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HISTORICAL AND ARCHAEOLOGICAL DOCUMENTARY  
REPORT AND SENSITIVITY EVALUATION OF THE  
PDC SOUTH JAMAICA SITE 12  
JAMAICA, QUEENS COUNTY, NEW YORK

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## INTRODUCTION

The purpose of this documentary report is to survey and assess the potential prehistoric and historic sensitivity of the Public Development Corporation (P.D.C.) South Jamaica Site 12, Borough of Queens, New York City (see Figure 1) through the review of existing archival, cartographic and published references. In order to provide a context for evaluating any cultural resources within the parcel itself, this survey shall include a synthesis of published and unpublished documentation of prehistoric and historic resources in the immediate locality surrounding the project area.

The project area consists of most of two blocks along the west side of Merrick Boulevard south of South Road. Project rezoning is designed to allow the industrial use of Site 12. Plate 1 shows a view of the project area from Merrick Boulevard including some of the area to be rezoned and the typical extant structures along with part of the MTA lot. The area of the MTA expansion and industrial user location is shown of Figure 8 and is in the portion of the project area bounded by 107th Avenue, Merrick Boulevard, Hendrickson Place, and 166th Street. Plate 2 shows the current condition of this part of the project area. It is currently vacant except for one house near the southwest corner along 166th Street.

This study is organized in the following manner: first, the geography and physical setting of the project area is described; second, a section follows on the prehistoric sensitivity of the area; third, a review of the historic sensitivity of the area; and fourth, the conclusions and recommendations.

## GEOGRAPHY AND PHYSICAL SETTING

The general region including the project area lies in the Atlantic Coastal Lowland Physiographic Province, which is found in New York State only on Long Island and Staten Island (Thompson 1966:34). The project area lies within the gently sloping outwash plain south of the terminal moraine (Thompson 1966:34, 43).

The project area lies on a moderate slope approximately thirty feet above sea level. The project area was visited by Greenhouse Consultants on January 5, 1990. A pedestrian survey was used to inspect the entire project area including the vacant lots. These lots contained a fair amount of construction rubble located between 107th Avenue and Hendrickson Place, particularly in the southwest corner. However, there was also construction debris on other parts of this block, particularly in the western half. In addition two burned out old trucks were observed and pieces of large cement conduits were seen near the 166th Street side of this lot.



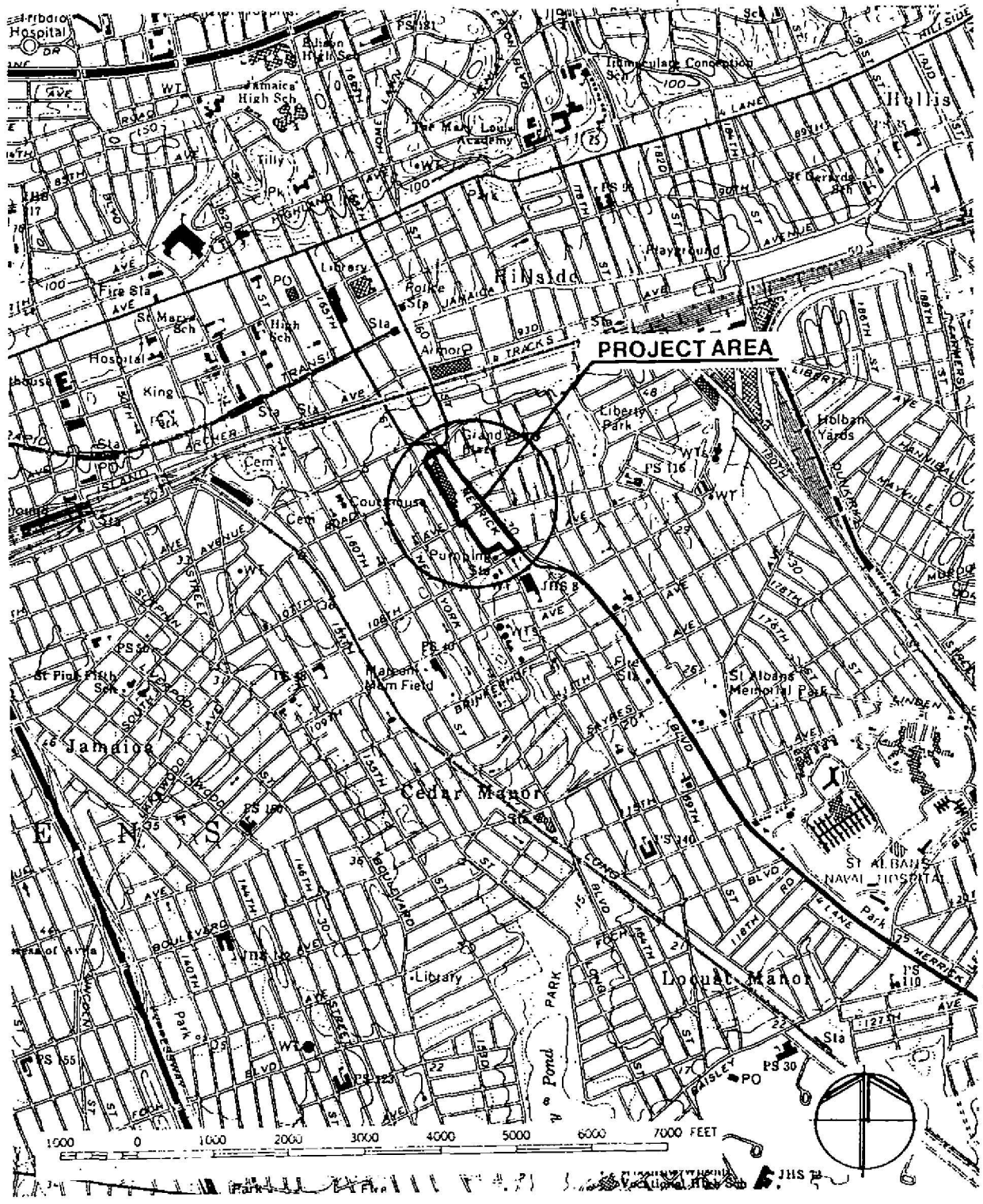


Figure 1 Location of the Project Area on U.S.G.S. 7.5 minute Series, Jamaica Quadrangle.



## PREHISTORIC SENSITIVITY

As part of the project evaluation process, this sensitivity study has surveyed published and unpublished resources in the archives of New York City, the files of the New York State Museum Division of Historical and Anthropological Services, the Research Branch of the New York Public Library, the New York State Historic Preservation Office (N.Y.S.H.P.O.), the Historic Preservation Field Services Bureau, as well as resources on file at Greenhouse Consultants.

Table 1 presents the results of our search for prehistoric sites in the vicinity of the South Jamaica Site 12 project area. Included in the table are two sites located two miles or less from the project area. The locations of these sites are presented on Figure 2 with letter code identifiers which correspond to those in Table 1. We conducted a complete search of the New York State Museum files for sites within two miles of the project area. Information on sites within two miles of the project area was also obtained from documents on file at Greenhouse Consultants.

Both of these two prehistoric sites are known primarily through the work of Arthur C. Parker, the former New York State Archaeologist, during the first quarter of this century. These are described as traces of occupation and a village. The village site (N.Y.S.M. #4531) is associated with the name Jameco and is situated along the stream feeding Baisley's Pond approximately 1.0 miles south of the project area. Unfortunately no detailed descriptions of artifacts recovered from either of these sites are supplied, so no assessments of date ranges can be made (Parker 1922). The site known as Jameco is described as a village and therefore may date to the Woodland Period. This inference is based solely on the general fact that villages were not a common occupation pattern of the preceding Archaic and Paleo-Indian Periods. The Jameco Site is labeled 'A' in Table 1 and Figure 2.

Documentary evidence from the seventeenth century also indicates that this region was utilized by the aboriginal population. Jamaica Avenue which lies 0.3 miles to the north of the project area was formerly called the King's Highway. It was evidently an old Indian path known as Mecha-wanienk. This word is derived from the Delaware and translates as "old path or trail" (Grumet 1981:33). The name Jamaica is also derived from the Delaware and related Algonkian terms for beaver. This is not the same as the derivation of the Caribbean Island also called Jamaica which comes from the Carib language and means "land of wood and water". The Delaware term was evidently only a place-name reference and not the name of a group. Beauchamp states that it was a Delaware place-name referring to "ye beaver-pond commonly called Jemeco" (Beauchamp 1907:177; Grumet 1981:16). According to Kelley, the Indians that lived at this place were "located along the banks of the stream connecting Beaver Pond with Jamaica Bay" (Kelley 1908:35). Although there is considerable evidence that the group that occupied Jamaica was Delaware speaking, there are several possible affiliations including the Canarsee, the Massapequa and



TABLE 1: PREHISTORIC SITES IN THE VICINITY OF SOUTH JAMAICA SITE 12

<u>Site Name</u>	<u>NYSM #</u>	<u>Parker #</u>	<u>Other #</u>	<u>Reference</u>	<u>Period(s)</u>	<u>Description</u>
A Jameco	4531	ACP-QUNS-8	---	Parker 1922:672	Woodland (?)	Village
B ---	4546	ACP-QUNS	---	Parker 1922:pl.208	---	Traces of Occupation

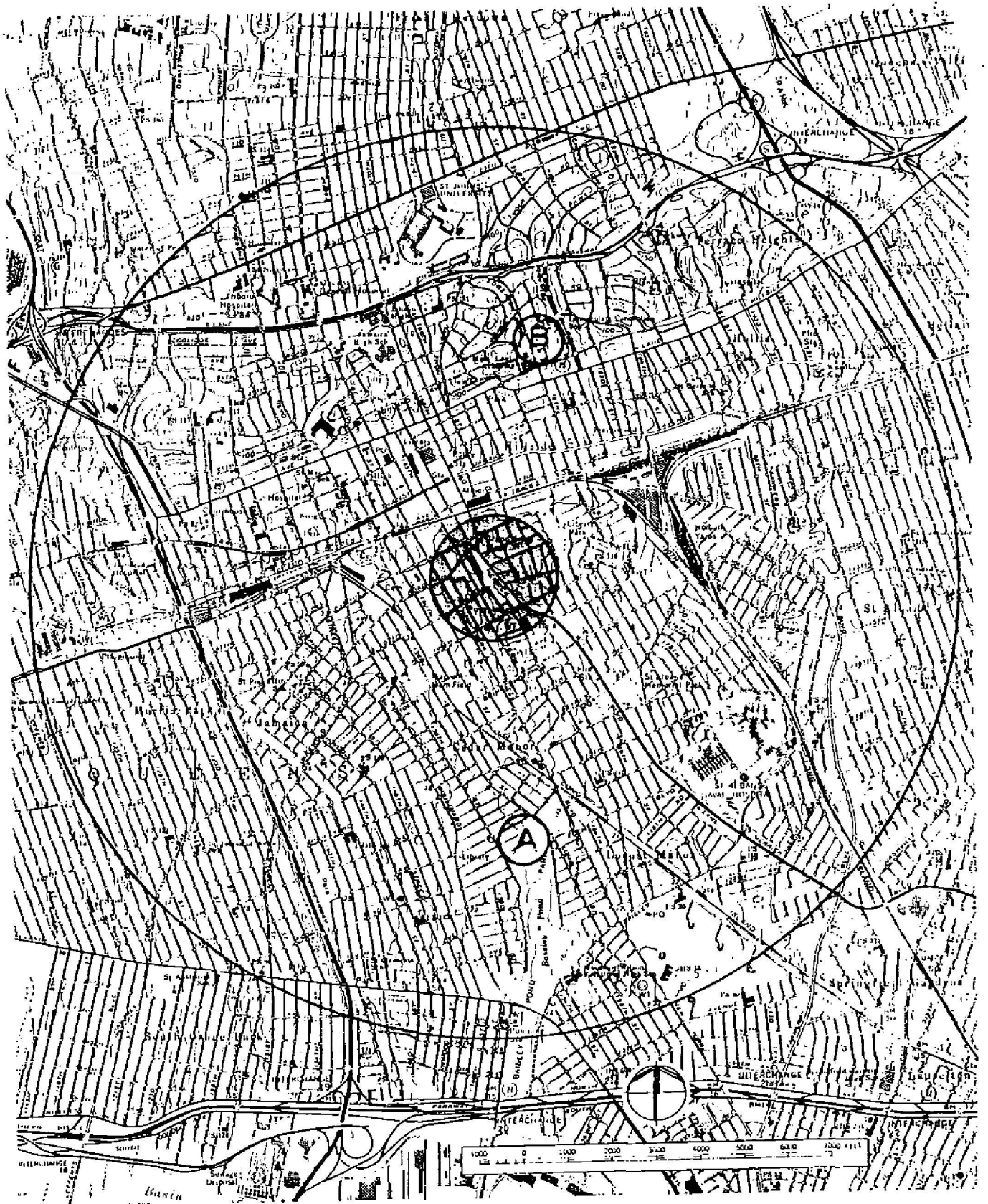


Figure 2 Known Prehistoric Sites within a two mile radius of the Project Area.



the Rockaway. It appears that their most likely affiliation would have been with the Massapequa (Grumet 1981:5-7, 29-31, 46-48).

In terms of potential prehistoric sensitivity, the project area was evaluated from two points of view:

- 1) the proximity of known prehistoric sites in or near the project area; and
- 2) the presence of fresh water drainage courses in general, and particularly the identification of river or stream confluence situations where two or more drainages come together, providing access to both water and food supplies of both systems.

This survey has documented the recorded or published location of two sites within a two mile radius of the South Jamaica Site 12 project area. Although sites have been identified in the general region of the proposed project impact area, none are known to exist within the project area itself. No evidence, positive or negative, based on previous survey work is available. It would be inappropriate, however, to characterize the South Jamaica Site 12 project area as without prehistoric sensitivity, especially since a stream formerly existed within the project area. This small unnamed stream ran off to the south of the project area draining into Baisley's Pond and ultimately into Jamaica Bay. See Figure 7 for a depiction of this stream relative to the project area.

This source of fresh water, although no longer evident, may have been utilized by prehistoric inhabitants of this region. The project area contains some relatively elevated soils, approximately thirty feet above mean sea level, formerly adjacent to the stream. Figure 4, which depicts the project area and vicinity during the mid 1830s, shows part of the western side of the project area as marsh. This is in the same general location as part of the stream shown on Figure 7 and other maps. It is possible that Figure 4, the U.S. Coast Survey of 1837, has depicted some areas of watercourses and ponds as marsh. Figure 3 Taylor's 1782 map, shows a pond west of the project area where Figure 4 shows marsh. Even if Figure 4 is correct, a marsh would still have attracted game. The existence of this well-drained land at its elevation above sea level with easy access to fresh water within the project area, combined with the knowledge of the two prehistoric sites in the vicinity, as well as Contact Period references to occupation in this region, indicates that at least part of the South Jamaica Site 12 project area may preserve evidence of prehistoric occupation. It is possible that any size site from a small temporary hunting camp to full village could have existed at this location.



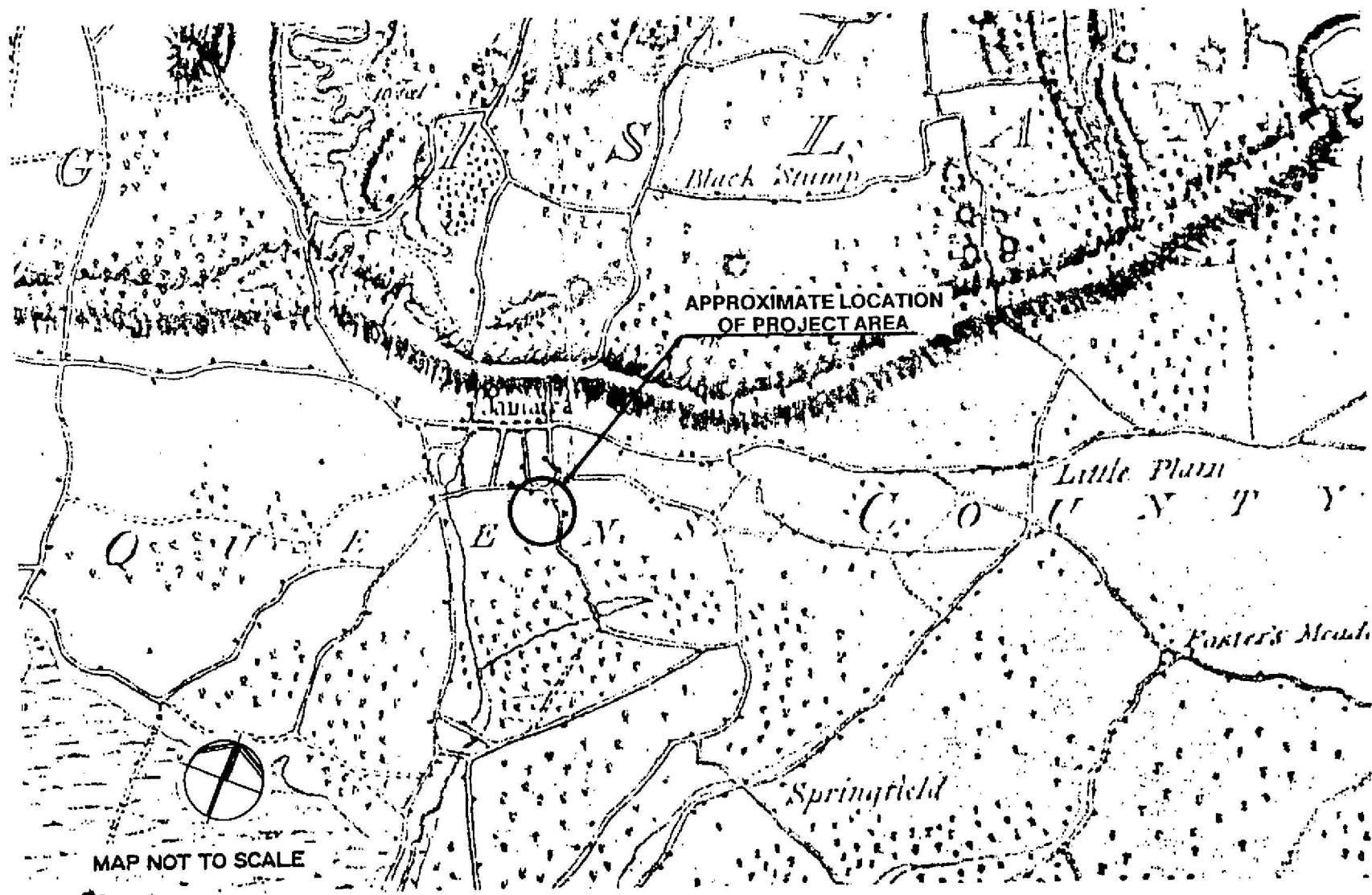


Figure 3 . From Taylor's 1782 Map of New York.

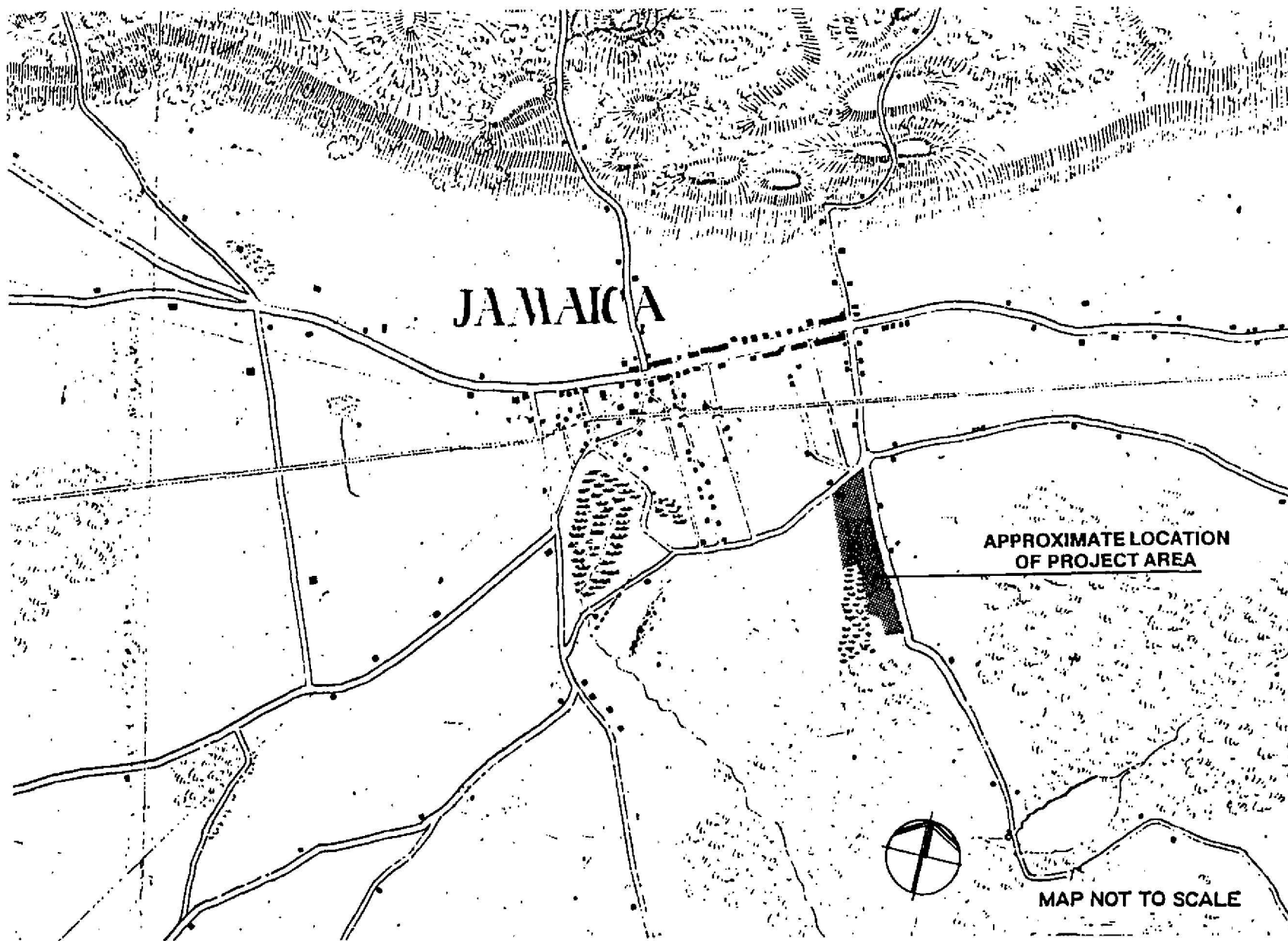


Figure 4

From 1837 U.S. Coast Survey Map of New York.



## HISTORIC SENSITIVITY

As part of the property evaluation process, this historic sensitivity study has surveyed published and unpublished sources located at the library of the New-York Historical Society and the New York Public Library's Main Research Branch, Local History and Genealogy, and Map Divisions in Manhattan. Resources housed at the Long Island Division of the Queens Borough Public Library and at the Topographical Bureau, Borough President's Office in Queens, were also surveyed. In addition The Guide to New York City Landmarks and its current supplement were searched for the location of designated landmarks in close proximity to the South Jamaica Site 12 project area. There are six designated New York City landmarks within 0.6 miles of the project area. They are all clustered to the northwest, mainly along Jamaica Avenue between 150th Street and New York Boulevard. Four of these landmarks are described in the Guide. They date from the seventeenth through the nineteenth centuries. These are the Prospect Cemetery (1668), King Mansion (1730), Grace Episcopal Church and Graveyard (1754 and 1861), and the Register/Jamaica Arts Center (1898). The King Mansion is also listed on the National Register of Historic Places.

### The Seventeenth and Eighteenth Centuries

The Site 12 project area is situated within South Jamaica, Queens, New York. Jamaica, one of the earliest towns founded on Long Island, was first settled by twenty-four Englishmen from Hempstead, who purchased the land from the Canarsee and Rockaway tribes "at the cost of two guns, a coat, and a certain quantity of powder and lead" (Peyer 1974:15). The original settlement these men started in 1655 was located at Old Town Neck on Jamaica Bay, the current site of JFK Airport (Peterson 1983:11). About a year later the settlement was removed to a location north of Beaver Pond, about a half-mile to the northwest of the Site 12 project area (Seyfreid 1982:14). The founders of Jamaica petitioned Governor Peter Stuyvesant for the second time on March 10, 1656, to be recognized as owners of the land purchased from the Indians (Gritman 1921:n.p.). On March 21, 1656 right to establish a new village was granted, with the same privileges and exemptions which the inhabitants of New Netherlands enjoyed.

In their petition to Governor Stuyvesant Jamaica's first settlers stressed their need for land and material betterment rather than for religious freedom. Furthermore, the fact that the town church was not established until 1662, suggests that Jamaica's founders were motivated less by religious zeal than by land hunger (Peyer 1974:14-16). Stuyvesant's original patent was renewed several times during the colonial period, and in 1660 the Governor conferred on it the name of Rustdorp, meaning place of rest (Armbruster 1914:30).

The organization of Jamaica and other Long Island towns followed the patterns set by New England towns. Once a patent was procured the proprietors went on to divide and grant land and to form a government. Jamaica's twenty-four proprietors originally divided the town into quarters and assigned each person a home lot of six acres at the town's cen-



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ter which was located northwest of the project area near what is now Jamaica Avenue and Parsons Boulevard. In addition to the home lot each patentee was reserved ten acres of planting land and twenty acres of meadowing (Fernow 1883:505). One of these first settlers was Daniel Denton who became town clerk (Combes 1936:11). During the two years following the first land patent several newcomers purchased lots from the original settlers and further divisions and distributions of lands occurred, so that each man "obtained a house and lot within the stockade, a plantation for farming, a wood lot for fuel, and a salt meadow for hay for his horses and cattle" (Hazelton 1925 VI:957). From these early days until after the revolution "no individual ever owned one large lot in one area of town; instead, all men no matter where they lived, had to travel some distance to reach certain sections of their property" (Peyer 1974:188).

After the surrender to the English in 1664, land purchases from the Indians became subject to the Duke of York's laws. On February 15, 1666, Richard Nicolls, the first English governor, issued another patent which recognized the town and its boundaries. For the purposes of civil administration the towns of Jamaica, Hempstead, Newtown and Flushing were organized into what was known as the North Riding of Yorkshire (in an analogy to the civil divisions bearing the same name in Yorkshire, England). A sessions house for judicial and administrative business and a jail were built in Jamaica in 1667. As the "Shiretown" or county seat, Jamaica became the center of administrative and judicial government and the most active town in the North Riding of Yorkshire. The governor had control over certain local matters by directly appointing sheriffs, justices of the peace and military officers for each Riding (Peyer 1974:53). By the act of November 1, 1683 the towns making up the North Riding of Yorkshire, together with the eastern town of Oyster Bay, were united to form Queens County with its courthouse and other county buildings located in Jamaica. This organization persisted until after the Revolution.

During the colonial period Jamaica developed an active and complex economy. Jamaica's proximity to Manhattan Island and its consequent contacts with New Amsterdam and later New York City fostered the development of commercial agriculture and "made flour milling, barrell making, and stock raising important industries" (ibid.:120). During the last years of the century and throughout the eighteenth century Jamaica's exports to New York City became an important component of that city's trade with both the British West Indies and the North American provinces. Jamaica's economic growth found its basis, however, with the natural advantages which favored Long Island: abundant land and good soil. A Brief Description of New York, written by Daniel Denton, one of Jamaica's original settlers, and published in 1670, praises the province's agricultural advantages. Denton likens the area to a "terrestrial Canaan . . . , where the land floweth with milk and honey (ibid.:2). Jamaica's position as county seat contributed further to the town's economic and social complexity and stimulated the development there of an active urban environment.

The early development and success of commercial agriculture in Queens County was "the product of rich soil, the availability of land, and good



transportation facilities" (op. cit.:136). Present day Jamaica Avenue follows the route of an Indian trail (Mechawanienk) which, during the early colonial period, became the Ferry Road. This road is 0.3 miles north of the Site 12 project area. The distance between New York City and Jamaica along this road was only twelve miles. In 1704 Governor Cornburg appointed a commission which laid out the King's Highway, built along the two lines of the Ferry Road, one leading to Jamaica and the other to Flatbush and Flatlands (Armbruster 1919:9). During the 1740s this main road became the Jamaica and Brooklyn Plank Road. Jamaica was linked to Manhattan Island by this early road and by the ferry at Brooklyn, which was already in existence during Peter Stuyvesant's governorship. Although people were also allowed to transport goods by way of their own boats, the ferry from New York City to Long Island had become a "considerable thoroughfare" as early as the 1670s (Peyer 1974:139).

According to one literary source, "horse racing really was the first industry of Queens County and its meets were long the most famous in the country" (Ross 1902:524). The first race course in Queens County was established on Salisbury plains. In 1665 Governor Nicolls appointed a horse race to take place in Hempstead, "not so much for the divertisement of youths as for encouraging the bettering of the breed of horses, which through neglect have been impaired" (as cited in Munsell 1882:57). Circa 1669, Governor Lovelace also appointed by proclamation that trials of speed should take place each year in the month of May, and that subscription be taken and sent to Captain Salisbury "of all such as were disposed to run for a crown of silver or the value thereof in wheat" (ibid.). Queen County's tracks brought crowds to their "events" and swelled the fame which the county enjoyed - enjoyed even in England - as the headquarters of horse-racing in America.

Racing was one of the attractions at Beaver Pond. The Beaver Pond race course was a mile in length. Unfortunately, the date of its establishment is unknown. However, its establishment dates prior to 1757, for on June 13th of that year, the New York subscription plate was run there and won by Lewis Morris Jr.'s horse "American Childers." Annual races were held at Beaver pond in the spring and autumn until after the close of the eighteenth century (Munsell 1882:58).

Churches were established in Jamaica shortly after its settlement. The First Presbyterian Church of Jamaica was organized in 1662, and is the oldest Presbyterian church in the United States. The first building which also housed town assemblies and other features of civic life, "is said to have been built of logs and to have stood on the east side of Beaver Pond" (Hazelton 1925 II:970). In 1699 a stone building was erected in the middle of the Ferry Road (Jamaica Avenue), and in 1814, a new structure was constructed just north of the site of the 1699 church. The Dutch Reformed Church was founded in 1695, and the Grace Episcopal (formerly Anglican) Church in 1701.

The original inhabitants of Jamaica were British mainly of the Presbyterian faith. These settlers had little tolerance for those other beliefs. This is manifested by a local controversy regarding Quakers which



ended by the Quakers seeking "more congenial homes eastward on Long Island" (Gritmen 1921:n.p.). Again there was controversy in the church during the early eighteenth century when possession of the Presbyterian Church was temporarily taken over by the Anglicans. This controversy lasted until 1731 when the Presbyterians retook possession of their church (ibid.:n.p.). For a more detailed historical narrative of Jamaica's early churches see Hazelton 1925, volume II, pp. 958-967.

As Jamaica's population increased the original four quarters or sections of the town were extended. Not all families lived in this centrally located area and early deeds and wills note the sale of a few home lots (Peyer 1974:189). Sales of land are also noted during this time. The Queens Topographical Bureau's 1935 Map and accompanying land transfer histories indicate that the Denton family owned most of the land between Beaver Pond and the Site 12 Project area during the mid-eighteenth century. A 1762 land transfer is recorded for a 43 acre parcel which includes the western part of the South Jamaica Site 12 property. This is a transfer from John and Elizabeth Denton (likely relatives of Daniel Denton) of 43 acres "Bounded, easterly by brook proceeding from the great spring, ... northerly by back road leading from the Beaver Pond, Easterly along the clay pits, then again easterly by the common land, as fence now stands" (Queens Topographical Bureau 1935:145). This land was transferred to Thomas Braine, likely the medical doctor from New York City who was appointed Judge in Queens County from 1760 to 1769 (Peyer 1974:73).

In Jamaica, as in other portions of Queens County, the Tory feeling was dominant during the Revolutionary struggle. At a meeting on January 19, 1775 the Jamaica Committee agreed to pledge allegiance to King George III (Onderdonk 1876:n.p.). The only military action within the present limits of Queens during the American Revolution involved troops under the command of General Nathaniel Woodhull, less than two hundred in all, "whose task was to destroy crops and drive off cattle in the face of the British advance in August 1776" (MacMaster 1961:1). General Woodhull and his men kept their position on the John Polhemus Farm on Eldert's Lane, near modern Woodhaven Boulevard on the night of August 27th, failing to come to the aid of Washington, while less than two miles away "10,000 British regulars ... completed the night march that left Washington surrounded and facing certain defeat at the Battle of Long Island" (ibid.). Woodhull and his troops fell back to Jamaica that same day. Woodhull was taken prisoner by the British on August 28, 1776 about two miles east of Jamaica. During the following few days Sir William Erskine, with his 71st Fraser highlanders and the 17th Light Dragoons, made Jamaica his headquarters.

After 1777 the main British forces tended to winter on Long Island or New York and General DeLancey, commanding three battalions of Loyalists, chose to make Jamaica his headquarters (op. cit.:4). Many of Jamaica's farmhouses, barns and churches served as barracks for these troops. Headquarters for British Grenadiers and Hessian Jagers and Grenadiers were maintained at Jamaica during 1780 and 1781 and the hill in Jamaica along which Highland Avenue runs became "dotted with the huts and cantonments of British troops" (ibid.). Some of these huts and barracks may

have been constructed out of the materials from the disassembled old Court House (Onderdonk 1876:n.p.). Taylor's 1782 map depicts these huts, located approximately one-half mile northeast of the project area as well as others, located approximately 0.6 miles northwest of the project area. This map, as well as later maps, also depicts a stream running through the Site 12 project area to south of South Road. Most of the Revolutionary landmarks of Jamaica have long been obliterated. A marble marker at 150th Street and Highland Avenue describes the site was that of a rifle pit. This is an erroneous description as this site, uncovered by a construction worker in the 1920s, actually marks that of one of the huts referred to above (MacMaster 1961:4).

Another Taylor map from 1782 (Figure 3) depicts some early roads and structures in Jamaica. The town center is easy to locate by the dense concentration of roads and buildings northeast of Beaver Pond and south of the hills. Within the vicinity of the location of the South Jamaica Site 12 project area the roads currently known as Merrick Boulevard and South Road are mapped. There are also three structures depicted on this map which are in or near the project area. The one across Merrick Boulevard and the one on South Road are also at the general locations of structures shown on later maps. However the one structure depicted west of Merrick Boulevard is not shown on other cartographic sources. It must have been either a temporary structure or a mistake.

There is one other cartographic source found dating to the late eighteenth century which shows some details with regard to the Site 12 project area. Sir Henry Clinton's 1781 map shows Baisley Pond, streams and mills. The largest stream in Jamaica

"runs from the vicinity of the village of Jamaica, and at Cornell's (or 'Three Mile') mill empties into a creek that flows into Jamaica Bay. Formerly three grist mills were located on this stream. The first one was one mile south from the village, and was known as One-Mile Mill. Baisley's or Two-Mile Mill, was a mile farther south ..." (Munsell 1882:201).

Clinton's 1781 map depicts One-Mile Mill to the southeast of the Site 12 project area. This rough location places the mill along another stream which feeds into Baisley's Pond. By the mid-nineteenth century the county waterworks owned water rights to Baisley's Pond, diverted some water from streams and increased the pond to a surface area of 40 acres, however later cartographic sources continue to depict a stream in the Site 12 project area (Munsell 1882:202).

#### The Nineteenth and Early Twentieth Centuries

In 1814 Jamaica, then with a population of 1500, became an incorporated village. The Brooklyn and Jamaica Railroad was opened in 1836 and after 1861, the year in which the Long Island Railroad terminus shifted from Brooklyn to Long Island City, Jamaica became the railroad center of Long Island (Hazelton 1925 II:976). The earliest reliable nineteenth century cartographic source, the 1837 U.S. Coast Survey, shows the route of the Long Island Railroad running through Jamaica just north of the project

area (see Figure 4). The 1837 survey depicts much of the area covered by the Site 12 project as a large marshy area, however, the stream which is shown within the project area on both earlier and later maps is not depicted. Most lots are depicted as rectangular or square. However there is an unusual shape to the lots north of the stream. This is likely a natural boundary created by stream. This map also shows Beaver Pond had begun draining by this time, although it probably began at least seventy years earlier (Roberts and Farkas 1988:9).

The Brooklyn, Jamaica and Flatbush Turnpike Road was incorporated on March 17, 1809, and it laid its turnpike upon the two main branches of the Kings Highway (Armbruster 1919:13). As noted above, these two were old Dutch roads, originally constructed by the Dutch authorities along the Indian trails. In 1855 the Brooklyn and Jamaica Plank Road Company was chartered and the old turnpike (modern day Jamaica Avenue) was taken over and made a plank road. In 1866 the Jamaica and East New York Horse Car Company, was chartered and it built a horse car line from Jamaica to East New York "on the Plank Road where it connected with the horse car line on Fulton Avenue and Broadway in East New York" (Jamaica Board of Trade 1919:5). Later nineteenth century cartographic sources examined designated this road Fulton Street and/or Jamaica Road or Plank Road. At the turn of the century, this major thoroughfare was still known as Fulton Street, but by 1916 it had acquired its present appellation, Jamaica Avenue (1916 Section 128 of the Final Maps of the Borough of Queens). Around the same time the borough topographical engineers devised the current street naming plan and it was slowly implemented over a period of seventeen years (Peterson 1983:17).

The Borough of Queens of the City of New York was formed on January 1, 1898, from the former townships of Newtown, Flushing and Jamaica, together with Long Island City and a small portion of the town of Hempstead, embracing the Far Rockaway and Rockaway Beach district of that town (Kelley 1908:5). As the town became more and more populous common lands naturally became less. Throughout the first half of the nineteenth century measures were taken by the town to dispose of these lands through sale. In 1854, Beaver Pond, "which was the last of the public lands owned by the town, was sold in small parcels" (Munsell 1882:195). A survey of town land within the site 12 project area was completed in 1831 prior to the sale of the property (Johnson 1831). This land includes that in the northwestern part of the Site 12 project area along part of the stream course. This parcel either partially includes or was adjacent to the former property of Thomas Braine, referred to above. A definite location cannot be presented because the actual boundaries of the Braine property are only rudimentally depicted on the 1935 Queens Topographic Bureau map. Although this public land was surveyed in 1831 it was still shown as owned by the town on Johnson's 1842 map. The property was likely sold prior to 1852 since the Conner map of that date does not show the land as public. Conklin's 1868 map (Figure 5) is the earliest clearly showing an owner of this property, the John Case estate.

Figure 5 is the earliest cartographic source showing the entire project area with property lines of individual land owners and the stream. This



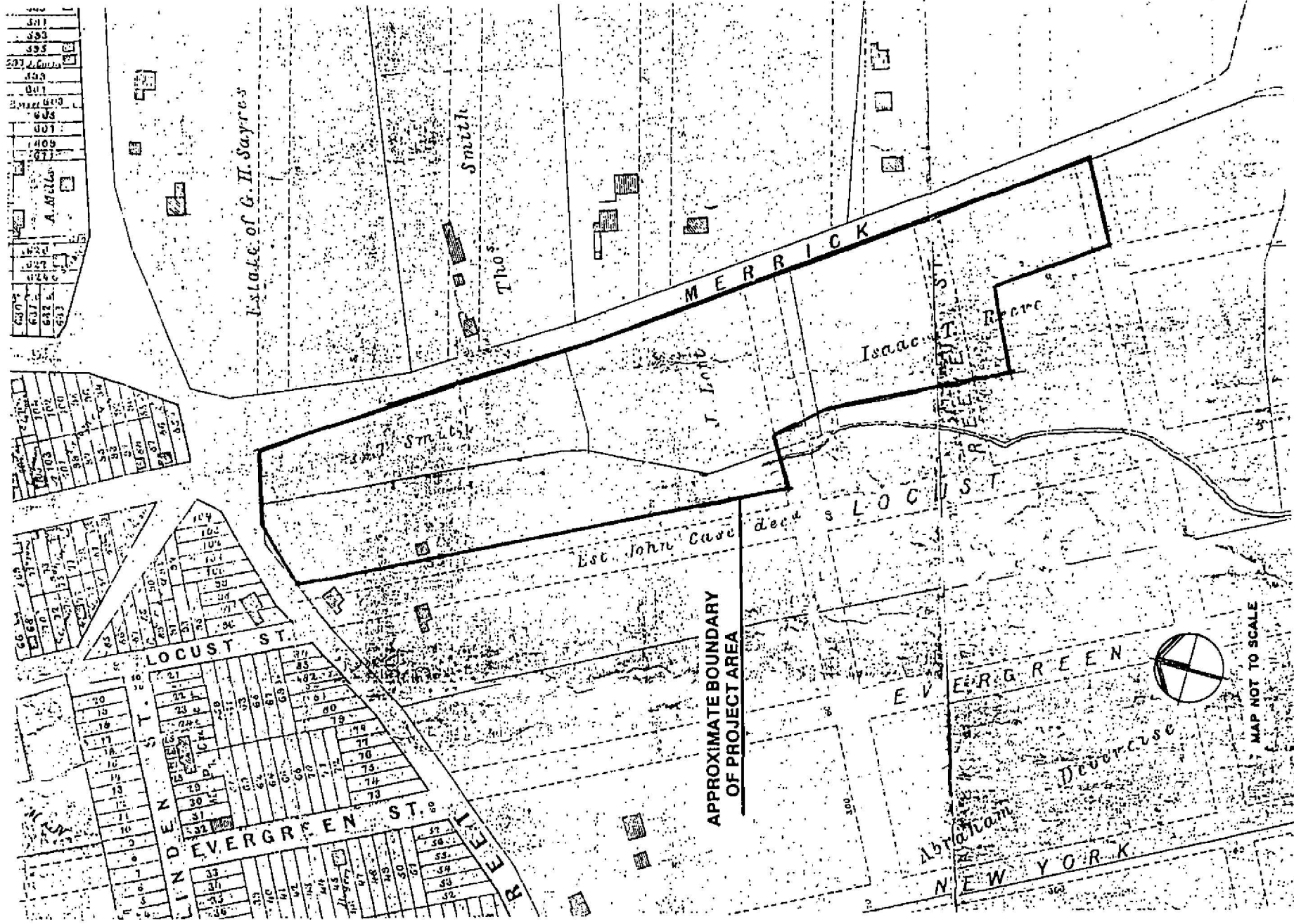


Figure 5 From Conklin's 1868 Map of the Village of Jamaica.



map also shows existing and proposed roads. The proposed roads are depicted by dotted lines. Obviously this proposed road plan was not precisely implemented in the Site 12 project area. There were four landowners depicted in the project area by 1868. Only one landowner had a structure within the project area and it was probably an outbuilding based on its distance from South Road. These same property owners are still shown in Beers' 1873 Atlas of Long Island, but the detail on this map is not fine enough to show the outbuilding or the stream inside the project area.

Conklin's 1878 map depicts the former Thomas Smith property as now owned by Potter and subdivided into twelve equal sized lots. Wolverton's 1891 Atlas of Queens County (Figure 6) also depicts this property as being subdivided and shows buildings on some of the lots. However, not all lots are the same size. It is likely that Potter changed his plan from 1878 in order to accommodate the new property owners and builders. Bailey's 1895 bird's eye view of Jamaica shows the northern part of the South Jamaica Site 12 project area. Eight structures are shown along Merrick Boulevard and three or four have probable outbuildings behind them. While this depiction is not considered an accurate portrayal because it exaggerates and/or omits information, it includes the portion of the project area which had been subdivided and confirms that building had taken place. This building is also confirmed by Hyde and Company (1896).

By 1901 cartographic sources show lot subdivisions and structures built on the former I.C. Hendrickson property in the southern portion of the Site 12 project area, although it is only assumed that the property has been sold (Hyde and Company 1901). This is also the first depiction of a road through the property shown as J. Lott on earlier maps. This road was probably laid down between 1891 and 1907 and is obviously in a different orientation than the 1868 plan. This road, the subdivisions, buildings and newer structures all along Merrick Boulevard are depicted in Figure 7, from Evan's 1907 map of Jamaica. This is also the first reference to the name of Sampson Street as the road through the property previously shown as J. Lott. One can speculate that this property was sold to someone named Sampson between 1891 and 1907 who applied his name to the street. Hyde's 1907 Atlas of the Borough of Queens shows this property subdivided and three structures built on it. The Bromley 1909 Atlas of New York also shows the subdivisions on this property, but only depicts one structure.

A Sanborn Insurance map from 1912 shows a variety of dwellings, outbuildings and shops along Merrick Boulevard and Sampson Street and no structures along the western part of the Site 12 project area where the MTA facilities are currently located. A few changes are shown on Hyde's 1918 Atlas of the borough of Queens. The beginning of automobile related facilities are depicted. There is a gas station in the southeast corner of the Site 12 project area and a building labelled "AUTOS" on the north corner of Sampson Street and Merrick Boulevard. On the south corner of this intersection is a structure marked as a saloon or hotel with a liquor license. The Hyde 1931 Atlas clearly labels it a hotel. This source also shows the first depiction of Hendrickson Place as well as an

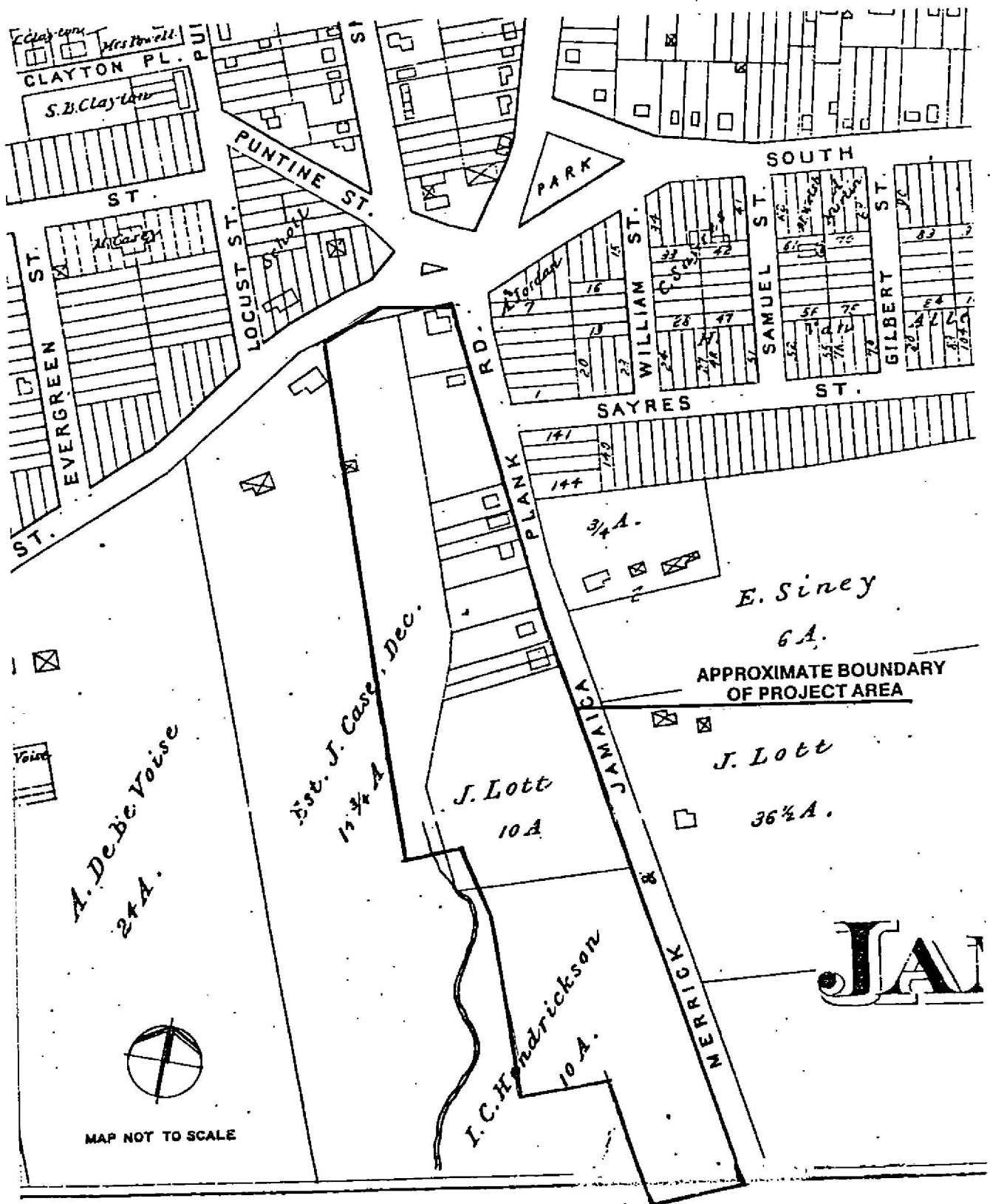


Figure 6

From Wolverson's 1891 Atlas of Queens County.



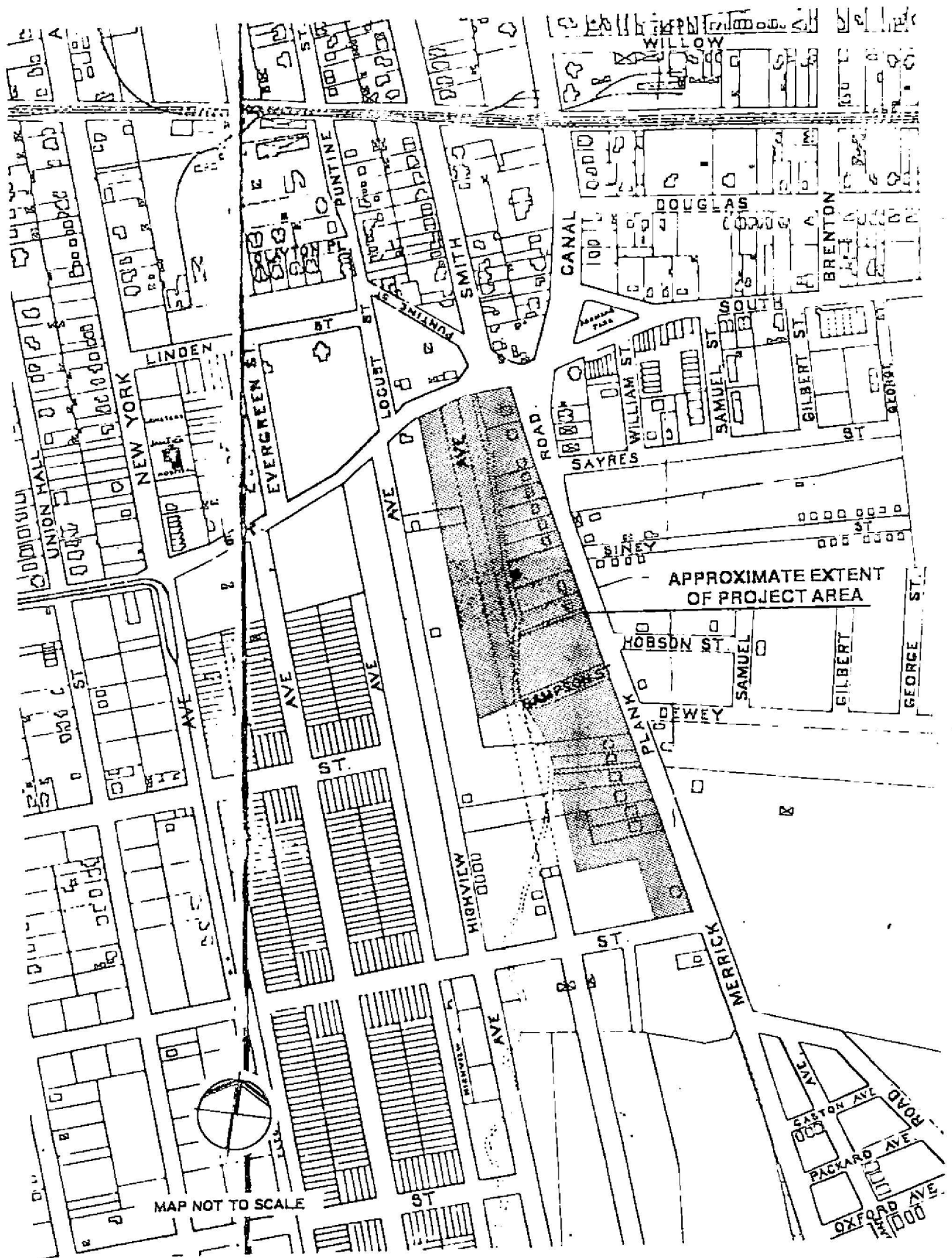


Figure 7 From Evan's 1907 Map of Jamaica.



increase in the number of shops, garages and gas stations. By 1945 the Hyde and Company atlas shows the Board of Transportation as the owner of the northwestern part of the project area. It also depicts the pattern of continuing development of non-residential uses, particularly in the northern part of the project area.

Figure 8 is of the most current updated Sanborn Insurance Company map. One of the lots within the vacant section of the Site 12 project area is shown as a junk yard. This junk yard is not depicted on other Sanborn maps dating to 1912, 1926, or 1951 nor on the other maps discussed above. It is also not seen on the Hyde and Company Atlas updated to 1973. In addition, there is currently no junk yard operating on that property. All that can be concluded is that there was a junk yard there sometime between 1973 and now.

In an attempt to learn more about the persons noted as property owners of the land comprising the South Jamaica Site 12 project area on the nineteenth century maps and atlases discussed above, some directories and biographical records of Jamaica were examined. There was quite a bit of information on I.C. Hendrickson, after whom Hendrickson Place was likely named. The family name Hendrickson begins appearing in Jamaica town records after 1683 (Gritman 1921:n.p.). Biographical records discuss an Isaac C. Hendrickson who resided in Jamaica during the mid- to late-nineteenth century (Chapman 1896:305). Although his address is not given this is likely the same property owner shown on Figure 6 since both had the same first and second initials. Writing in 1896, Chapman said "he wields an influence on business and monetary matters not only in the village, but throughout the surrounding country" (ibid.). Isaac C. Hendrickson was born in Hempstead in 1834, son of a farmer and grandson of a Revolutionary War major. In 1856 he began a coal and lumber business in Jamaica. It was located near the intersection of Canal and Willow Streets (now 168th Street and Archer Avenue) (Conklin 1868). He was a member of both the Board of Village Trustees and the Board of Education and was connected with the founding of the State Normal School at Jamaica. He was also a trustee and later a deacon of the Presbyterian Church (Chapman 1896:306). Certainly a man of this stature within the community would have wielded enough influence to have a street bear his name.

Although a number of nineteenth century biographies and business directories were searched, very little information could be found regarding former property owners of the South Jamaica Site 12 project area. The only name which appeared in the business directories was Ida Case, widow of John (Boyd 1888-1889; Curtin 1868, 1869 and 1874; and Trow 1898). The only other name which appeared in biographical records was that of Lott. This was also a name which began appearing in town records in the late seventeenth century (Gritman 1921:n.p.). One Peter Lott came from Holland to Flatbush in 1652 (Hazelton 1925 biographical:67). However his family tree stops showing towns of residence before the seventh or eighth generation, the probable generation of J. or Jas. Lott shown on nineteenth century maps (Lott 1947).

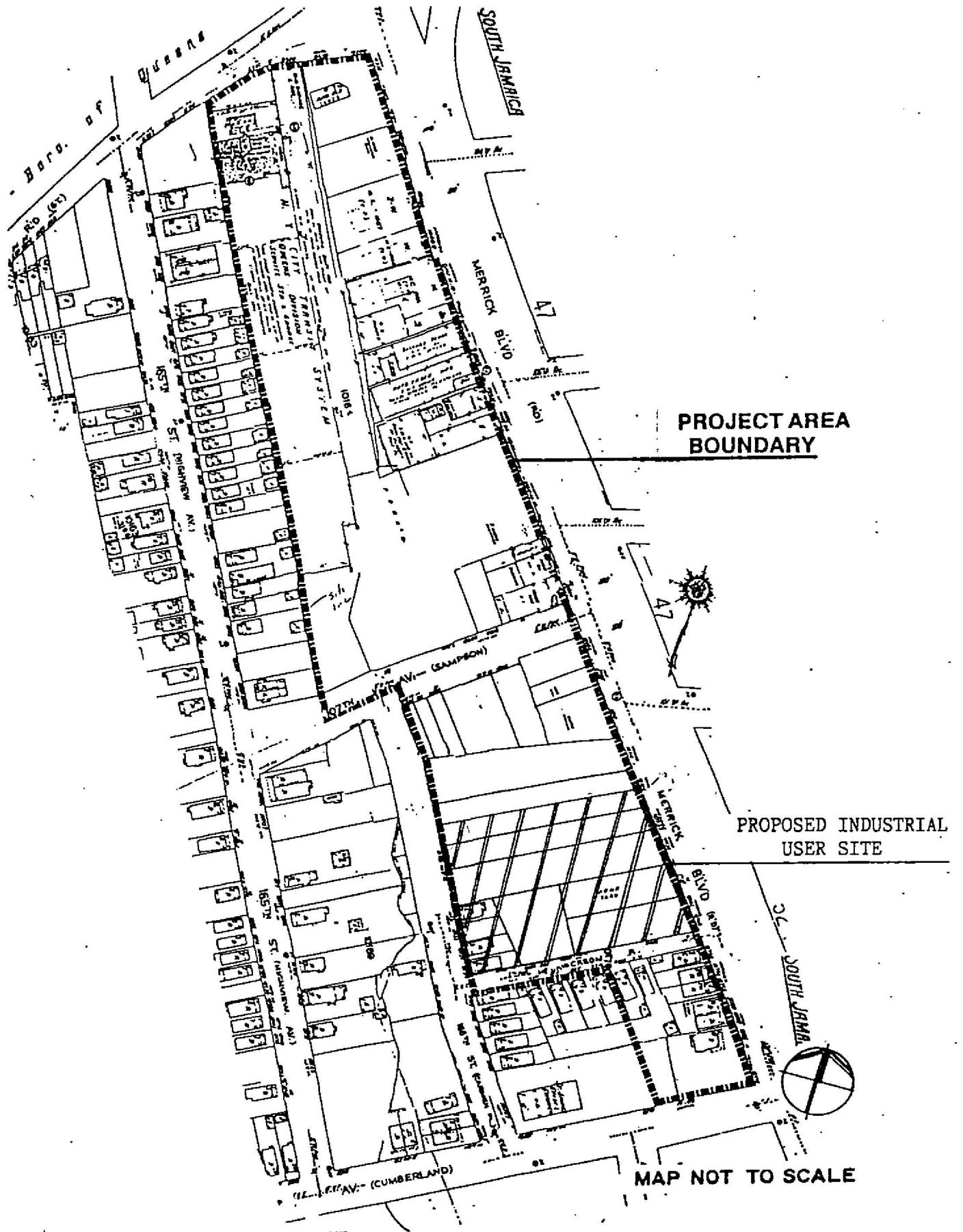


Figure 8 From 1926 Sanborn Insurance Maps of Queens, most recent update.



## CONCLUSIONS AND RECOMMENDATIONS

The prehistoric sensitivity evaluation of the South Jamaica Site 12 project area has documented that the site may potentially preserve archaeological evidence from the prehistoric period. This location is considered sensitive to the preservation of prehistoric archaeological remains because it is topographically similar to locations of documented prehistoric sites. Two such sites exist within a two mile radius of the project area, and both are on relatively elevated soils near to present or former stream courses, a description which characterizes the Site 12 project area. It is possible that at times some of the western portion of the project area was marshy. If this was so, there still would have been considerable areas of higher, better drained soils within the project area. These locations would have been adjacent to the marsh which would have attracted game and provided a potential source of fresh water. The various depictions of the stream on different maps may partially relate to the seasonal changes in its width and length. Although no prehistoric artifacts have been reported from this location, it is our opinion that its physical condition would have been conducive to its use and/or occupation during prehistory. Other recent studies in Jamaica have also reached these conclusions (Roberts and Farkas 1988:18; Rockman et al. 1982:5).

Based on the historical sensitivity evaluation it is only possible to infer early uses of the property. Up until the late nineteenth century there were no buildings within the Site 12 project area. Prior to that time the land was probably used for farming or grazing based on the fact that the property owners depicted on nineteenth century maps generally had dwellings located across the street. This would have made the use of the property for these purposes quite convenient. By 1891 there was construction along Merrick Boulevard, north of 107th Avenue (see Figure 6). This development continued and by 1901 structures are depicted on maps of that time in the southern part of the Site 12 project area along Merrick Boulevard (Figure 7). This includes the block which is proposed for physical impacts. Maps from the twentieth century show a continued pattern of development. Buildings are generally built along the streets; Merrick Boulevard, 107th Avenue, Hendrickson Place, and 166th Street. Outbuildings were occasionally depicted in the backyards.

Construction in the Site 12 project area did not begin in earnest until the twentieth century. Since no evidence has been uncovered which relates a particular individual or event of twentieth century historic importance to the project area, we do not recommend any historical archaeological testing. However since there is potential for prehistoric archaeological resources, the impacts of the twentieth century construction should be considered. The impacts of larger twentieth century constructions likely would have obliterated any prehistoric sites in their locations. Therefore these would not be considered for subsurface testing. Because the perimeters of the block proposed for impacts by the MTA expansion and industrial building contained structures most likely with basements, there is a very low potential for archaeological preservation. However, in the rear of the lots, or the center of the

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block, the potential is greater since the disturbance has been significantly less.

We recommend that a Phase 1B archaeological survey be conducted within the Site 12 block scheduled for physical impacts in order to determine the presence or absence of any potential prehistoric sites at this location, with the exception of the locations of any late nineteenth or twentieth century structures.



Plate 1 View of Project Area from Merrick Boulevard Facing West.



Plate 2 View of Vacant Lots in the Project Area Taken from 166th Street and 107th Avenue Facing Northeast.



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