July 25, 2005

Addendum

STAGE 1A ARCHAEOLOGICAL ASSESSMENT
MTA/Long Island Railroad 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)
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

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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.

- - - APE Boundaries

Area of Potential Effect - Proposed Substation G02
Addendum Figure A
Location of Proposed GO2 Substation and Retaining Walls
Addendum Figure B
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
FIGURE 5

Contour Map of Sunnyside Yard, 1907

scale: 1 cm = c. 107.1 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)
FIGURE 6
Contour Map of Sunnyside Yard, 1907
Scale: 1 cm = c. 166.7 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)
FIGURE 7

Contour Map of Sunnyside Yard, 1907

Scale: 1 cm = c. 166.7 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)
FIGURE 8
Contour Map of Sunnyside Yard, 1907
Scale: 1cm = c. 136.8 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)
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: 1 cm = c. 216 feet
FIGURE 12

*Atlas of Queens County, Wolverton, 1891*

Scale: 1 cm = c. 143 feet
FIGURE 13

Atlas of the Borough of Queens, Hyde, 1903
Scale: 1 cm = c. 110.3 feet
FIGURE 14

Atlas of the Borough of Queens, Hyde, 1903
Scale: 1 cm = c. 94 feet
FIGURE 15

*Atlas of the Borough of Queens*, Hyde, 1903

Scale: 1 cm = 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: 1 cm = c. 91.4 feet
FIGURE 18

*Atlas of the Borough of Queens, Hyde, 1903*

Scale: 1 cm = c. 91.4 feet