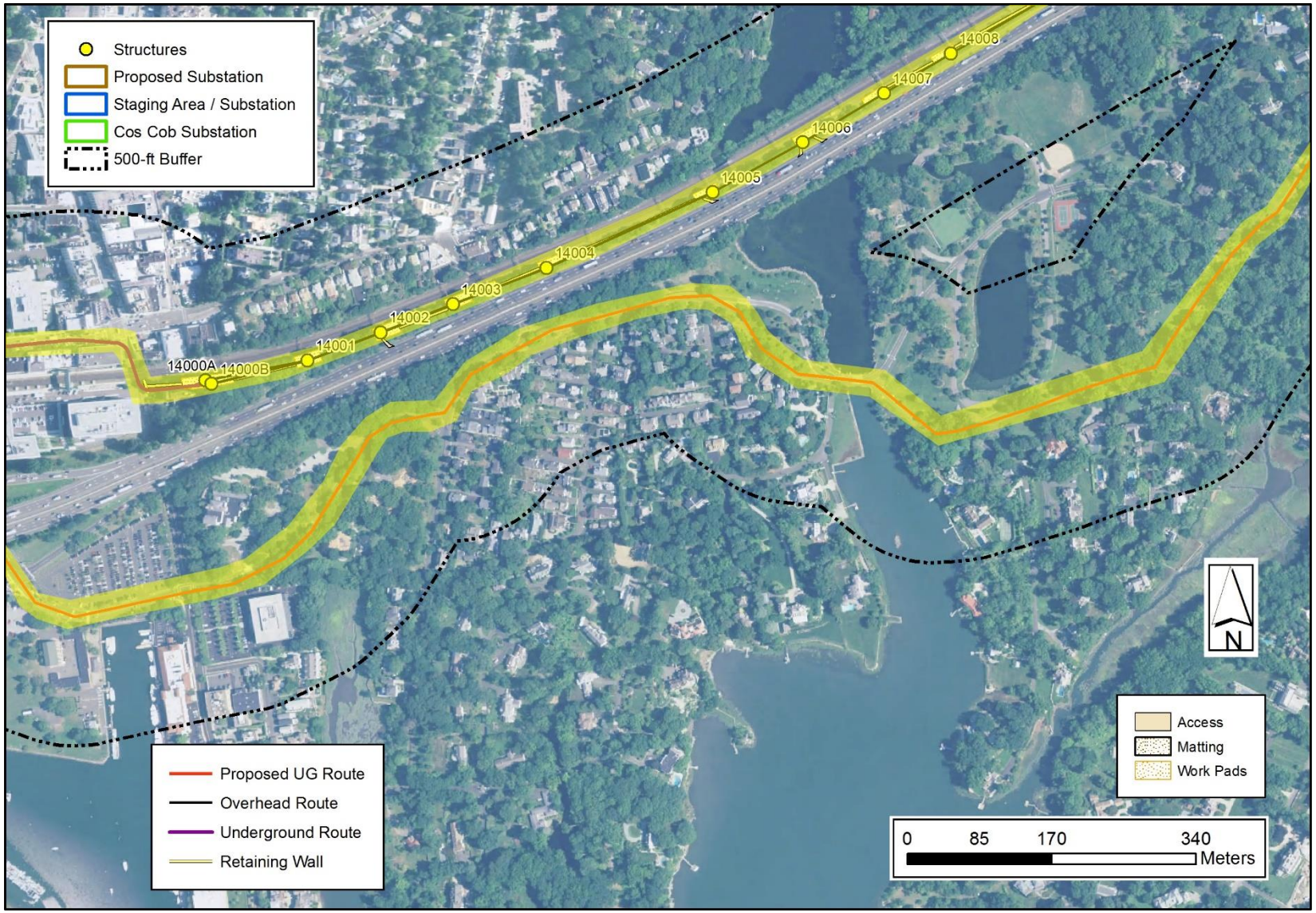

Figure 5, Sheet 2. Excerpt from a 2016 aerial image showing the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut and archaeological sensitivity levels (yellow = no/low potential; red = moderate/high potential).

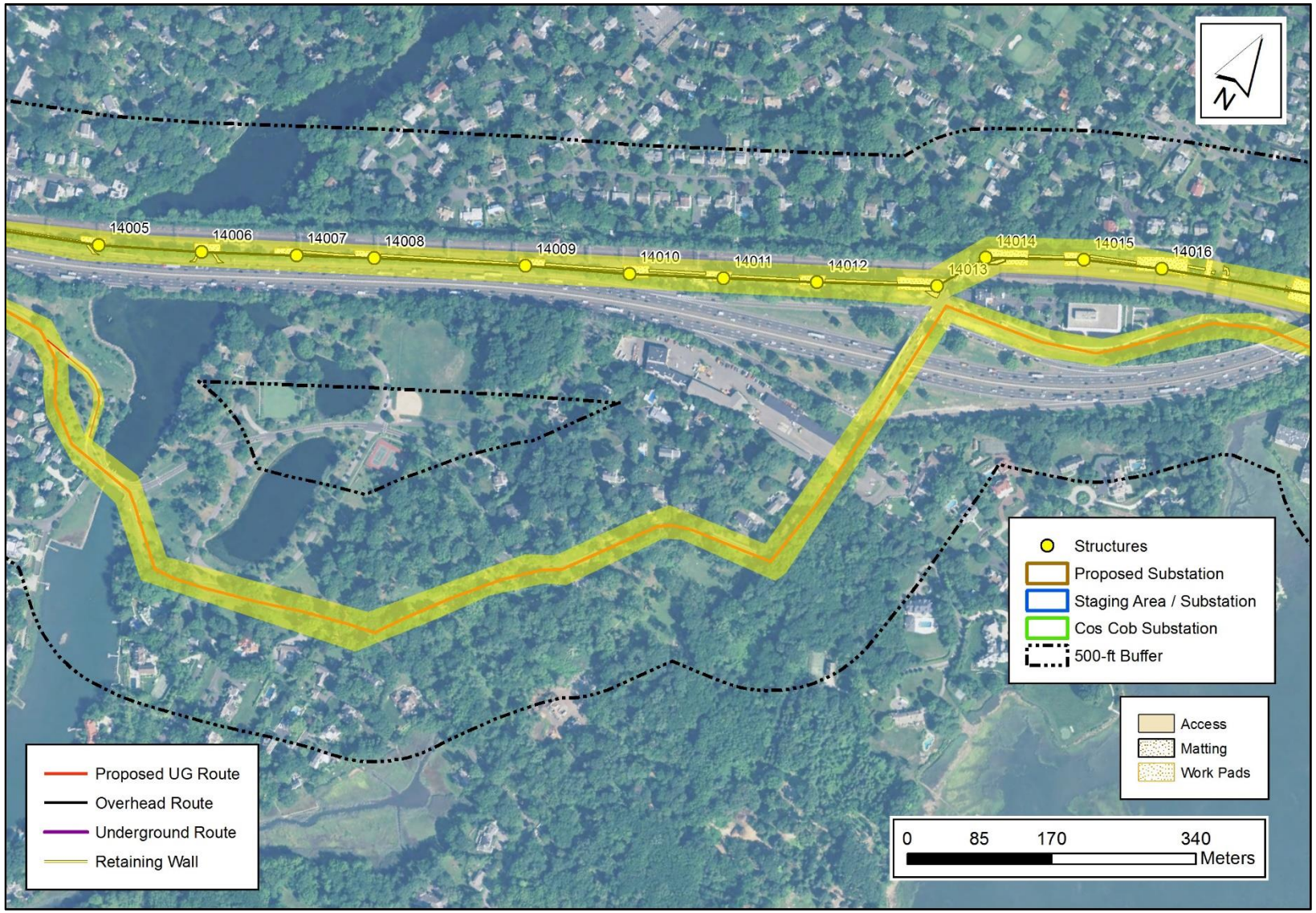

Figure 5, Sheet 3. Excerpt from a 2016 aerial image showing the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut and archaeological sensitivity levels (yellow = no/low potential; red = moderate/high potential).

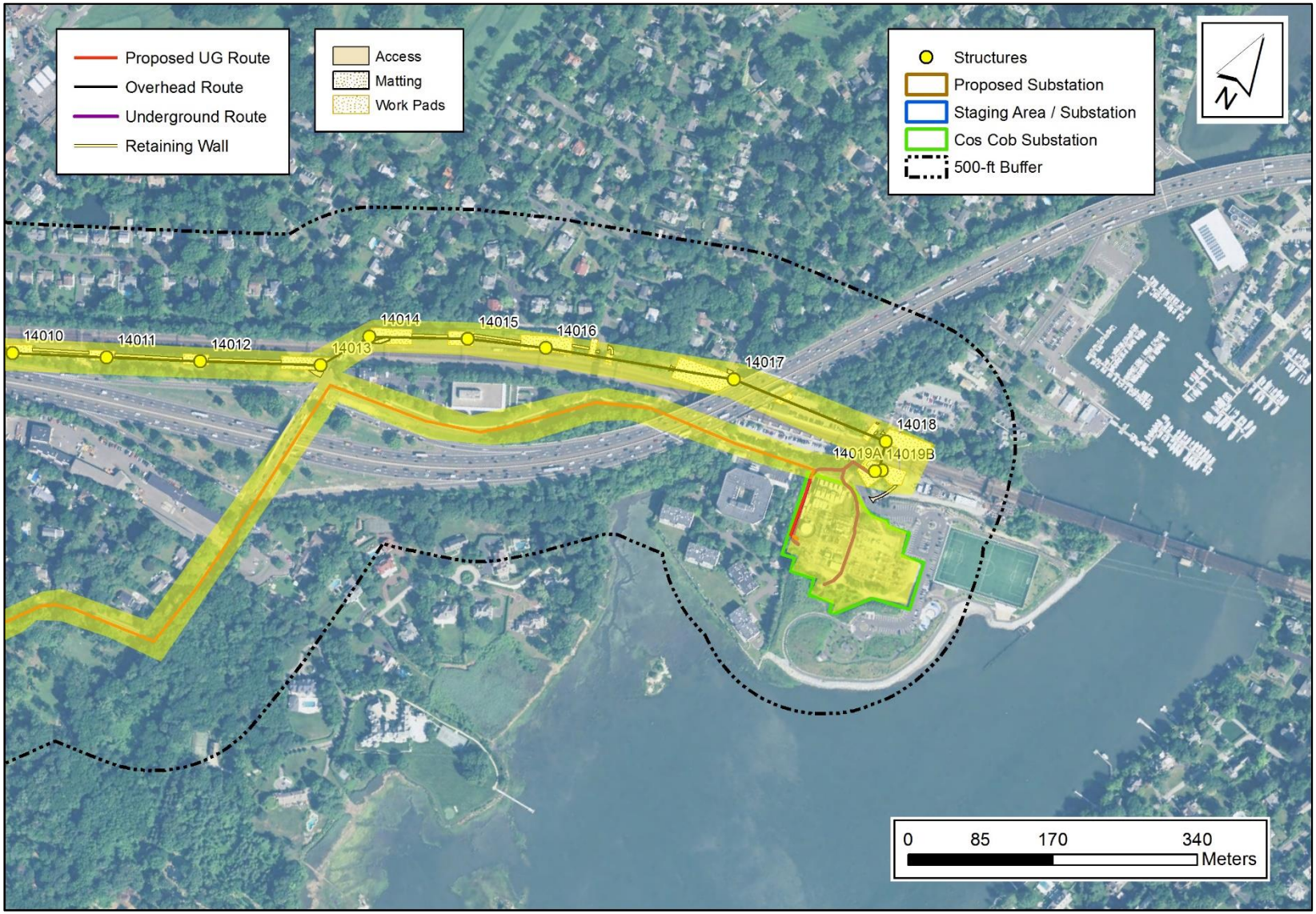

Figure 5, Sheet 4. Excerpt from a 2016 aerial image showing the route of the proposed Greenwich Substation and Line Project in Greenwich, Connecticut and archaeological sensitivity levels (yellow = no/low potential; red = moderate/high potential).

APPENDIX I: OVERVIEW PHOTOS OF OPTION 1
UNDERGROUND AND OVERHEAD OPTION

Photo 1. Overview photo from the proposed Greenwich Substation area at 290 Railroad Avenue facing northeast.

Photo 2. Overview photo of the proposed materials storage area facing southwest.

Photo 3. Overview photo of the underground portion of the proposed transmission line facing east along Railroad Avenue.

Photo 4. Overview photo of the underground portion of the proposed transmission line facing west along Railroad Avenue from the Greenwich Avenue Historic District.

Photo 5. Overview photo towards the Greenwich Avenue Historic District from the underground portion of the proposed transmission line facing northeast.

Photo 6. Overview photo towards the underground portion of the proposed transmission line facing south away from the Greenwich Avenue Historic District.

Photo 7. Overview photo of the area where the transmission line transitions from underground to overhead facing east.

Photo 8. Overview photo of the central portion of the overhead transmission line facing east.

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Photo 9. Overview photo of the central portion of the overhead transmission line facing east.

Photo 10. Overview photo of the central portion of the overhead transmission line facing east.

Photo 11. Overview photo of the work area to the west of the Cos Cob Train Station facing west.

Photo 12. Overview photo of the project area, including the Cos Cob Train Station facing west.

Photo 13. Overview photo of the project area between the Cos Cob Train Station and the former Cos Cob Power Station location facing northeast.

Photo 14. Overview photo of the location of the easternmost proposed monopole facing northeast (note this location is just to the north of the substation that currently exists at the former site of the Cos Cob Power Station).

Photo 15. Overview photo of eastern termination point of the proposed transmission line within the substation that currently exists at the former site of the Cos Cob Power Station facing northwest.

APPENDIX II: OVERVIEW PHOTOS OF OPTION 2
UNDERGROUND OPTION

Photo 1. Overview photo of the proposed Greenwich Substation location at 281 Railroad Avenue facing north.

Photo 2. Overview photo of the proposed underground transmission line facing west along Railroad Avenue.

Photo 3. Overview photo of the proposed underground transmission line facing south along Arch Street.

Photo 4. Overview photo of the proposed underground transmission line facing east toward Museum Drive from Arch Street.

Photo 5. Overview photo of the proposed underground transmission line facing west along Museum Drive.

Photo 6. Overview photo of the proposed underground transmission line facing west along Davis Avenue.

Photo 7. Overview photo of the proposed underground transmission line facing east along Davis Avenue.

Photo 8. Overview photo of the proposed underground transmission line facing northeast along Wood Road.

Photo 9. Overview photo of the proposed underground transmission line facing west along Bruce Park Avenue.

Photo 10. Overview photo of the proposed underground transmission line facing north along Indian Field Road.

Photo 11. Overview photo of the proposed underground transmission line facing east along Sound Shore Drive.

Photo 12. Overview photo of the proposed underground transmission line facing west along Sound Shore Drive from Sachem Road.

Photo 13. Overview photo of the proposed underground transmission line facing east along Sound Shore Drive from Sachem Road.

Photo 14. Overview photo of the proposed underground transmission line facing east along Sound Shore Drive toward the existing Cos Cob Substation.

Photo 15. Overview photo of the termination point of the proposed underground transmission line at the existing Cos Cob Substation facing south.

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