

Chrysalis
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Phase IA Historical Documentary Report and Archaeological Assessment of the
Reconstruction of the Parking Lot and Comfort Station located at Totten Avenue
and the Cross Island Parkway (aka Little Bay Park), Queens (Queens County),
New York (Q010-112M)



Prepared for:

CP Perma Paving Construction, Inc.
81 Industrial Loop
Staten Island, New York 10309-1195

New York State Office of Parks, Recreation and Historic Preservation
Albany, New York

New York State Department of Transportation
Albany, New York

City of New York - Landmarks Preservation Commission
New York, New York

City of New York – Department of Parks and Recreation
Queens, New York

Prepared by:

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Chrysalis Archaeological Consultants, Inc.

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MANAGEMENT SUMMARY TABLE

NY SHPO Project Review Number:	11PR06844 (PIN X760.18)
Involved State/Federal Agencies:	NY SHPO, NYS DOT, NYC-LPC, NYC-Parks
Phase of Survey:	Phase IA Documentary Study and Archaeological Assessment
Location Information:	Little Bay Park, Queens, Queens County, NY
Survey Area:	55 acres (approximately)
USGS 7.5 Quad Map:	Flushing, New York (1995)
Archaeological Survey Overview:	Moderate to High potential for Prehistoric and Historic stratigraphic and material cultural remains
Results of Archaeological IA Survey:	Recommendation of a Phase IB (Archaeological Monitoring)
Results of Architectural Survey:	
Buildings within Project Area:	0
Buildings adjacent to Project Area	0
Previous N/R Buildings:	0
Eligible N/R Buildings	0
Report Authors:	Alyssa Loorya, M.A., MPhil., R.P.A. Christopher Ricciardi, Ph.D., R.P.A. Diane George, M.A., J.D., R.P.A.
Date:	March 2013

MANAGEMENT SUMMARY TEXT

Chrysalis Archaeological Consultants (Chrysalis) was contracted by CP Perma Paving, Inc. (Perma), to undertake a Phase IA Documentary Study and Archaeological Assessment for the proposed redevelopment of Little Bay Park, Bayside, Queens County, New York, formerly known as the Reconstruction of the Parking Lot and Comfort Station located at Totten Avenue and the Cross Island Parkway, Queens, New York (Q010-112M – Little Bay Archaeological Services), on behalf of the City of New York – Department of Parks and Recreation (Parks). As this project is being funded with Federal, State and City funding, it must comply with existing regulations including Section 106 of the National Historic Preservation Act (NHPA) 1966, as amended, the New York State Environmental Quality Review Act (SEQRA) and the City Environmental Quality Review Act (CEQRA).

The purpose of this study is to provide documentary history and information to determine the archaeological sensitivity of the site. Specifically, the study is to determine if the site might contain archaeological deposits that would be impacted by the proposed development and provide a recommendation for further study or mitigation, should the potential for disturbance to buried cultural resources exist.

In the course of this investigation, the following research collections were utilized: the New York State Office of Parks, Recreation and Historic Preservation (NY SHPO), the New York State Museum, New York City Landmarks Preservation Commission (LPC), New York City Department of Parks and Recreation (Parks), the New York Public Library, the New York Historical Society, the Bayside Historical Society, the Special Collections Division of the Queens Public Library (Jamaica Branch) and other institutions.

Alyssa Loorya, M.A., MPhil., R.P.A., Christopher Ricciardi, Ph.D. R.P.A. and Diane George, J.D., M.A., R.P.A., served as the authors of this study. Eileen Kao assisted with documentary research. All work was performed in accordance with the NYSHPO, LPC and New York Archaeological Council guidelines and regulations.

Based on the prehistoric and historic potential, coupled with the proposed construction activities and impacts to the site, there is moderate to high potential for the recovery of *in situ* cultural resource remains. Therefore, it is the recommendation of this Phase IA study that the cultural resource process continue to the Phase IB stage.

For this project Archaeological Monitoring is recommended as the appropriate methodology for the next phase of the CRM process. As detailed in the boring report, there is between 5' to 10' of twentieth century (re-deposited) fill material throughout the property. The nature and depth of the fill material makes traditional Standardized Test Pits (STPs) impractical as these can only extend to approximately or 3'. Back-hoe trench testing is also not recommended due to the water-logged nature of the site. Back-hoe testing would require an extensive dewatering operation. Monitoring during construction will allow for the best opportunity to document the stratigraphic levels of the site as the entire project area will be subject to various excavation depths.

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Note: All images taken by Chrysalis unless noted in the report

ACKNOWLEDGEMENTS

The authors wish to thank Frank and Charles Pasciuta, Mustafa Demirak and the entire staff of CP Perma Paving Construction, Inc., for the opportunity to work on this project with them. It is great to work with everyone from the City of New York – Department of Parks and Recreation, once again, especially Nahn Tseng (we know, it's been a long time). Additionally we'd like to thank Amanda Sutphin of the City of New York – Landmarks Preservation Commission, Douglas Mackey and Brian Yates from the New York State Office of Parks, Recreation and Historic Preservation for their consultation and guidance throughout this process. Finally, Eileen Kao from Chrysalis Archaeology assisted in the research and production of this report.

I. Introduction

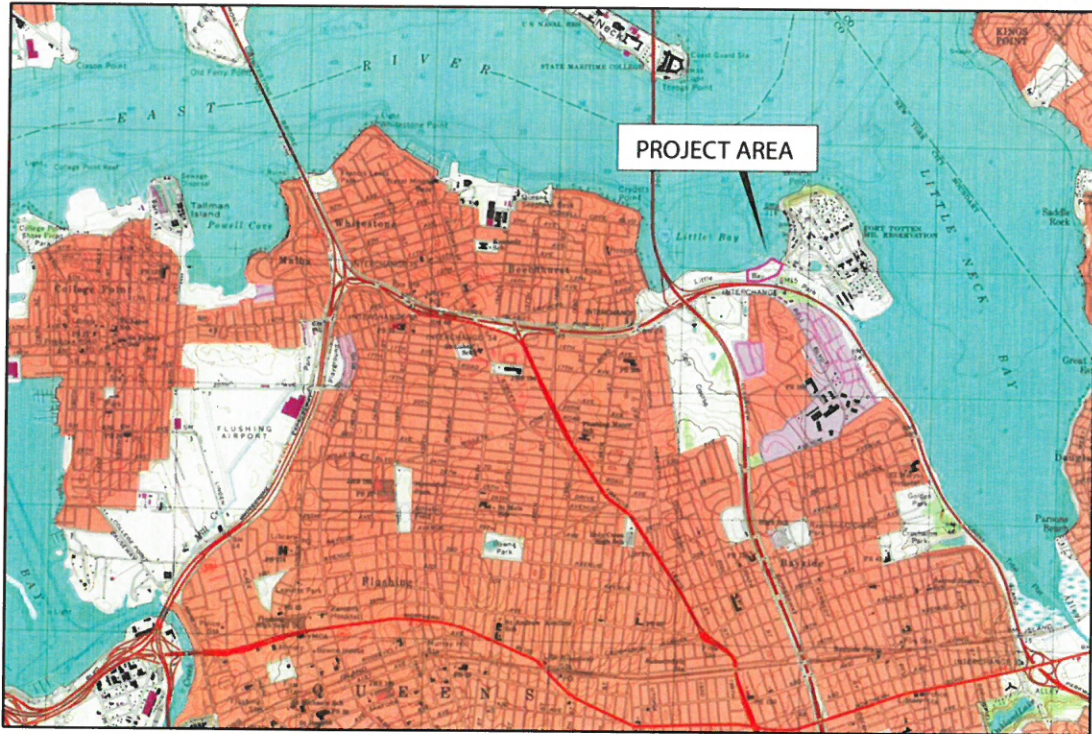
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Alyssa Loorya, M.A., MPhil., R.P.A., Christopher Ricciardi, Ph.D. R.P.A. and Diane George, J.D., M.A., R.P.A., served as the authors of this study (for a listing of resumes see Appendix D¹). Eileen Kao assisted with documentary research. All work was performed in accordance with the NYSHPO, LPC and New York Archaeological Council guidelines and regulations.

¹Note that Appendix D is omitted from NY SHPO and the LPC versions of the report based on current guidelines.



Map 01: USGS (Flushing, New York Quad)map with current Project Area



Image 01: Little Bay Park, Queens, New York – Looking eastward towards Fort Totten

II. Current Conditions, Site Proposal and the Area of Potential Effect:

Little Bay Park is a 55.22 acre community park under the jurisdiction of Parks. It sits on the south side of Little Bay, an inlet of the East River, between Fort Totten and the Throg's Neck Bridge. The Park is bounded to the south by the Cross Island Parkway's north service road, to the North by Little Bay, to the east by Fort Totten/Totten Avenue and to the west by Utopia Parkway. The Clearview Expressway/Throg's Neck Bridge crosses over the western end of the park.

The Park consists mainly of passive open space with a greenway for biking, skating, jogging and walking (see Appendix B for additional site images). The trail runs along the waterfront for a little over a half a mile. The Park has a roller hockey rink, a ball field and a dog run. The eastern end of the park is covered by an asphalt parking lot, which is used by visitors to the Park and to Fort Totten. The Metropolitan Transit Authority's (MTA) Q13 and the Q16 buses both have their terminus at the Park, and a small paved area at the entrance to the lot serves as a turn-around for the buses. There is no sand beach, and the shoreline is covered with large boulders, which also comprise a sea wall. There is a kayak and canoe launching site at the northeast corner of the Park, near the entrance to the Fort. A rock jetty projects approximately 500' northwest into the Bay from this end of the Park.

Most of the Park is separated from the community by the Cross Island Parkway (Parkway). It is accessed via Totten Avenue, which crosses beneath the Parkway from Bell Boulevard. The greenway is used by bikers, joggers and people out for a stroll along the waterfront. The grounds are in a state of decline, although the dog run is new and is a highlight of the Park. Garbage and debris litter the water's edge, particularly among the rocks on the shoreline. Several deteriorating wooden picnic benches are scattered throughout the open areas. Tree coverage is spotty and much of the grounds are open, including the area within the project area, although there is a small, crescent-shaped grove east of the Clearview Expressway. Tree coverage is denser at the western end of the Park. The ground is waterlogged and muddy. There also appears to be a large population of geese inhabiting the grounds.

One of the major concerns about Little Bay Park is the lack of toilet facilities, and the current project is intended largely to address this issue with the construction of a comfort station. Currently, there are three port-a-potties set just west of the parking lot. In addition to the proposed comfort station, the current project involves the expansion and reconfiguration of the parking lot and the installation of storm water infiltration swales and subsurface infiltration basins. Work will include relocating trees as well as new plantings, new curbs, hydrants and signage.

Based on the construction requirements, the project needs and the results of this Phase IA Study, the Area of Potential Effect (APE) has been determined to be the entire area of planned construction activity - from the eastern boundary of the Park at Fort Totten to the line of 208th Street (Image02), therefore when discussing the project area the term "project area" will be used. Work is expected to reach up to five feet below surface grade for the comfort station installation and associated utility lines (water and sewer pipes), six feet for swales and up to nineteen feet for the drywell sand columns (Maps 02 and 03).

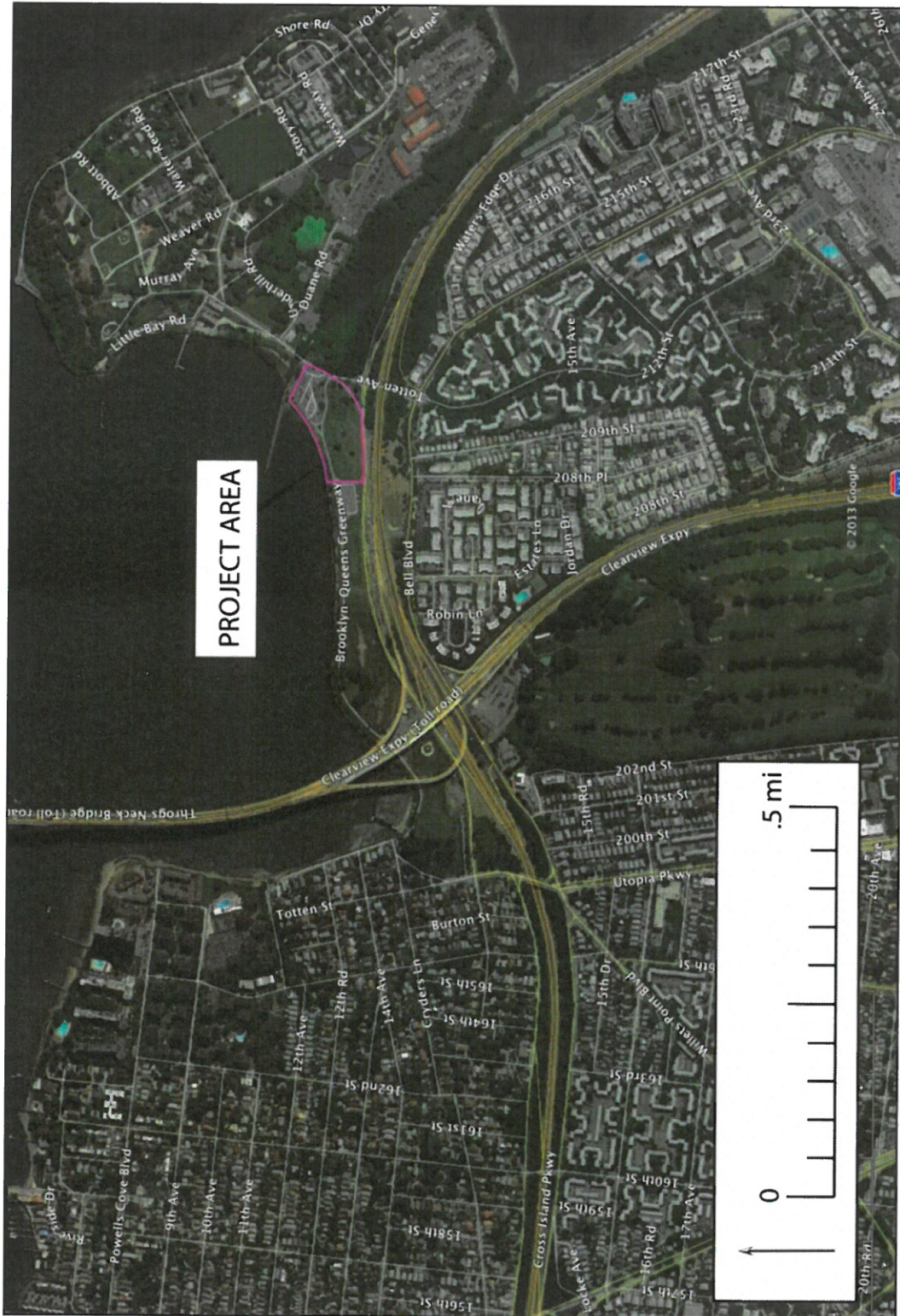
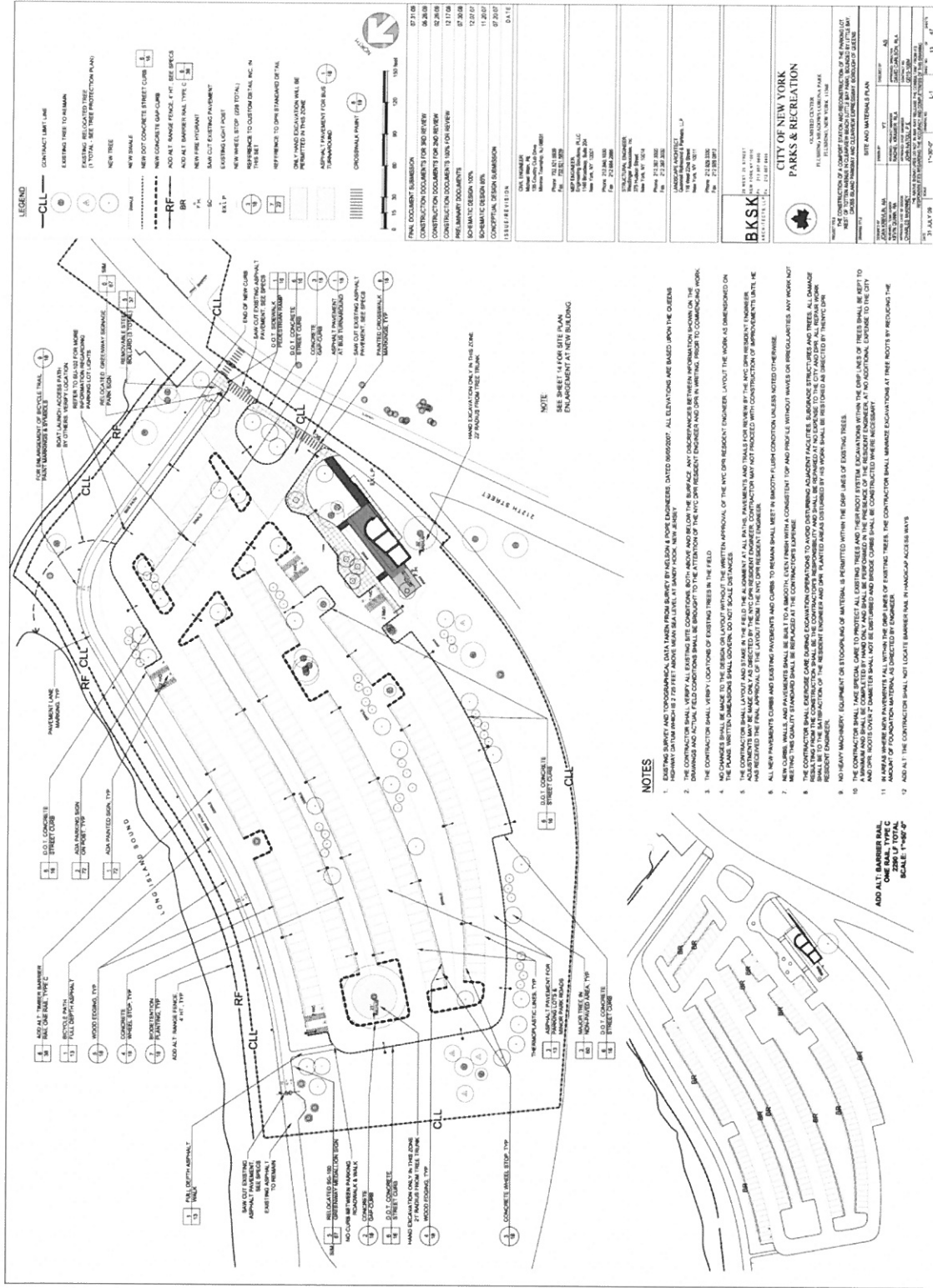


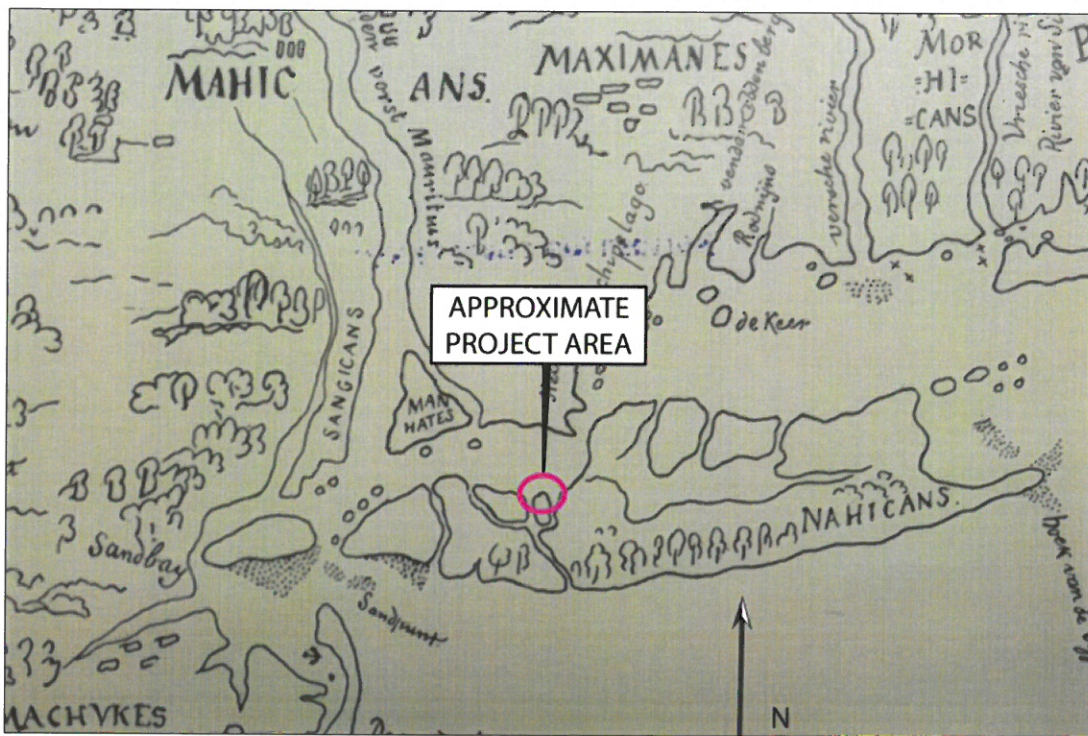
Image 02: Current Project Area, Google Earth 2013



Map 03: Current Site Plan 03.

III. Geographic Setting:

Little Bay Park is located in Queens County, on the north shore of Long Island. Long Island is part of the Atlantic coastal plain, which stretches from New York to Florida. Although technically an island, it is quite long, extending 118 miles east to west. The distance from the north to south shores at the island's widest point is more than 20 miles. The western end of Long Island is nestled between Staten Island to the south, Manhattan to the west and the Bronx to the north. It is separated from the latter two by the East River and from Staten Island by New York Bay. The Atlantic Ocean lies to the south of Long Island, and the Long Island Sound to the north separates the island from Connecticut. Little Bay is an inlet located across the East River from the Bronx, at the point where that River meets the Long Island Sound. This area is known as Hell Gate, a name that appears on maps as early as the seventeenth century (Map 04).

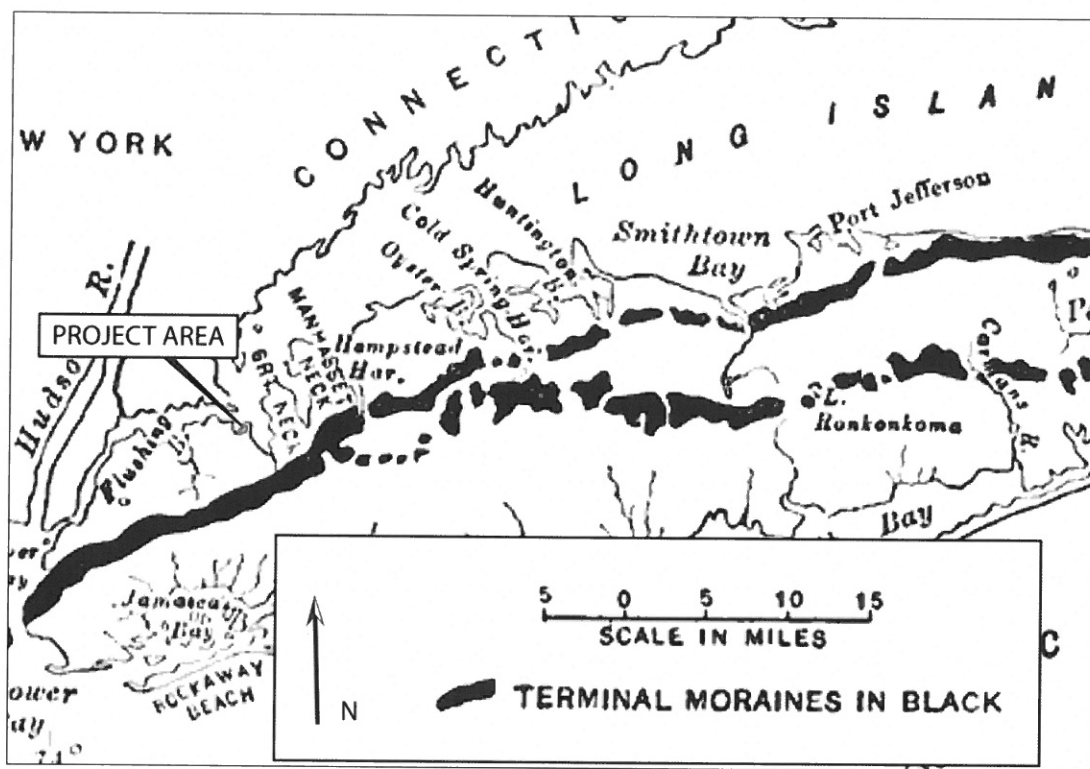


Map 04: 1616 Adrian Block map showing “Hellegate” where the East River and Long Island Sound meet.

The bedrock underlying Long Island is metamorphic and igneous rock such as gneiss and granite (Lewis and Needell 1987). Unlike Manhattan, this rock rarely appears on the Island as a visible surface feature (Mills 1974). It slopes downward to the south and east, so is relatively closer to the surface at the north shore of the island, where the Park is located, than at the south. According to the U.S. Geological Survey, bedrock in the Project Area is approximately 200' below sea level (Olcott 1995). The bedrock is covered with sand and silt that was deposited as the result of erosion during the Cretaceous period, 145.5 to 65.5 million years ago. For the most

part, these soils are thinner along the north shore of the island (Williams 1981; Mills 1974). In an exception to this rule, Mills shows a raised deposit to the south of the project area, in the main area of Bayside (Mills 1974).

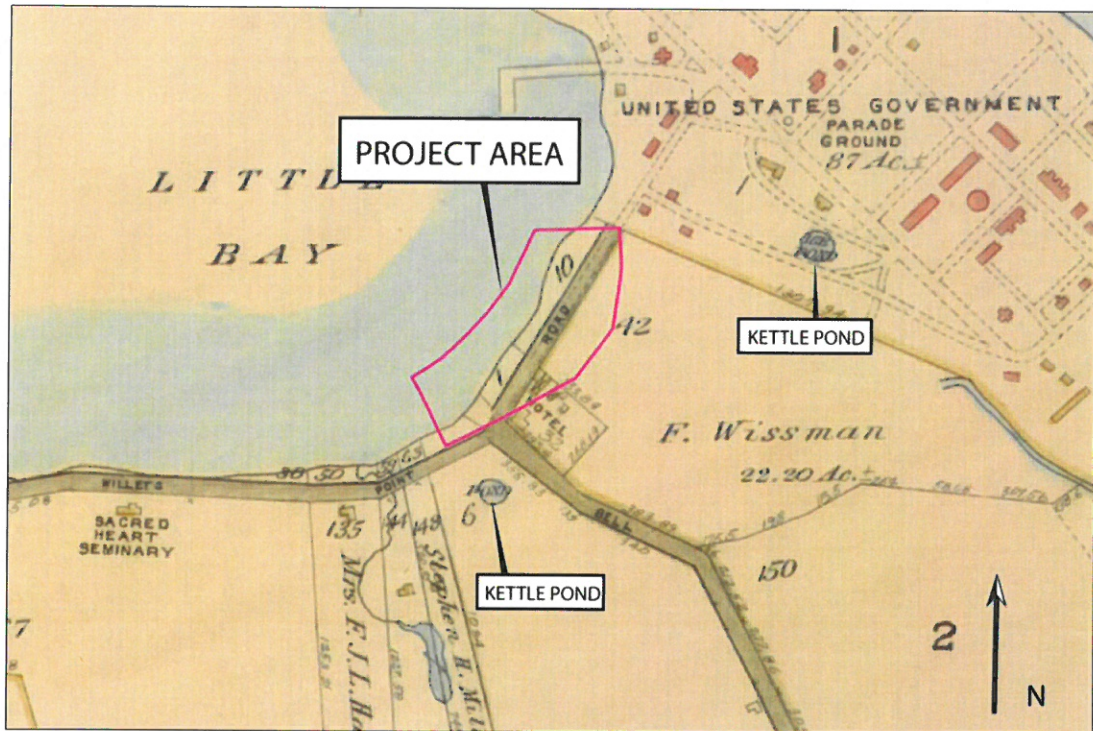
The surface features of Long Island have been most affected by the processes of glaciation. The last glacial period of the Pleistocene, the Wisconsin Period (approximately 11,000 to 12,000 years ago) left its mark in the form of terminal moraines and glacial outwash plains. Two terminal moraines – ridges formed by deposits of rock and sediment at the edge of a glacier – form distinct ridges along the north and center of the island (Map 05). Glacial outwash sediments flowing along with meltwater to the south of the moraines left sedimentary deposits on the coastal plain, to the south of the Project Area.



Map 05: Location of terminal moraine relative to the project area.

Little Bay Park lies to the north of the Harbor Hill Moraine (Map 05). The moraines were formed as the Laurentide Ice Sheet, which covered the northern United States and most of Canada, melted and receded, leaving behind deposits of debris that had been caught up as the glacier advanced, carving up the land beneath it. The Ronkonkomo Moraine, formed earlier, lies to the south of the Harbor Hill Moraine. To the east of the project area, the moraines diverge and form the southern and northern forks of Long Island at its eastern end. At the western end of the Island, where the Park is located, the Harbor Hill Moraine, which was formed during a later glacial episode, advanced beyond and obliterated the Ronkonkomo Moraine (Mills 1974).

The Harbor Hill Moraine is located approximately four miles south of the project area, with the highest elevations at the northern boundary of Jamaica, Queens. Glacial features north of the moraine include “erratics” – large boulders randomly deposited as the glacier melted – and kettle lakes, formed as chunks of ice fell from the glacier and formed depressions in the sediment. As the ice chunks melted, the depressions filled with water and formed lakes, or were covered with sediment, becoming bog or swamp. The area between the Fort Totten peninsula and Bayside is a marsh that has been filled in (Tetra Tech 1999:5). Several small ponds, possibly kettle lakes, are shown on maps in close proximity to the project area (Map 06).



Map 06: 1903, E. Belcher Hyde - Possible kettle ponds in the project vicinity.

Stratigraphy is “enormously” varied along northern Long Island as a result of glacial action (Tetra Tech 1999:5). Mixed glacial deposits, or till, comprises much of the modern-day surface soils of Long Island, but along the north shore, north of the Harbor Hill Moraine, much of the upper strata consist of sands from glacial rock formations eroded by waves (Williams 1981) and sands, clays and gravels from the receding moraine (Mills 1974). Marshes are also common and consist of fine-grained organic silts and clays (Williams 1981). Post-glacial accumulations derive from alluvial sediments, salt marsh deposits and beach sands and consist of “sand, clay, silt, organic muck, and shells” (Olcott 1995).

As the glaciers melted and water flowed into the Atlantic Ocean, sea levels rose. The area of the Long Island sound, formerly part of the glacial ice sheet, flooded, forming a “ragged, deeply embayed coast” (Mills 1974). Because the northwestern end, where the project area is located, is protected by the surrounding land masses, the irregular coastline formed at the end of the Pleistocene has been preserved (Mills 1974). Little Bay is one of ten narrow bays found along the northwestern shore of Long Island (Williams 1981).

IV: Previous Cultural Resource Studies:

There have been several modern archaeological studies in the vicinity of the project area. All but two of these studies were conducted at Fort Totten, which is adjacent to the project area. Eight Cultural Resource Management (CRM) studies have been done within a mile of the project area including six at Fort Totten (Tables 01 and 02). The Fort itself was designated a Historic District by Landmarks in 1999 and has been the subject of several studies, including those by the LPC during the landmarking process in 1999, 1974a and 1974b). The promontory on which it stands contains a Civil-War era earthwork, known as the Glacis site (Tetra Tech 1998:24). One prehistoric site was identified in 2006: The Little Bay site at the Fort (The Louis Berger Group 2006). Other modern studies have found scattered lithics but no prehistoric sites. Prehistoric resources in the area were also excavated before the advent of modern cultural resources management, in the first half of the twentieth century (Table 01).

The studies referenced in Table 01 all indicate the presence of sites along the north shore of the western end of Long Island, including several in the general project vicinity. Findings include Woodland period sites with shell middens and pit features with ceramics and stone tools. These studies, discussed further in Section V, also include a hunting and fishing camp and a village site.

The majority of Cultural Resource studies conducted in the vicinity of the Little Bay Park project relate to Fort Totten. These reports are laid out below in Table 02 and are excerpted from Stone’s bibliography as expanded upon by Geismar (Geismar 2007:5-8):

DATE	AUTHOR	TITLE	RELEVANT FINDINGS
1920	Arthur C. Parker	The Archaeological History of New York State	Shell heap/kitchen midden at Whitestone; village and burial site at College Point
1920; 1934	Reginald Bolton	New York City in Indian Possession; Indian Life of Long Ago in the City of New York	Fishing camp with shell deposits (Site #128 at Whitestone); village site (Site #129 at College Point)
1941	Ralph Solecki	The Indians Lived Here	Indian sites extended over much of the shoreline; Clearview site on Willets Point Boulevard; [Wilkins] site on 14 th Avenue in Whitestone
1944; 1950	Carlyle Shreeve Smith	Clues to the Chronology of Coastal New York; The Archaeology of Coastal New York	Clearview site near Little Bay Park with shell midden and pits (Site #32); Wilkins site with pit features and burials (Site #20, College Point)
1996; 1997	Eugene Boesch	Key for Native American Archaeological Site Location Map Borough of Queens, New York. and Sensitivity Assessment of the Prehistoric and Contact Period Aboriginal History of Queens, New York. [Narrative and Maps].	Boesch outlines previous cultural works (professional and non-professional) into a "guide" book

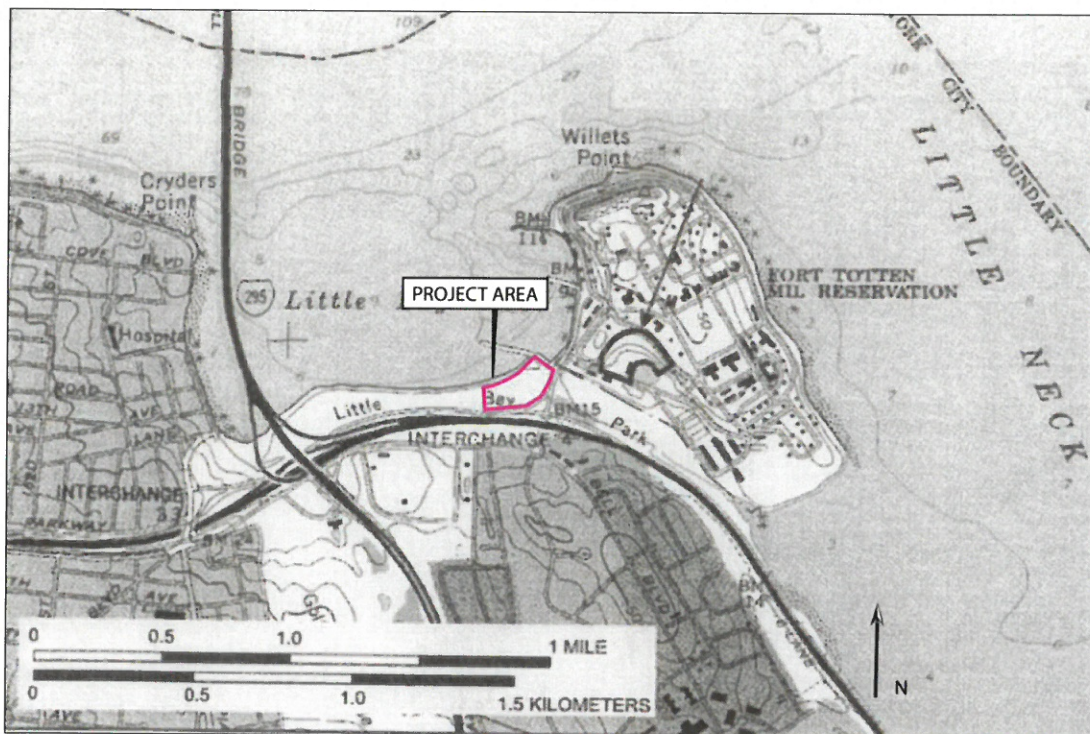
Table 01: Early twentieth century reports on Native American sites in Queens (data from Pickman 1989).

DATE	TITLE	AUTHOR(S)	AGENCY	FINDINGS
1985	A Cultural Resource Overview and Management Plan for U.S. Army Property, Fort Hamilton, Brooklyn, New York; Fort Totten, Queens	The Louis Berger Group	National Park Service	The Glacis site: Site No. 08101.006539. Civil War era earthwork
May 1998	A Phase IA/B Archaeological Survey of Fort Totten, Queens County.	Tetra Tech, Inc.: Paula Bienenfeld and Hope Leininger.	U.S. Army Corps of Engineers	Isolated prehistoric quartz flakes and fragments; features and artifacts relating to 19 th century military occupation
June 1999	A Phase II Archaeological Investigation of Fort Totten, Queens County.	Tetra Tech, Inc.: Hope Leininger and Paula Bienenfeld.	U.S. Army Corps of Engineers	Light lithic scatter including one Woodland period quartz point-not significant; NRHP-eligible historic site
April 2005	Report On Phase IB Archaeological Testing At Fort Totten Battery.	Linda Stone	New York City Department of Parks and Recreation/ Advance Builders, Inc.	No prehistoric resources; minimal, non-significant historic artifacts
November 2007	Phase IA Archaeological Survey. Proposed New Facility. Armed Forces Reserve Center, Fort Totten	The Louis Berger Group	U.S. Army Corp of Engineers	The Little Bay Site, A08101.011172: Prehistoric site eligible for listing on the NRHP. Pottery and lithics from Late Archaic and Woodland.
July 2007	Archaeological Potential of Fort Totten in Relation to the Demolition of Structures and Creation of a Passive Landscape, Memo Report.	Joan Geismar	New York City Department of Parks and Recreation	Historic sensitivity below 2' within vicinity of some structural features; potential prehistoric sensitivity
January 2010	Archaeological Monitoring Results, North Park at Fort Totten, Queens, New York	Archaeological Consulting Services: Gregory F. and Dorothy N. Walwer,	New York City Department of Parks and Recreation	Nineteenth and twentieth-century structural and trash features; considerable sub-surface disturbance

Table 02: Recent CRM reports of Fort Totten projects

The Fort Totten CRM reports all concluded that the area would have been attractive to Native American populations because of fresh water sources, salt marsh food resources and proximity to the mainland. Geismar identifies a fresh water source at the southwest of the peninsula, “beyond Park’s jurisdiction” (2007:3). This may have been close to the present project area. Tetra Tech refers to a New York State Museum finding that the project area had “a high probability of producing prehistoric archaeological data” (1998:28). They suggest that Native Americans would have used the area for subsistence activities and possibly for procuring raw materials for stone tool production, but concluded long-term occupation was unlikely due to “fluctuating salinity levels in the water” (Tetra Tech 1998: 28).

Phase IB testing carried out by archaeologists from Louis Berger in 2006 found sufficient evidence of prehistoric presence on the Fort Totten peninsula to recommend eligibility for listing on the National Register of Historic Places (NRHP) as the Little Bay Site (The Louis Berger Group 2006:ii) (Map 07). Testing consisted of 79 shovel test pits (STPs) excavated to glacial soils at regular intervals over the entire project area. Intact soil profiles were present beneath modern landfill and disturbance in some of the STPs (The Louis Berger Group 2006:28). The assemblage recovered from this site comprised 63 artifacts, mostly lithics from the Late Archaic to Woodland Periods (4,000 – 500 BP) with a few non-diagnostic ceramic sherds and fire-cracked rock. One of the lithics was a Susquehanna Broad Point from the Late Archaic. Testing also identified a possible shell midden and rock feature. The report recommended avoidance of the area where the artifacts were found and there are no known subsequent investigations.



Map 07: General location of Little Bay prehistoric site (The Louis Berger Group 2006:2, Fig. 1).

Investigations by Tetra Tech in 1998 and 1999 found significant historical resources but no prehistoric resources eligible for listing on the NRHP. Together, both studies covered the central Fort area around the Parade Grounds and an area at the west of the peninsula near the main entrance, adjacent to the current Project Area. The Phase IB study in 1998 consisted of shovel test pits excavated over a 15 acre area. Archaeologists recovered 1,377 artifacts, all but nine of which were historic. The prehistoric artifacts consisted of isolated quartz flakes and debitage from the Late Woodland Period (700-1200 A.D.) (Tetra Tech 1999:108). Historic artifacts related to the military presence at the Fort. Phase II testing in 1999 included 114 additional shovel test pits and larger excavation units covering over 300 square feet. This testing produced only seven prehistoric artifacts (six quartz flakes and one point), none comprising a discrete deposit. Intact historic deposits dating from the construction of the Fort and including structural and trash features were recommended for inclusion on the NRHP.

In 2004, Linda Stone conducted Phase IB testing around the Battery at the northern end of the peninsula in connection with surface and infrastructural upgrades. Testing consisted of five STPs. No prehistoric artifacts were recovered and only 18 historic/modern items were collected, mostly modern debris and trash. Stratigraphic analysis revealed very little fill, with the natural surface appearing at approximately 0.2' below grade. Sterile subsoil was present in all test pits at approximately 0.6' to 0.8' below grade.

In 2007, Joan Geismar prepared a "Memo Report," a follow-up to discussions between Parks, LPC and the contractor for a demolition project focused on the North Park area on the east side of the Fort Totten peninsula. The report presented a summary of previous historical and archaeological work and an assessment of historic resources in the North Park area. Geismar's analysis of topographical data found very little change in elevation on the eastern side of the peninsula since the mid-nineteenth century.

The 2010 Walwer and Walwer document presents the results of archaeological monitoring conducted in 2008 and 2009 as part of the North Park project evaluated by Geismar in 2007. Several nineteenth-century and modern features were found, relating to the military presence on the peninsula. Six hundred and fifty artifacts were collected, including a number of late-eighteenth to early-nineteenth century items that pre-dated the military occupation of the peninsula. The report concluded that this could derive from an earlier presence, or might represent artifacts deposited during the early presence of the military hospital. Monitoring did not identify any prehistoric resources. The upper surface soils exhibited significant disturbance due to construction of military facilities.

Two additional CRM studies have been done within approximately one mile of the current Project Area (Table 03).

DATE	TITLE	AUTHOR(S)	AGENCY	FINDINGS
February 1989	Stage IA Archaeological Survey, Point Little Bay Development, Whitestone, Queens	Arnold Pickman	Private contract (Kiska Developers, Inc.)	High sensitivity for prehistoric resources; low sensitivity for historic resources
March 1998	Archaeological Documentary Research Study, Reconstruction and Improvement, Clearview and 24 th Avenue Pumping Stations	Terry H. Klein and Bernard W. Slaughter, URS Greiner, Inc.	New York City Department of Environmental Protection	Potential for prehistoric resources; no potential for historic resources

Table 03: CRM reports within one mile of the project area.

The first was a Phase IA documentary study conducted by Arnold Pickman as part of the Point Little Bay Development in Whitestone (1989). This site is located in the Whitestone area of Queens, just west of the Throg's Neck Bridge near what is known as Cryder's Point. This location is approximately one mile northwest of the Little Bay Park project area. Pickman reported on two borings taken within the project area. The first, taken in an area that was most likely below the high water mark in the nineteenth century, contained approximately 10' of fill. The second boring contained 3' of fill. Pickman found that the elevation of the project area had been raised slightly by landfill, mainly post-1931 (1989:11). While the report concluded that there was low potential for historic remains due to lack of pre-1920s development, it found that the environmental and ecological characteristics of the area created high potential for prehistoric resources.

The second relevant study was a Phase IA documentary report by Terry H. Klein and Bernard W. Slaughter of URS Greiner, Inc. (URS) (1998). The report was prepared for the City of New York, Department of Environmental Protection in connection with the Reconstruction and Improvement of the Clearview and 24th Avenue Pumping Stations Project, Capital Project No. WP-269. The 24th Avenue station is located approximately one mile southeast of the project area, at 24th Avenue and 217th Street. The Clearview Station is located approximately 200' south of the west end of Little Bay Park, in an island between the northbound lane of the Clearview Expressway the Cross Island Expressway South Service Road. Both sites remained undeveloped through the twentieth century.

The URS report does not discuss the property ownership prior to the latter part of the nineteenth century. It is possible that these areas, particularly the Clearview station, shared ownership with the Little Bay project area prior to that time. By 1886, the Clearview property was owned by the Paynter family, and was purchased by the Sisters of Charity in 1891. These names appear on maps immediately west of the present project area. The land around the 24th Avenue station was owned by J.W. Harway, who is unrelated to the current project area.

The project area at 24th Avenue sat on the waterfront of Little Neck Bay in the nineteenth century. The shoreline had been filled in and is currently approximately one-quarter mile away. Borings in the vicinity of this station show between 14' and 17' of fill (Klein and Slaughter 1998:3). The report states that the shoreline at the Clearview station area was landfilled, but this appears to be a typographical error as it refers to landmarks associated with the 24th Avenue station. Groundwater was present at less than 4' below grade, indicating landfilling of an area previously under water. At the Clearview site, borings showed approximately 11' to 13' of fill with natural grey/green silt and clay deposits directly below. The report describes the latter as water-saturated soils, such as those found in a marsh. (URS-Griener 1998:4). These deposits were directly above glacial till. The water table was present at 11 feet below grade, "just above the interface between modern fill deposits and natural strata" (URS-Griener 1998:4). The report concluded that the potential for significant prehistoric resources at these sites was minimal based on the absence of fast land at the Clearview location and the small size of the 24th Avenue site. Logistical difficulties also recommended against archaeological testing.

V. Historic Background:

This section provides a brief overview of the general prehistoric and historic period history of the project area, with an emphasis on the area in proximity to Little Bay. For more detailed information regarding the prehistory of the greater area, see Parker (1920), Bolton (1934), Solecki (1941) and Smith (1944). For more detailed information on Fort Totten and the peninsula adjacent to the Project Area, see the various reports discussed above in Section IV (Tetra Tech 1998a, 1998b; Stone 2005, Geismar 2007; Walwer and Walwer 2010).

Historically the project area consisted of farmland and shoreline. It is immediately adjacent to Fort Totten, an important Civil War era coastal fortification. The property has been owned by Parks since 1950 and is now part of Little Bay Park.

The Prehistoric Period

Archaeological evidence of Native American settlement and activity within what is today the City of New York extends back to the Paleo-Indian period (c. 10,000 B.C. – 8,000 B.C.). However few sites have been excavated and/or recorded by modern archaeologists (Cantwell and Wall 2001:40; Baugher and Bluefeld 1980). Native American occupation of the New York City area is, in general, poorly researched and reported on. Several factors have helped to reduce the degree of documented history and research potential with regard to Native American activity. First, it would appear that permanent settlements by Native Americans did not occur until fairly late: post 1400. These villages were made of wood and were compromised due to radical landscape modifications by European settlers. Second, with the arrival of Europeans, Native American settlement and influence in the area quickly diminished. Third, the early European settlers in the area did not establish or maintain amicable relations with the local Native American groups and therefore did not portray them well in recorded history. Finally, the majority of uncovered Native American sites within the area were either located on the highly disturbed fringes of the City or were excavated by amateurs and/or pot-hunters/looters at the turn of the twentieth century, thus destroying the Native American history of the area, without proper

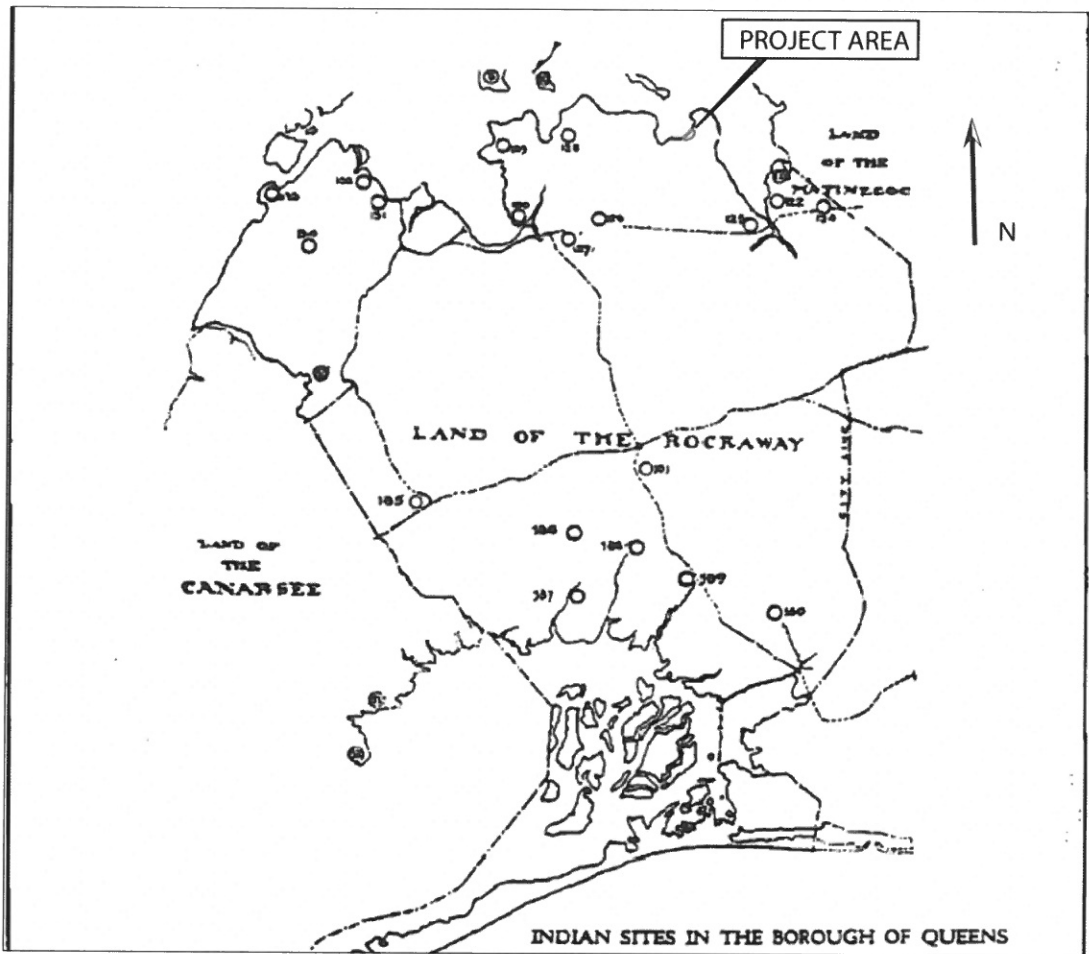
documentation (Lenik 1992; Cantwell and Wall 2001; Bolton 1920, 1922, 1934; Burrows and Wallace 1999). However, it should be noted that the majority of prehistoric evidence recovered post-1900 has been on the city fringes, in Staten Island and Queens.

Available evidence suggests that subsistence and occupation among Native American groups in the area was seasonal and that they practiced a hunting and gathering economy that utilized the abundance of water resources in the area (Ceci 1977, 1982). During summer months, groups would aggregate in large base camps that spilt during the other seasons to occupy smaller hunting, fishing, or plant procurement locations. Agriculture became predominant during the Late Woodland period (1,000 A.D. – European Contact) (Ceci 1979-1980). By the time of European settlement in the early seventeenth century, the Native Americans kept fields in which they grew a triad of corn, beans, and squash, along with some other domesticated plants (Truex 1982).

The north shore of Queens/Long Island, where the project area is located, would have been a fertile area for Native American resource procurement. The project area is situated along the shoreline of a large bay and has two salt marshes close by, to the east and the west. The rich coastal environment would have provided abundant fish and shellfish as well as waterfowl and aquatic plants from the salt marshes. The New York State Museum determined that the project area had “a high probability of producing prehistoric archaeological data’ based on environmental conditions,” although Tetra Tech suggested that the potential for long-term prehistoric occupation would have been “compromised by fluctuating salinity levels in the water” (Tetra Tech 1998:28). Geismar identifies a fresh water source at the southwest of the peninsula, beyond the boundaries of Fort Totten Park (2007:3). This may have been close to the present project area which would have provided an incentive for Native American use of the area.

CRM testing at Fort Totten in 2006 revealed evidence of a prehistoric site, the Little Bay site, dating from the Late Archaic (4000 BP) to the Early Woodland Period (500 BP) (The Louis Berger Group 2006). Full-scale excavation was not conducted at the site, but over 70 STPs resulted in a collection of 63 artifacts, including lithic debitage, one Late-Archaic period point, several pottery sherds and fire-cracked rock. Archaeologists also identified a possible shell midden and rock feature. In 1995, when the Army decided to leave Fort Totten, descendants of the Matinecock tribe claimed that the land contained a tribal burial ground (New York Times 1995). Their claim was never adjudicated but the tribal belief that this land was important illustrates the importance of this area was to the Matinecock.

Parker and Bolton both identify several sites in this general area (Parker 1920; Bolton 1934) (Map 08). Parker’s map shows shell middens at Whitestone, west of the Long Island railroad tracks, and a village and burial site at College Point, approximately three miles west of the project area (1920). At least two sites have also contained bowl-shaped pit features (Smith 195:182), though there are no associated interpretive discussions of these features.



Map 08: Bolton's map (1934) showing known Native American sites in Queens.

Of the sites identified in these early twentieth century studies, the closest to the Project Area is the Clearview site, which is located immediately southwest of Little Bay Park. Smith describes this site as "located on high ground sloping northeastward towards Little Bay on the East River near Fort Totten" (1950:182). Solecki places it on Willets Point Boulevard near 201st Street (1941). Pickman notes that "Indian artifacts" were found on the Walter Roe farm, approximately 0.5 miles west of the project area (1989). These all appear to be referring to the same site. According to URS, the site was a hunting and fishing camp, with shell midden and pit features (URS 1998). Ceramics, flaked points and ground stone tools were recovered. The site was exposed during construction of the Cross Island Parkway in 1939 and was excavated by the Flushing Historical Society. It was destroyed by subsequent construction of the highway (Pickman 1989:4). The Flushing Historical Society no longer exists and the field notes from this excavation have been lost (Pickman 1989:4).

Contact Period

At the time of European contact as many as 15,000 Native Americans inhabited the New York City area (Burrows and Wallace 1999:5). The Matinecoc people inhabited the northern portion of Long Island from the eastern side of Newtown to the Nesaquake River in Nassau County (Bolton 1921). These were Algonquian speaking people of the Lenni Lenape or Delaware group. The principal Matinecoc villages in what is now Queens were at Little Neck and Bayside according to Munsell, although no more detailed geographic information is given (Munsell 1882:76). Matinecoc settlement concentrated around bays. They processed clams and oysters to preserve them as winter food sources, and produced “wampum of a very superior quality” which was used as the local currency (Munsell 1882:76). Munsell also asserts that “traces of Indian occupancy” were frequently found, particularly along Little Neck Bay, and a “large variety of relics” had been uncovered in the area (Munsell 1882:101). Although he may have been referring specifically to the town of Little Neck, across the Bay from Bayside.

Soon after the arrival of the Europeans a majority of the Native American population was decimated by a combination of war and disease (Burrows and Wallace 1999:8; Ritchie 1958; Levin 1980).

The Historic Period

In 1683, the British holdings in the New York colony were subdivided into twelve county units, one of which was Queens County, of which two counties became part of the State of Massachusetts. Bayside is located in the township of Flushing, one of five subdivisions of Queens County. The name “Flushing” is a corruption of the original Dutch name “Vlissingen,” after a town in The Netherlands (Munsell 1882:74). The Dutch settled Flushing in 1643; however, many of the early inhabitants were English (von Skal 1908:20). Many of the English patentees of Flushing came from The Netherlands or New England to escape religious persecution. The early inhabitants of the township also included a number of Quakers and French Huguenots who came for the same reasons.

Two years after the settlement of Flushing, in 1645, Governor Willem Kieft granted the town a charter, which was renewed when the English took over the colony in 1666 (von Skal 1908:20; Munsell 1882:75). At the time of the renewal, there were twenty one named patentees (Munsell 1882:72). The patent included land beginning at the juncture of Flushing Creek and the East River (Flushing Bay) and extending east approximately three miles and both north and south by two miles (Munsell 1882:75). This encompasses the present Little Bay Park.

In 1684, almost forty years after Flushing was granted its charter, the European inhabitants of Flushing “bought” the land from the Matinecoc Indians, as verified in a 1792 document describing the “transfer” (Munsell 1882:76). The purchase covered land bounded on the west by Flushing Creek, on the east by Hempstead, on the south by Jamaica and on the north by the Sound (Munsell 1882:76). The purchase document states the land was bought for a “valuable sum,” which Munsell describes as one axe or its equivalent for every fifty acres (Munsell 1882:76).

By the late seventeenth century, Flushing was “a handsome village, tolerably stocked with cattle” (Munsell 1882:76). Inhabitants numbered around five hundred, including forty slaves (Munsell 1882:78). Trade included wheat, tobacco, corn and livestock. Roads were limited and the main connection to Manhattan was by canoe along the East River (Munsell 1882:78).

Most of the original documents, including the town charter, were lost when the town clerk’s office burned in 1789, so information about the pre-Revolutionary period is limited.² The original charter was reconfirmed in 1792 by Governor Dongan (Munsell 1882:75).

During the Revolutionary War period, the area surrounding the project area saw heavy British activity. Flushing was occupied by three British units following the Battle of Long Island (Pickman 1989). Pickman states that activity was concentrated in Whitestone, although the shore at Bayside may have been guarded by the British (1989:6).

After the Revolution, several towns in the general project vicinity – Flushing, Whitestone, College Point and Bayside – began to grow, but most of the area remained farmland well into the nineteenth, and even the early twentieth century (City of New York Aerial Map 1924), which depict farmlands and woods to the south of the Bay. Bayside was an area of “handsome villas and substantial farm houses” (Munsell 1882:100). Land tracts in the vicinity tended to be large and did not begin to be broken up until the mid-nineteenth century (Pickman 1989:6). Because of the good soil and favorable environmental conditions, several nurseries were opened in Flushing in the eighteenth century, including The Oaks in Bayside. The area became known for this and Charles Willets later used Willets Point as a nursery.

Clay deposits at the west end of Little Bay also allowed for the development of tobacco pipe manufacture (Munsell 1882:95). This industry was centered in Whitestone in the eighteenth century. Clay was also used for manufacturing pots, spoons and “peace pipes” (Antos 2006:7).

Improved transportation brought more people to the area. In 1866, the North Shore Railroad was extended through Bayside (Parks 2013a). Steamboats brought passengers to a dock on the East River at Whitestone and, in 1869, Long Island Railroad tracks were extended to Whitestone. Soon after the arrival of the Railroad, many of the twelve families who owned the land in Bayside sold to developers. By 1873, property in northeastern Flushing had been subdivided and many more names appear on the map, although a large empty area on the map remained (Beers 1873).

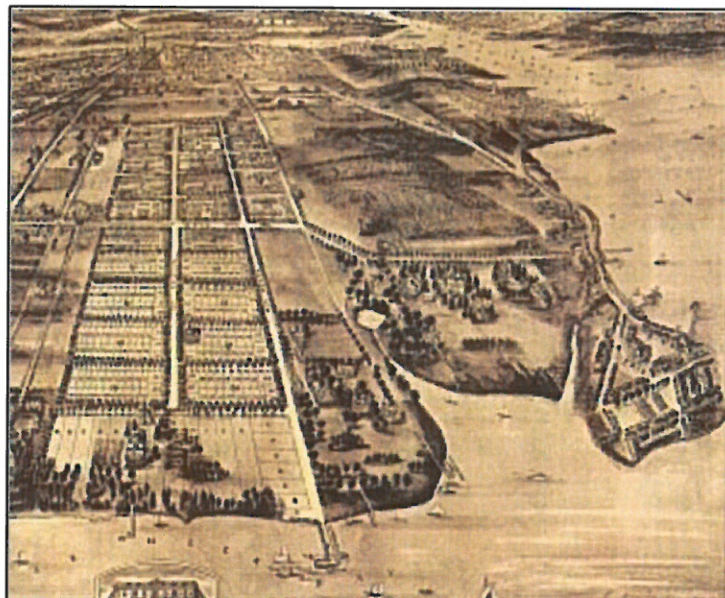
The land on the peninsula immediately adjacent to the project area was purchased by the U.S. government in 1857 and in 1863 for use in coastal defense and the construction of a fort. The land was acquired in two parcels, 110 acres from George and Robertina Irving in 1857 and an additional 26.35 acres from Henry Day in 1863 (Parks 2013b). Both owners had acquired the property from Frederick Wissman in 1856. The area was becoming a popular location for gentlemen from New York City to purchase homes in the country, and Day bought a small segment of the peninsula near the project areas a “country seat” (U.S. House of Representatives 1858:). Irving purchased the rest of the peninsula in order to sell at a higher price to the

²The fire was found to be arson and an enslaved African female, Nellie, was hanged for the crime (Munsell 1882:85).

government, or to sell off the property in lots to wealthy individuals for waterfront “villas” (U.S. House of Representatives 1858:206).³ The only structures on Willets Point at that time were a tavern farmhouse, a two-family summer house facing the water, and a stable standing close to the salt marsh that separated the point from the mainland (Parks 2013b). In 1857, Henry Day wrote to a representative of the Government who was conducting inquiries into the land purchases. He described his property as having “fine trees, and water of good depth in the front, and fine springs and a pond of fresh water, the only naturally flowing water on the place” (U.S. House of Representatives 1858:380).

In 1898, Queens was incorporated into the City of New York, along with the other outer boroughs. There is nothing to indicate that this affected Bayside and there was no discernible change in the Project Area.

Bayside truly began to develop as a residential community in the 1920s. Large estates and open tracts of land continued to comprise much of the area until this time (Image 03). In the 1920s, the estates were subdivided for the construction of many new homes (Seyfried and Asadorian 1991:135). Today Bayside has a suburban character and is known for its good schools and low crime rate. The business district is centered around Bell Boulevard between Northern Boulevard and 35th Avenue. This area is incorporated as the Bayside Village Business Improvement District. The northern section of Bayside near the Project Area is sometimes called Bay Terrace. This locale has a sizeable mall, The Bay Terrace Shopping Center, and several large co-op apartment buildings. Bayside is easily accessible by car and is bordered by three highways: the Long Island Expressway, the Clearview Expressway and the Cross Island Parkway. The Long Island Railroad also stops in Bayside, at the south end of the neighborhood.



³The purchase of the Fort Totten property, and Irving’s land speculation scheme, was later the subject of a Congressional investigation (U.S. House of Representatives 1858).

Image 03: Detail of 1915 North Shore Realty Company map, looking west from Little Neck Bay.

VI. Site History:

A precise chain of title for the land within the project area could not be determined from available property deeds, but cartographic evidence combined with the available property records and historical accounts provides a fairly clear picture of its ownership and use.⁴

The project is within the area encompassed by the 1645 patent granted by Governor Kieft to the settlers of Flushing. No documents were found during the course of this study describing how or to whom the patented land was allocated. It is likely that any such document was destroyed in the 1789 fire that destroyed the town records. However, the Fort Totten peninsula was originally known as Thorne's Neck, and historical accounts attribute this land to Thorne. It appears from later deeds that the project area was part of this parcel.

William Thorne was an Englishman who had lived in the Massachusetts Bay Colony, but left due to religious differences (City of New York - Landmarks Preservation Commission 1999:10). He first settled in Gravesend as a follower of Lady Deborah Moody, but was living in Flushing by 1648, when he was appointed one of the town's Magistrates (Thorne 2008). He was a signer of the Flushing Remonstrance in 1657, directed to Governor Stuyvesant in response to the colony's prohibition on allowing Quaker meetings.

According to property records, three of William's sons, John, Joseph and Samuel, owned land in Flushing and lived in that township for their entire lives (Thorne 2008). It is not known which son owned the land covering the project area, but records involving both John and Samuel mention property at Little Neck Bay, which places them in the vicinity of the Project Area.

The Thorne family owned and farmed the area for approximately 150 years. Jacob Thorne is identified in an early nineteenth century deed as having been one of the last owners (Wilkins to Willets deed L?P148⁵). In 1788, Ann Thorne married William Wilkins and the land passed to the Wilkins family. The area became known as Wilkins Neck, a name that appears on at least one map as applying to most of Bayside (Burr 1839). The project area remained in the Wilkins family until Jacob and Hannah Wilkins sold it to Charles Willets in 1829 (Wilkins to Willets deed L?P148).

Little detail is available for the Thorne or the Wilkins holdings. As far as can be determined, neither family erected any structures near the shoreline, within the project area. Maps show the area as completely undeveloped into the mid-nineteenth century (Dripps 1852). At this time, the first structures appear in the vicinity of, but not within, the project area. This is consistent with the limited roadway access to the outlying areas of Queens at this time.

⁴Property records in the Queens County Registrar's office are not organized by block and lot prior to the 1920s, so it is not possible to follow the chain of title for a particular property any earlier than this date. Instead, property transactions must be identified through alphabetical indexes of grantors and/or grantees, subdivided chronologically. Although a time-consuming search of the indexes was made as part of the research process for this project, using names from cartographic sources and historic records, it was not possible to reconstruct the chain of title.

⁵ Note - The Liber number on this document is illegible. This document is on file with the Bayside Historical Society, located in the general Wilkins and Willet's document box.

In 1829, at the time the property was conveyed to Charles Willets, it included most but not all of the project area. The deed describes the property as bounded by on the north by the Sound or East River, on the east by Little Neck Bay, on the south by “a cove leading from Little Neck Bay, and partly by the land of Charles Cornwall,” and on the west by a “highway” that separated the Wilkins farm from the land of Anthony Franklin. The north, east and first part of the southern boundaries clearly apply to the peninsula. The southern boundary, however, extends west of Little Neck Bay, which means the property continued west of the peninsula. Charles Cornwall is not identified on any of the available maps; however, this name is replaced in an 1852 deed by the name Jacob Willets. The latter individual is shown on the 1852 Dripps map with the northern boundary of his property at the line of the “cove from Little Neck Bay.” It can therefore be deduced that the southern boundary of the property conveyed by Jacob and Hannah Wilkins extended west of the peninsula along that boundary. The highway mentioned in the deed would be Bell Avenue, as it was the only road present at the time. Additionally, while Anthony Franklin does not appear on any maps, the 1852 deed does not mention him, but rather Stoddard. This individual appears on the 1852 Dripps map along the Little Bay shore, next to the project area. Bell Boulevard apparently was the western boundary of the property, which means that a small segment at the western end of the project area was not part of the Wilkins property in 1829. Information from three deeds relating to the peninsula suggests that this remaining segment was owned by Anthony Franklin in 1829, and later by Stoddard (Wilkins to Willets deed L?P148).

Charles Willets owned the land, which became known as Willets Point, until 1852. In that year, he sold the parcel to John de Ruyter. De Ruyter held the land for only a couple of years, conveying it to his son-in-law, Frederick Wissman, in 1854 (U.S. House of Representatives 9, 331; various deeds on file at the Bayside Historical Society). Wissman was a German immigrant who did not have an occupation, but described himself as a “gentleman at large” (U.S. House of Representatives 1858:149:248). He owned another property in the project vicinity, in the central area of Little Bay, west of the project area.

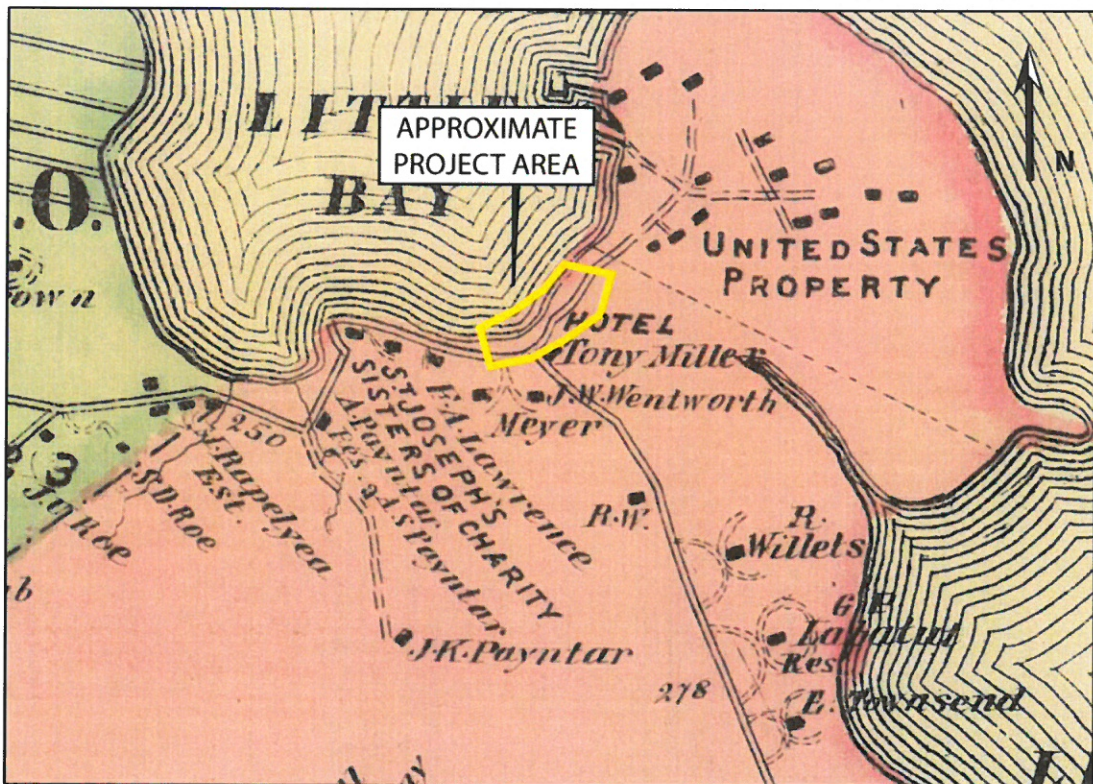
Wissman sold a small portion of his land at the peninsula to Henry Day in 1856 (documents on file at the Bayside Historical Society) and the rest of the acreage on Willets Point to George Irving in 1857. It appears that he retained the land between the peninsula and Bell Avenue, encompassing the project area. Wolverton’s 1891 map indicates that this land was part of the Wissman estate. There is some indication that Wissman’s holdings at Willets Point encompassed 200 acres (U.S. House of Representatives 1858:85). The promontory itself is approximately 152 acres, so he may have owned approximately 50 acres between the Neck and Bell Avenue. He mentions in his Congressional testimony that he retained approximately 27 acres of meadowland (U.S. House of Representatives 1858:149).

Garrison’s Hotel

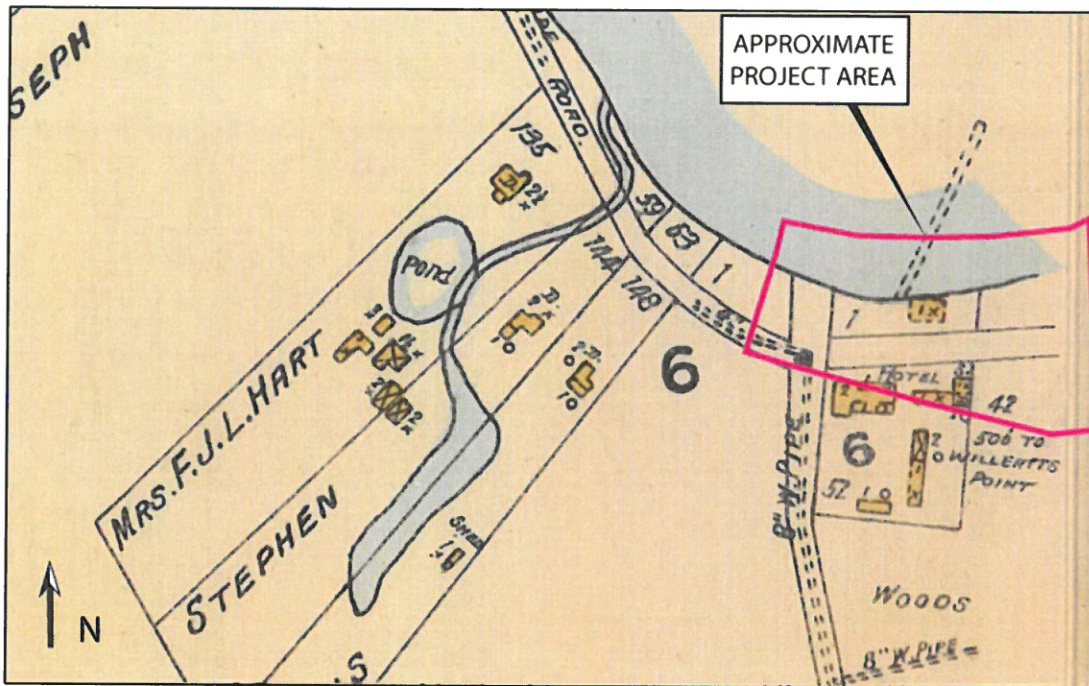
In the later nineteenth century, the majority of the project area remained undeveloped shoreline, with the exception of a hotel located at the intersection of Bell Avenue (later Boulevard) and Willets Point Road. This hotel was originally run by Anthony (Tony) Miller, and later by several members of the Garrison family. In 1920 it was taken over as the headquarters of the New York

Canoe Club, and remained in the Club's ownership until it was appropriated for construction of the Cross Island Parkway in the 1930s.

The earliest mention of the Hotel is on an 1873 map with the designation "Hotel" and the name "Tony Miller" (Beers 1873). The 1903 Sanborne map indicates that the east property boundary is "500' to Willetts [sic] Point". However, this notation appears to be an error based on scaled measurement of the map itself (Map09). The Sanborne map is the first to show the structures in detail. Five structures are shown on the property: a two-story, slightly L-shaped building, which appears to be the main hotel, situated on the southeast corner of the intersection, a second one-story L-shaped building to the east, along the Fort Totten road, two smaller rectangular buildings on the south of the property, including a stable, and a one-story structure at the shoreline (Map 10). All of the buildings are of wood frame construction.



Map09: 1873 Beers Atlas of Long Island showing Tony Miller's Hotel and J.W. Wentworth.



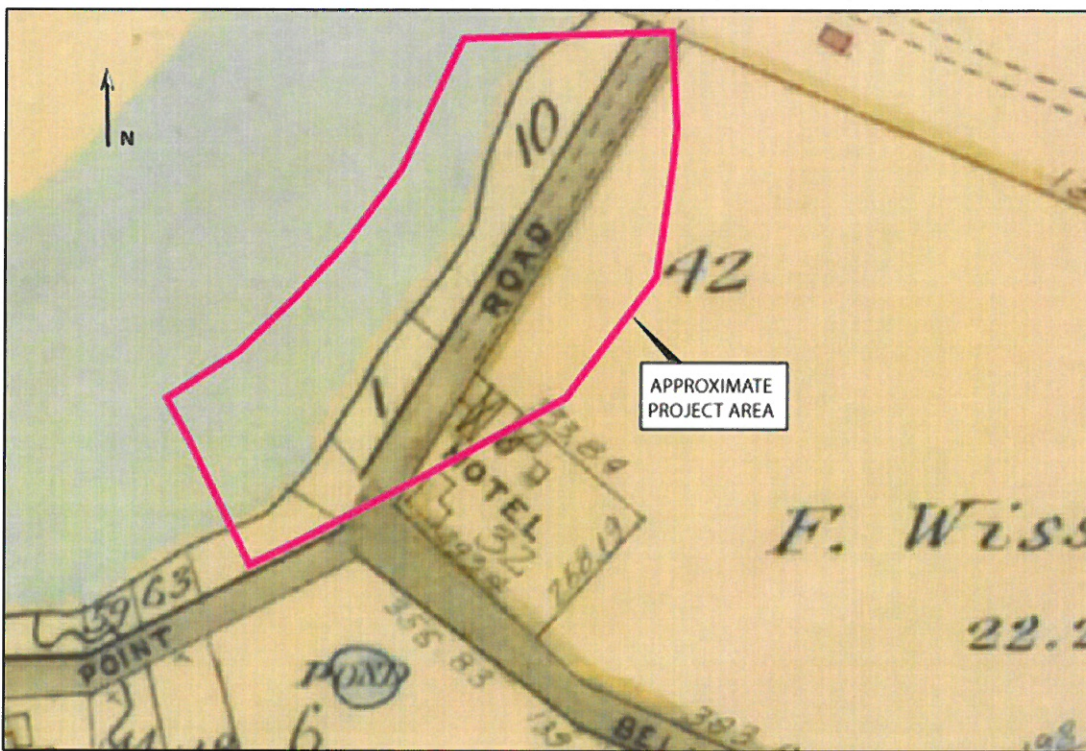
Map10: 1903 Sanborne Insurance Map with Hotel structures.

Only three of the buildings potentially fall within the project area. The south boundary of the project area cuts through the northern edge of this property. The waterfront structure and a portion of the second L-structure, fronting on Willett's Point Road, fall within the project area. It is possible that the northeastern corner of the main hotel building is also within these boundaries.

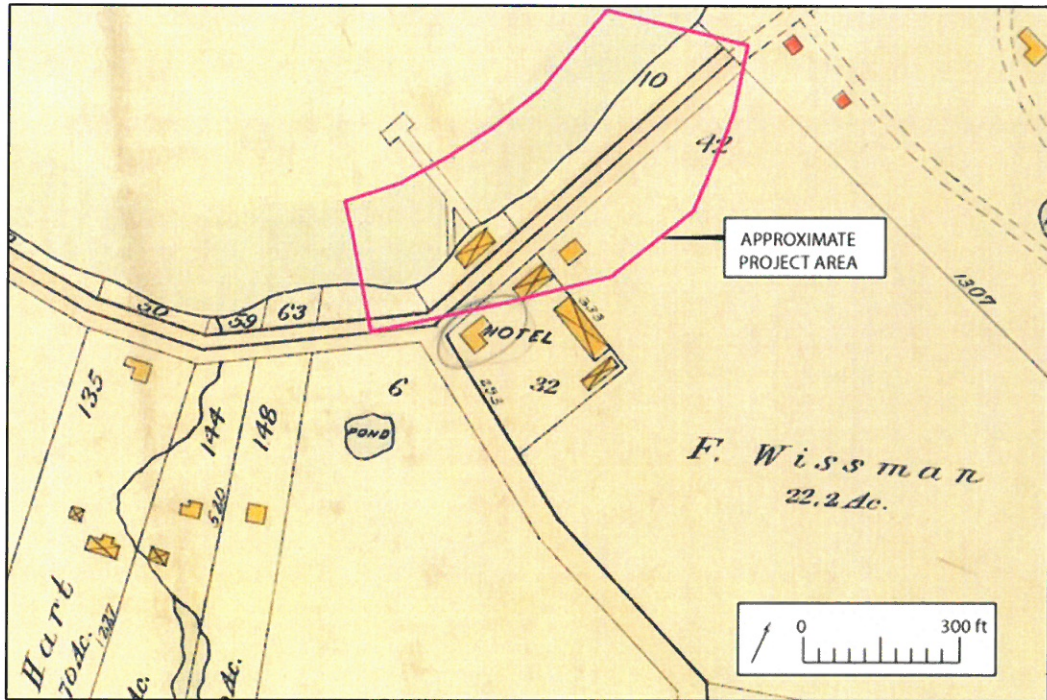
The main hotel building appears unchanged on the 1904 Hyde and 1909 Bromley maps (Maps 11 and 12). Hyde shows that by 1928, the building was slightly enlarged and connected to the second structure (Map 13). The latter building, along the Fort Totten/Willets Point Road, is depicted by Hyde in 1904 with the same L-shape but directly abutting the road, suggesting that the location of the unpaved road may have changed slightly. The building is shown on Bromley's 1909 map as a rectangular building set back from the road. Alterations could have been made to the structure in the intervening five years.

The structure on the shoreline, which is also indicated in Wolverton's 1891 map, is not present on either the 1904 Hyde or the 1909 Bromley map, but does appear on the 1928 Hyde map. It is possible that the structure was considered insignificant by the two cartographers who omitted it. A picture of the hotel dated 1908 shows an open air pavilion, which could be the waterfront structure that appears on these maps (Image 04). The dock is clearly visible in an aerial photograph taken in 1924 (Image 05). A small wooded area lies to the southeast and the buildings are surrounded by trees which extend northwest of the road.

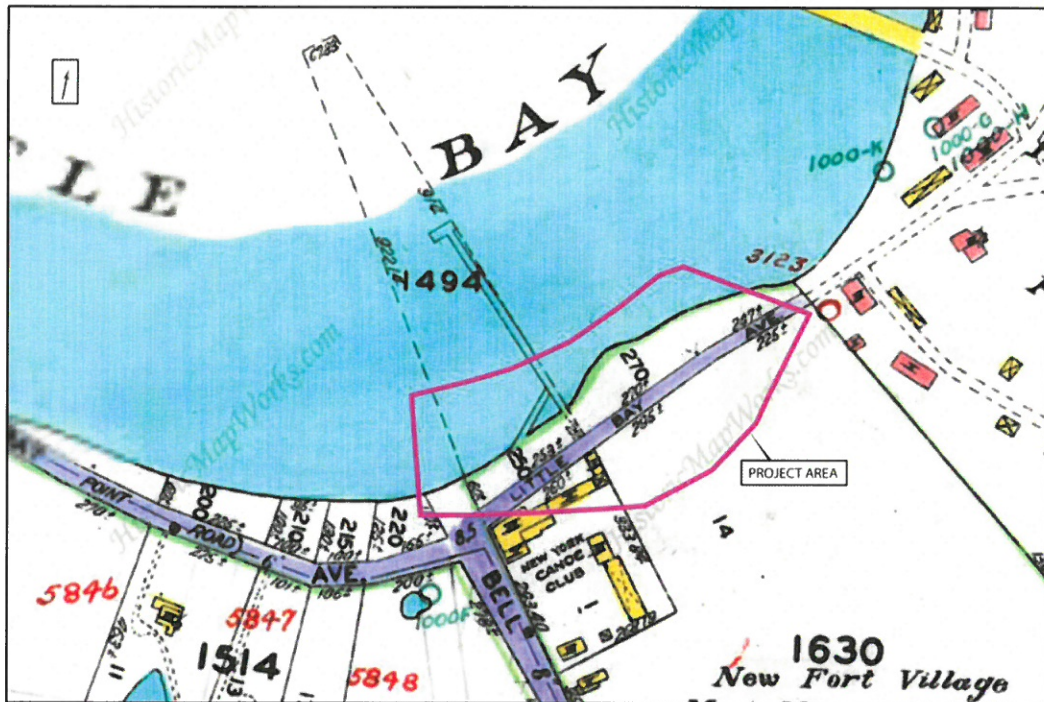
The depiction of the buildings at the south of the property varies the most between the maps. Bromley (1909) places these two buildings in roughly the same configuration as Sanborne, but shifted slightly east so that they abut the east property line. Hyde (1904) depicts these buildings in completely different locations and configurations. The 1928 Hyde map is more similar to the others, but appears to contain a small, additional building in this location. It is possible that these were outbuildings that were torn down and reconstructed in different incarnations as needs changed. By 1928, the structure was no longer a hotel, and the owners, the New York Canoe Club, would have had different structural needs. However, it must be noted that these maps also contain discrepancies in their depiction of structures at Fort Totten, a more important location than the hotel. It may simply be that less care was given to mapping these outlying areas of the city.



Map 11: E. Belcher Hyde 1904 Atlas of the Borough of Queens showing the Hotel structures.



Map 12: 1909 Bromley Atlas of the City of New York, Borough of Queens, showing Hotel structures.



Map 13: 1928 E. Belcher Hyde Atlas of the Borough of Queens with New York Canoe Club buildings.

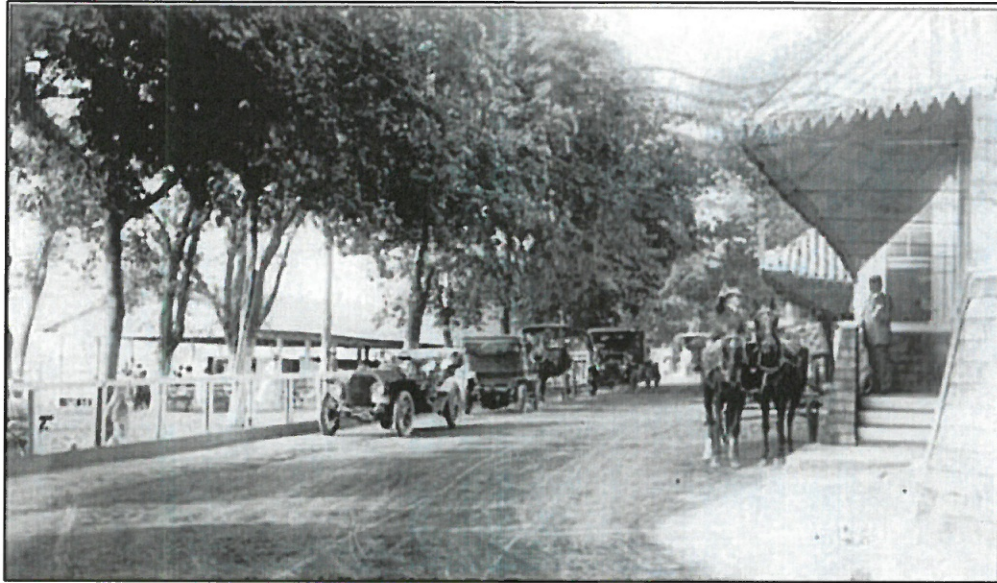


Image 04: 1908 photo of Garrison's Hotel looking northeast. An open air pavilion is visible in the left of the photo on the shore front.



Image 05: 1924 aerial photograph of the project area showing the New York Canoe Club dock and property.

The property dimensions of Garrison's Hotel are described in detail in a 1912 article in the Brooklyn Daily Eagle regarding the leasing of the hotel by the owner, Daniel Skinnell, to Charles A. Magee: "The plot has a frontage of 330 feet northeast side of Bell Avenue and about 275 feet each side of Willetts Point road, and the same along the Long Island Sound front" (Brooklyn Daily Eagle 1912)

Tony Miller, whose name appears on the 1873 Beers map, is the earliest known hotel manager. It is not known whether he owned the property. He was a well-known, and apparently well-liked, proprietor of several establishments in Queens. The most famous was located in Long Island City, but the "Little Bayside" hotel enjoyed its share of renown (Image 06). Boss Tweed frequented the Little Bayside establishment, and is said to have held a number of political meetings and "secret conclaves" here (The Daily Star 1927). Yachts, including one from the fort, anchored off of the hotel dock while participating in a regatta in 1878 (New York Times 1878). In 1880, guests ate clams, lobster, fish, corn and potatoes and watched swimming races from the hotel property (New York Times 1880). Miller was the manager of the hotel at least as early as 1873, based on his appearance on the Beers map from that year, and left in 1881 to run the Long Island City business (Newtown Register 1881). He passed away in 1897, at age 52 (Queens Topographical Bureau 1938:52).



Image 06: Early photograph of the hotel, possibly during Tony Miller's tenure.

When Miller left, Captain Israel Merritt purchased the hotel and gave Charles Garrison a half interest (New York Times 1913). Garrison took over management of the hotel and ran it with three of his sons – Willard, Howard and Archie (Newtown Register 1881; The Daily Star 1927). They changed the name to Garrison’s sometime after they took over in 1881. Charles had been the town constable and the family was popular with the wealthy residents (The Daily Star 1927). Charles died in 1895 and Willard continued to run the hotel, although apparently as an employee of Captain Merritt, who claimed full ownership of the hotel; a battle of ownership that would continue through their heirs (New York Times 1913). In 1901, Daniel Skinnell bought the property (New York Times 1913) and retained Willard Garrison as the hotel manager (The Daily Star 1927). Skinnell leased the hotel to Charles A. Magee for five years and four and one-half months in 1912 (Brooklyn Daily Eagle 1912).

Garrison’s was famous for its clambakes, and a popular slogan of the day was an exhortation to “meet me at Garrison’s” (The Daily Star 1927). Politicians and the “sporting fraternity” arrived at the hotel in “side-wheel steamboats, tally-hos and handsome rigs” (The Daily Star 1927). A 1908 account describes the hotel in the late nineteenth century as being able to accommodate three hundred guests for dinner (von Skal 1908:158). As advertised by the Hotel’s sign, guests could enjoy dancing as well (Image 07). The property was shaded and ran to the water’s edge, where a large pavilion and bathing houses stood (von Skal 1908:158). The hotel was reachable by Long Island Railroad to Whitestone or Bayside, or by carriage or auto on “the best roads on the island,” lined with electric lights (von Skal 1908:158). The Long Island Auto Club also held events here in the early twentieth century and the hotel was a “headquarters for auto enthusiasts (von Skal 1908:158) (Image 08). It appears to have been largely a summer business, which makes sense given its waterfront location (New York Court of Appeals 1899:50).



Image 07: 1935 photograph of Garrison’s Hotel building, with sign showing Dining and Dancing.



Image 08: Long Island Auto Club members at Garrison's, looking north on Bell Avenue towards the Bay.

The entrance to Fort Totten is adjacent to the project area, immediately to the northeast. Munsell states that there was a significant amount of interaction between the soldiers stationed at the Fort and the community, with frequent invitations from the citizens to attend both public and private events (Munsell 1882:102). The hotel was two blocks from the post gate (Brooklyn Daily Eagle 1898). With Miller's/Garrison's being the closest establishment, it would have been a destination for personnel at the Fort. In 1898, a Lieutenant resigned after an incident in which two soldiers on guard duty left their posts to get dinner at Garrison's (Brooklyn Daily Eagle 1898). Garrison also established a structure near the Fort's entrance to provide the soldiers with alcoholic beverages (The Daily Star 1912). This was a small building located between the Fort and the Hotel (The Daily Star 1912). The building was "just at the outside of the main entrance to Fort Totten and between that entrance and the Garrison's Hotel" (The Daily Star 1912b). The building is described as "little" and "familiar to anyone who has ever visited the Fort" (The Daily Star 1912b). At this establishment, "the weary soldier takes his last nip just before going into the fort and . . . [gets] the first refreshment on leaving it" (The Daily Star 1912b). Skinnell leased this building to a tenant, Shirley Green, who owned the liquor license for the premises. Mr. Green "cheer[ed] the hearts of the soldiers by providing them with drinks" (The Daily Star 1912a).⁶ This may be the structure shown on the 1909 Bromley map to the east of the hotel property line (Map09, above).

⁶Skinnell and Green later had a dispute over the license and Green moved to a location nearby, on Bell Avenue, just south of the Hotel (The Daily Star 1912a). This led to a court case over whether a liquor license could be granted to a structure that consisted only of a front stoop (The Daily Star 1912a, 1912b).

The presence of marshy land around the property created some problems for the hotel. They received at least one order, in 1903, from the New York City Department of Health requiring clean-up of “mosquito-breeding ponds” (New York City - Department of Health 1905:216). The Hotel complied with the order, and this “clean-up” may have involved pouring oil into the ponds (City of New York - Department of Health 1905:213).

In 1903, Willard Garrison became embroiled in a scandal over two missing teenage girls. The two girls, 16 and 17 years of age, went missing overnight and turned up in the company of Mr. Garrison. Apparently he had taken them for a sleigh ride and, after dinner and much alcohol, put them up in a hotel for the night. According to their testimony, it was a perfectly innocent situation. Nevertheless, Garrison was arraigned by a Magistrate upon a warrant from one of the girls’ fathers (The New York Press 1903).

During World War I, Garrison’s was used as an “annex” to Fort Totten (The Aldridge 1920:45). Either because of this use or because it was not maintained during this period, it was in a “dilapidated” condition at the end of the decade (The Aldridge 1920:45).

The Hotel’s business suffered after the passage of Prohibition, and in 1920, Skinnell leased the property to the New York Canoe Club (NYCC), with the option to buy (Image 09). The Club was started in 1871 by William L. Alden, a New York Times editorial writer and diplomat. They initially met in restaurants in the city, but obtained headquarters in Staten Island and later in Bensonhurst, along Gravesend Bay (Rider 1916:68). The Club’s main activity was canoe sailing, which involved fitting canoes with sails. They held an annual regatta and numerous races and competitions. The members took part in local events, including staging races for the community on Memorial Day weekend (Daily Star 1927:3).



Image 09: Photograph from the Brooklyn Daily Eagle, March 21, 1920, showing the new headquarters of the New York Canoe Club.

Garrison's was renovated before the Club moved in. At the time, the hotel contained fifteen bedrooms with running water in each (The Aldridge 1920:45). The hotel had electric lighting and "all modern conveniences" (The Aldridge 1920:45). The grounds were described at the time as "attractive," with a large flagpole that was a local landmark (The Aldridge 1920:45). The 100 plus members were "very happy ... enjoying yachting, canoeing and summer life generally under ideal conditions" in their new location (The Aldridge 1920:45). The old sign remained on the building and is visible in a photograph from 1935 (Image 06, above). In 1927, a fire nearly destroyed the canoe storage building, burning the grass up to and below this structure (The Daily Star 1927:8).

The property was condemned as part of the construction of the Cross Island Parkway in the 1930s and the Club moved to Manhasset in Nassau County. In the 1950s, they changed their name to the North Shore Yacht Club, as the members felt the word “canoe” was misleading, and still exist today under this name (Murphy 2012).

Wissman Property

The project area also encompasses land beyond Miller/Garrison’s hotel. The Beers map (1873) does not show property boundaries but later maps establish that Tony Miller did not own the entire project area. The map is not definitive as to ownership and Miller may merely have run the hotel. The land to the east of the hotel was owned by Weisman (Wolverton 1891) or F. Wissman (Hyde 1904). This Frederick Wissman was a German immigrant who owned the entire Willets Point peninsula between 1854 and 1856. He probably acquired this portion of the project area at the same time.

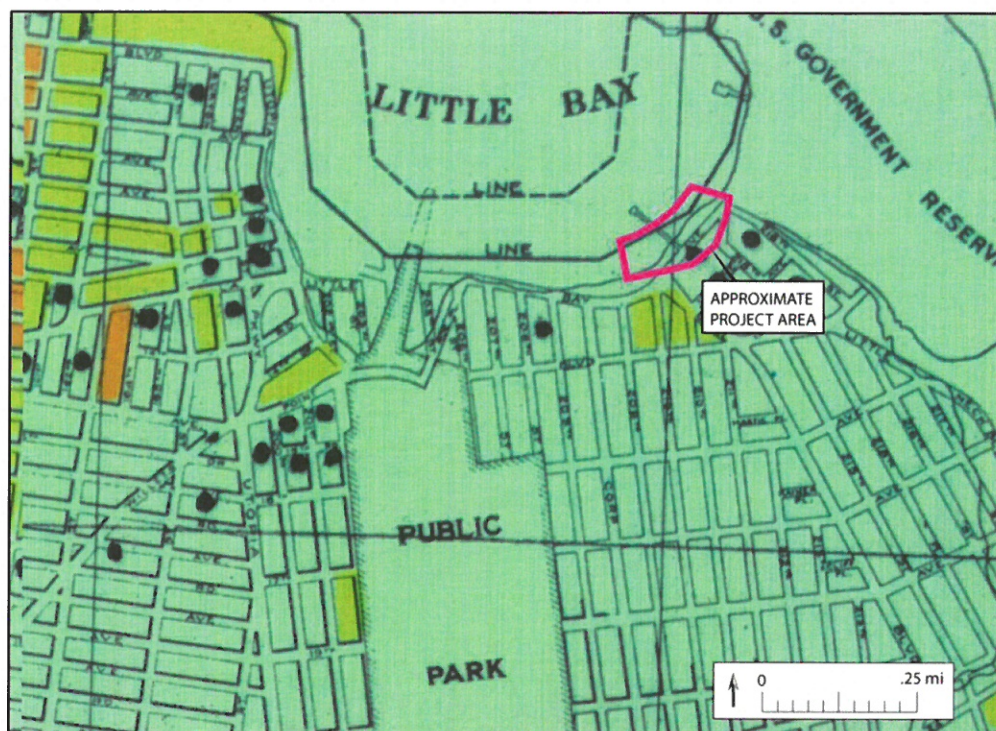
A small square structure appears on Willets Point Road to the east of the hotel on Bromley’s 1909 map which, as discussed above, may have been the building set up by Daniel Skinnell to serve drinks to the soldiers from Fort Totten. This structure falls within the project area (Map 11). This is the only indication found of any structure on the Wissman property in the project area. An area labeled “New Fort Village” is shown on a 1901 topographical map between Bell Boulevard and the Willets Point peninsula, running four blocks south from the shoreline of Little Bay (New York City Board of Public Improvements). “New Fort Village” does not appear on any of the atlases or the fire insurance map from the same decade (Sanborne 1903, Hyde 1904, Bromley 1909), but the designation is present on Hyde’s 1928 map. This may have been a proposed development that never materialized.

Leavitt Property

The project area may also impact property located to the west of the Garrison’s Hotel lot. The earliest name associated with this property appears on an undated map made sometime prior to the 1860s, but after Charles Willets purchased what would become known as Willets Point in 1829. Unfortunately, the map is damaged at the location of the name, but based on other maps, it may be Stoddart. In 1873, the property is attributed to J.W.(Josiah) Wentworth (Beers 1873). The deed for Wentworth’s property shows that it ran from the high water line of Little Bay in the north to Robert Willet’s property in the south. By the last decade of the nineteenth century, this land belonged to the Leavitt family. The Leavitts owned a great deal of property in Queens and numerous members of the Leavitt family appear throughout the property conveyance indexes. However, the names associated with the project area – H.G. Leavitt in 1891 (Wolverton), E.S. Leavitt in 1903 (Sanborne) and Emily Leavitt in 1904 and 1909 (Hyde and Bromely) – were not found in these indexes. Maps show the Leavitt property as relatively narrow at the Little Bay shoreline and it appears to have remained undeveloped.

Shoreline alterations and modern use

The Little Bay shoreline has been altered in the twentieth century and the project area sits partly in an area that was originally under water. Atlases and maps from the late nineteenth and early twentieth century exhibit a good deal of variation in their depiction of the Little Bay shoreline. The variations are minor, however, and can be attributed to lack of sophisticated cartographic equipment, lack of attention to detail in drawing the shoreline or small changes to the landscape made by individual property owners or by wind and waves. The shoreline did not change in any major way until the 1930s, when the Cross Island Parkway was built. At that time, the road patterns south of the project area were altered slightly and the shoreline was extended into the Bay (Map 14). Most of the project area has been landfilled to some extent. Borings taken over the past fifteen years show a general pattern of increasing depth of fill as the samples get closer to the contemporary shoreline (Parks 1998, 2001, 2009).



Map 14: New York City Planning Map detail showing original shoreline and proposed extension

When the state acquired land for the Cross Island Parkway in the 1930s, it included all land up to the shoreline, including the project area. New York City land use and population maps from 1935 show that the blocks surrounding the project area were either residential or vacant, and had a population of between 1–14 people. After the Parkway was built, the land between the Parkway and the water remained undeveloped. In 1950, Parks acquired this property through condemnation proceedings against the State for the purpose of building a park. The Park was originally known as Clearview Park, and the name was later changed to Little Bay Park.

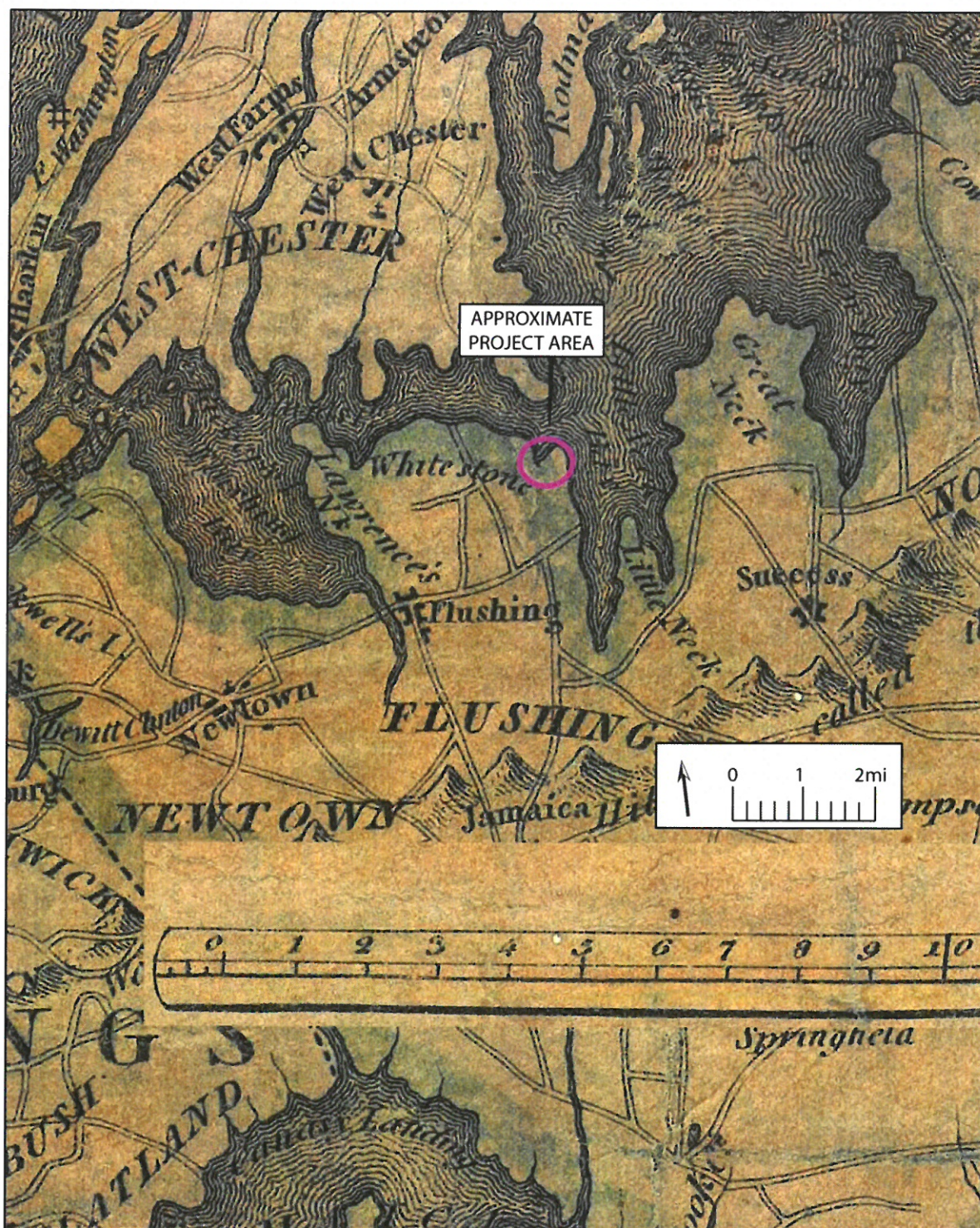
VII. Map Review:

Several maps were consulted during the course of this study. This section reviews some that were particularly helpful in determining the course of development for the project area.



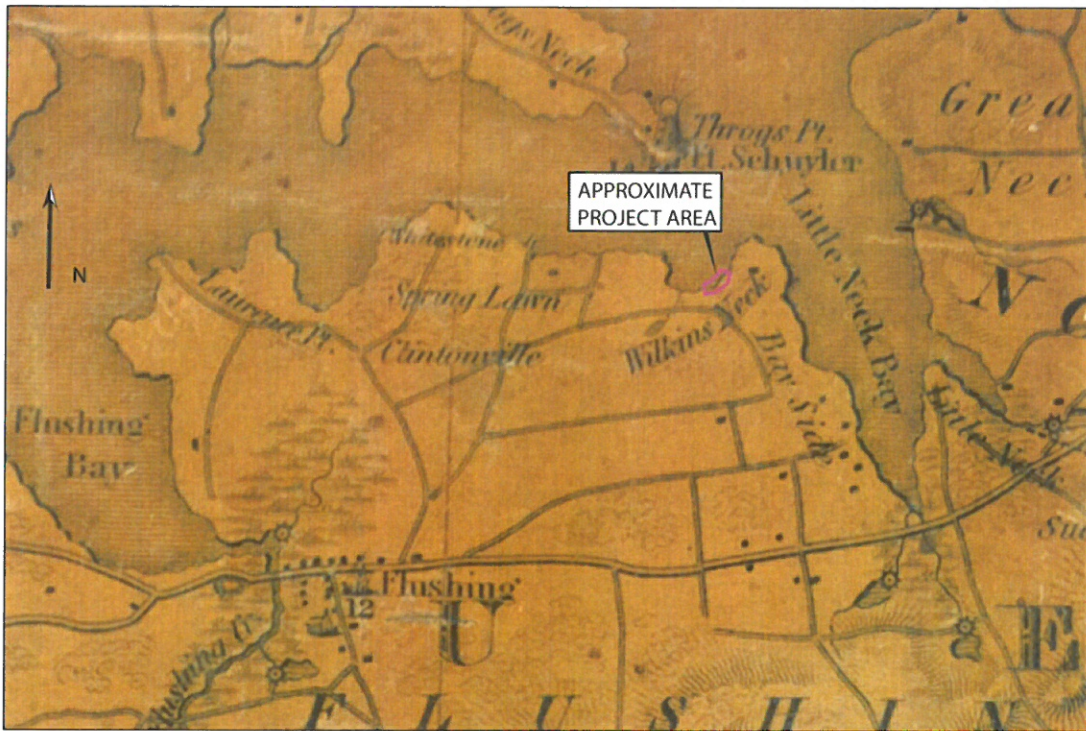
Map 15: 1797 Stewart map

The 1797 Stewart map shows that the promontory where Fort Totten now stands, at the east of the Project Area (Map 15). At this time it was known as Wilkins Neck. The land passed to the Wilkins family through marriage in 1788. The extent of the Wilkins holdings is not known, but later maps show the name applied to the broader Bayside area. The Wilkins had a farm in this area and a mill is present on Little Bay to the west of the Project Area, indicated by the black symbol just to the left of the small land projection in the Bay. In later maps, a small creek and pond are depicted here, but the mill does not appear in any later maps.



Map 16. 1815 Damerum Map of the Southern Part of the State of New York.

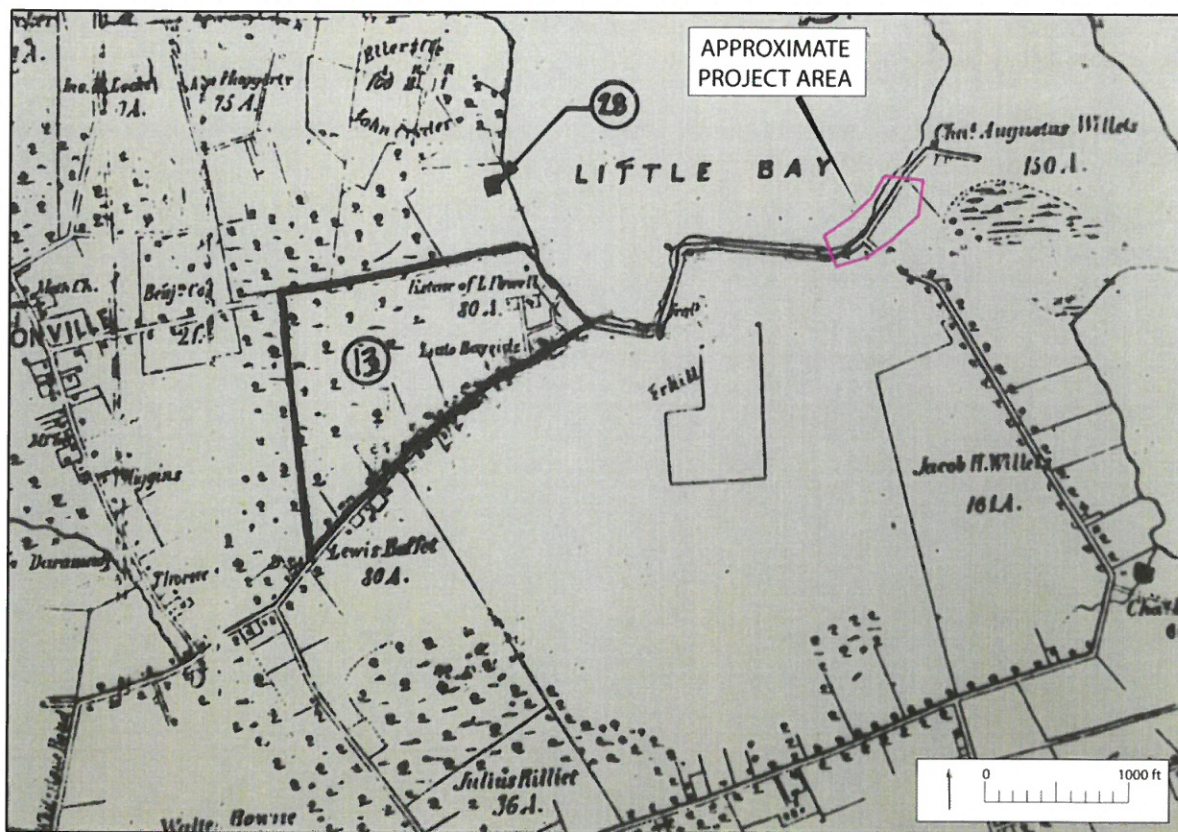
No label is given directly to the Project Area in Damerum's 1815 map (Map 16). The northern portion of the Flushing County peninsula is designated Whitestone, which was named in 1645 by Dutch settlers after a large limestone boulder, a glacial erratic, that was found on the shore (Antos 2006:11-14). The land of the project area and vicinity was owned by the Wilkins family at this time, so it is not clear why the "Wilkin's Neck" designation does not appear on this map. The only structures indicated on the map are in the village of Flushing.



Map 17: 1836 Colton & Co. Map of Long Island.

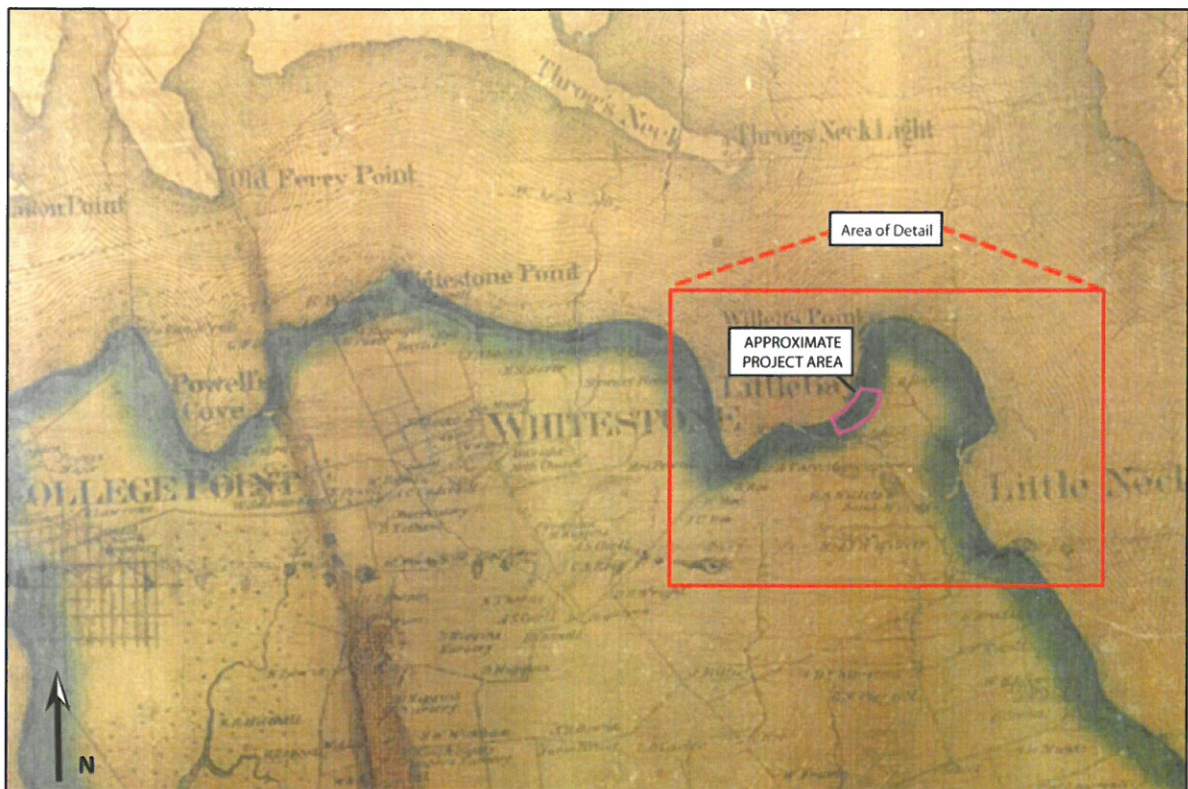
The differences between the 1815 Damerum Atlas and this 1836 Colton map are striking, despite the fact that there are still large areas of open land in northeastern Flushing County (Map 17). The village of Bay Side, spelled as two words, has now appeared. Several roads link the project area and Bay Side to the rest of Flushing and beyond. Structures, indicated by small black squares, are depicted in Bay Side, mostly concentrated along the Little Neck Bay shoreline, and on the Wilkins Neck peninsula. The label "Wilkins Neck" is again used, and is applied to the entire project area and vicinity, suggesting that the Wilkins' family holdings were not limited to the present Fort Totten area and encompassed the project area.

Colton & Company also produced maps of Long Island in 1863 and 1887. The Bayside area and project vicinity are depicted in a virtually identical manner on both maps. The 1863 map shows two additional structures to the southwest of Little Bay, one on the pond above "Wilkins" on this map and a second to the left. A "toll gate" is also present at the head of Little Neck Bay. The 1887 map shows the Railroad at Whitestone and Great Neck.



Map 18: 1852 Dripps Map of Kings and Part of Queens Counties.

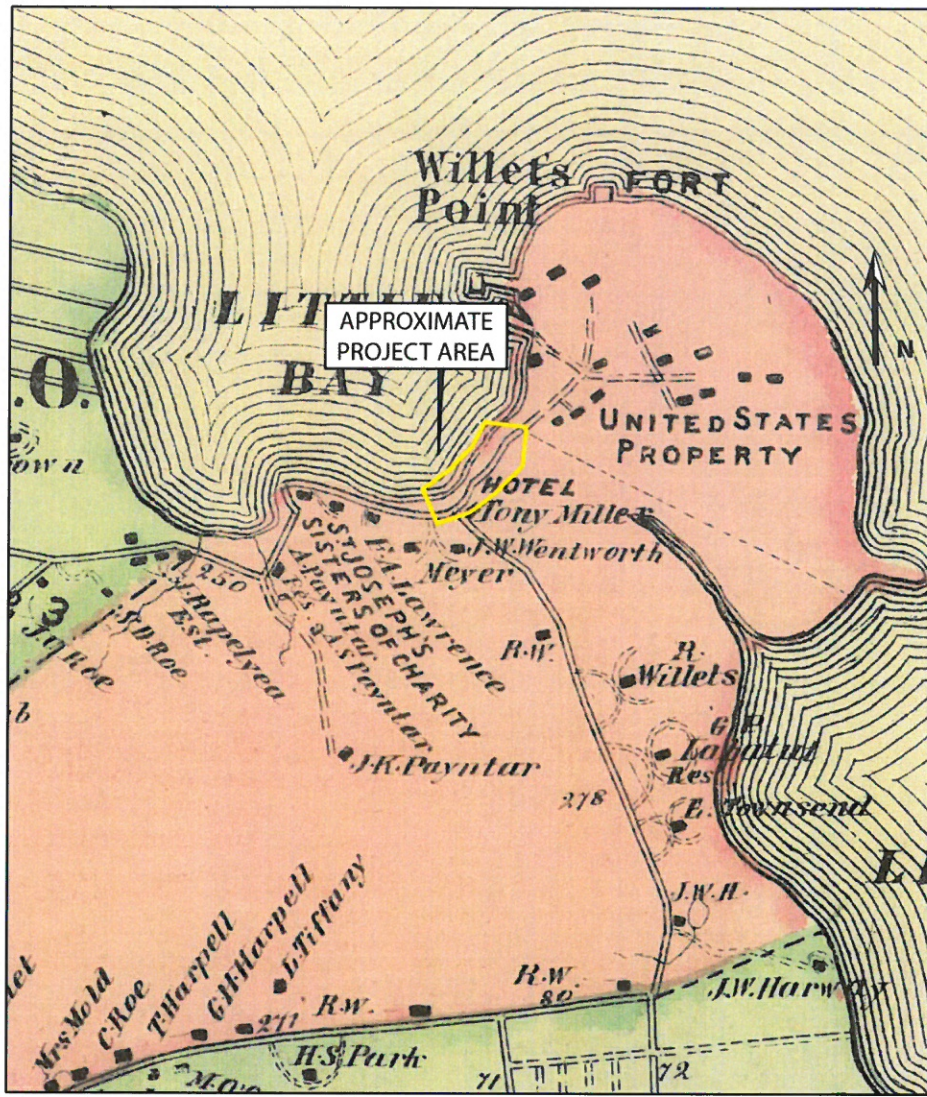
General post-1839 developments are documented on the Dripps 1852 map (Map 18). Two new roads are clearly established: one running along the Little Bay shore to Charles Willets property and the other to the south, parallel to Little Neck Bay. The former would become Willets Point Road and the latter, Bell Avenue/Boulevard. Bell is depicted as a tree-lined street with unallocated property lots stretching to the waterfront on its east side. These may have been intended as country residences for wealthy city gentlemen, as waterfront property in this area was becoming desirable for this purpose by the 1850s (U.S. House of Representatives 1858). Jacob Willets is designated as the owner of a large plot to the west of this road. This was likely used as farmland. Another plot to the southwest of the project area belongs to “Underhill”. The map shows that the L-shaped plot extended to the shoreline and was owned by Frederick Wissman. Wissman was later the owner of the eastern portion of the project area. The name ‘Stoddard’ is displayed between the Wissman property and Bell Avenue. There also appears to be a grove of trees in the area immediately west of Bell Avenue. The marshland separating most of Willets Point from the main land of Bayside is clearly depicted to the southeast of the project area.



Map 19: 1859 Walling Topographical Map of the Counties of Kings and Queens.

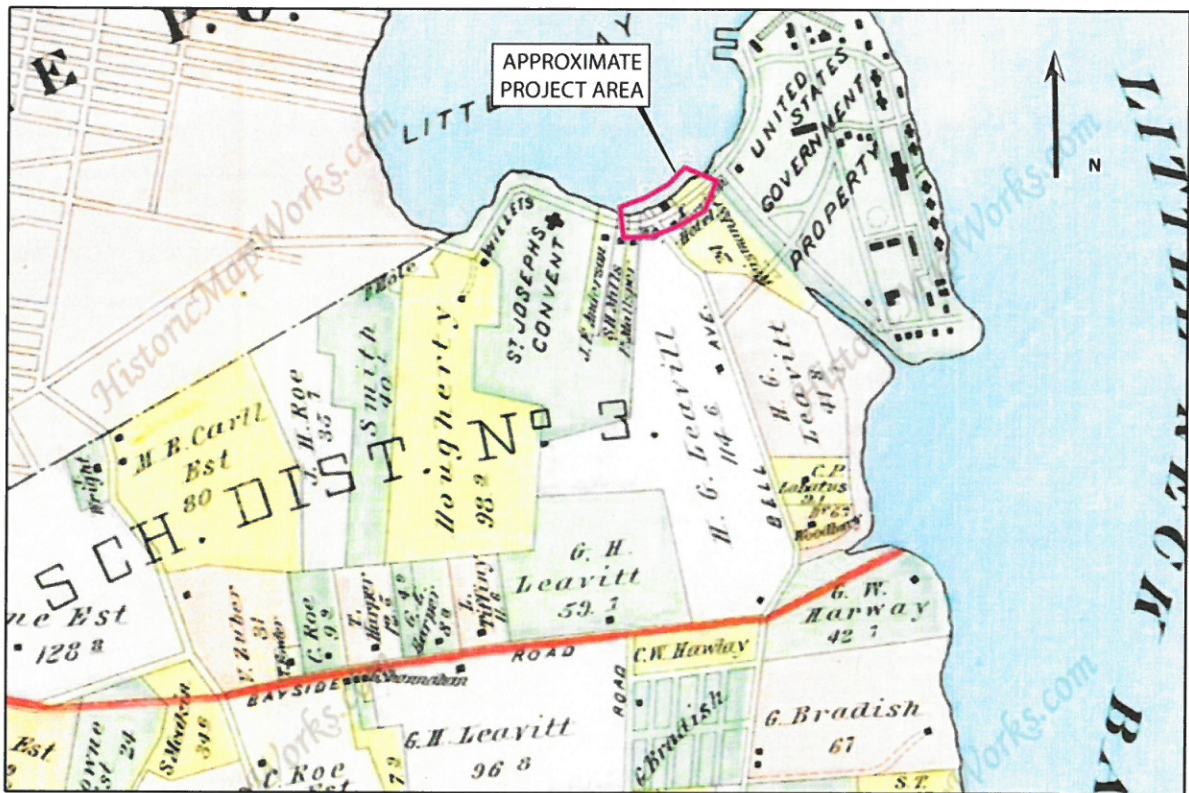
The 1859 Walling map contains no details about structures, property boundaries or land use within the project area vicinity, but a level of development similar to that in the early part of the decade can be inferred from the persisting depiction of much of the land as empty. Few roads are present and the area still appears relatively isolated (Map 19).

The map is useful for providing the names of property owners in the project vicinity. Significantly, the map is the first to show a clear owner associated with the area encompassing the project area. This name is “Stoddart,” which also appeared on the 1852 Dripps map in proximity to the project area. Unfortunately, the map does not provide any details regarding Stoddart’s property. The former Jacob Willets property to the south appears to have been divided, and contains the names R.S. and Samuel Willets, and Mrs. J.H. Willets, possibly the widow and children of Jacob. De Ruyter is shown to be the owner of the Willett’s Point promontory, despite the fact that this land was purchased by the U.S. Government in 1857. Charles Willetts sold the land in 1852, presumably to de Ruyter (U.S. House of Representatives 1858:248). John de Ruyter was the father-in-law of Frederick Wissman and later transferred the property on the peninsula to him (U.S. House of Representatives 1858:331). At the time of Walling’s map, Wissman continued to own property in the same location presented on the Dripps map. He is also indicated on several maps, discussed below, as the owner of part of the project area.



Map 20: 1873 Beers Atlas of Long Island.

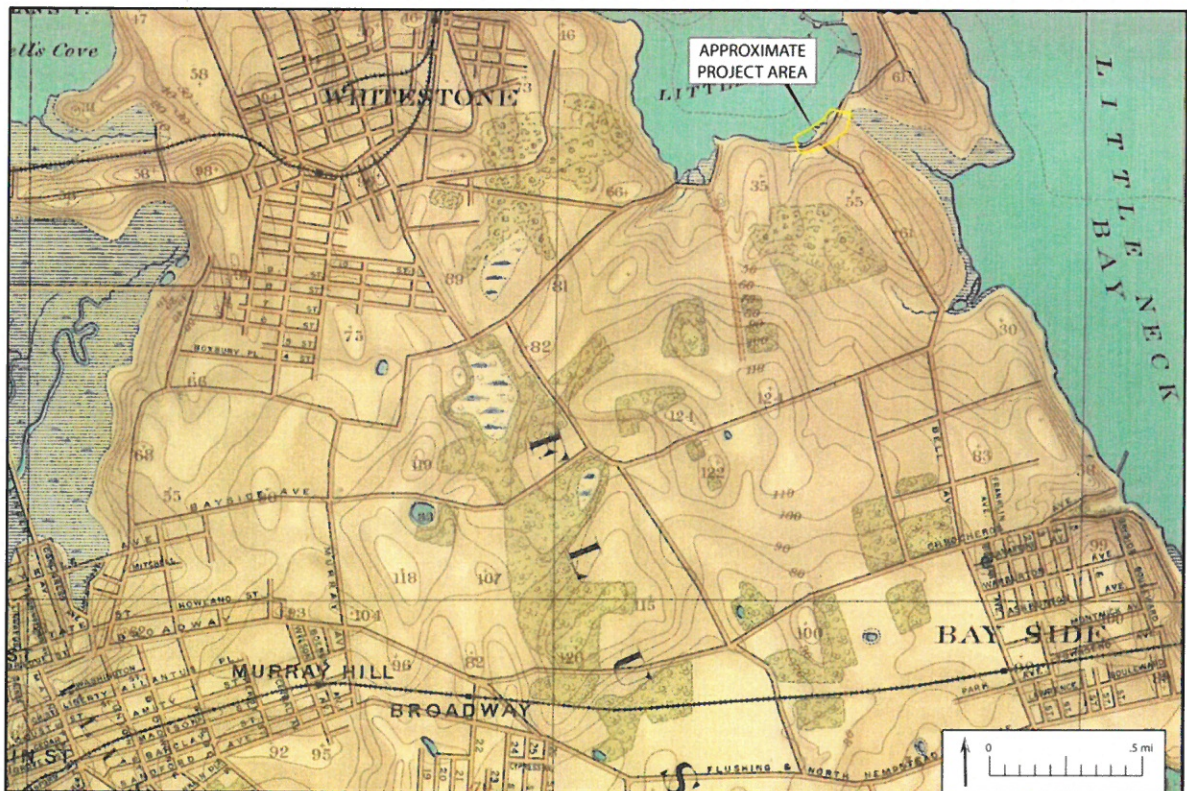
Between the late 1850s and the early 1870s, the number of landowners and structures in the region around the Project Area continued to increase, although roads remained minimal (Map 20). The area along the Little Bay shore to the west of the project area appears to have been divided into several parcels and sold to new owners, including the Sisters of Charity and St. Joseph's Seminary. Bayside proper, along Bell Avenue and the Little Neck Bay shore, also was subdivided among several new owners. The Willets family continued to be represented by R. Willets, either Richard or Robert, who owned land directly south of the project area. Willets Point is now depicted as U.S. Government property, with over a dozen structures on the promontory. This is the first map showing a hotel within the project area, suggesting it opened sometime between 1859 and 1873. Tony Miller's name is associated with the hotel on the map, and historical accounts, discussed above, reveal that he was the proprietor of the establishment, which would later become Garrison's Hotel.



Map 21: 1891 Wolverton Atlas of Queens County.

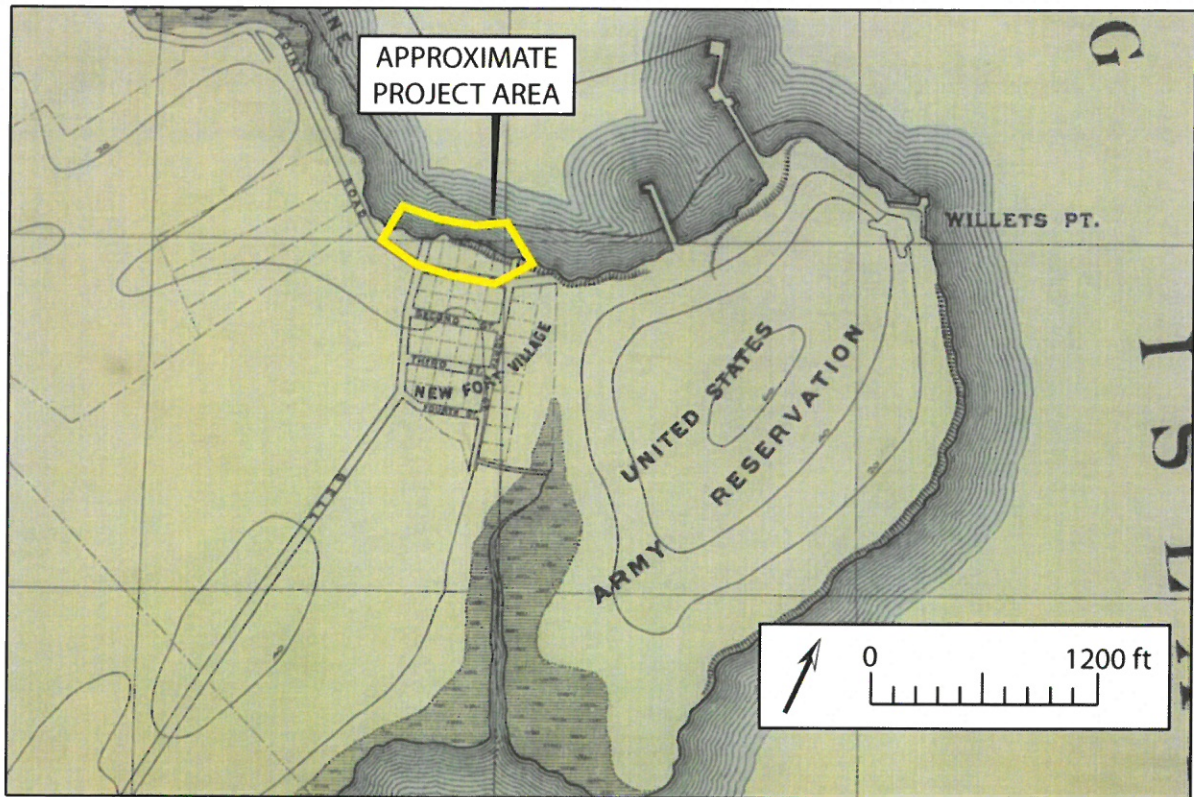
Unlike previous maps, Wolverton's 1891 Atlas conveys a visual sense of the increasing division of the land in the project area vicinity (Map 21). This reflects the growing accessibility of outlying areas by rail, improved roads and water transportation. However, while there were a number of smaller plots here, several larger tracts still remained, such as those of the Leavitt family. It is likely that these areas were still farmland. Structures appear to be situated on the main streets and avenues, such as Bayside Road and Willets Point Road, and were generally set at a distance from one another. St. Joseph's Convent was still a significant presence on Little Bay, west of the project area. The Fort on Willets Point had developed substantially, with over two dozen structures, largely along the outer edges of the peninsula. Despite the fact that this area retained the Willets name, no members of the family appear as property owners on the Wolverton map.

Within and immediately surrounding the project area, Miller's Hotel at Bell Avenue and Willets Point Road had become Garrison's. Weissman, presumably Frederick, was the owner of the property to the south and east of the hotel, and H.G. Leavitt owned the land to the west. Parts of both Weissman's and Leavitt's property fall within the project area.



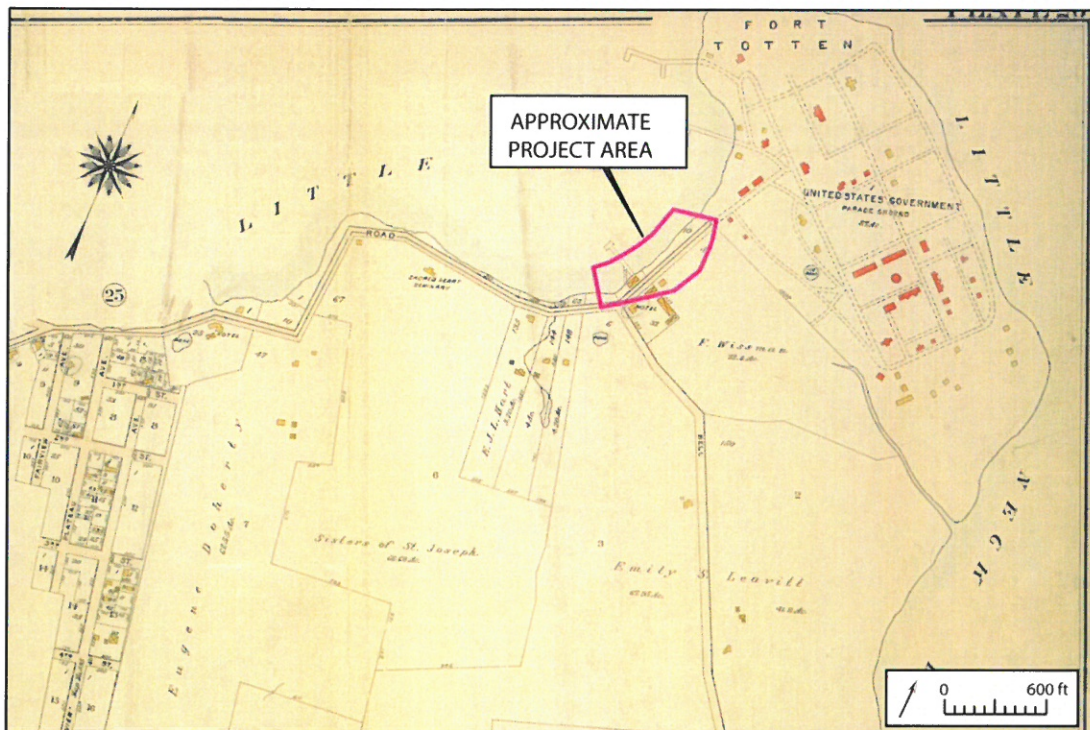
Map 22: 1891 Bien and Vermeule map of Long Island Sound, Westchester north to Mt. Vernon, Queens south to Jamaica.

This 1891 topographical map details several important facts about the project area at this time (Map 22). First, the effects of the area's glacial history are evident in the rolling, hilly terrain and the swamps, marshes, streams and small ponds that are prominent throughout the area. Second, although a number of villages with relatively extensive street grids, including Bayside, had been developed by this time, the project area vicinity exhibits no such development. Bell Avenue and Willets Point Road remain the only two streets through this northeastern portion of the Flushing peninsula. Third, the maps shows the presence of a large wooded area south of Little Bay and west of Bell Avenue.

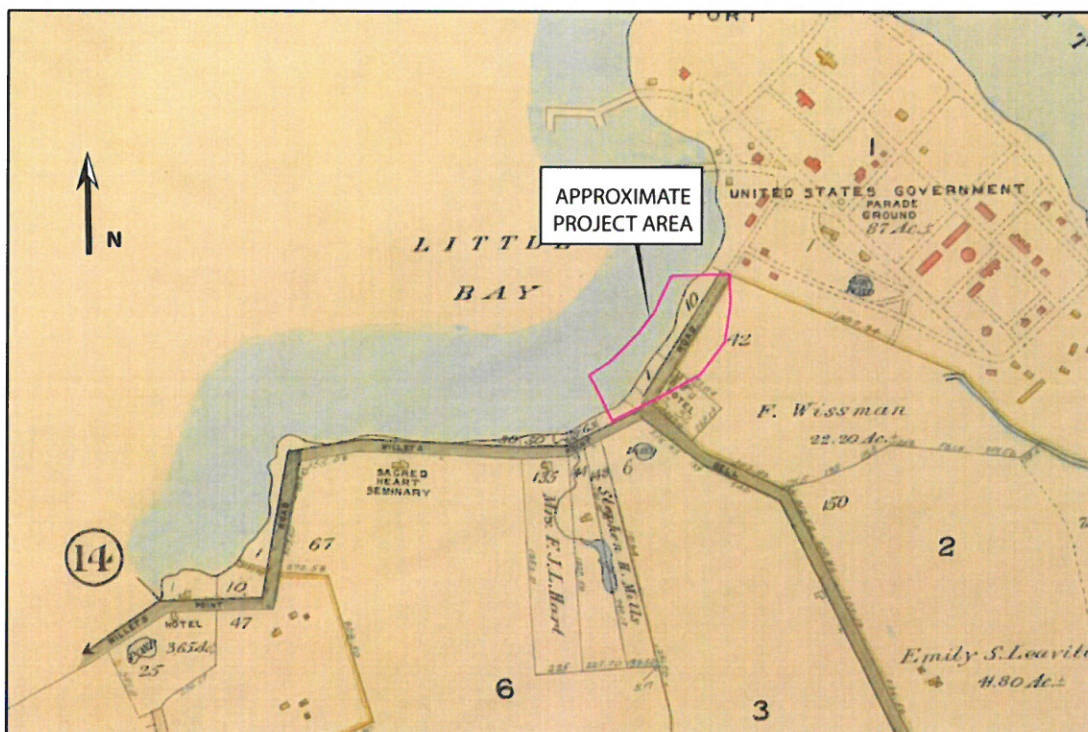


Map 23.1901 City of New York Board of Public Improvements Topographical Bureau Map.

The 1901 City of New York Board of Public Improvements Topographical Bureau Map displays an area labeled “New Fort Village” consisting of a street grid with blocks and lots laid out immediately adjacent to Fort Totten and partially within the project area (Map 23). The grid contains two north/south streets running to the water’s edge within the project area, and four east/west streets between and perpendicular to the two that are oriented north to south. Given the name, this was probably a residential development proposed to house personnel from the Fort. Apparently, the development was not carried out, as New Fort Village does not appear on insurance maps or atlases from the next two decades. Both Hyde and Bromley display the appellation, without the street grid, on their 1928 and 1929 maps. The development suggests that the area was continuing to grow, at least partly due the Fort. Tetra Tech describes “sweeping changes” occurring at the Fort during this time, including the construction of a new battery and other defensive and infrastructural facilities (Tetra Tech 1998:17).

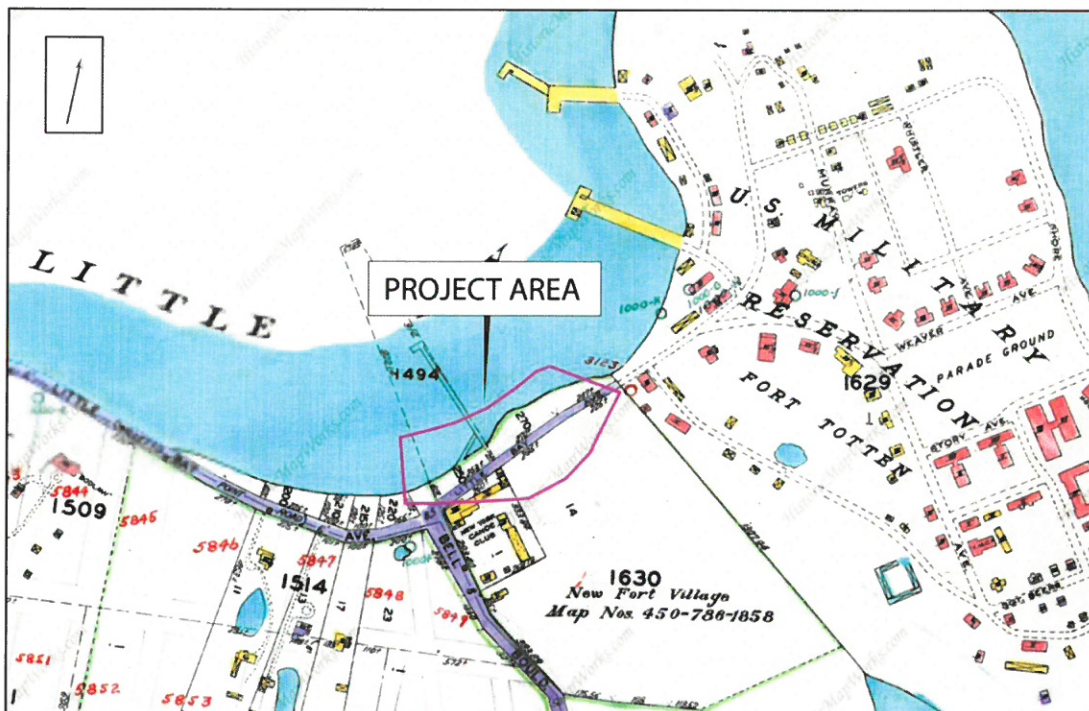


Map 24: 1909 Bromley Atlas of the City of New York, Borough of Queens



Map 25: 1904 Hyde Atlas of the Borough of Queens.

Sanborn 1903, not reproduced in this report, Hyde 1904 (Map 24) and Bromley 1909 (Map 25) show that the majority of the northeastern portion of the Flushing peninsula continued to consist of large parcels of land with few structures in the first decade of the twentieth century. It is possible that farming persisted in this still-outlying area during this period. Smaller plots are concentrated along Little Bayside Road to the south and Bayview Avenue to the west. Three of these smaller plots also extended south from Willets Point Road, immediately west of the project area. Garrison's Hotel is depicted on all three maps at the southeast corner of Willets Point Road and Bell Avenue. Frederick Wissman and Emily S. Leavitt owned the properties to the east, west and south of the hotel.



Map 26: 1928 Hyde Atlas of the Borough of Queens.

By 1928, the vicinity of Little Bay had been divided into a slightly more standardized system of blocks and lots (Map 26). The black numbers on this map refer to tax blocks and the red presumably are land lot numbers. Frederick Wissman's former land to the east and south of Garrison's Hotel is again labeled New Fort Village. Although the area is not subdivided on this map, the designation includes a reference to three additional map numbers, which presumably contain more detailed subdivisions. These additional maps were not available. As mentioned above, it is not known whether the New Fort Village development was ever brought to fruition. The land to the west of the hotel, formerly held by members of the Leavitt family, is subdivided into numerous lots. The hotel itself by this time belonged to the New York Canoe Club, and included a water lot and dock.



Map 27: 1935 Mayor's Committee on City Planning Population Map

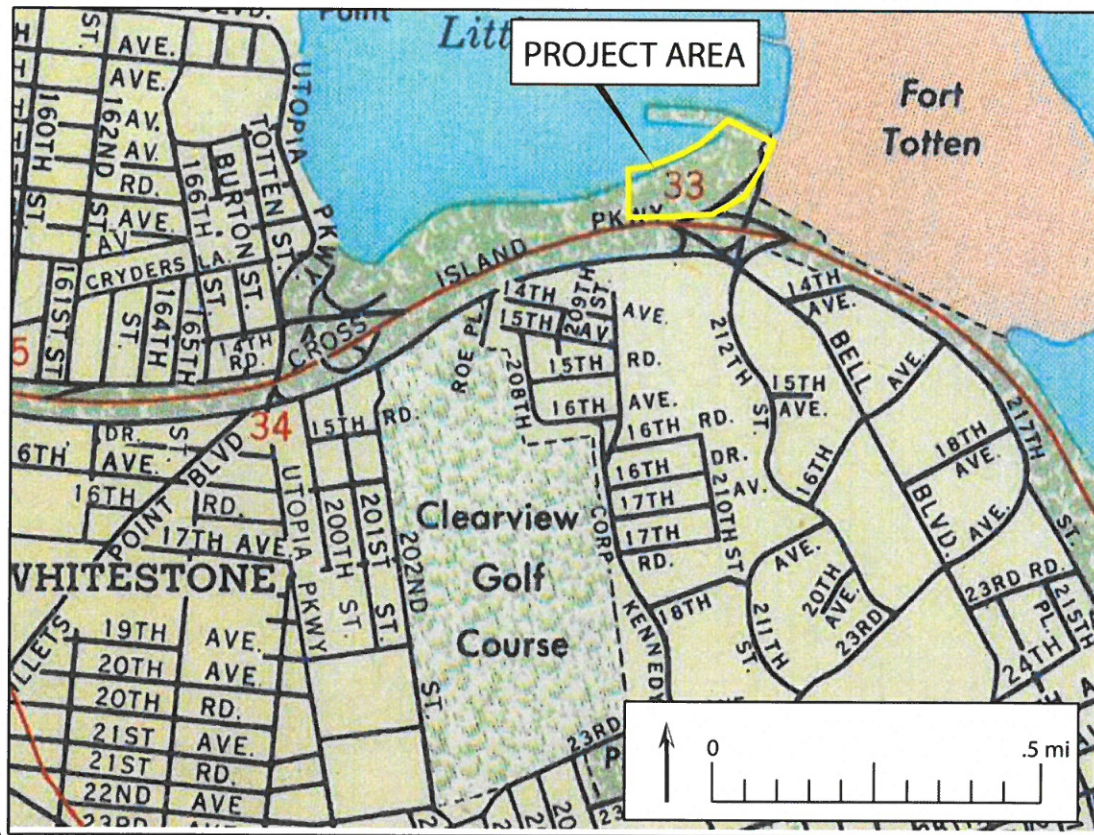


Map 28: 1935 Mayor's Committee on City Planning Predominant Use Map.

These two 1935 demographic maps were created by the Mayor's Committee on City Planning and correspond with the population pattern seen in the 1928 Hyde Map (Map 27 and 28). On the population map, uncolored blocks represent a zero population and uncolored blocks with black dots represent a population of one to fourteen people. Yellow blocks represent fifteen to forty-nine people per block. Only three blocks in the Project vicinity, at the southwest corner of Bell Boulevard and Willets Point Road, had a population larger than fourteen people per block. The blocks between Bell Boulevard and Fort Totten had a zero to fourteen per block population. Most of the area south of the project area is unpopulated, as are all but one of the blocks on the west end of Little Bay.

The yellow color on the Predominant Use Map indicates that the blocks immediately south of the Bay were residential. Blue signifies vacant blocks and red represents non-residential usage. The large area of blue south of the project area demonstrates that this land, which remained empty on the maps discussed above, was not developed before the mid-twentieth century.

It is also noted that the shoreline of Little Bay has changed demonstrably between 1928 and 1935. Both the original and the new shoreline are shown on these maps. The change is particularly substantial in the area at the west of the Bay, outside of the project area. The 1935 maps show the bulkhead extending beyond the original shoreline within the project area.



Map 29: 1956 Shell Oil Company Atlas.

This map shows the project area in 1956 much as it is today (Map 29 project area). The project area was appropriated in 1950 by Parks, and the parkland is visible on this map. The shoreline appears to have attained its modern profile, although the point of intersection between the Park and Fort Totten appears as an abrupt westward line on this map, which is inconsistent with the modern shoreline, which is smoothly curved. The jetty that is located at the northeast corner of the park today is also in its modern location on this map.

VII. Conclusions and Recommendations:

The purpose of the Phase IA is to determine the potential for the recovery of significant intact cultural resources. Significance is determined by whether a site and/or its associated resources may potentially be eligible for listing on the National Register of Historic Places.

National Register Criteria for Evaluation may be summarized as:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- a. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. That are associated with the lives of significant persons in our past; or
- c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. That have yielded or may be likely to yield, information important in history or prehistory.

Based on this criteria, the project area is not presently eligible for listing on the National Register. However, due to the proximity of known prehistoric and historic sites, the site may contain National Register resources that would be impacted by the proposed construction activities on site. There is a moderate to high potential for the recovery of prehistoric and historic cultural resource material remains and/or stratigraphic levels.

Prehistoric Summary:

Several factors suggest the project area would have been a prime prehistoric location. The project area's environment and ecology suggest that there would have been substantial prehistoric activity along the north shore of Long Island. The bays and salt marshes would have provided ample subsistence resources. The fresh water located near the project area may have made this vicinity an inviting location for seasonal or more permanent settlement. Lastly glacial topography provides elevated areas useful as vantage points, particularly the Fort Totten peninsula.

Findings from early twentieth century studies in the project area vicinity and more recent CRM studies show that Native Americans took full advantage of the above mentioned resources. While traces of Native American occupation and land use can be ephemeral due to the short length of site occupation, temporary or insubstantial structures and the paucity of material items that endure after deposition, several sites have been found in Northern Flushing and around Little Neck Bay. The closest site, the Little Bay site found by Berger at Fort Totten in 2006, is only approximately 500' from the project area, on the opposite side of the salt marsh that separates the Neck from the main part of Bayside. At least two sites with shell middens and pit features – the Clearview and the Wilkins sites – have been found within a mile of the project area. Bolton identified nine sites within a three mile radius of the project area, including a village and burial site located in College Point, on the west side of Flushing and a fishing camp with shell deposits at Whitestone. Therefore, there is a significant possibility (high probability) that there was Native American usage of the project area.

Finding any evidence of Native American occupation would be significant for its potential to contribute information to our understanding of prehistoric lifeways. Particularly in this case, there is the potential to elucidate the diverse and creative subsistence strategies used by Native Americans in coastal environments, strategies that are poorly understood.

While it is likely that Native Americans used the site, the potential for preservation and recovery of any artifacts or features is moderate. Relevant factors in determining whether such resources could remain intact include the nature of the occupation, the post-depositional durability of materials and the post-deposition land use. As the project area was right at the shoreline, it is unlikely that a village or burial site would exist here. It could, however, have been used as a fishing camp. Associated features might include tool-making equipment, debitage and discarded points. Lithic remains can be preserved indefinitely after deposition. Other potential resources could include bones, cooking traces or shell middens, all of which could still be extant. One of the borings done in 2009, in conjunction with the current project, recovered two feet of shell fragments in black sand over a thin layer of slightly organic silty clay. While far from definitive, this could represent a shell midden.

While Native American sites in urban areas have usually been obliterated by development, sites are most frequently found in outlying areas such as Queens where development has been less extensive or invasive to sub-surface remains. In the project area in particular, there has been almost no development, other than Garrison's Hotel. It is not known whether the project area was cultivated when the eighteenth and nineteenth century farms were present in this area, but

given the project area's location at the shoreline, there is unlikely to be any plow disturbance present. There has also been some subsurface utility work that has been done in conjunction with the Park but this is minimal. Furthermore, borings data show that the amount of landfill within the Park varies greatly (see Kessler 2008:3 – AppendixC). The tested areas contained an average of 4' – 6' of landfill and up to 24' in some locations. This fill would likely have protected any resources from modern subsurface utility work. The potential for preservation and recovery of any existing cultural remains is high, dependent upon the depth of fill and of excavation.

Historic Summary:

The only potential historic resource identified during this Phase IA review is Garrison's Hotel, which was located at the intersection of Bell Avenue/Boulevard and Willets Point Road. During the historic period, the northeastern portion of Flushing County, where Little Bay Park is located, remained undeveloped. Most of the area was farmland or woods. Access to this area from the city was limited until the railroad was extended through Bayside in 1866. Maps show very few structures within a mile of the project area until the later part of the nineteenth century. The U.S. Government began to develop the Willets Neck promontory immediately adjacent to the project area in 1862 and Tony Miller's (later Garrison's) hotel was present by 1873.

A portion of the Garrison's Hotel property lies within the project area. The southern boundary of the project area runs through the northern part of the lot, encompassing a portion of the main hotel building and possibly the entire footprint of a second building. One of the hotel buildings was located at the shoreline and is entirely within the project area. In addition, a small building built to serve drinks to soldiers from the Fort, associated with the hotel but east of its property line, falls within the project area.

Garrison's was an important establishment from the mid-nineteenth to the early twentieth century. It was used by prominent politicians, including the infamous Boss Tweed. It was also an important social gathering place for soldiers from the Fort, who came to Garrison's to eat, drink and socialize with their fellow soldiers and with the community. Garrison's also played an important role in the life of Bayside and the surrounding area, hosting clambakes, swimming and yachting races, and providing one of the only places for people to go out and enjoy themselves in this area. Cultural material from Garrison's would have the potential to teach us about social life in this outlying, little understood area of New York City. It would also add to the ongoing growth of knowledge of the role of pubs and hotels in nineteenth century society.

The potential for recovery of intact cultural resources associated with Garrison's Hotel is moderate to high. It is likely that anything remaining after the buildings were torn down in the 1930s would be preserved. There has been no subsequent development in the area. The city began the process of appropriating the land for building a park in the 1940s, after the Parkway was completed. The land has been part of the Park since that time and the area where the hotel stood is open field with a few trees. Borings taken in 2009 in the general vicinity of the hotel show between 4' – 8' of modern fill (Parks 2009).

Any structural features or household artifacts remaining after the buildings were demolished are likely to have been preserved. This could include basements and foundation walls, demolition debris and artifacts that were used by the hotel/Canoe Club occupants. Water and sewer lines were not present when the hotel was first built, privies would have been built at the back or to the sides of the property. These are likely outside the project area. Cisterns and wells would also be in an area that is likely outside the project area. Potential for recovery of these resources is moderate to high based on the proposed project impacts.

Construction Summary:

This project involves the construction of a comfort station, or restroom, for visitors to the Park, with associated utility upgrades and drainage infrastructure. The Project also covers the expansion and reconfiguration of the existing asphalt parking lot at the east end of the Park.

The comfort station will be a one story concrete building, 600 square feet, with a 700 square foot brick-surfaced deck. Construction of this building may involve placing sub-footers at a depth of 4'+ below grade. A series of swales and drywells for storm water drainage will be installed in the area occupied by the asphalt parking lot. The parking lot will also be expanded and the existing lot repaved.

Construction of the comfort station and installation of sanitary and water supply pipes for the building is expected to have 5' impact depth. Swales will be dug to 6' below the current surface. Stormwater collection pipes placed beneath the swales will impact up to 9' below grade. These pipes will channel the water into drywells, which will consist of a basin reaching to 12' below grade above a sand column, with an impact depth of 19' below the surface grade. The dry wells excavation has a proposed approximate 12' diameter.

Recommendation:

Based on the prehistoric and historic potential of the site, coupled with the proposed construction activities and impacts to the site, it is the recommendation of this Phase IA study that the cultural resource process continue to the Phase IB stage.

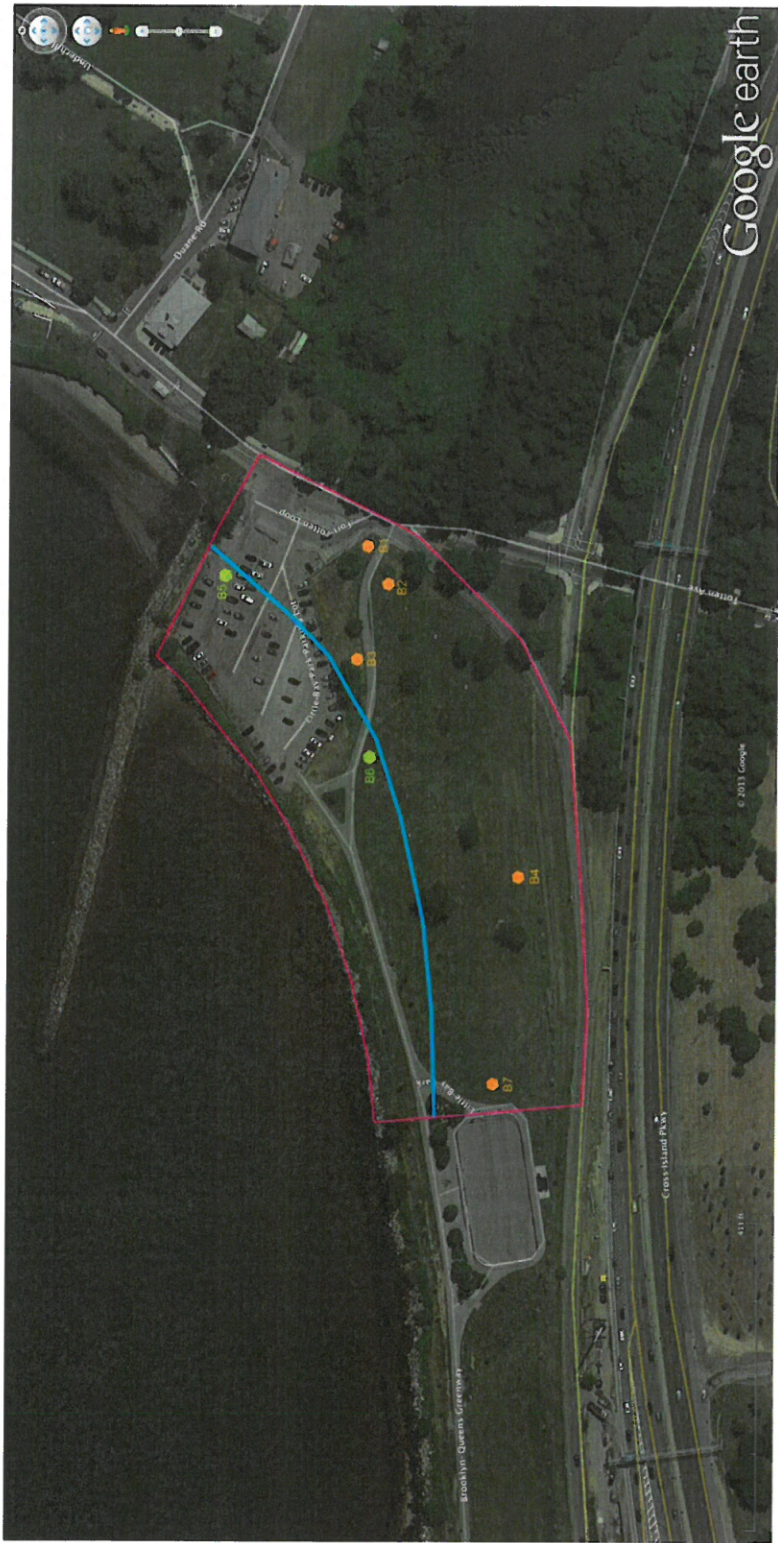
Generally, Phase IB Archaeological Testing is conducted by excavating Standardized Test Pits (STPs). However, based on the results from the Soil Boring Report (Appendix C) for the project area, STPs are not recommended. Potential resources that may be exposed during excavation are prehistoric materials and the potential late nineteenth century hotel complex, the approximate location of which corresponds to the western portion of the project area.

As detailed in the soil boring report, there is 5' of twentieth century (re-deposited) fill material throughout the property and as much as 15' in some areas. Map 30 identifies the soil boring test locations and results. The extent and depth of the fill material makes traditional STPs impractical as these could only be excavated to approximately 3' to 3.5' below ground surface. Back-hoe trench testing is also not recommended due to the water-logged nature of the site. To undertake back-hoe testing would require an extensive dewatering operation and repetitive actions on site thus increasing the time and cost of the project.

Archaeological Monitoring is recommended as the appropriate methodology for the next phase of the CRM process. Monitoring during construction will allow for the best opportunity to document the stratigraphic levels of the site as the entire project area will be subject to various excavation depths. It is recommended that monitoring not occur within the first 5' of excavation as this 5' documented to be twentieth century fill material.

It is further recommended that an archaeological sampling strategy be employed during back-hoe excavation by the contractor within the natural stratigraphic level(s). The archaeological team should sample, at minimum, every third bucket excavated by the back-hoe to investigate the potential for prehistoric and/or historic remains. If significant materials are observed or a concentration of artifacts is exposed it is recommended that the sampling be increased or excavation by the archaeologists occur. This should be at the discretion of the archaeological team.

Finally, an Archaeological Monitoring and Unanticipated Discoveries Plan should be developed, and approved by all involved parties, prior to the commencement of any excavation work on site. This plan will outline what happens in the event that excavation reveals potential archaeological concerns in areas where archaeological monitoring is not called for.



Map 30: Little Bay Park – Archaeological Sensitivity Map

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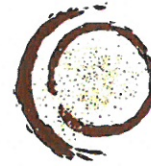
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Appendix A:
Project's Scope of Work

CHRYSALIS **ARCHAEOLOGICAL** CONSULTANTS
Cultural Resource Specialists



August 1, 2012

Frank and Charles Pasciuta
CP Perma Paving Construction, Inc.
81 Industrial Loop
Staten Island, New York 10309-1195
Phone: (718) 356-6619
Email: permapav@verizon.net

Re: Proposal - Phase I Cultural Resource Management Project for the Reconstruction of the Parking Lot located at Totten Avenue and the Cross Island Parkway, Queens, New York (Q010-112M – Little Bay Archaeological Services)

Dear Mr. Pasciuta:

The following is a proposal from Chrysalis Archaeological Consultants, Inc. (Chrysalis) with regard to the Request for Proposal (RFP) for the Phase I Cultural Resource Management Project for the Reconstruction of the Parking Lot located at Totten Avenue and the Cross Island Parkway, Queens, New York (Q010-112M – Little Bay Archaeological Services) on behalf of the City of New York – Department of Parks and Recreation (Parks).

Chrysalis is a fully licensed and insured, certified Small, Woman-Owned Business within the City of New York and the States of New York and New Jersey holding membership with the Register of Professional Archaeologists (RoPA). Chrysalis is listed on the approved list of Cultural Resource Management (CRM) firms for the New York State Office of Parks, Recreation and Historic Preservation (NY SHPO) and the City of New York - Landmarks Preservation Commission (LPC).

Having worked within the field of Cultural Resource Management (CRM) (Archaeology) for over a decade, Chrysalis has completed numerous projects for both LPC and NY SHPO. Much Chrysalis' work has been completed on behalf of the City of New York – Department of Parks and Recreation (Parks) and the City of New York - Department of Design and Construction (DDC).

4110 Quentin Road Brooklyn, New York 11234-4322
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info@chrysalisarchaeology.com • www.chrysalisarchaeology.com

As outlined in the RFP, the following tasks will be required as part of this Scope of Work (SOW):

- Preliminary Research and Documentation:
 - Phase IA Historical Documentation and Archaeological Assessment Report (undertaken off site)
- Archaeological Excavation (if necessary)
 - Phase IB Archaeological Field Testing, (if necessary)
- Archaeological Testing and Monitoring Plan (undertaken off site)
- Archaeological Monitoring
- Potential for Laboratory Analysis (undertaken off site)
- Potential for Archaeological Conservation (undertaken off site)
- Potential need for Physical/Forensic Anthropologist (undertaken off site)
- Writing, Production, Completion of Draft and Final Reports (undertaken off site)
- All other Cultural Resource Management related tasks (on and off site)

Field Work/Personnel:

Alyssa Loorya, President, will serve as the Principal Investigator and Project Manager for the Project. Chrysalis charges a minimum day rate of four hours (4) for the Principal Investigator for field-related tasks only. Our Field Directors and Technicians have worked for several years within the region and are either R.P.A. or R.P.A. Certifiable required.

Principal Investigator/Project Manager:	Alyssa Loorya, M.A, MPhil., R.P.A.
Field/Lab Director:	Staff (as required)
Field Technician(s):	Staff (as required)

Chrysalis also maintains an on-call staff of Field Technicians and Specialists (i.e. Physical/Forensic Anthropologists and Conservationists). As called for in the RFP, if the services of a Specialist(s) are required, they will be pre-coordinated with your firm and Parks prior to their engagement.

The number of Field Technicians, required for the Phase IB Field Test, cannot be determined until the Phase IA is completed. Generally for a project this size two Field Technicians may be required for the Phase IB portion of the project.

Chrysalis has three on call specialists, Dr. Sophia Perdikaris and Matthew Brown, M.A., Physical/Forensic Anthropologist and Gary McGowan, M.A., from Cultural Preservation and Restoration, a conservator. All have worked with Chrysalis and Parks in the past and meet the qualifications set forth in the RFP.

Reporting:

Chrysalis will prepare draft and final versions of the Phase IA, IB, Archaeological Monitoring Plan and IB Monitoring Report. It is recommended, although not required, that your firm review a digital copy of each of the draft reports prior to submission to:

City of New York – Department of Parks and Recreation (Parks)
City of New York – Landmarks Preservation Commission (LPC)
New York State – Office of Parks, Recreation and Historic Preservation (NY SHPO)
New York State – Department of Transportation (NYS DOT)
Federal Highway Administration (FHWA)

The Proposal calls for seven (7) printed copies of each report being submitted to all agencies listed above. There will be a total of four separate reports that will require seven copies of each for the project. All comments on the draft reports will be addressed prior to the finalization of the final report. In addition, several digital copies and a final set of Mylar Maps are also required.

If artifacts are recovered, they are the property of the property owner (City of New York – Department of Parks and Recreation) and will be returned to said owner upon completion of the project. The artifacts will be bagged, recorded and placed in archival storage boxes, as per regulations. Additionally, by regulation, it is the responsibility of the property owner to maintain, in perpetuity, the artifacts.

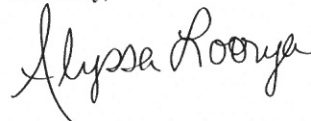
Schedule:

Chrysalis is prepared to begin the project within two weeks of the Notice To Proceed/Project Kick-Off Meeting.

If you have any questions with regard to this proposal please contact me at the number(s) listed. For your records, I am attaching a copy of Chrysalis' Small, Woman-Owned Business certificates for the City and State of New York (Appendix A) and my current resume (Appendix B).

Once again, thank you for the opportunity to submit this proposal and I hope that we can work together on this project.

Sincerely,



Alyssa Loorya, M.A., MPhil., R.P.A.
President

Enclosures

Appendix B:

Site Images



Image 10: Little Bay Park, Queens, NY - Entrance



Image 11: Little Bay Park, Queens, NY – Looking west towards the Throg's Neck Bridge



Image 12: Little Bay Park, Queens, NY – Looking East towards Fort Totten



Image 13: Little Bay Park, Queens, NY – Looking west towards the Throg's Neck Bridge



Image 14: Little Bay Park, Queens, NY – Looking west



Image 15: Little Bay Park, Queens, NY – Looking east



Image 16: Little Bay Park, Queens, NY – Looking north – project area



Image 17: Little Bay Park, Queens, NY – Looking northeast – project area

Appendix C:
Soil Boring Report

Appendix D:

Resumes (not included in NYSHPO or LPC Report version)