



## **Appendix 1-C: Agency and Stakeholder Consultations**



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May 3, 2024

Jessica Schreyer, Archaeology Unit Program Coordinator  
New York State Office of Parks, Recreation and Historic Preservation  
Historic Preservation Field Services Bureau  
Peebles Island Resource Center, P.O. Box 189  
Waterford, New York 12188-0189

**RE: Request for Cultural Resources Review for the Champlain Hudson Power Express Project (Project) – Harlem River Segment 20A – Harlem Bulkhead Penetration and Tie-in change of Area of Potential Effect (APE) (OPRHP# 09PR03910)**

Dear Ms. Schreyer:

The Champlain Hudson Power Express (CHPE) project is an approximately 330-mile submarine and terrestrial High Voltage Direct Current (HVDC) transmission project that will connect clean power generated in Canada with New York City. As part of their engineering review of the Project, CHPE LLC is considering a minor change to routing to be approved by the New York State Public Service Commission in order to promote responsible environmental and engineering stewardship utilizing best practices. This letter addresses minor changes to the proposed cable landfall location at the shore of the Harlem River.

The proposed Harlem Bulkhead Penetration and Tie-in is currently located on the east side of the Harlem River immediately north of the Willis Avenue Bridge (Figure 1) along the Harlem Rail Yard Route or Segment 20A of the overall CHPE Project. The previous cable landfall location was also on East side of the river but immediately north of the current location (Figure 2). For an unrelated development, in February of 2022 the McLaren Engineering Group prepared a Permit Application for shoreline stabilization in this vicinity. They consulted with the State Historic Preservation Office (SHPO) and their report contained a copy of letter from SHPO dated September 3, 2021 stating that “[B]ased upon this review, it is the opinion of the New York SHPO that no historic properties, including archaeology and/or historic resources, will be affected by this undertaking.”

In 2020, TRC completed a Phase IA Archaeological Assessment of the Harlem Rail Project Yard Preferred Alternative Route (Harlem Rail Yard Route) which includes the current proposed location of the Harlem Bulkhead Penetration and Tie-in. Figure 3 was taken from the Phase IA Archaeological Assessment report (Mack and Dunning 2020) and an orange circle was added to indicate the proposed location of the Harlem Bulkhead Penetration and Tie-in. Mack and Dunning (2020:1) defined the area of potential effect (APE) as follows:

“The Harlem Rail Yard Route portion of the Project involves burial of underground electrical transmission line within a 50 feet-wide area of potential effect (APE). Along the Harlem Rail Yard Route, the anticipated depth of construction on the terrestrial portion is up to five (5) feet to allow the cables to be installed to a depth of at least four (4) feet below the surface. However, at specific locations along the route, the anticipated depth may be lower (currently estimated in the range of 6 feet). The width of the trench is expected to be four (4) feet. All construction for this portion of the Project will take place within existing road ROW, railyard ROW, or underwater.”

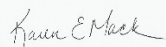
They concluded that,

“the history of the area as documented by maps and soils studies indicate that that the majority of the area was naturally inundated prior to 1897 and that after that date the area was progressively infilled to provide usable landforms. Soil data provided... classifies the soils as Urban Land, with varying depths of cemented material (i.e. 15 to 20 inches), then loam material. Based on the anticipated depths as described above, there is a potential for soils below the artificial material to be impacted during construction. However, the significant disturbance along the Harlem Rail Yard Route, including fill deposits and existing utility corridors, also suggest it is unlikely that archeological resources are intact. In addition, the width of the trench (approximately four (4) feet) would limit the extent of the disturbance. In the event that such resources are encountered during construction, an inadvertent discovery protocol will be in place. Therefore, no additional archaeological review is recommended (Mack and Dunning 2020:22).”

SHPO concurred with this conclusion in a letter dated October 20, 2020 which stated that “Based upon this review, the SHPO concurs that no Phase IB archaeological investigation is warranted due to the presence of disturbed and fill soils within the Area of Potential Effects (APE). The SHPO has no further concerns with this project area.” Based on the previous research completed by TRC for the Harlem Rail Yard Route as well as that of the McLaren Engineering Group, we conclude that no further archaeological studies are needed for the current proposed location of the Harlem Bulkhead Penetration and Tie-in.

TRC looks forward to receiving your review of this information. If you have any questions or would like any additional information, please feel free to contact Karen Mack at 207-215-2872 or [kemack@trccompanies.com](mailto:kemack@trccompanies.com).

Thank you,



Karen E. Mack, M.S.,  
Principal Archaeologist

**Attachments:**

Attachments: Figures 1-3

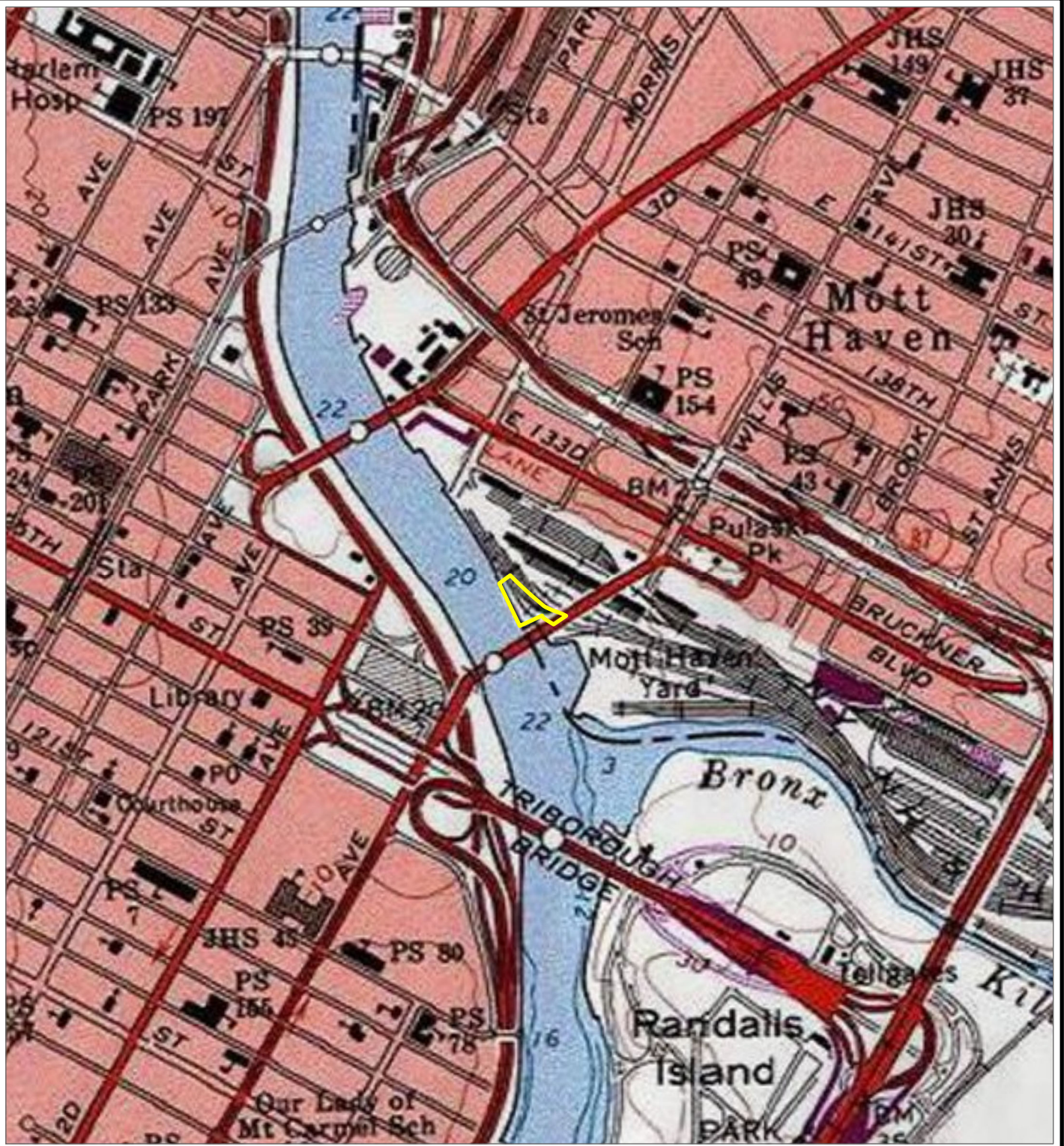
**References Cited:**

Mack, Karen and Samantha Dunning

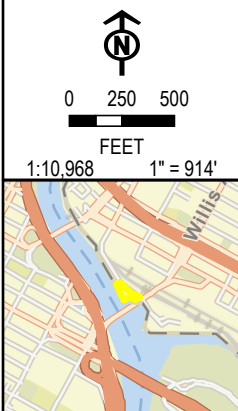
2020 Phase IA Archaeological Assessment of the Champlain-Hudson Power Express Project, Harlem Rail Yard Preferred Alternative, Borough of Queens, New York (Project Review: 09PR03910). Report on file with New York State Office of Park, Recreation and Historic Preservation, Waterford, NY.


McLaren Engineering Group

2022 Harlem River Yard Bulkhead Stabilization Permit Application. Report on file with New York State Department of Environmental Conservation, Long Island City, NY.



 PROJECT AREA



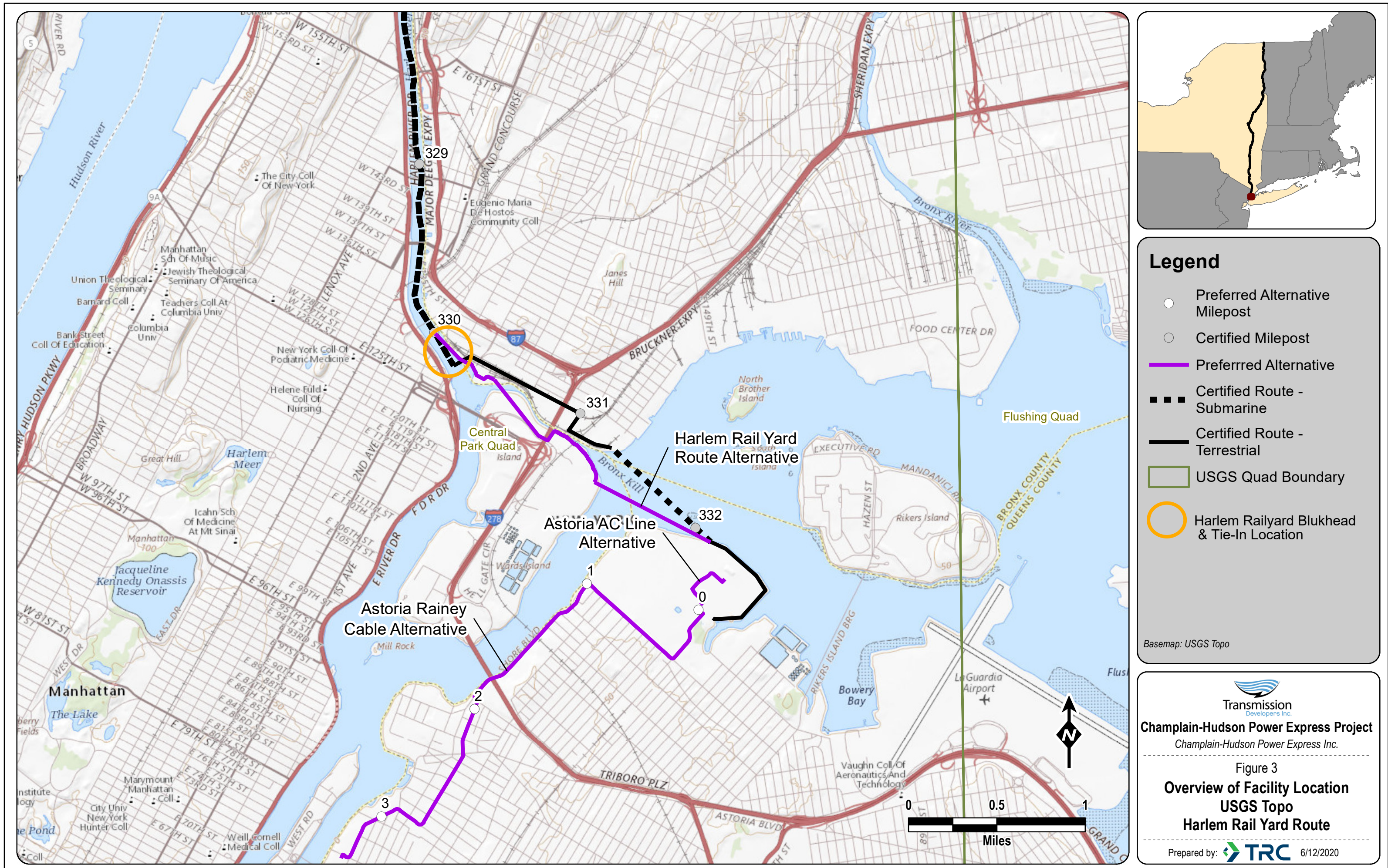
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TITLE: SEGMENT 20A HARLEM BULKHEAD PENETRATION AND TIE-IN LOCATION MAP		
DRAWN BY: A. YOUNG	PROJ. NO.: 490523.0007.0000	
CHECKED BY: K. MACK	FIGURE 1	
APPROVED BY: K. MACK		
DATE: APRIL 2024		
		P.O. BOX 1068 BATH, ME 04530
FILE:	CHPE	

BASE MAP: USGS COLOR ORTHO IMAGERY  
DATA SOURCES: TRC



<div><div></div> PREVIOUS PROJECT AREA</div> <div><div></div> PROJECT AREA</div>	<div><div><div></div><div></div><div></div></div><div>0 150 300</div><div>FEET</div><div>1:4,492 1" = 374'</div></div> <div></div>	PROJECT: <b>CHAMPLAIN HUDSON POWER EXPRESS PROJECT</b>	
		TITLE: <b>SEGMENT 20A HARLEM BULKHEAD PENETRATION AND TIE-IN LOCATION MAP</b>	
	DRAWN BY: A. YOUNG	PROJ. NO.: 490523.0007.0000	<b>FIGURE 2</b>
	CHECKED BY: K. MACK		
	APPROVED BY: K. MACK		
	DATE: APRIL 2024		
BASE MAP: USGS COLOR ORTHO IMAGERY DATA SOURCES: TRC		<div> <b>TRC</b></div> <div>P.O. BOX 1068 BATH, ME 04530</div>	
		FILE:	CHPE

COORDINATE SYSTEM: NAD 1983 STATEPLANE NEW YORK EAST FIPS 3101 FEET, MAP ROTATION: 0  
- SAVED BY: A.YOUNG ON 4/15/2024, 13:15:42 PM - FILE PATH: C:\USERS\AYOUNG\ONEDRIVE - TRC\DOCUMENTS\IARC\GIS\PROJECTS\CHPE\CHPE.APRX - LAYOUT NAME: 8.5X11P - INSET





**New York State  
Parks, Recreation and  
Historic Preservation**

**KATHY HOCHUL**  
Governor

**RANDY SIMONS**  
Commissioner *Pro Tempore*

May 10, 2024

Josh Bagnato  
SVP, Project Development  
CHPE  
623 Fifth Ave. 20th Floor  
New York, NY 10022

Re: DOE  
Champlain Hudson Power Express/TDI/Underwater HVdc Transmission Line  
09PR03910

Dear Josh Bagnato:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project.

SHPO has reviewed the *Request for Cultural Resources Review for the Champlain Hudson Power Express Project (Project) – Harlem River Segment 20A – Harlem Bulkhead Penetration and Tie-in change of Area of Potential Effect (APE)* (TRC, 5/3/24). We concur with TRC's recommendation that that no further archaeological studies are needed for the current proposed location of the Harlem Bulkhead Penetration and Tie-in.

If you have any questions, I can be reached at [Jessica.Schreyer@parks.ny.gov](mailto:Jessica.Schreyer@parks.ny.gov).

Sincerely,

Jessica Schreyer  
Archaeology Unit Program Coordinator



404 Wyman Street, Ste. 375  
Waltham, MA 02451

T 781.419.7696  
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April 26, 2024

NY Natural Heritage Program – Information Services  
NYS DEC  
625 Broadway, 5th Floor  
Albany, NY 12233-4757

Re: *Champlain Hudson Power Express (CHPE) Project – Harlem River Bulkhead Penetration and Tie-in (EM&CP Segment 20A)*  
*Borough of the Bronx, Bronx County, NY*

Dear Sir or Madam,

Champlain Hudson Power Express, LLC (CHPE) is proposing to construct the Champlain Hudson Power Express project (Project), an approximately 330-mile submarine and terrestrial High Voltage Direct Current (HVDC) transmission project that will connect clean power generated in Canada with New York City.

As part of the Project, CHPE is proposing to conduct bulkhead penetration operations and duct bank construction at the shore of the Harlem River on a parcel of privately owned land (Figure 1). The bulkhead penetration and duct bank construction will be conducted at the southern end of the Harlem River submarine cable segment, in preparation for later cable installation. During construction, conduits will be installed through a steel sheeting bulkhead. An in-water cofferdam and support barge will facilitate bulkhead penetration operations. Trench excavation will occur from the proposed bulkhead inland for approximately 60'. The extents of the trench width and depth will be able to accommodate the installation of two 12" HDPE pipe conduits. Temporary equipment storage and staging will occur on-site.

On behalf of CHPE, LLC, TRC Companies (TRC) respectfully requests information regarding the occurrence and distribution of state- and federally listed endangered and threatened species and their habitats occurring within or immediately adjacent to the currently proposed bulkhead penetration and tie-in location at the shore of the Harlem River. A shapefile of this study area is attached for review purposes.

The requested information is necessary to prepare the Environmental Management and Construction Plan (EM&CP) for the Project in conformance with the requirements of the New York State Endangered Species Act and its implementing regulations (6 NYCRR Part 182), the Federal Coastal Zone Management Act, the New York State Coastal Zone Management Program, and regulations promulgated under the Waterfront Revitalization and Coastal Resources Act (19 NYCRR Part 600).

*Please note that CHPE's subcontractor Kiewit has submitted similar requests for terrestrial segments of the Project which do not include the cable installation work described herein. Additionally, please note that TRC has also submitted similar requests for transitional land-to-water HDD Project segments, pre-lay matting work, and cable installation in Lake Champlain and the Hudson River which do not include the bulkhead penetration and tie-in work described herein. Therefore, this new request is submitted to address this gap.*

Please do not hesitate to contact me at (401) 330-1210 with any questions. Thank you in advance for your assistance.

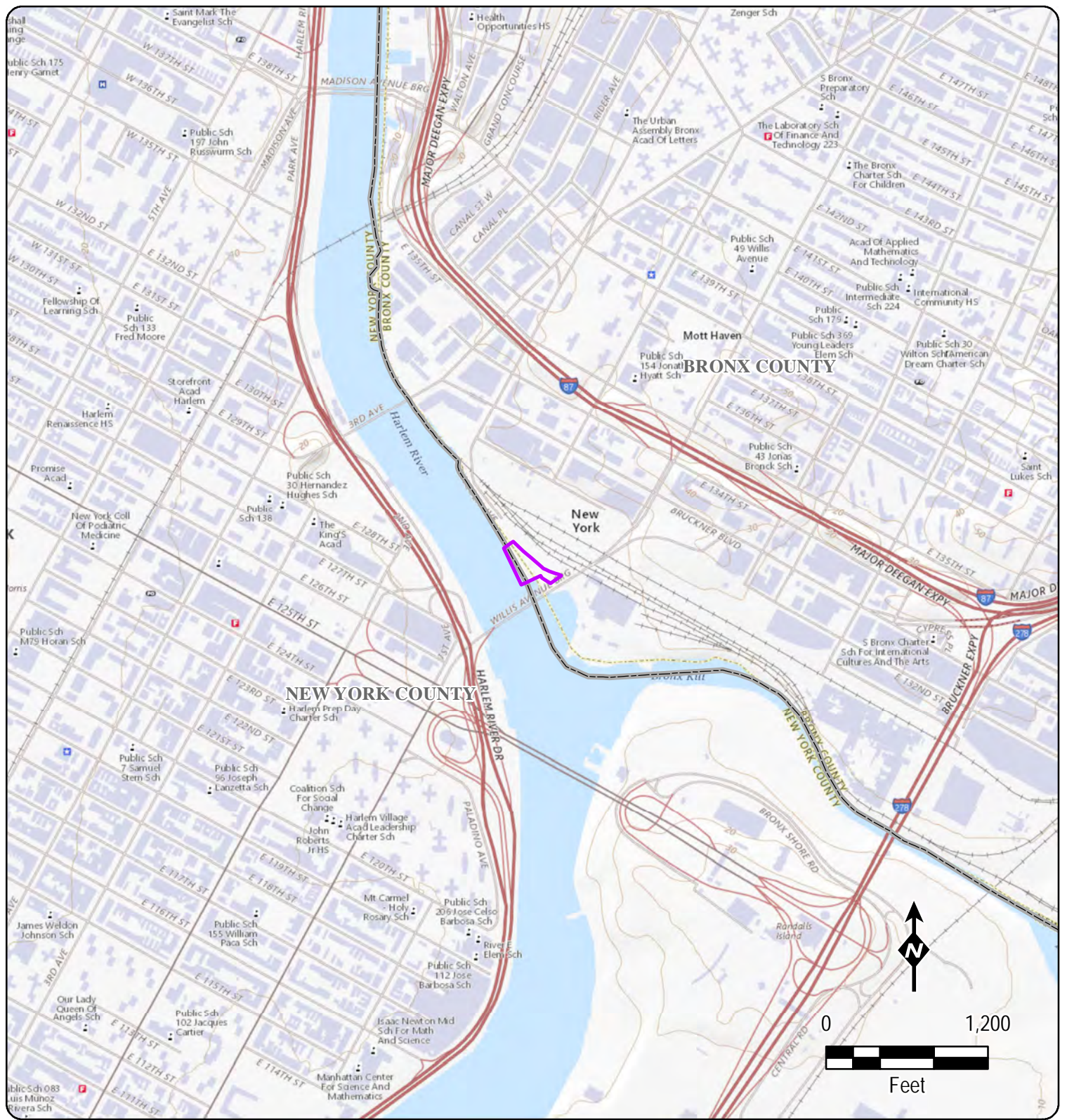
Sincerely,

TRC Companies

*Sophia Mottola*


Sophia Mottola  
Environmental Scientist

Attachment 1 – Bulkhead Penetration and Tie-In Location Figure



**Legend**

- Project Site
- County



**CHAMPLAIN HUDSON POWER EXPRESS**

**Harlem Bulkhead  
Penetration & Tie-In  
Project Site Overview**

**Figure 1**

Created: 4/17/2024