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ENVIRONMENTAL REVIEW
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LANDMARKS PRESERVATION
COMMISSION

July 25, 2005
Addendum
STAGE 1A ARCHAEOLOGICAL ASSESSMENT
MTA/Long Island Rail Road East Side Access Project

Re: Proposed Substation G02, Sunnyside Yard, Northwest corner of Skillman Avenue and the Honeywell Street Bridge.

The MTA/LIRR East Side Access Project proposes to construct a new substation in Sunnyside Yard in Long Island City, Queens, New York. Associated with the new substation is a retaining wall, which would be constructed to brace the slope between Skillman Avenue to the lower yard elevation. Project elements for the Queens Alignment of the MTA/LIRR East Side Access Project have been evaluated in the original Stage 1A archaeological study prepared for the project, *Stage 1A Archaeological Assessment, MTA/LIRR East Side Access Project*, prepared by Historical Perspectives, Inc., December 1999 ("Stage 1A") and in subsequent addenda to that report.

This addendum refers to Chapter 3.0, "Sunnyside Yard and Yard A Archaeological Resource Evaluation" of the original Stage 1A. Specifically, it refers to the following sections: **3.3 Existing Conditions** pages AR3-20 to -35; and *3.7.1 Block Histories*, page AR3-APX7 to -APX21. Figures 1-18 of the Stage 1A have been appended to this addendum and are referenced herein.

The location of Substation G02 has been added to the Area of Potential Effect (APE) between Queens Boulevard and Honeywell Street Bridges. At present, this part of the APE lies between present Skillman Avenue and the Sunnyside Yard Loop Track. It includes sections of former Block 156 and 166, and a section of former Moore Street. (Figures A and B)

3.3 Existing Conditions

- **APE between the Queens Boulevard and Honeywell Street Bridges**

Former Block 166

The former Block 166 section of this APE comprises the central part of the former block, extending between approximately 364 and 446.2 feet south of former Skillman Avenue along the east side of former Rawson Street, and between approximately 264.2 and 346.3 feet south of former Skillman on the west side of former Moore Street. No buildings were erected on this part of the block prior to the construction of the present railroad yard, and no potential historical archaeological sites are documented there (Sanborn 1898). (Figures 11 and 15)

Prior to yard construction, this section of the APE was along the slopes of a small hill whose summit was formerly at what is now the intersection of present Skillman Avenue and the Honeywell Street Bridge. Pre-yard elevations in this section of former Block 166 were between 42.75 and 67.75 feet, sloping upward from southwest to northeast. (Figure 7)

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Historical Perspectives, Inc.

former Skillman on the west side of former Honeywell Street. No buildings were erected on this part of the block prior to the construction of the present railroad yard, and no potential historical archaeological sites are documented there (Sanborn 1898). (Figures 11 and 15)

Prior to yard construction, this section of the APE was adjacent to the top of a small hill whose summit was formerly at what is now the intersection of present Skillman Avenue and the Honeywell Street Bridge. Pre-yard elevations were between 72.75 and 77.75 feet. (Figure 7)

At present, elevations in this section of the APE are between 25 and 61 feet (MTA/LIRR 1999), indicating that between approximately 11 and 52 feet of the pre-development surface were removed at the time of yard construction. Such regrading would have been sufficient to destroy all prehistoric archaeological potential.

3.3.1 Prehistoric Archaeological Potential AND 3.3.2 Historical Archaeological Potential

Based on the lack of documented historical archaeological sites in the Substation G02 section of the APE, and the depth of subsurface disturbance which would have destroyed all prehistoric archaeological potential, this part of the APE is not considered to have archaeological potential. No additions to the original report are necessary in these sections, and no further study, testing or other investigation is recommended.

3.7.1 Block Histories (Appendix)

Former Block 166

The former Block 166 section of this APE comprises the central part of the former block, extending between approximately 364 and 446.2 feet south of former Skillman Avenue along the east side of former Rawson Street, and between approximately 264.2 and 346.3 feet south of former Skillman on the west side of former Moore Street. No buildings were erected on the block prior to the construction of the present railroad yard, and no potential historical archaeological sites are documented there (Sanborn 1898). (Figures 11 and 15)

Prior to yard construction, this section of the APE was along the slopes of a small hill whose summit was formerly at what is now the intersection of present Skillman Avenue and the Honeywell Street Bridge, about 175 feet to the east. (Figure 7) It was part of a property owned by the Payntar family, and although lotted by the 1890s, no buildings were erected on this part of the block prior to the construction of the present railroad yard (Sanborn 1898). (Figures 11 and 15)

No potential historical archaeological sites are documented on this part of the APE.

Former Moore Street

The former Moore Street section of this APE extends between approximately 264.2 and 346.3 feet south of former Skillman Avenue on the east side of former Block 166, and between

approximately 235.3 and 319.7 feet south of former Skillman on the west side of former Block 156.

Prior to yard construction, this section of the APE was along the slopes of a small hill whose summit was formerly at what is now the intersection of present Skillman Avenue and the Honeywell Street Bridge, about 115 feet to the east. (Figure 7) It was part of a property owned by the Payntar family. No buildings were erected there prior to the construction of the present railroad yard (Sanborn 1898). (Figures 11 and 15)

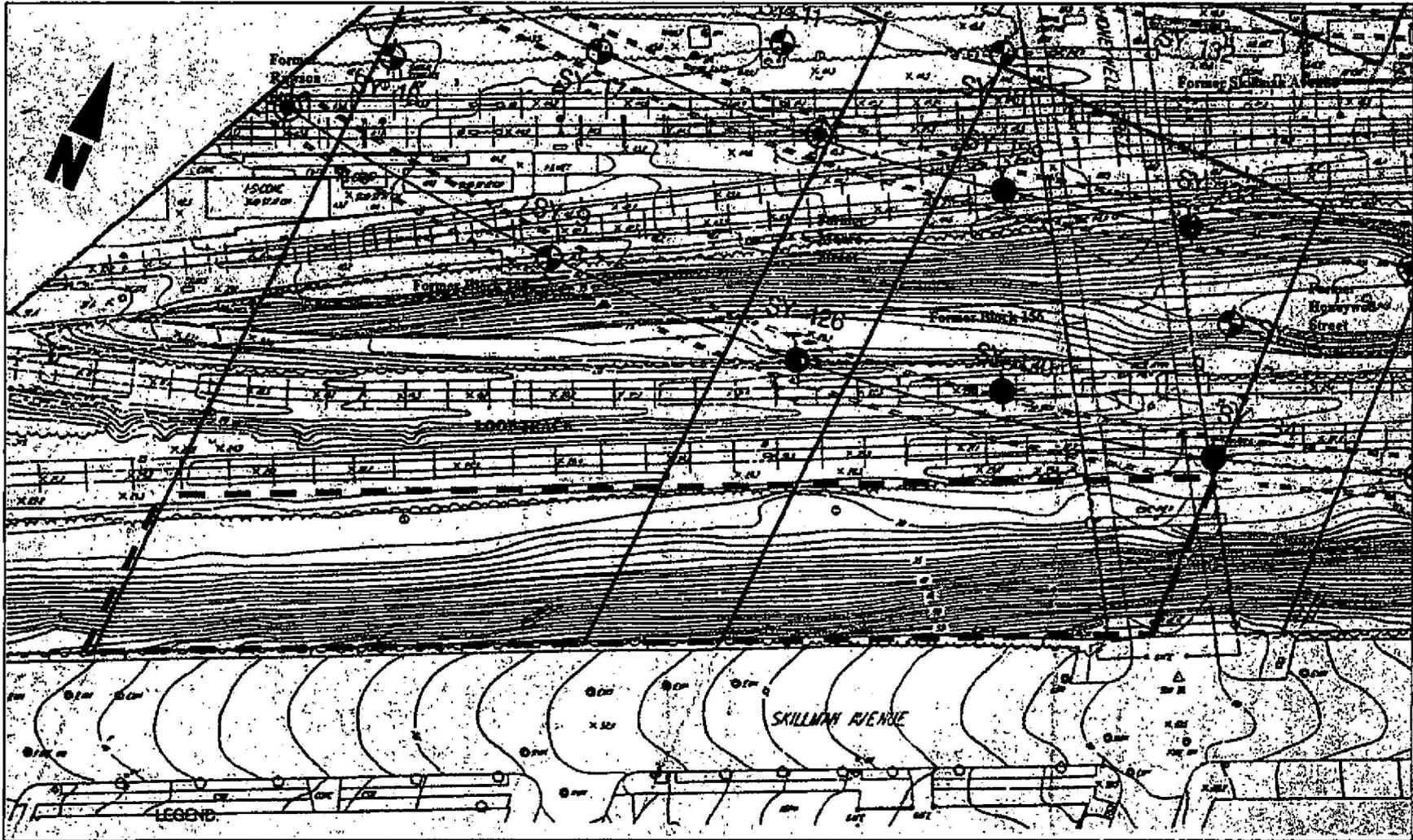
No potential historical archaeological sites are documented on this part of the APE.

Former Block 156

The former Block 156 section of this APE comprises the central part of the former block, extending between approximately 235.3 and 319.7 feet south of former Skillman Avenue along the east side of former Moore Street, and between approximately 135.4 and 226.4 feet south of former Skillman on the west side of former Honeywell Street.

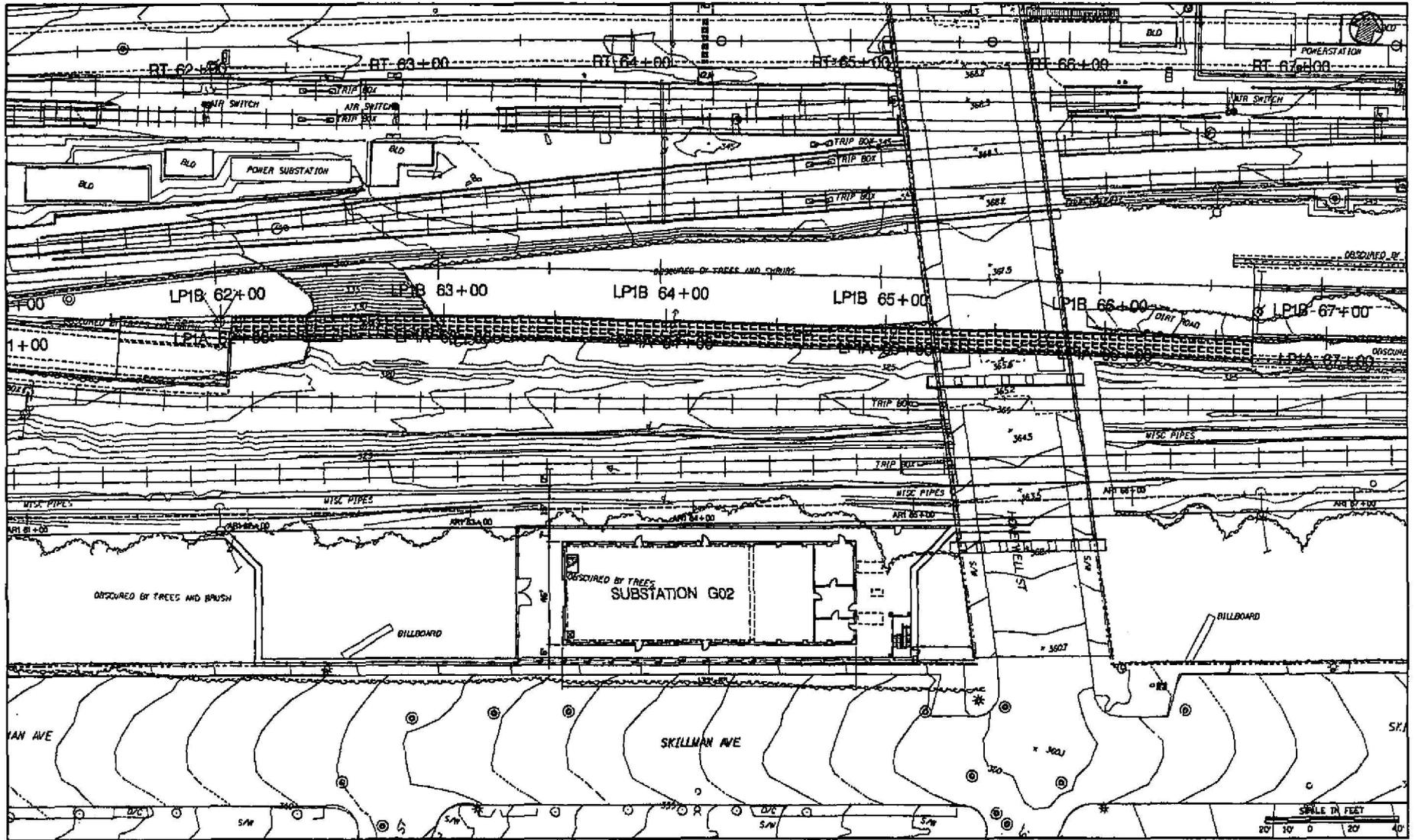
Prior to yard construction, this section of the APE was along the slopes of a small hill whose summit was formerly at the present intersection of Skillman Avenue and the Honeywell Street Bridge. (Figure 7) It was part of a property owned by the Payntar family, and although lotted by the 1890s, no buildings were erected on this part of the block prior to the construction of the present railroad yard (Sanborn 1898). (Figures 11 and 15)

No potential historical archaeological sites are documented on this part of the APE.



Proposed Substation G02 (Base Map-MTA/LIRR East Side Access Project: Queens Tunnel, Proposed Stage-2 Subsurface Investigation Program, Boring Location Plan. Drawing no. B-7-2, Sheet 2 of 8, June 25, 1990).

— — — ■ APE Boundaries



STAGE 1A ARCHAEOLOGICAL ASSESSMENT
MTA/LIRR EAST SIDE ACCESS PROJECT

HISTORICAL PERSPECTIVES, INC.
DECEMBER 1999

3.0 SUNNYSIDE YARD AND YARD A
ARCHAEOLOGICAL RESOURCES EVALUATION

FIGURE 1-18

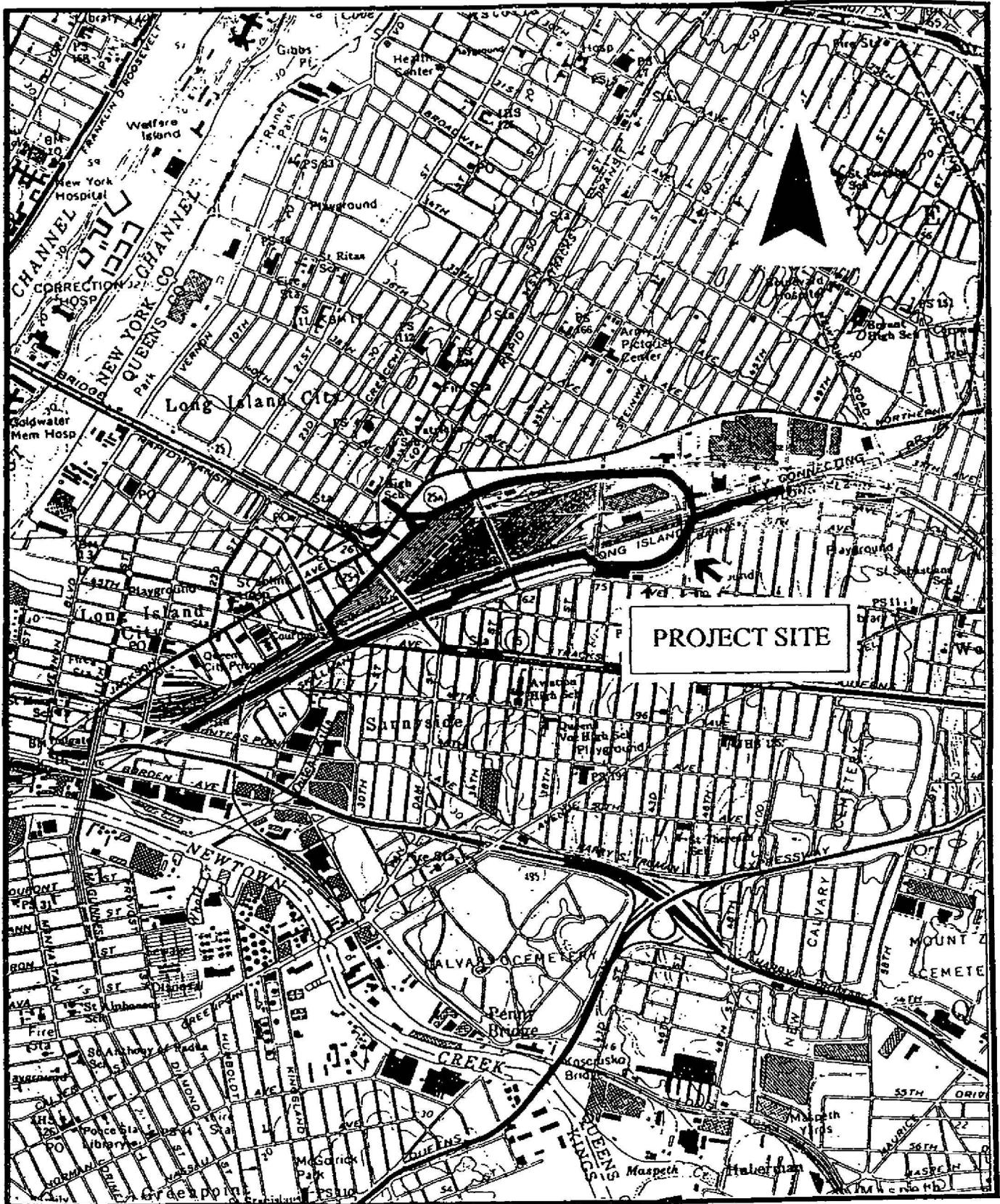


FIGURE 1

Project Site Location: *U.S.G.S., Central Park and Brooklyn Quads, 1979*

Scale 1:24,000

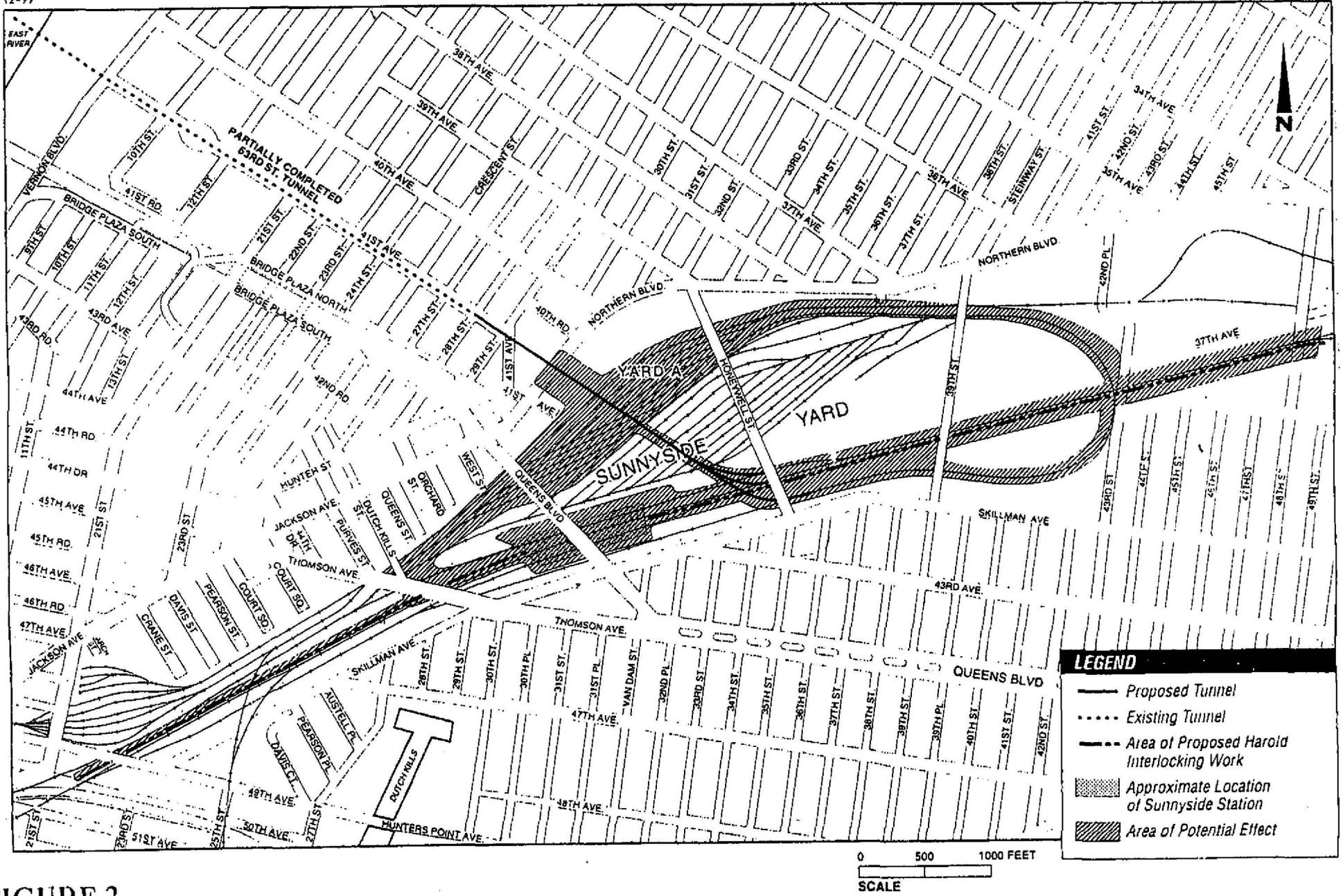


FIGURE 2
Project Site Boundaries.

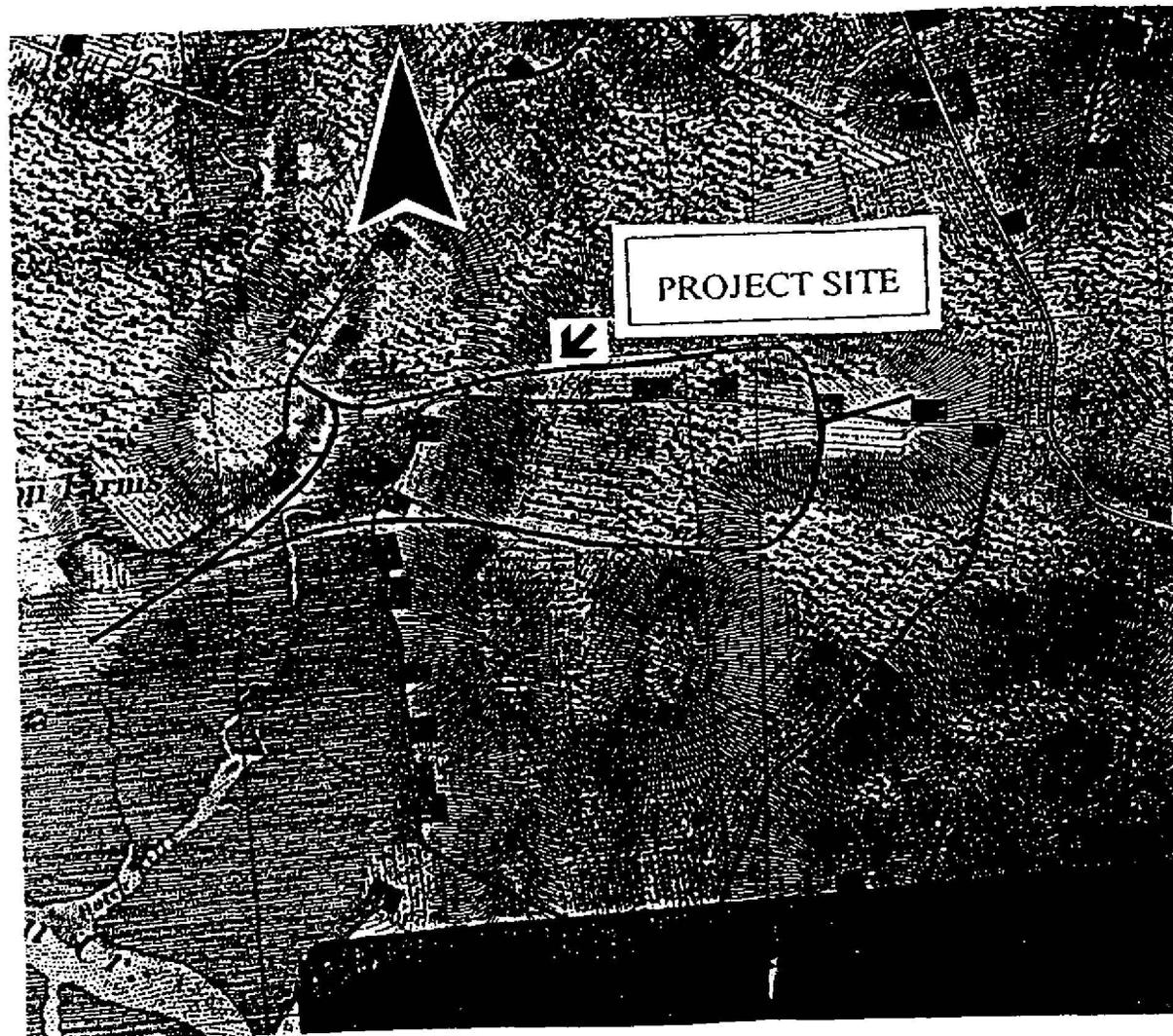


FIGURE 3

Coast Survey, U.S.C. & G.S., 1844-1845
Original scale: 1/30,000

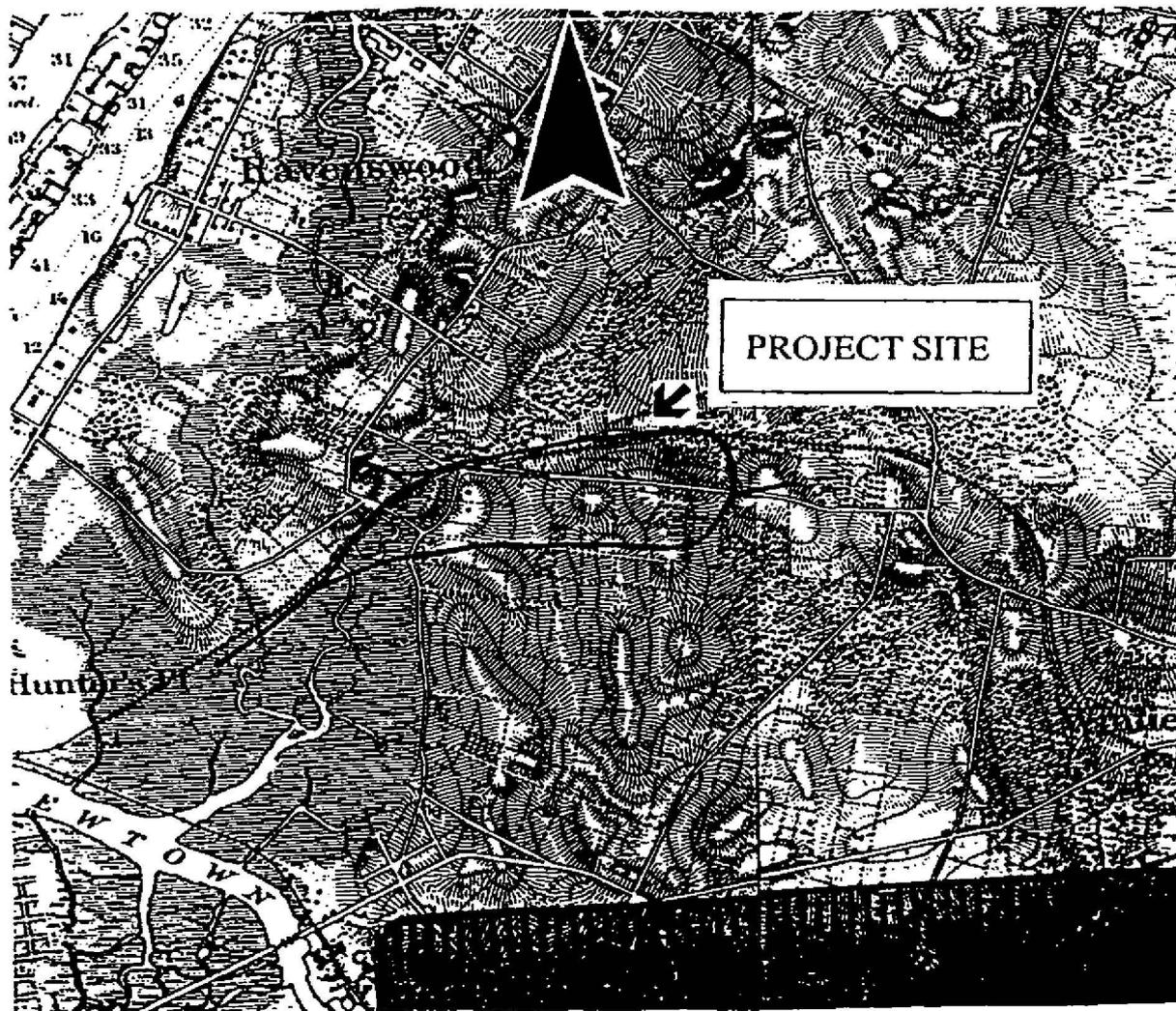
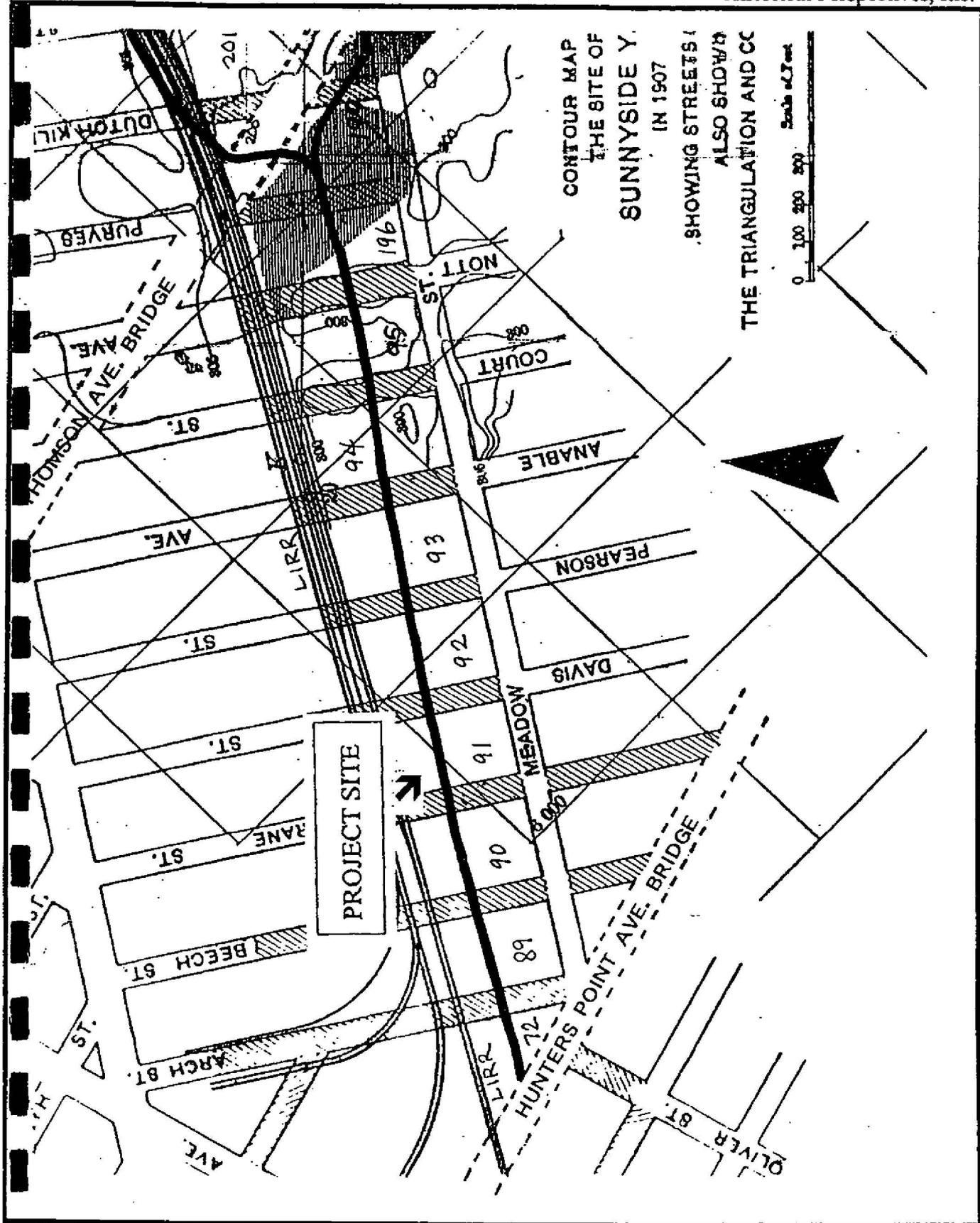


FIGURE 4

Coast Survey, U.S.G.S., 1874

Original scale: 1/40,000



CONTOUR MAP
OF THE SITE OF
SUNNYSIDE Y.
IN 1907
SHOWING STREETS
ALSO SHOWING
THE TRIANGULATION AND CC

Scale of Feet
0 100 200 300

FIGURE 5

Contour Map of Sunnyside Yard, 1907

Scale: 1cm = c. 107.1 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)

--- Current Street

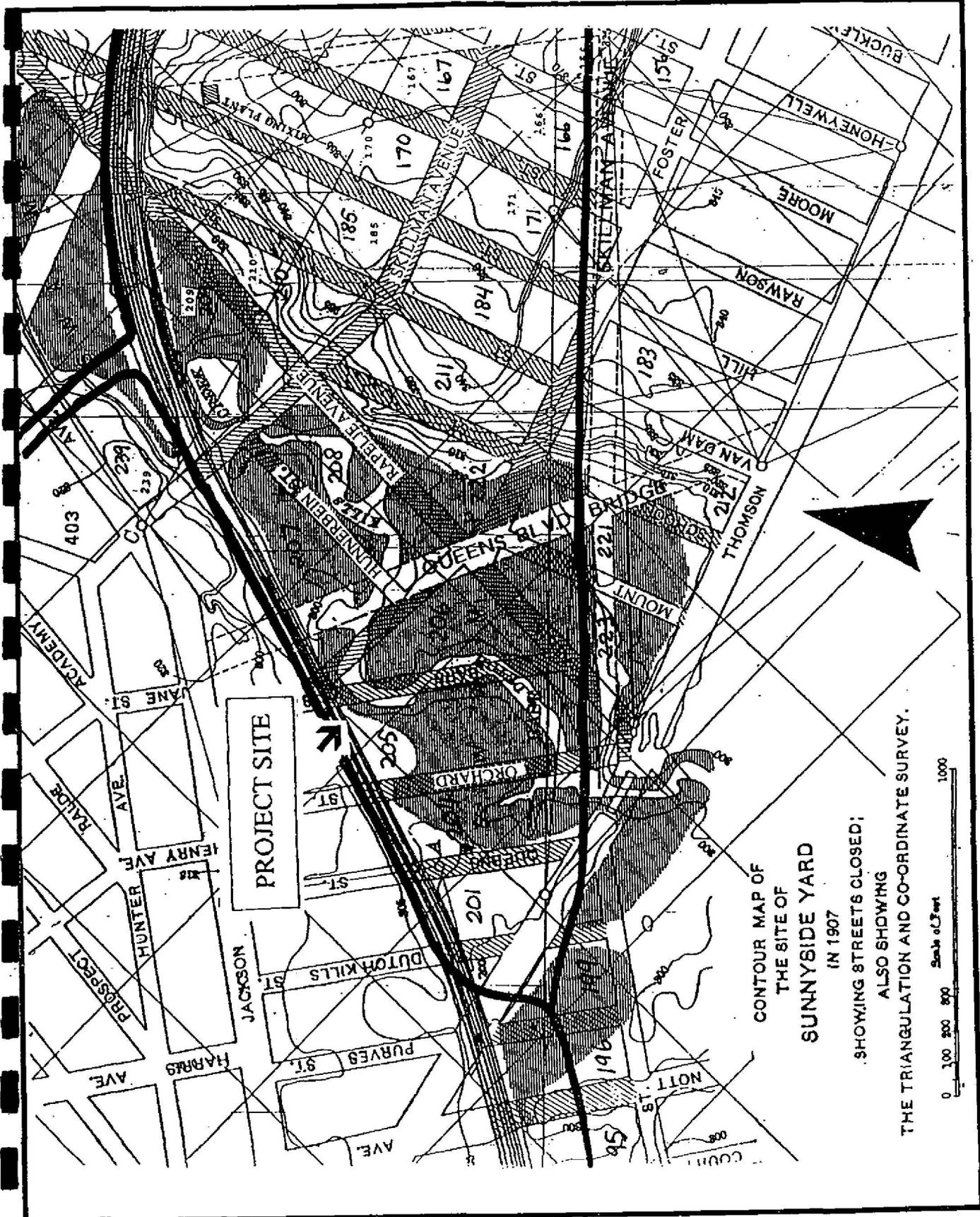


FIGURE 6

Contour Map of Sunnyside Yard, 1907

Scale: 1cm = c. 166.7 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)

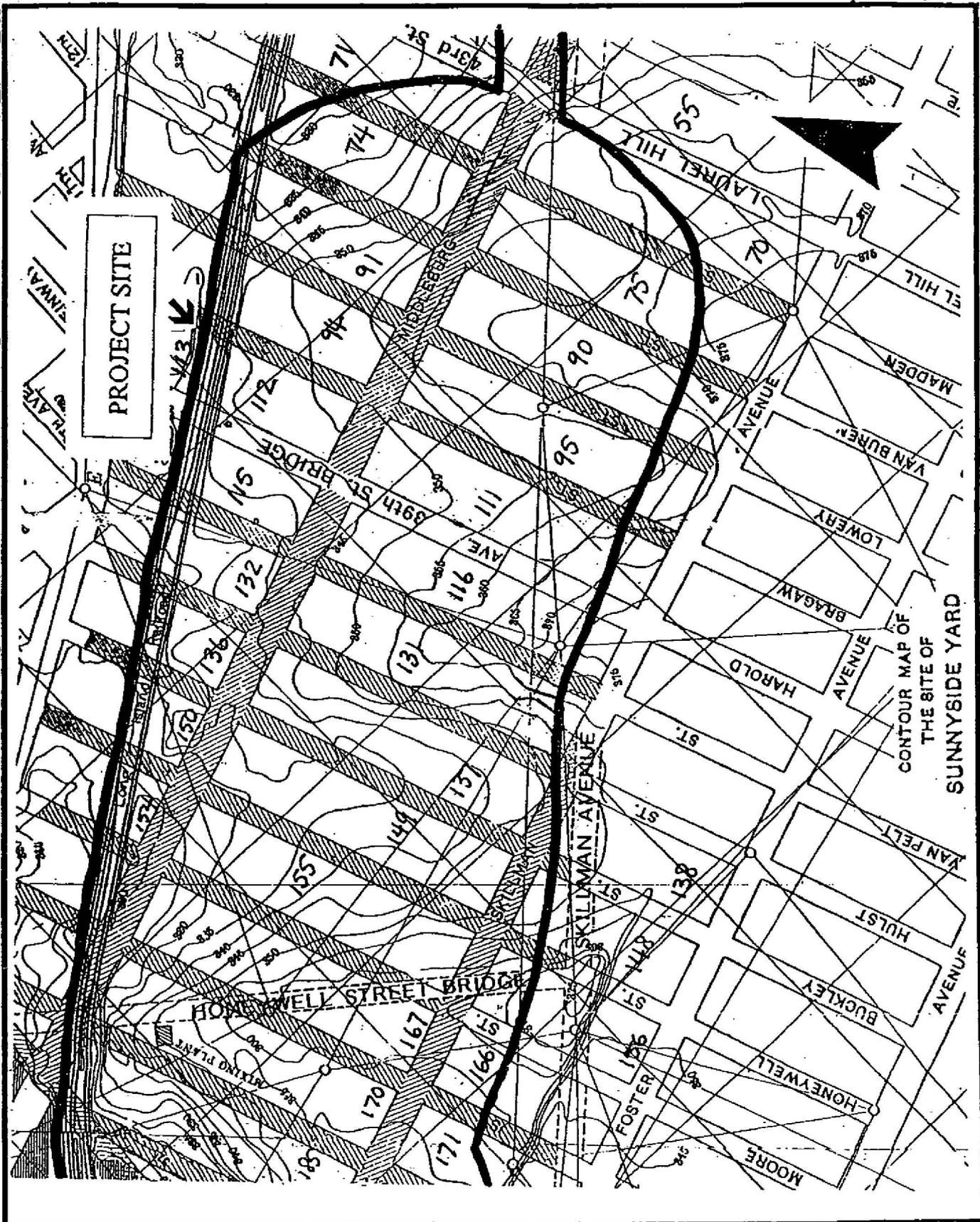


FIGURE 7

Contour Map of Sunnyside Yard, 1907

Scale: 1cm = c. 166.7 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)

----- Current Street

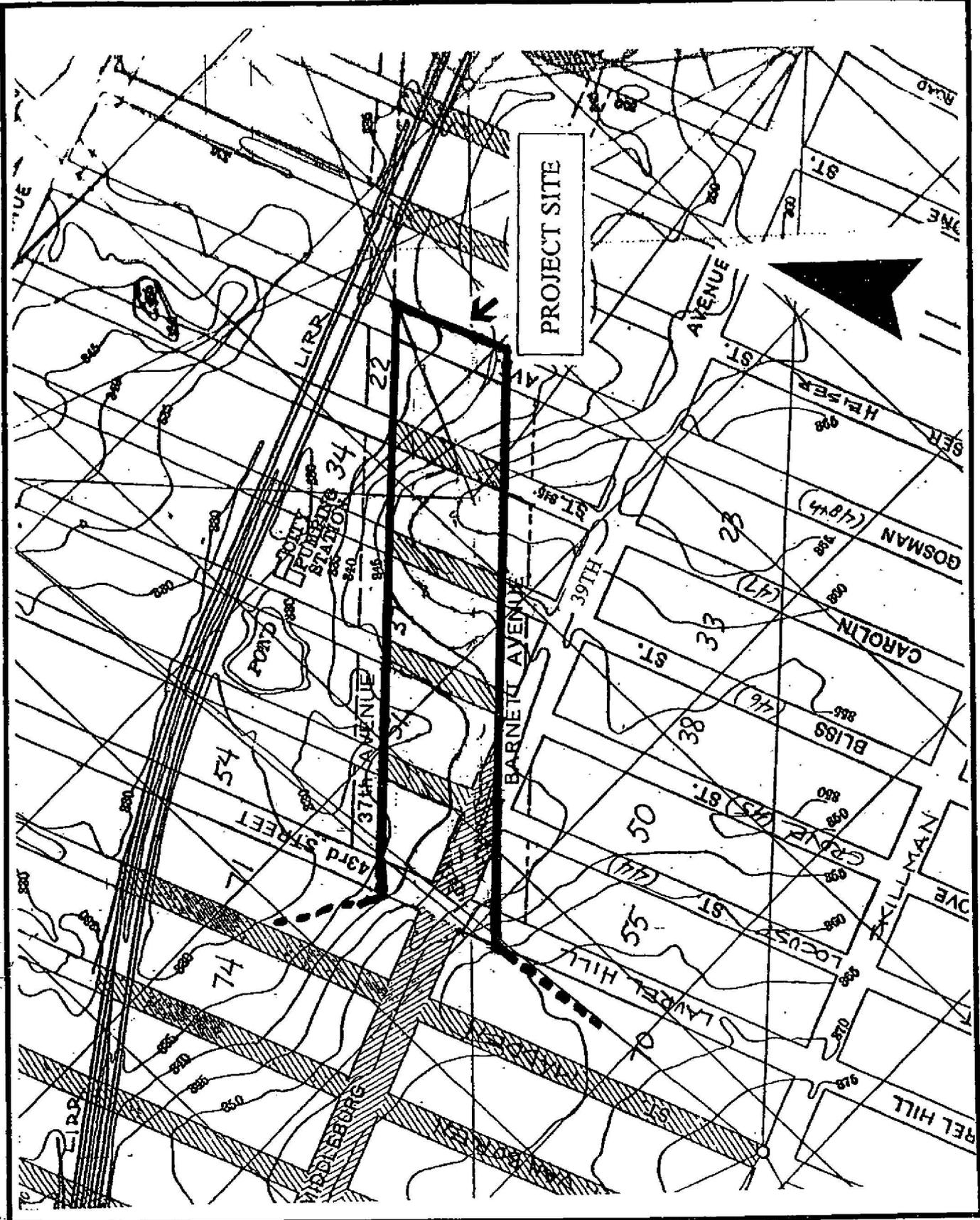


FIGURE 8

Contour Map of Sunnyside Yard, 1907

Scale: 1cm = c. 136.8 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)

----- Current Street

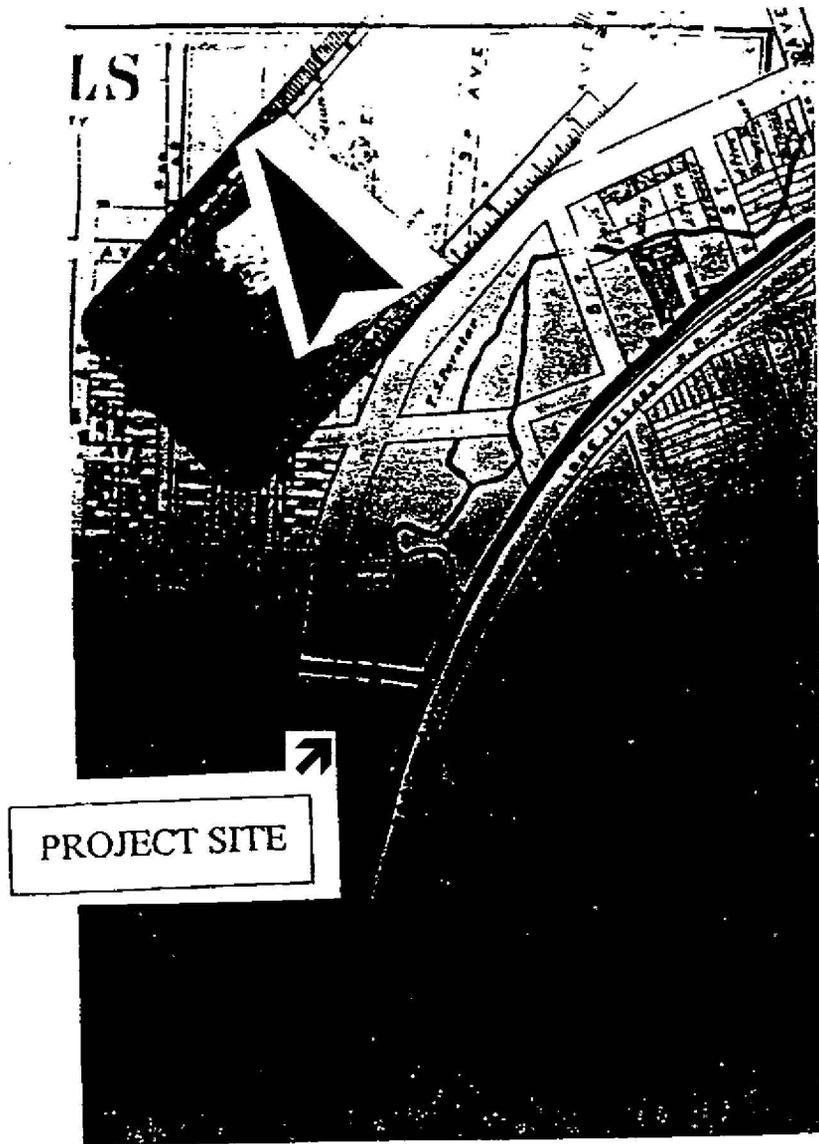


FIGURE 9
Atlas of Long Island, Beers, 1873
No Scale

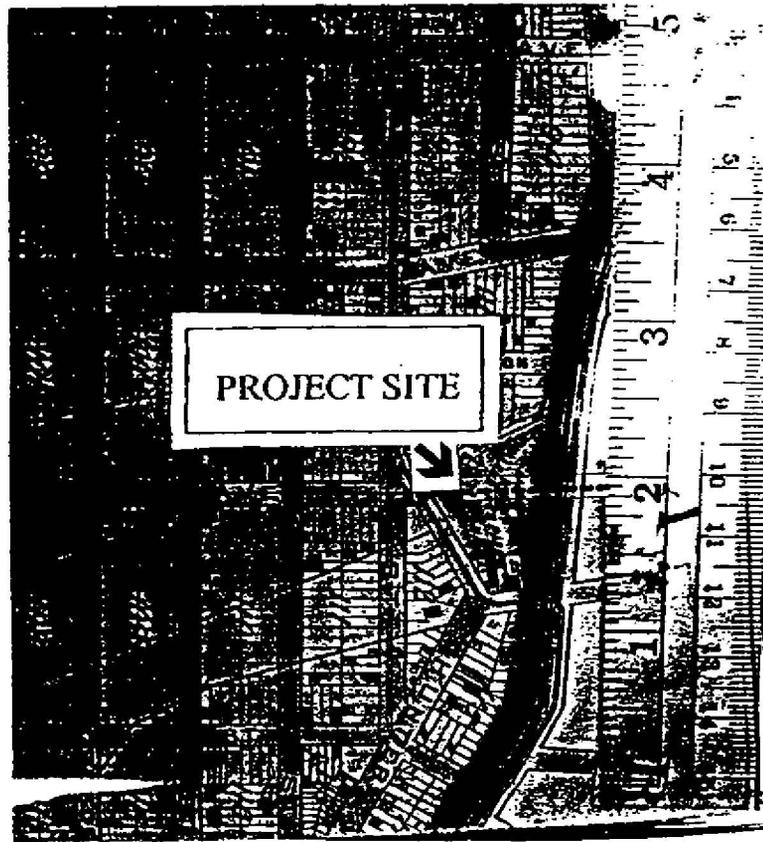


FIGURE 10

Atlas of Queens County, Wolverton, 1891

Scale: 1cm = c. 193 feet

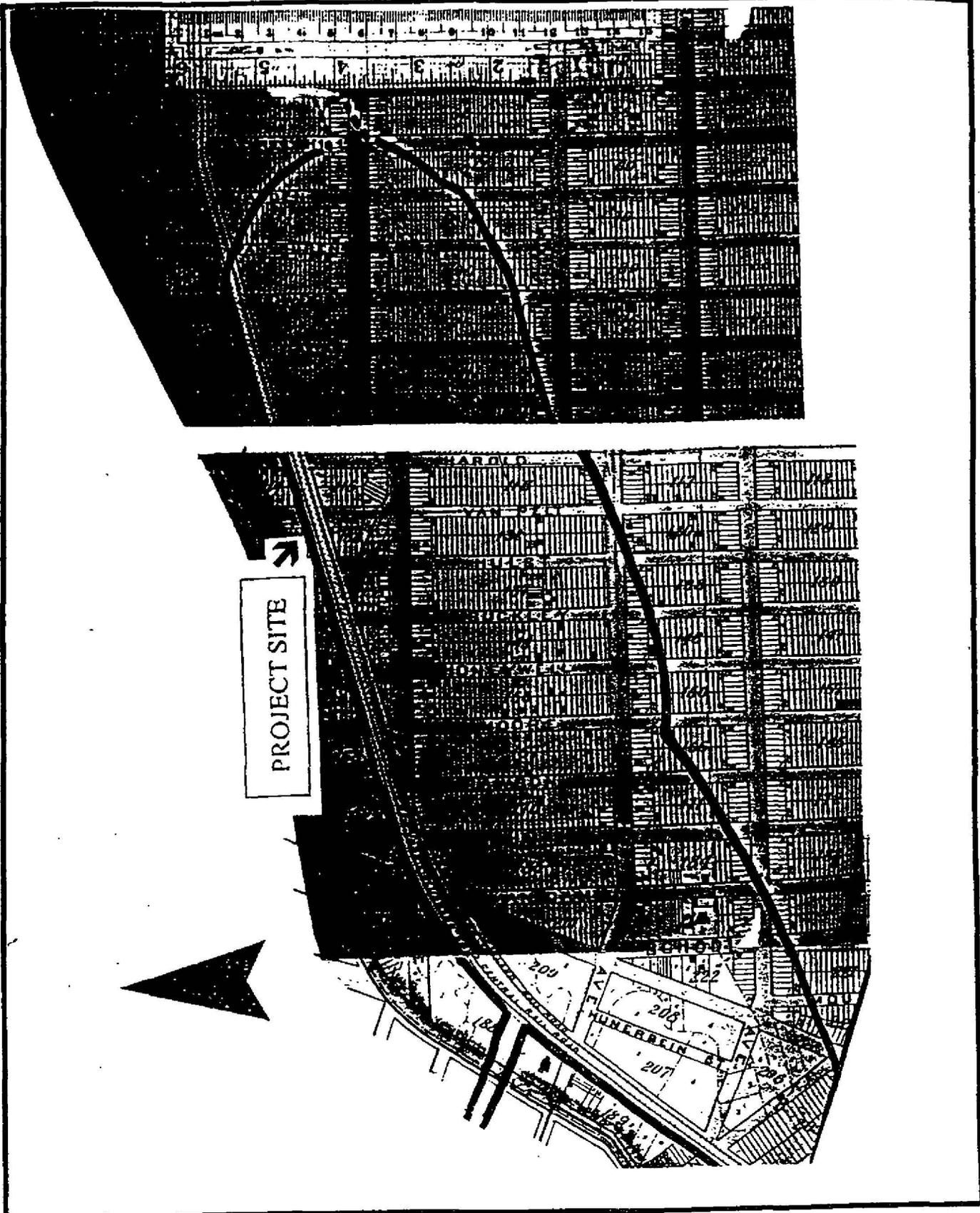


FIGURE 11

Atlas of Queens County, Wolverton, 1891

Scale: 1cm = c. 216 feet

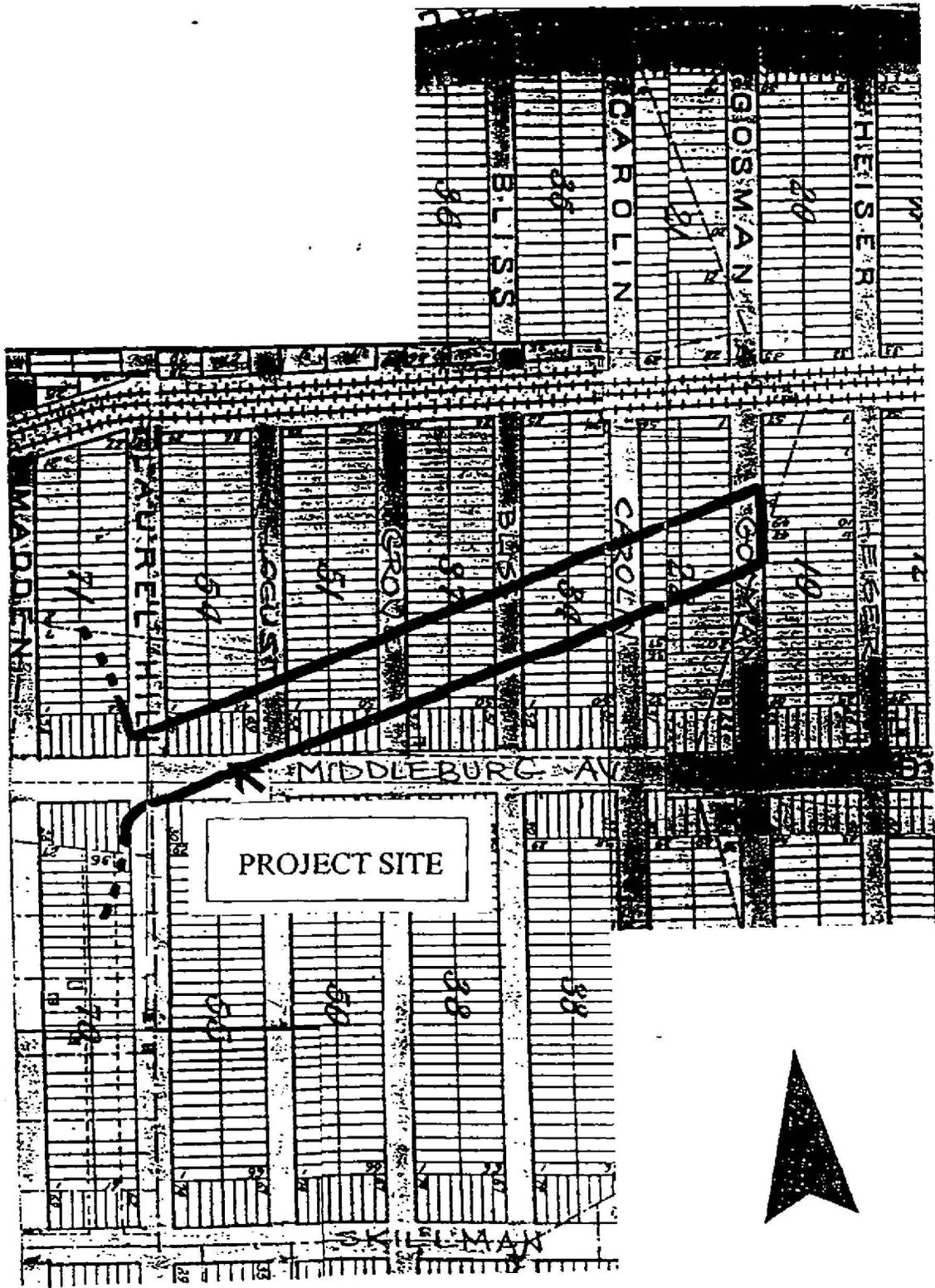


FIGURE 12

Atlas of Queens County, Wolverton, 1891

Scale: 1cm = c. 143 feet

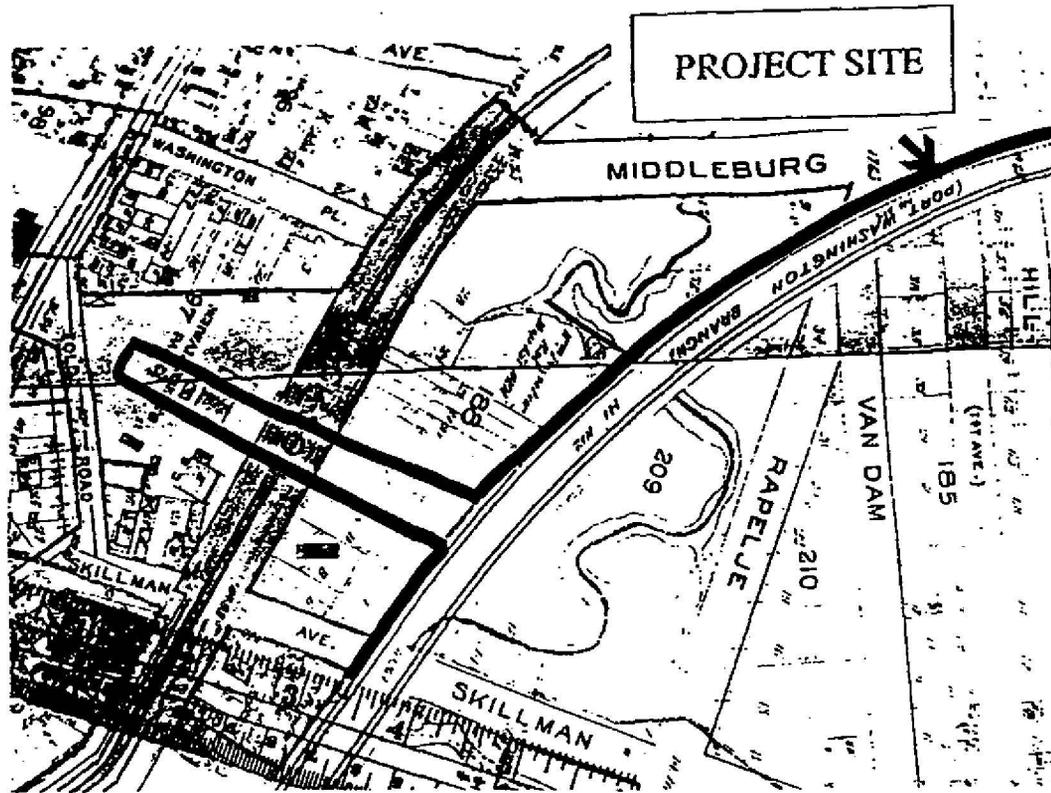


FIGURE 13

Atlas of the Borough of Queens, Hyde, 1903

Scale: 1cm = c. 110.3 feet

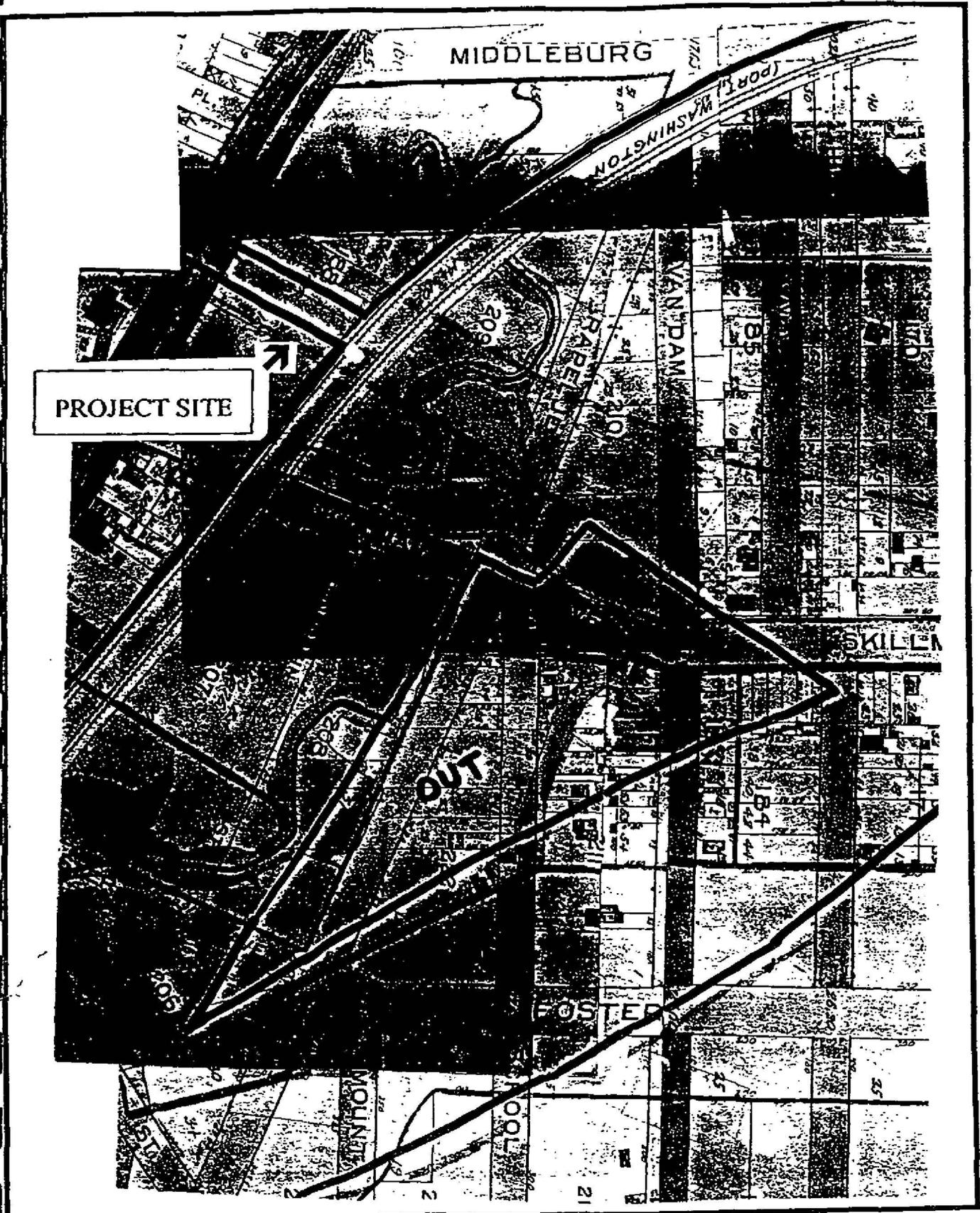


FIGURE 14

Atlas of the Borough of Queens, Hyde, 1903

Scale: 1cm = c. 94 feet

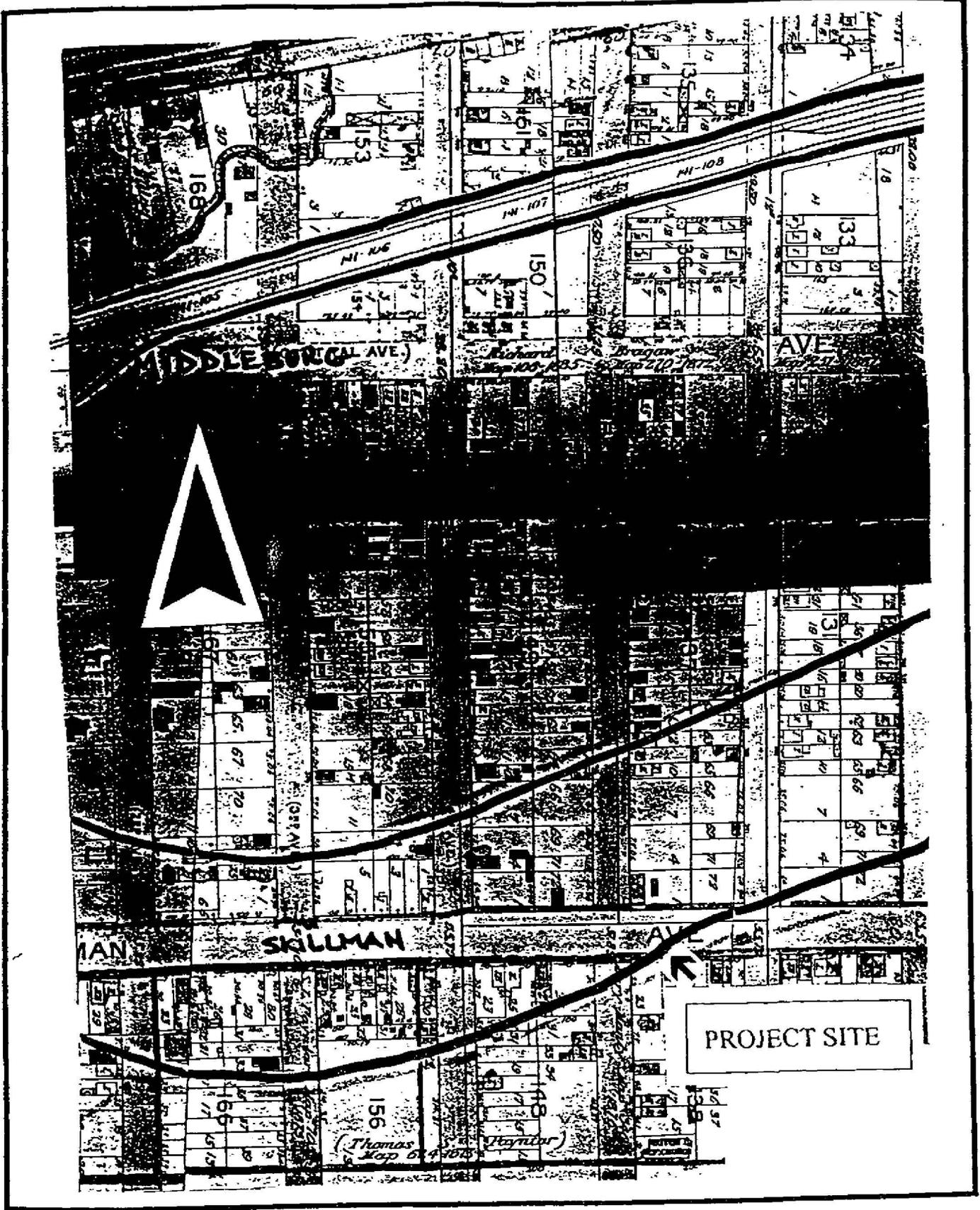


FIGURE 15

Atlas of the Borough of Queens, Hyde, 1903

Scale: 1cm = c. 94 feet

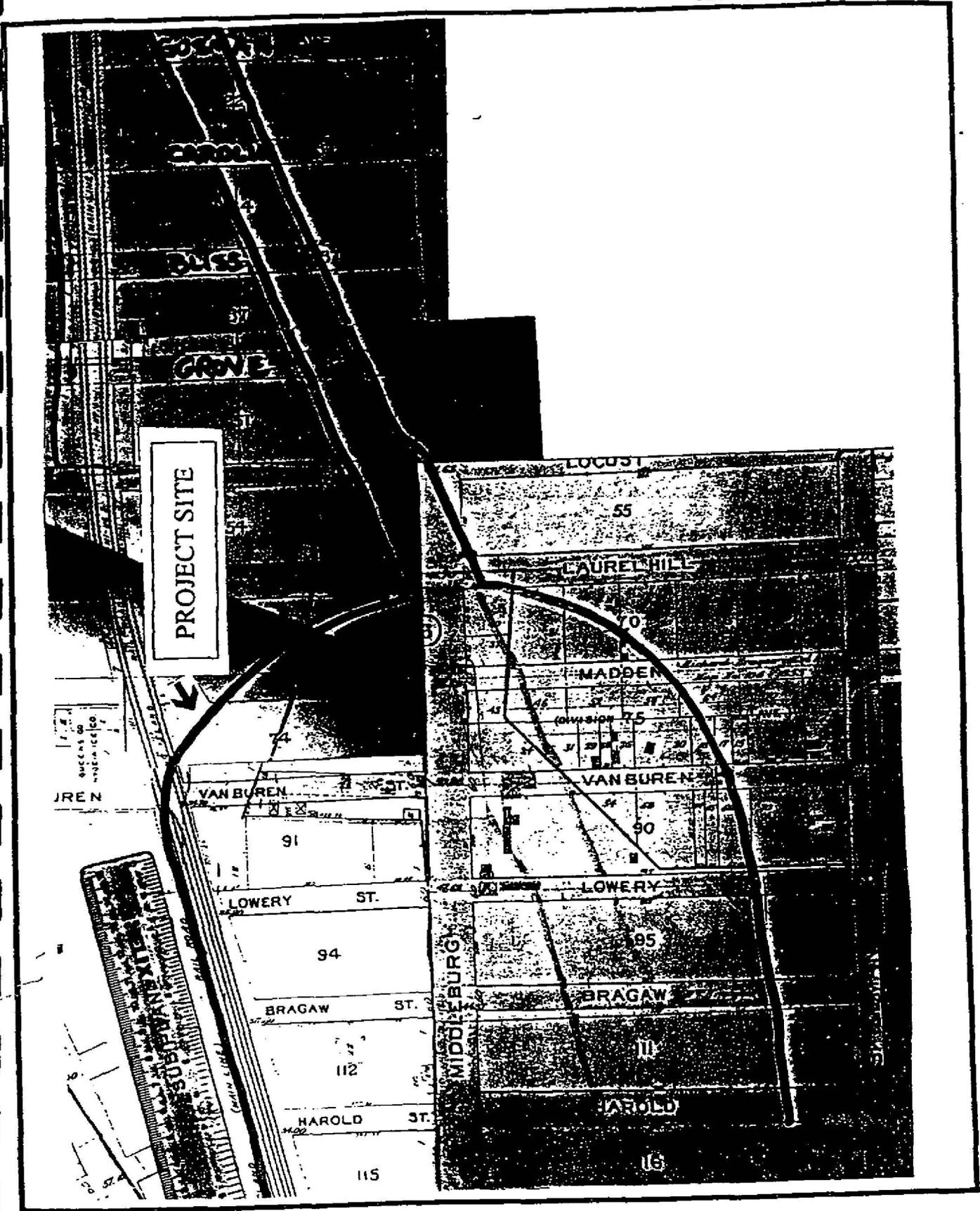


FIGURE 16

Atlas of the Borough of Queens, Hyde, 1903

Scale: 1cm = c. 129 feet

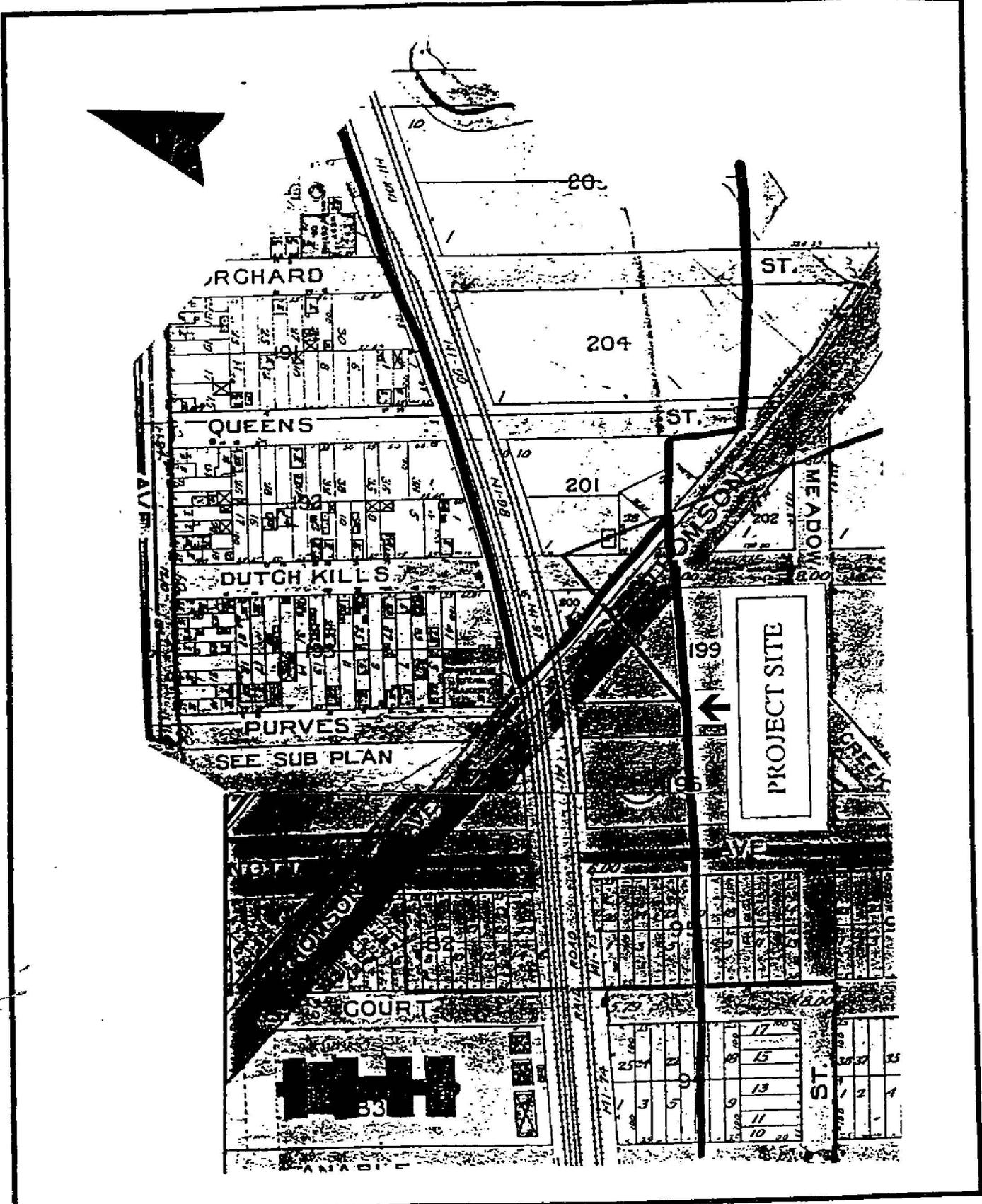


FIGURE 17
Atlas of the Borough of Queens, Hyde, 1903
Scale: 1cm = c. 91.4 feet

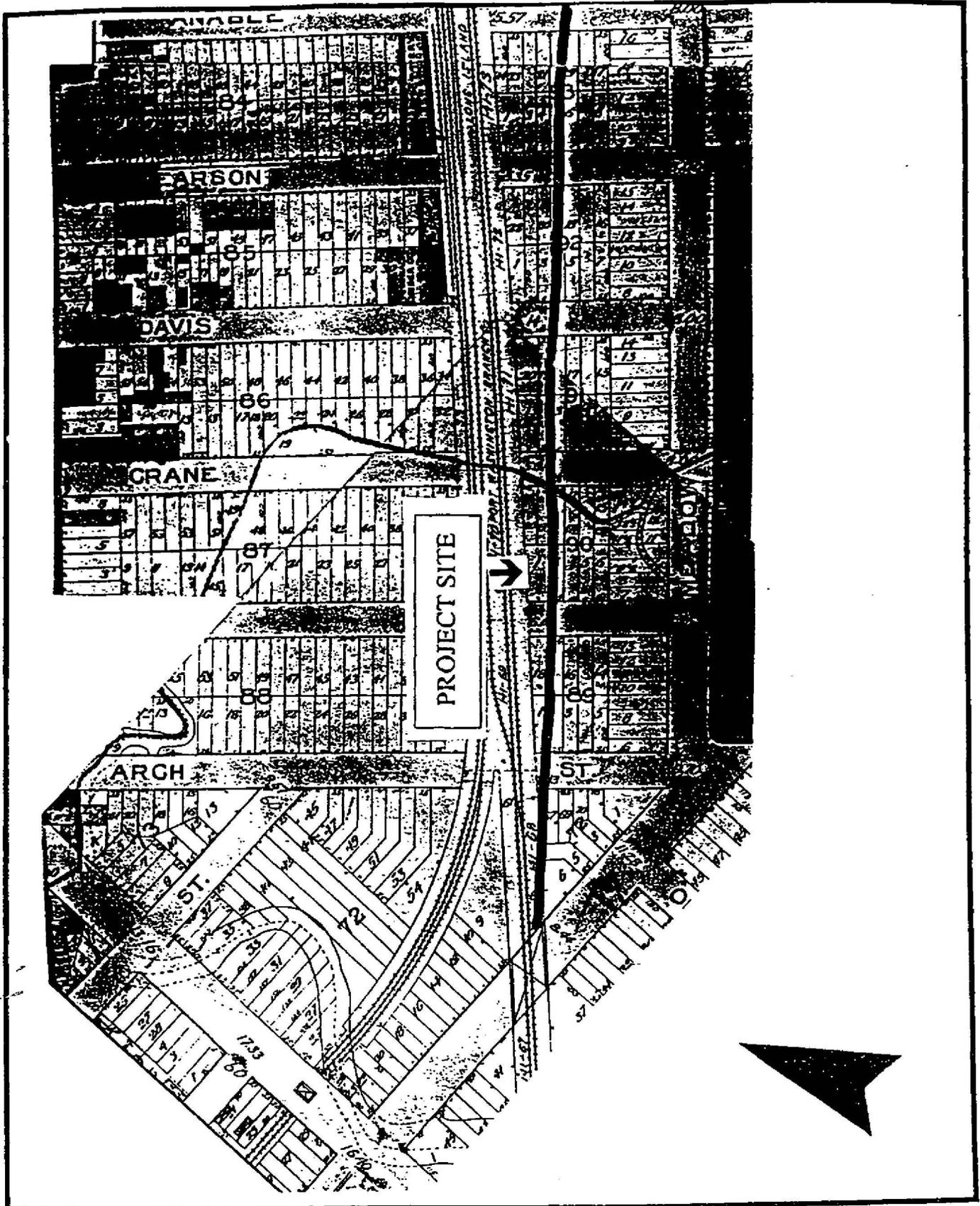


FIGURE 18

Atlas of the Borough of Queens, Hyde, 1903

Scale: 1cm = c. 91.4 feet