

Second Avenue Subway: Phase Two

BLOCK 1773, LOTS 1, 20 (PART), 27, AND 67

NEW YORK, NEW YORK

Supplemental Phase 1A Archaeological Documentary Study for 125th Street Station Design Modifications

Prepared for:

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Management Summary

SHPO Project Review Number: 17PR02965

Involved Agencies: Metropolitan Transportation Authority
New York City Transit
Federal Transit Administration

Phase of Survey: Supplemental Phase 1A Documentary Study

Location Information

Location: Manhattan, Block 1773, Lots 1, 20 (part), 27, and 67
Minor Civil Division: 06101
County: New York County

Survey Area: Additional Subsurface Easement Site

Length: Approximately 200 feet
Width: Approximately 125 feet
Area: 25,000 square feet (0.57 acres)

Survey Area: Ancillary 2 Relocation Site

Length: Approximately 200 feet
Width: Approximately 50 to 140 feet
Area: 13,324 square feet (0.31 acres)

USGS 7.5 Minute Quadrangle Map: Central Park Quadrangle

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A. INTRODUCTION

The Metropolitan Transportation Authority (MTA) is planning to construct Phase 2 of the Second Avenue Subway (“SAS Phase 2”) in Manhattan, New York (see **Figure 1**). The project would extend subway service northward along Second Avenue from its current terminus at 96th Street. The route would continue up Second Avenue to 125th Street (also known as Dr. Martin Luther King, Jr. Boulevard) and then west beneath 125th Street to a point in the vicinity of Lenox Avenue (the western terminus of the tail track will depend on final design options). New stations would be constructed at 106th Street, 116th Street, and 125th Street (between Lexington Avenue and Park Avenue). The 125th Street station would provide connections to the existing Lexington Avenue subway line (Nos. 4, 5, and 6 trains) and Metro-North Railroad. As described in greater detail below, this Supplemental Archaeological Assessment of the SAS Phase 2 alignment analyzes the archaeological sensitivity of properties added to the proposed project location as a result of design changes that were not previously analyzed as part of earlier archaeological assessments. Specifically, the study area for this supplemental assessment includes Block 1773, Lot 1, Lot 20 (part), Lot 27, and Lot 67 (see **Figure 2**).

B. PROJECT DESCRIPTION, DESIGN CHANGES, AND DEFINITION OF CURRENT STUDY AREA

Phase 1 of the subway alignment was opened in January 2017 with a northern terminus at East 105th Street. The overall SAS Phase 2 alignment remains largely consistent with the original preliminary engineering (PE) design that was analyzed in the 2004 *Second Avenue Subway Final Environmental Impact Statement* (FEIS) (described in greater detail below). Some changes have occurred to the SAS Phase 2 design because of experience gained during Phase 1 of the Second Avenue Subway, updated design standards, current engineering practices, current operations planning, and new developments or constructability considerations that required relocation of several station entrances and ancillary facilities. A complete summary of the proposed subway construction was completed in the Supplemental Phase 1A Archaeological Documentary (“Supplemental Phase 1A Study”) prepared in 2017. Subsequent to the preparation of that document, MTA has investigated measures to reduce Project costs and is now proposing several design modifications to Phase 2.

The recent design changes include the deferment of Entrance 2 at the 125th Street Station. The previously analyzed design included two options for Entrance 2: Option 1 at northwest corner of 125th Street and Lexington Avenue (preferred); or Option 2 at southwest corner of 125th Street and Lexington Avenue. With the proposed design modification, the construction of the entrance would be deferred to a future phase of the project and only a short “adit” (a tunnel segment) would be constructed from the station cavern as part of Phase 2 to minimize disruption to station operations when Entrance 2 is constructed at a later date. Both entrances were analyzed in the previous Phase 1A study and the recommendations for future work in those locations remain in place.

The proposed modifications would also result in the elimination of deep user spaces at the 125th Street Station. The previously approved design would have involved deep excavation within the footprint of Ancillary 1/ Entrance 1 at the 125th Street Station to accommodate several underground program spaces

for New York City Transit (NYCT) departments and several major station functional elements, including traction power substation and ventilation fans that are part of the station's tunnel and station smoke management (TSSM) system. With the modifications, major equipment and department user spaces will be relocated to areas closer to the street. This relocation will require an expanded subsurface easement beneath Block 1773, Lot 20 (part) and Lot 27. A portion of Lot 20 was included within the previous Supplemental Phase 1A Study prepared for Phase 2 (see **Figure 3**). This supplemental study analyzes the archaeological sensitivity of the newly added easement area and Lot 27 as indicated on **Figure 2**.

Finally, the proposed design modifications would eliminate the Park Avenue passageway connection to the 125th Street Station. These changes would eliminate what was previously analyzed as that portion of Entrance 3 located under the median of Park Avenue. It would also result in the potential relocation of Ancillary 2 from the west to the east side of Park Avenue, to be determined pending continued coordination with a potential private development at that location. The potential alternative location for Ancillary 2 includes Block 1773, Lots 1 and 67, which would also be used for construction staging (see **Figure 2**). Neither parcel was analyzed in the previous Supplemental Phase 1A Study and the archaeological sensitivity of these parcels is therefore assessed in this document.

Additional improvements are proposed at the 116th Street Station that would involve the reduction of the station's footprint. As the archaeological sensitivity of that area in its entirety was assessed in previous archaeological assessments and no areas have been added to the footprint that were not previously studied, no further analysis is required at that location.

C. SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW AND ONGOING OBLIGATIONS

2003-2004 FEIS AND INITIAL ARCHAEOLOGICAL INVESTIGATIONS

An extensive analysis of cultural resources, including archaeological resources, was completed in 2004 as part of the *Second Avenue Subway FEIS*, and the Federal Transit Administration (FTA) issued a Record of Decision (ROD) for the Second Avenue Subway project on July 8, 2004. The FEIS examined the potential impacts of the proposed 8.5-mile-long Second Avenue Subway from East 125th Street in Harlem to Hanover Square in Lower Manhattan. The FEIS identified the potential environmental impacts of the Second Avenue Subway during its construction and the permanent impacts once the subway is operational. It also identified mitigation measures to alleviate the identified impacts. The assessment of the Second Avenue Subway's proposed alignment, ancillary facilities, stations, and station entrances presented in the FEIS was based on conceptual and preliminary engineering.

As part of the FEIS, a Phase 1A Archaeological Documentary Study ("Phase 1A Study") of the proposed subway route was prepared by Historical Perspectives, Inc. (HPI) in 2003 (HPI 2003a). The study area for both the FEIS and the Phase 1A Study included the streetbed of East 125th Street from Second Avenue to Fifth Avenue. It did not include the portion of 125th Street between Fifth Avenue and Adam Clayton Powell Jr. Boulevard, which is included in the proposed soil boring and test pit program. The Phase 1A Study and the numerous supplemental studies that were prepared thereafter, which included an assessment of previous soil borings, identified areas of prehistoric and historic archaeological sensitivity along much of the subway alignment in the location of the recently completed boring program (HPI 2003b). The Phase 1A Study determined that the entire streetbed of East 125th Street between Second and Fifth Avenues was sensitive for precontact archaeological resources. Following completion of the Phase 1A Study, HPI reviewed additional soil borings that indicated that potentially archaeologically sensitive soils are situated at depths beginning at 12 to 17 feet below the

current ground surface. Segments of the streetbed of Second Avenue between East 105th and East 125th Streets were also identified as potentially archaeologically sensitive for precontact and/or historic period archaeological resources at varying depths.

2004 PROGRAMMATIC AGREEMENT

A Programmatic Agreement (PA) among FTA, the MTA New York City Transit (NYCT), and the New York State Historic Preservation Officer (SHPO), was executed on April 8, 2004, to describe the procedures that would be followed to document and protect cultural resources that could be impacted by the construction of the subway. The PA sets forth the steps to be followed in the event that new project elements are added to locations not analyzed in the FEIS and includes provisions for future archaeological analysis of locations of soils borings completed as part of the subway's construction. Exhibit G of the PA establishes the protocols that must be followed to ensure that the completion of the soil borings program can help to inform future archaeological analyses without resulting in impacts to archaeological resources. As explained in the PA, all archaeological resources investigations must also be reviewed by the New York City Landmarks Preservation Commission (LPC).

The terms of the PA stipulate that attempts must be made to ensure that soil borings and test pits are not located in areas that have been identified as sensitive for human remains. In the event that borings cannot be relocated to avoid areas sensitive for human remains, archaeological monitoring of hand-augured soil borings must be completed, as described in the PA. If the archaeological consultant determines that the boring plan does not meet the requirements of the PA, the consultant may determine that additional borings are necessary to assess archaeological sensitivity, and MTA Capital Construction (MTACC) will complete the additional borings in consultation with the archaeological consultant.

2017 SUPPLEMENTAL ARCHAEOLOGICAL INVESTIGATION

The design modifications proposed in 2017 include areas of potential disturbance outside the Area of Potential Effects (APE) analyzed in the *Second Avenue Subway FEIS*. Therefore, in accordance with the PA, a Supplemental Phase 1A Study was prepared by AKRF in November 2017. The Supplemental Phase 1A Study evaluated the potential for impacts on archaeological resources within the Supplemental Archaeological APE that were not assessed in the 2003 Phase 1A Study or the *Second Avenue Subway FEIS*.

In addition to refinements in the project design, after the completion of the FEIS, new archaeological data were collected from sites in northeastern Manhattan as part of unrelated projects that have resulted in some changes to the archaeological sensitivity of the general area surrounding the Supplemental Archaeological APE. This includes a general archaeological sensitivity zone in the area bounded by East 124th Street, Second Avenue, East 127th Street, and a point east of First Avenue associated with two now-redeveloped cemeteries—the Reformed Dutch Church of Harlem Cemetery and the Harlem African Burial Ground (HABG) (see **Figure 1**). Recent excavations completed in association with a project sponsored by the New York City Economic Development Corporation at the former NYCT bus depot on East 126th Street confirmed the presence of human remains on the site and also confirmed that the graves formerly within the HABG were disturbed and redistributed outside the mapped boundaries of the historic cemetery. The zone of sensitivity was established to include areas where human remains may have been redistributed.

2019 REVIEW OF SOIL BORINGS

Pursuant to the terms of the PA, soil borings completed as part of project planning efforts were reviewed by an archaeologist and soil borings within the HABG sensitivity zone were archaeologically monitored.

A technical report summarizing both efforts was prepared by AKRF in May 2019. No human remains or evidence of human remains or burial deposits were observed during the monitoring. The review of soil borings resulted in revisions to previously made sensitivity determinations as described in the Phase 1A Study (HPI 2003a), the 2003 soil borings evaluation (HPI 2003b), and the Supplemental Phase 1A Study (AKRF 2017). The review of the 2018 soil borings was synthesized with the information resulting from the landscape reconstruction completed as part of the Supplemental Phase 1A Study to revise and refine the sensitivity determinations made in 2003. Those revised sensitivity determinations that are relevant to the present study area/APE are presented below and additional archaeological analysis is required in these areas of archaeological sensitivity. Both LPC and OPRHP concurred with the conclusions and revised sensitivity determinations as presented in the technical report in separate comment letters both issued on May 23, 2019.

D. RESEARCH METHODOLOGY FOR THIS SUPPLEMENTAL STUDY

This study is intended to supplement the results from the Supplemental Phase 1A study (AKRF 2017) and the subsequent soil borings review (AKRF 2019) for the newly added properties, including Block 1773, Lot 1, Lot 20 (part), Lot 27, and Lot 67. This supplemental study utilizes the same research methodology outlined in the Supplemental Phase 1A study (AKRF 2017). Similarly, this study omits redundant information regarding environmental/physical settings, precontact occupation, and historical contextual information to focus solely on the identification of archaeological sensitivity within the above-named properties.

Chapter 2: Results of Supplemental Analysis for New Project Locations

A. INTRODUCTION

This section summarizes a review of previous archaeological analyses of the two newly added portions of the project site: the Ancillary 2 potential relocation site (Block 1773, Lots 1 and 67) and the potential expanded subsurface easement site (Block 1773, Lot 20 [part] and Lot 27). This research is intended to supplement the information included within the 2017 Supplemental Phase 1A Study prepared by AKRF with new research as appropriate.

B. ANCILLARY 2 POTENTIAL RELOCATION SITE

The Ancillary 2 potential relocation site is an L-shaped parcel located along the eastern side of Park Avenue between East 124th and 125th Streets. The site includes frontages on Park Avenue and east 124th and 125th Streets. This site is currently undeveloped and occupied by a paved surface parking lot. The adjacent parcels, Lots 4, 72, and 69 were included within the 2017 Supplemental Phase 1A Study as the proposed location for Entrance 3 (see **Figure 3**). These three parcels were not identified as potentially archaeologically significant as a result of basement excavation and construction and demolition of historic buildings that likely disturbed all shallow resources and potential shaft features.

OCCUPATION AND DEVELOPMENT HISTORY OF LOTS 1 AND 67

The 1865 Viele map indicates that the vicinity of modern Block 1773 was relatively flat and did not contain wetlands characteristic of those to the south and east (see **Figure 4**). The 1811 Bridges and ca. 1820 Randel maps depict the location of modern Lots 1 and 67 as an undeveloped part of the property owned by the “heirs of John Sickles” (see **Figure 5**). The 1836 Colton map continues to depict the site as vacant land (see **Figure 6**). By the publication of the 1851 Dripps map, the western half of the block had been divided into lots, several of which were developed with structures (see **Figure 7**). The map indicates that Lot 1 remained undeveloped but that an L-shaped structure was located on Lot 67. The 1867 Dripps map depicts at least three buildings on Lot 1 and depicts Lot 67 as undeveloped.

The 1879 Bromley atlas, depicts the site as divided into six historical lots. Modern Lot 67 was divided into two parcels, historical lots 67 and 68 and only lot 68 (the western half of modern Lot 67) was developed. The eastern portion of modern Lot 1 was divided into two parcels, historical lots 5 and 6, both of which were developed with buildings along East 124th Street. The western portion of modern Lot 1 was divided into historical lots 1 and 2, which were developed with structures along Park Avenue. The 1885 Robinson atlas reflects additional development in this area (see **Figure 8**). As seen on that map, all of modern Lot 67 was developed with the “Horton Building,” which served as the home of the “J.M. Horton Ice Cream” factory. Modern Lot 1 was at that time divided into five historical lots: historical lots 1 to 3 in the western half, fronting on Park Avenue 2283 to 2287 Park Avenue), and historical lots 5 and 6 two in its eastern half, fronting on East 124th Street (107 and 109 East 124th Street). Lots 1, 2, 5, and 6 were each developed with a wood frame dwelling and historical Lot 3 was developed with a brick structure. The 1891 Bromley atlas depicts the lots in a similar condition but does not identify the owners of uses of the on-site buildings.

By the publication of the 1896 Sanborn map (see **Figure 9**), modern Lot 67 and the portion of modern Lot 1 situated immediately to the south had been largely redeveloped with a 3- to 5-story industrial facility that may have incorporated many of the older on-site buildings (108-110 East 125th Street and 107-109 East 124th Street). The 1911 Sanborn map continues to refer to the buildings on Lot 67 as the Horton Building and indicates that all of the buildings on those four historical lots stood five stories with basements. This portion of the site is depicted in the same manner on the 1939 and 1951 Sanborn maps, which indicate that a wholesale refrigerator equipment manufacturer occupied the buildings in the eastern half of modern Lot 1.

The three historical lots in the western portion of modern Lot 1 are shown on both the 1896 and 1911 Sanborn maps as developed with three story dwellings with stores on the ground floor (1801 to 1805 Park Avenue). The 1939 Sanborn map indicates that these houses had been demolished and that the wholesale refrigerator equipment company described above had expanded to the west to occupy a larger portion of modern Lot 1 with a 1-story building. The buildings formerly at 1801 and 1803 Park Avenue had been demolished by that time, although the 4-story (with basement) building at 1805 Park Avenue remained extant. The 1951 Sanborn map depicts the same buildings, but indicates that the “Russell Ice Cream” company had assumed ownership of the buildings across all of Lot 1, including the 4-story house at 1805 Park Avenue, which at that time was in use as an office.

C. SUBSURFACE EASEMENT SITE

The subsurface easement site includes a portion of Lot 20 and all of Lot 27 on Block 1773. Lot 20 is currently developed with a large, 1- to 2-story building that was constructed in 1999 and is currently developed with a vacant commercial building formerly containing grocery and clothing stores. Though Sanborn maps do not indicate that the building has a basement, building records on file with NYCDOB indicate that the building was constructed with a basement, which is defined by NYCDOB as a partially subterranean level that is 50 percent or more above grade. The western portion of Lot 20 was included within the study area of the 2017 Supplemental Phase 1A study. That portion of the lot was determined to be archaeologically sensitive for resources associated with the 19th century occupation of the historical lots in that portion of the study area. Phase 1B testing was recommended following the demolition of the existing on-site building to confirm the presence or absence of archaeological resources in that location.

OCCUPATION AND DEVELOPMENT HISTORY OF LOTS 20 AND 27

The 1811 Bridges and ca. 1820 Randel maps depict the project site as undeveloped land within the larger property of John H. (also known as Johann Hermann) Raub. As Lexington Avenue had not yet been constructed, the block as originally planned extended between Third and Park (then Fourth) Avenues. The eastern portion of the block was bisected by the former Harlem-bridge Road, also known as the Old Boston Post Road. The western side of that historical road was developed with a row of at least five buildings of various size on the Raub property. One of the buildings, located in the vicinity of modern Lot 27, is identified as “Raub’s Tavern” on the Bridges map (see **Figure 5**). The house/tavern was also known as the Harlem Coffee House, which was opened by Raub in 1807 though other sources list its construction date as 1790, which is inconsistent with property records (Livingston 1924; Stokes 1967).

THE OCCUPATION OF THE RAUB FAMILY

Raub first bought the property from the heirs of John S. Sickles in 1801 (see **Table 2-1**). Raub reportedly planted an orchard on the grounds using trees imported from his native Holland (Livingston

1924). The bricks used to build a portion of the house were reported to have also been brought to America by Raub and the materials were first used as ship's ballast for the trans-Atlantic voyage (ibid). Raub was employed as a metallurgist, gold-weigher, and real estate speculator and he was also an artist in his spare time (ibid).

Table 2-1
Selected Early Conveyance Records

Document Date	Liber	Page	Grantor	Grantee	Property Description	Cost	Other
12/17/1801	61	281	Exr. of John A. Sickles and Mary Sickles	Hermann Raub	One-acre property along the Eastern Post Road	\$375	Raub is identified as a painter; a map of the property is included in the deed
5/5/1819	137	221	Exr. of John A. Sickles and Mary Sickles	John H. Raub	Triangular property between Third Avenue and the Old Post Road, 125th, and 124th Streets and the parcel between Fourth Avenue and the Old Post Road, 125th, and 124th Streets	\$1,338	Raub is identified as a resident of Harlem and a post master
3/24/1836	364	129	Heirs of John H. Raub	Charlotte P. Raub	All lands owned by John H. Raub, deceased		
Source: Conveyance records accessed through www.familysearch.com/ .							

In 1807, Raub placed an advertisement in the *New York Evening Post* describing the “Harlem Coffee-House [sic]” as “at the sign of the square and compass between Marrenner’s and Harlem-bridge” which was open “for the reception of company, where may be had at all times at the shortest of notice, Dinners, Tea and Coffee, &c. and all kinds of liquors of the finest quality” along with stable facilities for up to 30 horses (*New York Evening Post* 1807: 3).

The Raub family could not be identified in the 1810 Federal Census. In 1820, the family was recorded as living in a house with one enslaved male under the age of 14 (see **Table 2-2**). This confirms the use of forced labor either in the Raub home and/or on the larger orchard/estate. The 1830 census, recorded after slavery was abolished in New York State in 1827, indicates that the Raub household was occupied by four “free colored” persons in addition to the Raub family. These individuals included an adult male, an adult female, and two children. These individuals may have formerly been enslaved by the Raub family and may have continued to reside on the property following their emancipation, either as fully free individuals or as indentured servants, as was common at the time (Harris 2003). Only three members were recorded in the household of “Mrs. Raub” in 1840, presumably all members of the Raub family, one of whom was a professional engineer. The 1850 census, the first to include the names of individual family members, includes a 20-year-old woman of African descent named Sarah Raub as a resident of the George W. Jenkins household. This may have been the descendant of the family’s former slaves who continued to live in the home.

Table 2-2

Census Records for the Raub Family and Descendants, 1820-1870

Year	Location	Name	Age	Occupation	Place of Birth	Other
1820	House of John H. Raub, 9th Ward	Free white male	10<16			
		Free white male	45+			
		Free white female	<10			
		Free white female	26<45			
		Male slave	<14			
1830	House of John H. Raub, 12th Ward	Free white male	10<15			
		Free white male	20<30			
		Free white male	50<60			
		Free white female	10<15			
		Free white female	40<50			
		Free colored male	10<24			
		Free colored female	10<24			
1840	House of Mrs. Raub, 12th Ward	Free white male	20<30			
		Free white male	20<30			
		Free white female	50<60			
1850	Manhattan, Ward 12	George W. Jenkins	35	Clerk, post office	New Jersey	
		Charlotte E. Jenkins	36		New York	
		Mary C. Jenkins	6		New York	
		Margaret R. Jenkins	4		New York	
		Sarah V. Jenkins	2		New York	
		John Halsey	36	Gardener	Germany	
		Mary Halsey	30		Germany	
		Catharine Halsey	4		Germany	
		Mary Halsey	2		Germany	
		Sarah Raub	20		New York	African Descent
1860	Manhattan, Ward 12, District 3	Charles Gippel	40		Germany	
		George Jenkins	44	Auctioneer	New Jersey	
		Charlotte E. Jenkins	44	Coal Dealer	New York	Real Estate Value \$20,000; Personal estate value = \$4,000
		Mary Jenkins	16		New York	
		Margaret Jenkins	14		New York	
		Sarah Jenkins	12		New York	
		Mary Harding	40	Servant	Ireland	
		Diretta Jones	22		Germany	
		Charles Gipple	45	Laborer	Germany	
		Charles Treadwell	65	Laborer	New York	African Descent
1870	Manhattan, Ward 12, District 13	Frederick Kopper	23	Ice & Coal Dealer	Scotland	Real Estate Value = \$1,000
		Margaret Kopper	23	Keeping House	New York	
		Margaret G. Kopper	3		New York	
		Sarah Jenkins	21		New York	
		Carl Zipple	64	Domestic Servant	Prussia	
		James Williams	19	Domestic Servant	New York	African Descent
		Margaret Clarke	19	Domestic Servant	New York	

Sources: Federal census records accessed through www.Ancestry.com.

In 1828 and 1829, after the implementation of the modern street grid, Raub asked the City for permission to close the historic road that ran through his property so that East 124th Street could be constructed west of Third Avenue, despite requests from neighbors to keep the road open (Minutes of the Common Council 1917, 17:335 and 18:241). The 1836 Colton map (see **Figure 6**) continues to

depict the road, but only identifies a single structure on the former Raub property, possibly because outbuildings were not identified on the map. In 1836, Raub was found dead while on a trip abroad and he is believed to have been murdered and robbed by a “manservant” with whom he was traveling and he was buried in the churchyard of Saint Andrew’s Church in Harlem and later reinterred at Woodlawn Cemetery in the Bronx (Livingston 1924). The Raub estate was inherited by his wife, Charlotte Philipena Raub, and their children Harman and Charlotte Eliza Raub (ibid). The 1851 Dripps map continues to depict the project site in a similar manner, depicting the former house/tavern and a smaller building to the south (see **Figure 7**).

Upon Charlotte Eliza’s death in 1862, the estate was inherited by her second husband, George W. Jenkins and their children (Livingston 1924). Her daughter, Margaret Jenkins, married Frederick Kopper, and the family continued to reside in the property, which was later known as the Kopper Residence until it was sold out of the family in 1882 (ibid).

LATE 19TH AND 20TH CENTURY DEVELOPMENT OF THE RAUB ESTATE

The 1867 Dripps map continues to depict the Raub house, which by that time was surrounded by several developed lots and a coal yard. The 1879 Bromley atlas reflects the construction of Lexington Avenue to the west of the block and the division of the block to the east into lots. The Raub house is still depicted within Lot 27 on that map. A second building was located on Lot 20 to the west, and at least three large barns or stables were located on the historic lots to the north. The 1885 Robinson atlas (see **Figure 8**) continues to depict the house on Lot 27. The portion of Lot 20 within the proposed easement to the west had been developed with three brownstone homes (161 to 165 East 124th Street). The portion of Lot 20 to the north of Lot 27 had been developed with a row of wood frame buildings and a large brick roller skating rink. The 1891 Bromley atlas depicts the easement location in the same manner, but indicates that the northern portion of Lot 20 within the proposed easement was developed only with brick buildings and that the former skating rink was now the “Harlem Theater.”

The 1896 Sanborn map provides more information on the buildings on the proposed easement site (see **Figure 9**). The former Raub house is shown as a 1- to 3-story brick and wood frame house. A 1-story wood frame building was located to the northwest, extending partially onto Lot 20. To the north of the house, the majority of that portion of Lot 20 that is located within the supplemental easement site was vacant, indicating that the former theater had been demolished. Buildings were still extant along the western side of the supplemental easement site at 165 East 124th Street and 164 East 125th Street.

The 1911 Sanborn map indicates that the formerly vacant part of Lot 20 to the north of the former Raub house had been developed with a 1-story (with basement) commercial or industrial building that was vacant in 1911. The 1939 and 1951 Sanborn maps depict the site in the same conditions, although the latter reflects the demolition of the former Raub house. Records on file with NYCDOB show that the majority of the buildings on Lot 20 were demolished in the 1970s and 1980s and the lot was redeveloped with a parking lot and a small park before the existing building was constructed in 1999. The existing post office on Lot 27 was constructed in 1957. There is no indication that the post office has a basement.

A. CONCLUSIONS

As part of the background research for this Supplemental Phase 1A Archaeological Documentary Study, various primary and secondary resources were analyzed, including historical maps and atlases, historic photographs and lithographs, newspaper articles, and local histories. The information provided by these sources was analyzed to reach the following conclusions.

ASSESSMENT OF PREVIOUS DISTURBANCE

The locations of both the Ancillary 2 Potential Relocation Site and the Subsurface Easement Site and subway entrances have been disturbed to some extent by the construction and demolition of buildings during the 19th and 20th centuries. The construction of buildings with basements would have resulted in deeper disturbance—assumed to be 8 to 10 feet or more below the ground surface—than the construction of buildings without basements.

PRECONTACT SENSITIVITY ASSESSMENT

The precontact sensitivity of project sites in New York City is generally evaluated by a site's proximity to level slopes of less than 10 to 12 percent, water courses, well-drained soils, and previously identified precontact archaeological sites (NYAC 1994). While extensive Native American activity has been documented in the vicinity of northeast Manhattan (as described in the 2017 Supplemental Phase 1A Study), Native American archaeological sites are typically found at shallow depths, often within the top 5 feet of the original ground surface. Given the extent of development and landscape modification on the Ancillary 2 Relocation Site and the Supplemental Easement Sites during the 19th and 20th centuries, much of the pre-development ground surface was likely destroyed as a result of development between the 19th and 20th centuries. Both sites are determined to have no precontact archaeological sensitivity.

HISTORIC SENSITIVITY ASSESSMENT

ANCILLARY 2 POTENTIAL RELOCATION SITE (BLOCK 1773, LOTS 1 AND 67)

The parcels included within the Ancillary 2 Potential Relocation Site were undeveloped until the mid-19th century. Historical maps indicate that the earliest development on the property was located in the northern portion of the site (Lot 67), where later subsurface disturbance occurred as a result of the construction of a building with a basement. Subsequent residential development appears to have occurred in the second half of the 19th century, at which time municipal water and sewer infrastructure was likely in place in the streetbeds surrounding the site. The Ancillary 2 Potential Relocation Site is therefore determined to have low sensitivity for archaeological resources dating to the historic period.

SUBSURFACE EASEMENT SITE (BLOCK 1773, LOT 20 (PART) AND LOT 27)

The Subsurface Easement Site on Lot 20 (part) and Lot 27 was developed with the house/tavern of John Raub by the first decade of the 19th century. The house remained on Lot 27 until the early 20th century,

even as urban development encroached onto the surrounding lots. The existing post office was constructed on Lot 27 shortly after the former Raub house was demolished and the post office was not constructed with a basement. The northern portion of that part of Lot 20 included within the Subsurface Easement Site was later disturbed as a result of the construction of a large building with a basement. However, Lot 27 and the adjacent portion of Lot 20 to the west do not appear to have been disturbed by basement excavation. Therefore, the southern half of the Subsurface Easement Site is determined to have moderate sensitivity for archaeological resources associated with the early-19th century occupation of the block.

B. RECOMMENDATIONS

The Ancillary 2 Potential Relocation Site (Block 1773, Lots 1 and 67) are determined to have no archaeological sensitivity. No further archaeological analysis is recommended at that location.

Phase 1B testing after the demolition of existing buildings is recommended for the southern half of the Subsurface Easement Site (Block 1773, Lot 20 (part) and Lot 27) as identified on **Figure 10**. Buried domestic shaft features may be present on that portion of the site. Similar testing was recommended to the portion of Lot 20 located to the west in the 2017 Supplemental Phase 1A Study. Prior to the completion of Phase 1B testing, a Phase 1B testing protocol should be prepared and submitted to LPC and SHPO for review and concurrence pursuant to the terms of the 2004 PA.

References

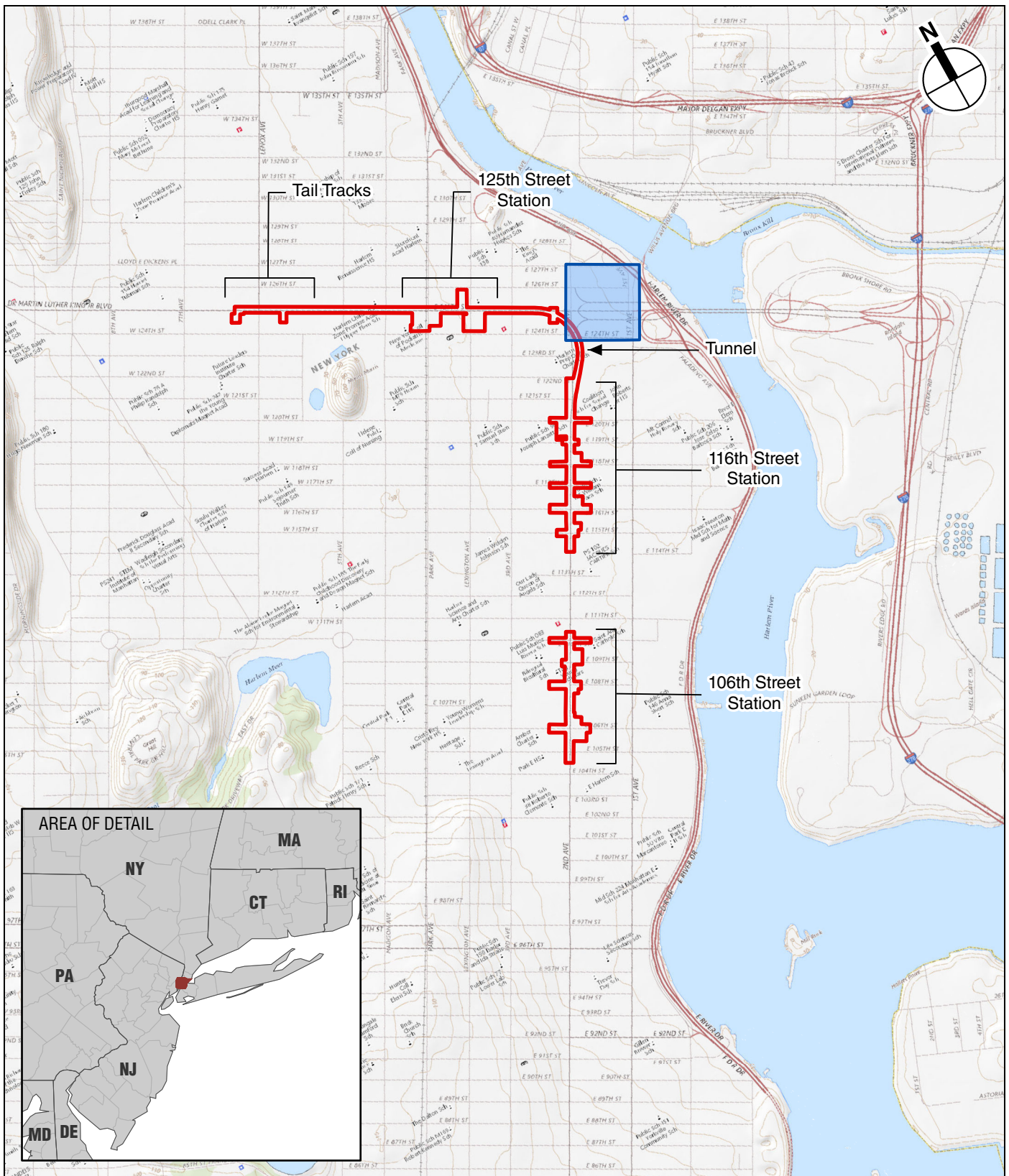
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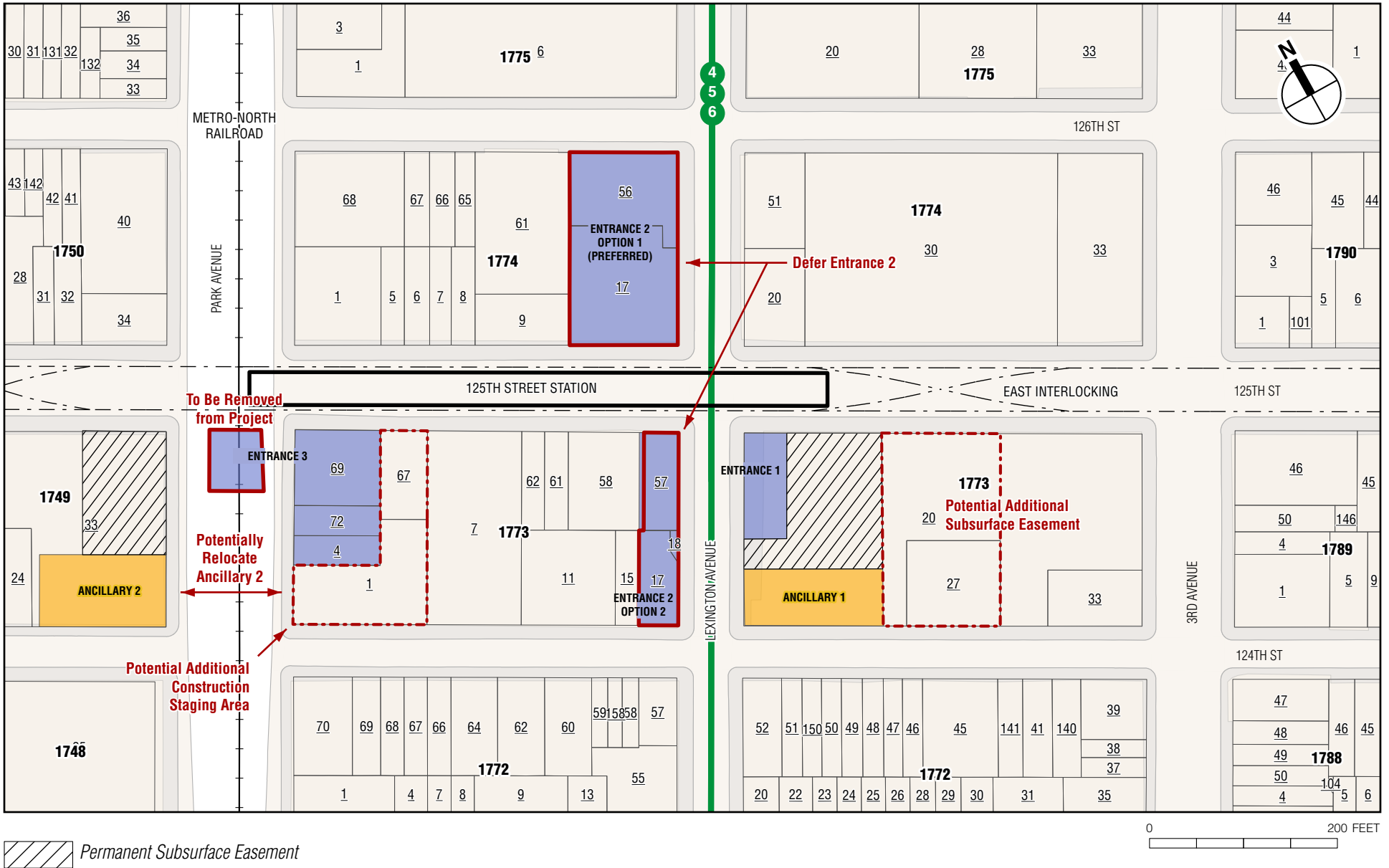
11/27/2019

Source: USGS The National Map, <https://basemap.nationalmap.gov/dnrs/1/execute/USGSTopoMapServer>



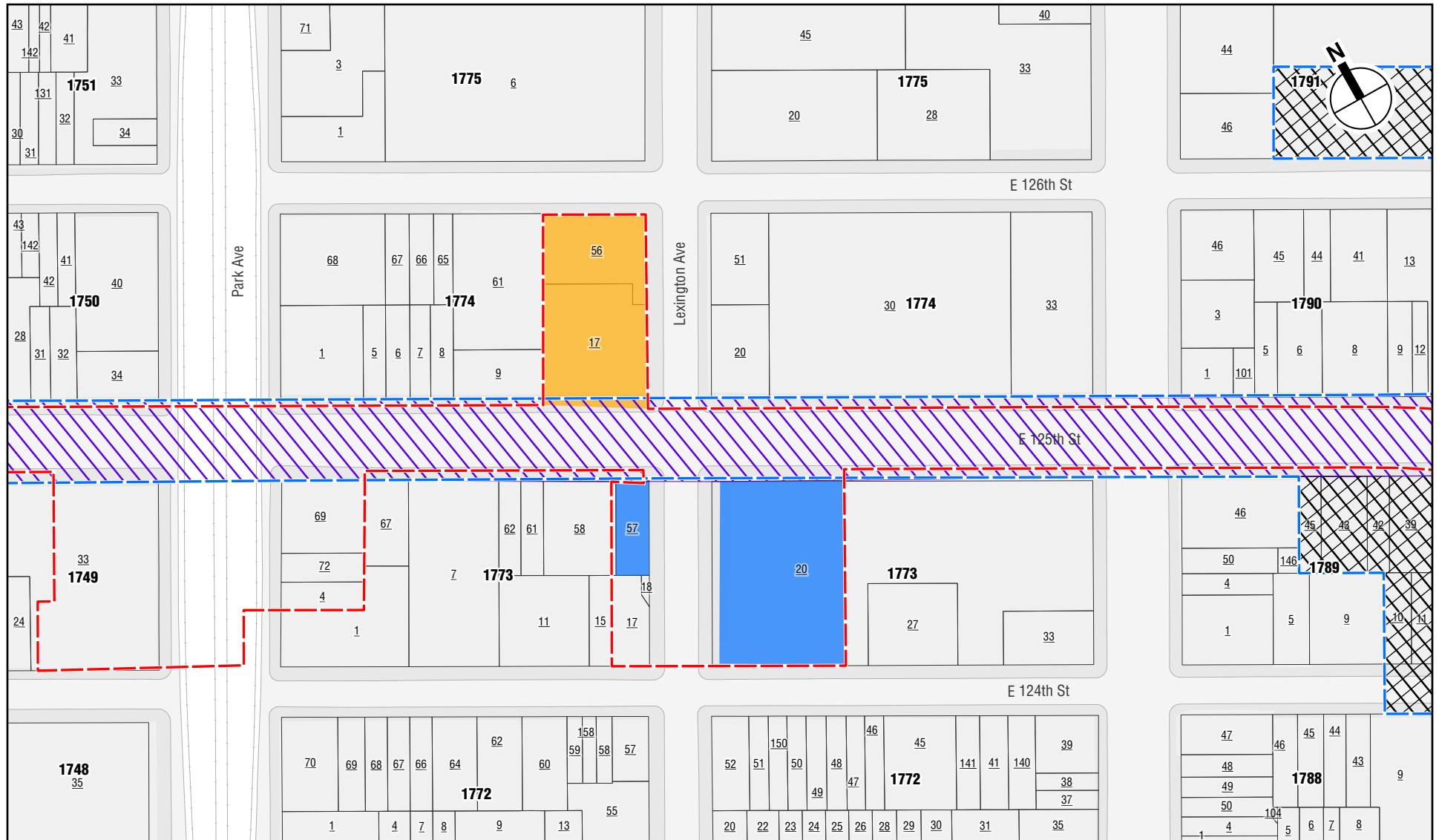
- 2017 Area of Potential Effect
- Harlem African Burial Ground Sensitivity Area

0 2,000 FEET



 Permanent Subsurface Easement

Proposed Design Modifications for
125th Street Station
Figure 2



 Historical and Precontact Sensitivity Identified in 2003

 Precontact Sensitivity Identified in 2003, No Longer Sensitive Based on Landscape Reconstruction

 2017 Area of Potential Effect

 2003 Area of Potential Effect

 Phase 1B Testing

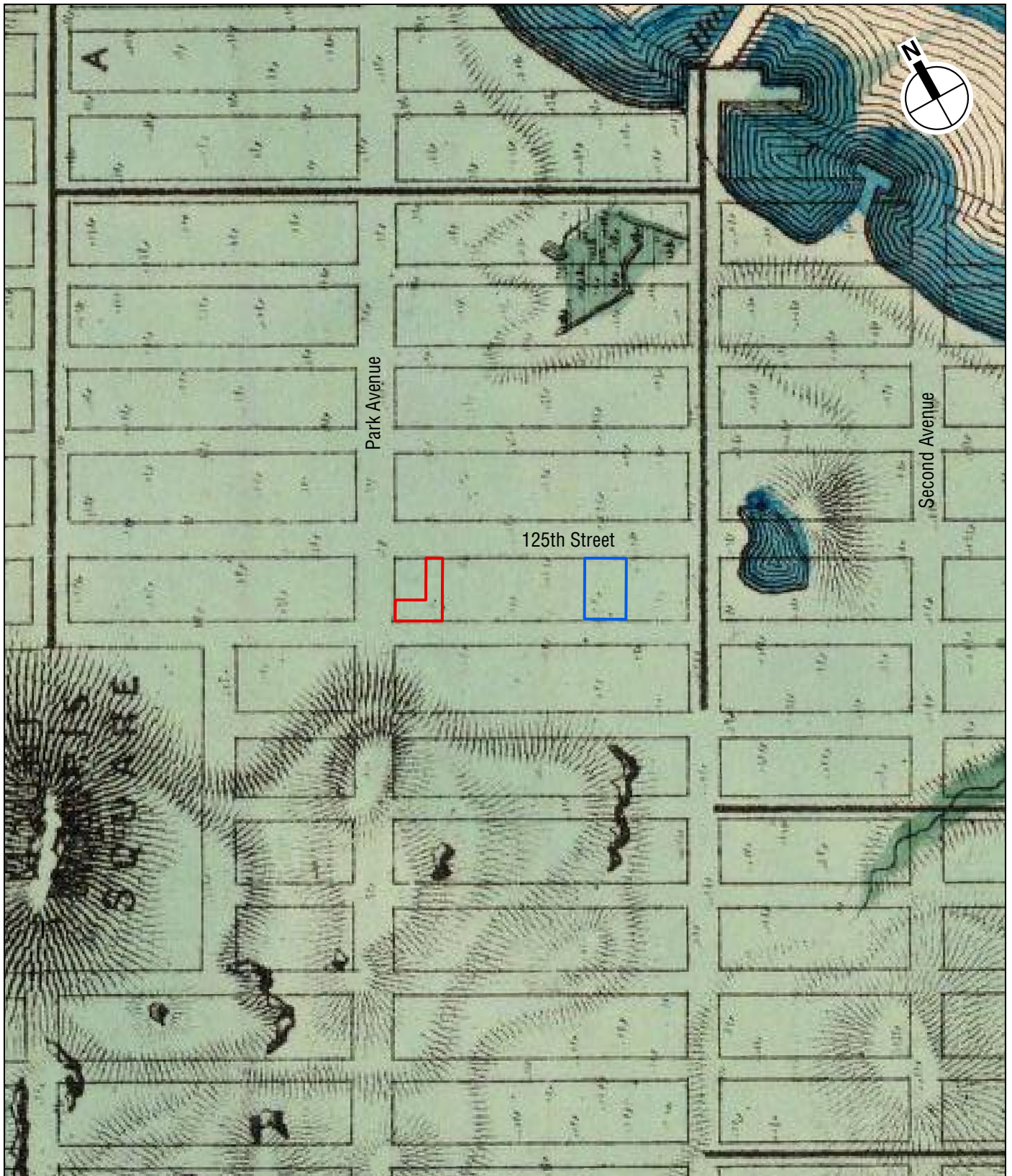
 Topic Intensive Doc Study



1774 Block Number

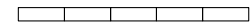
20 Lot Number

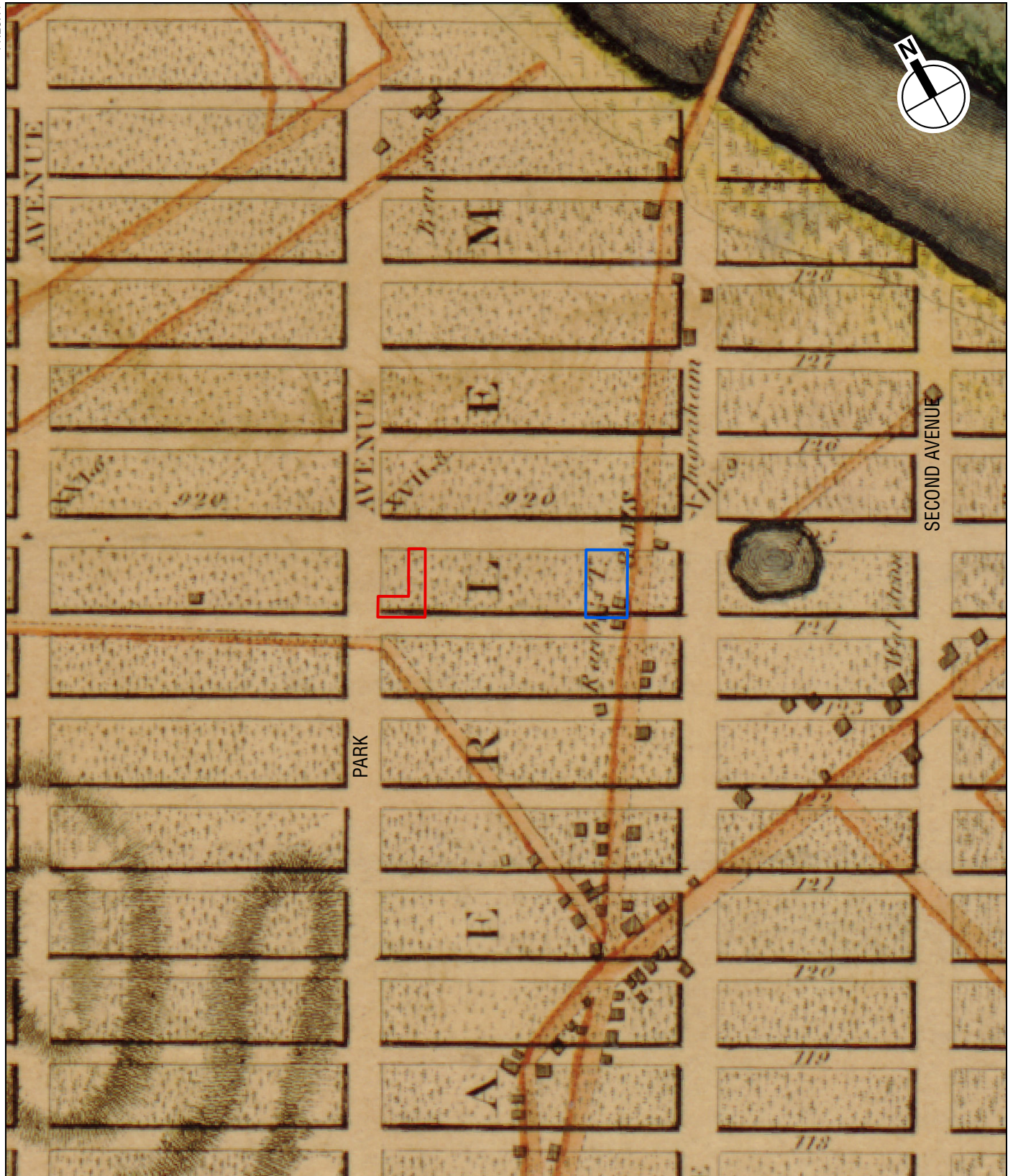
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Areas of Archaeological Sensitivity
Identified through Previous Assessments
Figure 3



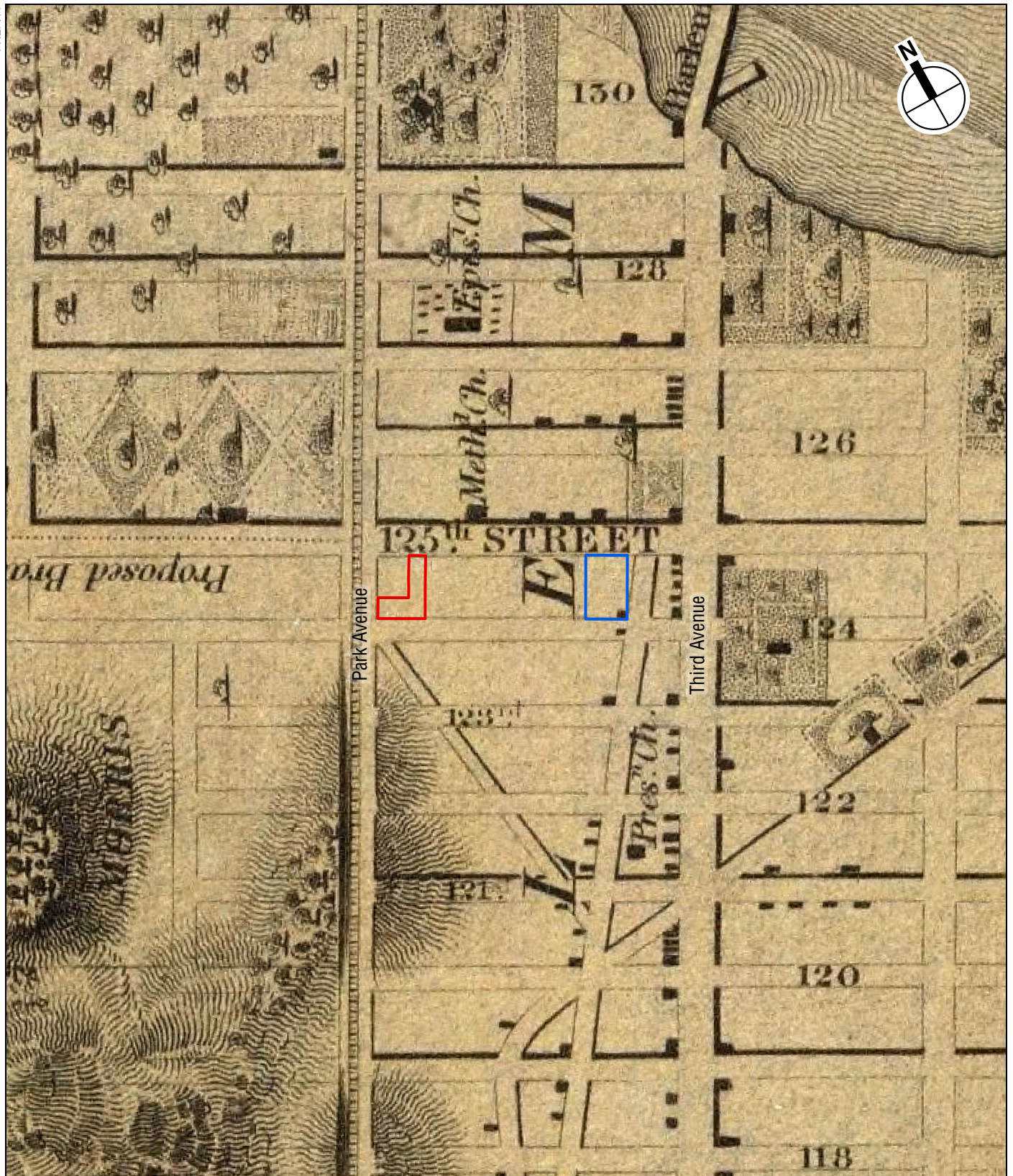
-  Ancillary 2 Potential Relocation Site
-  Supplemental Easement Site



0 500 FEET





-  Ancillary 2 Potential Relocation Site
-  Supplemental Easement Site


0 500 FEET



-  Ancillary 2 Potential Relocation Site
-  Supplemental Easement Site


0 500 FEET

 Ancillary 2 Potential Relocation Site

 Supplemental Easement Site


☐ *Supplemental Easement Site*

0 500 FEET



Supplemental Easement Site

0 500 FEET

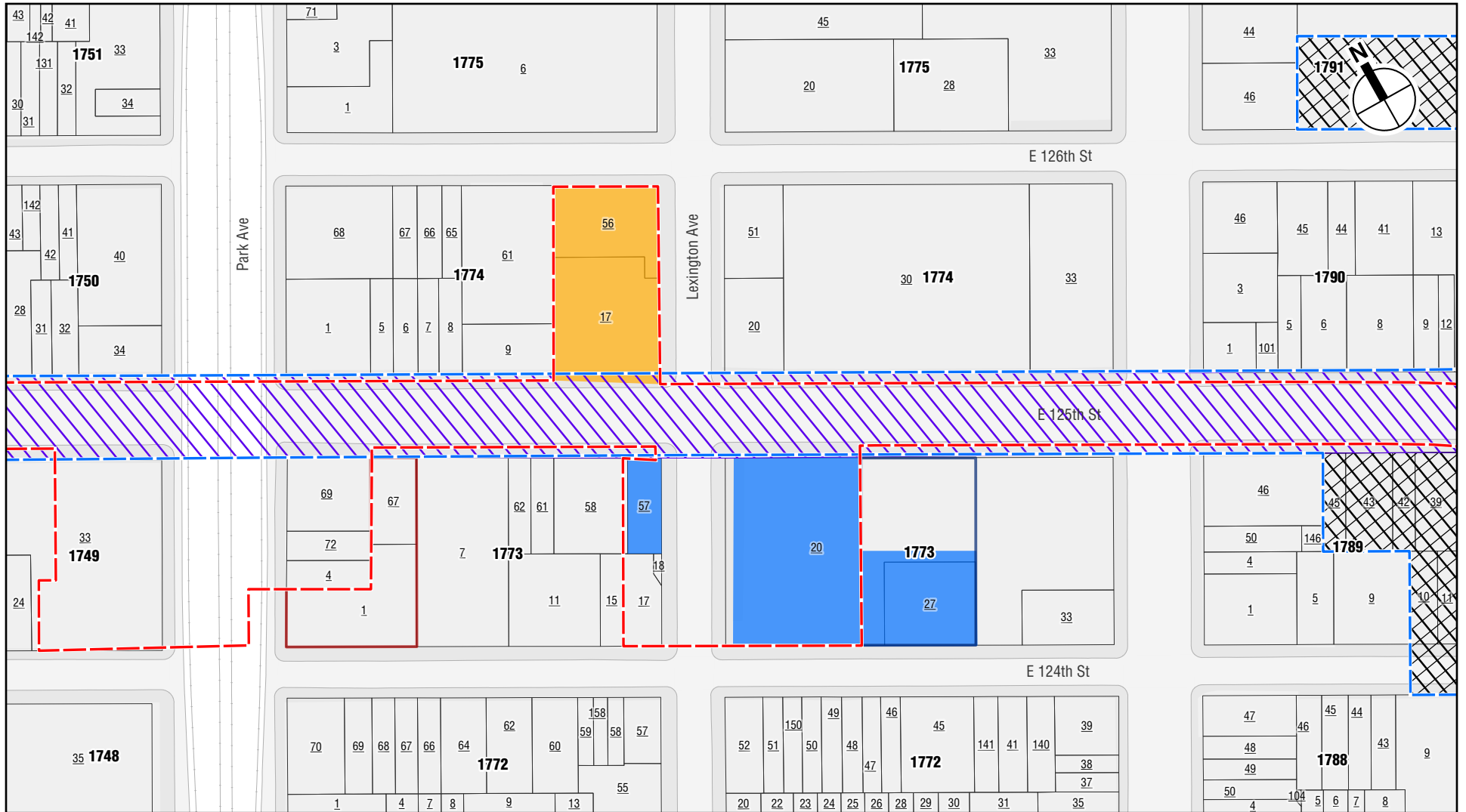


1885 Robinson Atlas
Figure 8

Supplemental Easement Site

0 400 FEET

11.25.19



- Ancillary 2 Potential Relocation Site
- Supplemental Easement Site
- Historical and Precontact Sensitivity Identified in 2003
- Precontact Sensitivity Identified in 2003, No Longer Sensitive Based on Landscape Reconstruction

- 2017 Area of Potential Effect
- 2003 Area of Potential Effect
- Phase 1B Testing
- Topic Intensive Doc Study

1774 Block Number
20 Lot Number

0 200 FEET