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**DRAFT
ENVIRONMENTAL IMPACT STATEMENT**

for the

**QUEENS FAMILY COURT AND FAMILY COURT AGENCIES
FACILITY, JAMAICA, QUEENS COUNTY**

APPENDIX A: PHASE IA ARCHAEOLOGICAL ASSESSMENT

Prepared on behalf of:

**The City of New York
Office of the Criminal
Justice Coordinator
One Centre Street, Room 1012N
New York, New York 10007**

Lead Agency:

**Dormitory Authority of the
State of New York
161 Delaware Avenue
Delmar, New York 12054-1398**

Prepared By:

**Historical Perspectives, Inc.
P.O. Box 3037
Westport, Connecticut 06880**

APRIL 1997

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I. INTRODUCTION AND METHODOLOGY

The City of New York has proposed the construction of a replacement facility for the Queens Family Court, presently located at 89-14 Parsons Boulevard. The new facility, in the Jamaica section of Queens County, may accommodate up to 16 court parts, 5 hearing rooms, all required family court support functions, related City agency offices and necessary services. It is estimated that this building will require approximately 301,458 gross square feet, and will be completed and occupied in 2001.

The projected location is divided into two non-adjoining parts. Block 10093, including a small section that was formerly part of Block 10097, (See Figs. 1 and 2; Photos 1 - 5), which is bounded by Jamaica Avenue (formerly Fulton Street), 153rd Street, Archer Avenue (Twombly Place) and the western boundary of the now closed 151st (Division) Street (See Photo 3). It includes the roadbeds of the former 151st and 152nd (Church) Streets (See Photo 4), and has an area of approximately 73,500 square feet.

This part of the study site is presently occupied by a private, surface parking lot which is not open to the general public. (See Photos 2, 3 and 5) Two small buildings, from which a carpet supply business operates, stand at Block 10093's northwestern corner (the intersection of old 151st Street and Jamaica Avenue). (See Photo 1)

The remainder of the study site, Block 10092 Lot 1, also on the south side of Jamaica Avenue, lies approximately 125 feet west of the former 151st Street. It is divided from the rest of the study site by Block 10092 Lot 6, on which stands the former Montgomery Ward department store, which is not part of the project site. Block 10092 Lot 1 is also bounded by Archer Avenue on the south, and 150th Street (formerly Rockaway Road) on the west. (See Photos 6-9)

The Block 10092 section of the project site is presently used as a parking lot, except for one 2-story building which stands on the corner of Jamaica Avenue and 150th Street, on what was formerly Lot 3. (See Photos 6, 7 and 9; Fig. 22) Signage on the building indicates that it is occupied by a discount paint store, although this business appeared to be closed on the day of the site visit. (See Photo 6)

The purpose of this "Phase 1A Archaeological Assessment Report," is to determine the presence, type, extent and significance of any cultural resources which may be present on the proposed Queens Family Court site. It is based on archival research which documents the probability that the proposed parcel has hosted any buried prehistoric or historical cultural resources, and the likelihood that they may have survived the post-depositional disturbances which have accompanied subsequent development.

In order to address these concerns, various sources of data were examined. Primary source material on the project site was collected to determine the study lot's original topography, and to compile a building history and disturbance record. Historical maps and descriptions of the study area were sought at the Long Island Collection of the Queens Borough Public Library, the Local History and Map Divisions of the New York Public Library, as well as the topographical section of the Queens Borough President's Office.

A building history and disturbance record of the project site (to be found at the end of the Historical Period section), was compiled from historical maps, the Department of Buildings' block and lot files, stored in the basement of Queens Borough Hall, and a series of boring logs provided by Edwards and Kelcey, Engineers. (See Appendix B)

William Ritchie's *The Archaeology of New York State* provided a valuable overview of Native American culture and lifeways during the prehistoric period. Works concerning Native American exploitation of the resources of Coastal New York written by Reginald P. Bolton, Arthur C. Parker and Robert S. Grumet were researched as well. Available site reports and journal publications were sought for data specific to the project area. (See Rockman et al. 1982). Inventories of prehistoric and historical sites from the New York State Museum and the New York State Office of Parks, Recreation and Historic Preservation were also utilized in the site evaluation. (See Appendix A)

To place the Queens Family Court site within an historical context, local and regional histories were examined for pertinent material. Particularly helpful were the collections of the Long Island Division of the Queens Library, including Joseph L. Herndon's "The History of the Development of Jamaica, NY," prepared by a member of Columbia University's Graduate Program for Restoration and Preservation of Historic Architecture, which provided an insightful overview of Jamaica's economic development.

Mary Anne Mrozinski, Executive Director of the King Manor Museum, directly across Jamaica Avenue from the project site, also provided information and assistance.

Although no subsurface investigations were conducted, site visits and examinations of current conditions were made (10-8-96 and 2-26-97). (See Photos 1-9)

II. ENVIRONMENTAL SETTING

Long Island is the top of a Coastal Plain ridge formation that is covered with glacial drift, in reality an elevated sea bottom demonstrating low topographic relief and extensive marshy tracts. In the last million years, as glaciers advanced and receded three times, the surficial geology of the island, including the Queens Family Court site, was profoundly altered. "The glacier was an effective agent of erosion, altering the landscape wherever it passed. Tons of soil and stone were carried forward, carving and planing the land surface. At the margins of the ice sheet massive accumulations of glacial debris were deposited, forming a series of low hills or terminal moraines" (Eisenberg 1978:19).

Circa 18,000 years ago, the last ice sheet reached its southern limit, creating the Harbor Hill moraine that traverses the length of Long Island. The moraine is clearly visible on current and historical topographic maps. (See Fig. 2) Before extensive alteration of the landscape during the nineteenth and twentieth centuries, a gently sloping plain extended south of the moraine to the ridge of sand hills forming the Queens mainland. Separating this ridge and the barrier beach known as the Rockaway Peninsula, was a wide expanse of tidal marsh drained into Jamaica Bay by numerous small creeks and their tributaries.

The subject parcel lies in the moderately sloping area near the foot of the moraine's southern slopes, as can be seen clearly on the current U.S.G.S. topographic map, which shows an increasingly steep grade beginning approximately 2,100 feet north of the project area, north of the aptly-named Hillside Avenue. (See Fig. 2)

In order to determine whether modern development and regrading has strongly altered the topography of the project lots, thereby impacting any buried cultural resources, the following discussion will compare historical and current topographic maps. Observations made during a site inspection conducted on 10-8-96 will also be included.

The highly-detailed "Final Maps of the Borough of Queens," based on surveys completed in 1910, show the vicinity of the study site sloping faintly downward as one proceeds toward the southwest. (See Fig. 3) Site elevations lie between 40 and 45 feet above sea level (Queens Highway datum, 2.725 feet above mean sea level) (Final Maps 1918:128,129).

South of the project boundaries, elevations continue to decline as one approaches Jamaica Bay, about 4 miles to the south. Approximately 500 feet south of the study lots lay the Beaver or Ice Pond which was filled in completely in 1906 (Seyfried and Asadorian 1991:pl.42). The site of the pond can be seen on the 1782 map (Fig. 5) bordered by Rockaway Road, Beaver and Church Streets, with Catharine and Water Streets crossing near its center. Although not drawn on the "Final Maps" (Fig. 3) the pond's center can be discerned by an irregularly-shaped area with elevations between 15 and 20 feet (Final Maps 1918:128).

The current U.S.G.S. topographic map indicates no elevation changes on the project lots, showing the project site to be between the 40- and 50-foot contour lines. (See Fig. 2) A more recent and detailed survey of Block 10093 of the project site, completed in December of 1995, also indicates no elevation changes from the Final Maps. Elevations range between 40 and

45 feet (Queens Highway datum), with the higher elevations generally in the northwestern corner of the block, and the lower in the southeastern quadrant (Edwards and Kelcey 1996:Appendix C). It was observed during a site visit (10/8/96) that the Block 10093 parking lot surface was fairly uneven, and along Archer Avenue (south side of the project site) is elevated 1 to 2 feet above the adjacent sidewalk. This suggests that some of the debris from the demolition of the study site buildings remains beneath the parking lot asphalt.

III. PREHISTORIC PERIOD

The prehistoric era on the south shore of western Long Island can be divided into three time periods, based on prehistoric man's adaptations to changing environmental conditions. These are generally known as the Paleo-Indian (c.12,000 to c.10,000 years ago), the Archaic (c.10,000 to c.2,700 years ago) and the Woodland (c.2,700 to c.500 years ago). In order to be able to assess the project site's potential for prehistoric exploitation, it is first necessary to review briefly these time periods and their associated settlement patterns.

Paleo-Indian Period (c.12,000 y.a. - 10,000 y.a.)

Prehistoric man arrived in the New World some time before 12,000 years ago. These early Americans, who we call Paleo-Indians, migrated from Siberia across the Bering Land Bridge to Alaska during the Late Pleistocene or Ice Age. They undoubtedly came down from Alaska during the Two Creeks Interstadial around 10,000 B.C., when an ice-free corridor opened between two massive glaciers that covered present Canada. During this period, the Indians relied heavily on large pleistocene herbivores for food, namely mammoth, mastodon, caribou and musk ox. These Indians were hunters and gatherers, nomadic people who roamed widely in search of food, and their settlement pattern consisted of small temporary camps. The diagnostic artifact of the Paleo-Indian Period is the fluted projectile point. However, these people made other sophisticated tools as well, including gravers, steep-edge scrapers, knives, drills and other unifacial tools.

Archaic Period (c.10,000 to 2,700 years ago)

The cultures of the Archaic Period are considered to be human adaptations to the changed environmental conditions of the warm and dry hypersithermal interval, during which temperatures are believed to have been considerably warmer than at present. The spruce and pine forest dwindled further, and mixed hardwoods - oak, hickory, chestnut, beech, and elm - became dominant. This essentially modern, open, oak woodland pattern provided ample food for mast-eaters such as white-tailed deer, turkey, moose, beaver and even black bear, and thus the hardwood forest provided a greater carrying capacity for hunters and gatherers (Ritchie 1980:32).

During the Early and Middle Archaic, saltwater fish and shellfish apparently did not play an important dietary role. Although oysters were abundant on the South Atlantic Shelf by 12,000 years ago, they did not become a dietary staple until the Late Archaic. This is mainly because during the early and middle stages the coastal areas were relatively barren environments, providing little aside from oysters. Artifacts recovered from Middle Archaic shell heaps indicate that these sites were temporary processing stations. Larger base camps, indicating a semi-sedentary lifestyle, were generally inland, near freshwater bogs and lakes, which were far more hospitable, providing fresh water, fish, waterfowl, and attracting deer and other game animals (Lavin 1988:103-104). Archaic man was still highly mobile, but within well-defined territorial limits, moving between seasonally exploitable lacustrine and riverine food resources. Although there was little storable surplus, meat and fish could be dried or smoked, and plant

foods such as acorns, chestnuts, beech nuts, and various seeds could be saved. Bark-lined and roofed storage pits for this purpose have been found in up-state New York.

The Archaic tool kit reflects this greater reliance upon seeds and nuts, with grinding tools such as mortars and pestles represented; bone fishhooks and notched pebble netsinkers for fishing; woodworking tools such as adzes, celts, axes and scrapers, as well as many general purpose tools.

The warmer and drier conditions during the thermal maximum, occurring after 7,500 years BP, and definitely by 5,000 to 2,000 BP, caused the shrinkage of interior lakes and streams, and resulted in the crowding of Archaic peoples at the larger and therefore more reliable water and food sources. The population pressure and resource competition thus caused is reflected in the increased incidence of burial ceremonialism during the Late and Terminal Archaic.

At the end of this warm period, between 4,000 and 3,000 years ago, cooler temperatures slowed the melting of the polar ice cap, substantially reducing the rate of sea level rise. This enabled silt deposits to build up along coasts and at the mouths of rivers and streams, such as those draining into Jamaica Bay, which in turn developed into salt marshes. Established salt grasses such as *Spartina* sp. trapped more silt, building up the marsh to the high tide level, providing ideal environments for clam beds and scallops (Lavin 1988:106). Such salt marshes are incredibly rich in plant and animal life, providing food and breeding grounds for numerous species of fish, shellfish, birds, amphibians and mammals. As elevations rise toward the uplands, and salinity decreases further inland, different econiches are represented, often presenting a year round selection of exploitable plant and animal resources within close proximity to one another (Lavin 1988:108). During the Late and Terminal Archaic, coastal sites and the exploitation of shellfish resources were more heavily represented. Archaic period shell middens excavated in the Hudson Valley indicate that oysters were processed on site, but the meat was taken elsewhere for consumption or exchange. Other types of sites represented include rockshelters and open woodland camps (Schaper 1993:32).

The earliest known pottery type made its appearance during the Terminal Archaic (2,750 years BP), which enabled Archaic people to cook longer and more evenly the grains and plants now being gathered from the marshes (Lavin 1988:110). Many Early and Middle Archaic coastal sites have been flooded due to the general stabilization of the sea level since that time. Many Late Archaic coastal sites have also met the same fate. For example, the Late Archaic Wading River Complex, four archaeological sites on the north shore of Suffolk County, was found on the edge of a salt marsh, on dry ground that ranges from only two to seven feet above mean high water (Wyatt 1982:71). At Shelter Island, Suffolk County, a small Late Archaic special purpose camp, probably for tool making and food processing, lies near tidal wetlands, and at its highest elevation is only five feet above mean high water (although its lowest points indicate a rise in water level since its occupation) (Witek 1988:21, 28).

Woodland Period (c.2,700 to 500 years ago)

By the beginning of the Woodland period, the climate had stabilized, becoming much as it is today. The trend toward increased exploitation of coastal resources which had begun at the end of the Archaic intensified, with site size and frequency rising until large semi-sedentary

settlements appear in the Late Woodland. There are also indications that inland sites declined in number (Lavin 1988:106, 108, 110). The number and size of sites and artifact diversity indicate longer occupations and the increased use of non-local lithic materials. The regionalization of ceramic styles suggests an growing territoriality.

By the late Middle Woodland, the disappearance of mortuary ceremonialism points to an increasingly successful adaptation to the environment. The largest sites of the Late Woodland, generally located on the coast or the intertidal zone near estuary heads, often contain evidence of structures, and are recognized as villages by some archaeologists. People of Woodland times preferred the same sites as those of the Late Archaic in order to exploit both salt and fresh water marsh environments (Lavin 1988:106, 108, 110). The sites are described as well-drained locations on bays and tidal streams close to sources of marine shellfish, with shell heaps or middens covering areas of up to three acres or "situated on tidal streams or coves" (Ritchie 1980:266, 269). Nearly all of the permanent sites are on tidal streams and bays on the second rise of ground above the water (Smith 1950:101).

The Woodland tool kit shows some important additions, notably the bow and arrow for hunting, dugout boats and barbed bone/antler harpoons for sea fishing and hunting of sea mammals. Fish runs in rivers provided a stable and reliable resource, and fish weirs were utilized in rivers and major creeks for the capture of large quantities of anadromous¹ fish (Brumbach 1986:35). Cups, bowls and spoons were fashioned of wood and tortoise shell, and the use of pottery for cooking became more widespread. In fact, pottery sherds become the most common artifact found on Woodland large camp and village sites (Ritchie 1980:267-268). Horticulture appeared in certain areas during Middle to Late Woodland times, but very little evidence of its practice has been found in coastal New York. Although coastal Indians were familiar with maize as early as 1150 A.D., it remained a minor source of nutrition, probably since it was unnecessary to supplement their already rich and bountiful diet (Lavin 1988:113).

European Contact Period (c.500 to 300 years ago)

Following the earliest known visit of Europeans to the New York City area, the exploration of New York Bay by Giovanni da Verazzano in 1524, descriptions of Native Americans and their settlements were recorded, providing another source of data to buttress archaeological inferences about Indian lifeways in the Contact Period. Daniel Denton, a member of the first group of Jamaica settlers, in his *Description of New York*, published in London in 1670 observed:

They live principally by hunting, fowling and fishing, their *wives* being the husbandmen, to till the land and plant the corn. The meat they live most upon is fish, fowl and venison . . . They build small moveable tents, which they remove two or three times a year, having their principal quarters where they plant their corn; their hunting quarters and their fishing quarters (Thompson 1843:180).

¹I.e., sea fish such as salmon, which swim up rivers to spawn.

The cultivation of maize (which previously was an unnecessary supplement to an already rich diet) and an increasingly sedentary lifestyle became more widespread on Long Island during the Contact Period, probably due to trade relations with Europeans. Shell bead and wampum production was increased, and furs were collected by Natives for exchange. Although there are many ethnohistorical accounts of trade, there is little archaeological evidence of this in the region (Kraft 1991:213). Shellfish remained an important food source. Isaac Jogues (1862:29), who visited New Netherland in 1633-1634, observed the "great heaps" of oyster shells made by the "savages, who subsist in part by that fishery."

Apparently, the larger villages developed into permanent settlements whose populations expanded and contracted with the availability of various natural food resources, while agriculture provided a storable surplus to maintain a smaller population throughout the year. Part of the population still migrated between food sources, inhabiting smaller seasonal campsites. However, this period of growth was interrupted by epidemics of European diseases against which the Indians had no natural immunity, resulting in decimation of the population. By 1670, Denton reported:

it is to be admired, how strangely they have decreased, *by the hand of God*, since the English first settling in these parts. For, since my time, where there were six towns, they are now reduced to two small villages (Thompson 1843:I 80).

At this time it is generally believed that western Long Island was inhabited by Munsee-speaking Canarsee and Rockaway Indians, members of the Delaware culture group. Due to the enormous stresses of disease and warfare with European settlers, the socio-political situation of Long Island's Native Americans was extremely fluid, with groups splitting and combining in complex ways. The relationship between western Long Island's Indian groups is still open to debate. The Canarsee had their main village in southeastern Kings County, and the Rockaways had their chief settlement somewhere in Far Rockaway, yet they may have been a subgroup of the Canarsee. The last documentary mention of the Canarsee came in 1684, when they had joined with the Rockaway and another group, the Massapequa (Munsell 1882:195; Grumet 1981:5-6,47). Although Edward M. Ruttenber, in his 1906 article, "Indian Geographical Names of the Valley of the Hudson's River," suggested that Jamaica was the name of a local Indian group, there is no evidence of such a group (Grumet 1981:16), and in their defense, although 19th-century local historians tell the "Jameco" Indian group story, they also report doubts as to its validity (Thompson 1843:II 96).

Jamaica is believed to have been derived from the Algonkian word for beaver. The earliest spelling, Jamaika, appears in a document from 1655, and the word appears as Jamaick, Jamenico, Jemaico, Jameco etc. during the 17th century. Jamaica referred to a beaver pond in the vicinity of the first European settlement (Grumet 1981:16). (See Fig. 5)

Twentieth-century research conducted by Robert S. Grumet and Reginald Bolton has identified a Native American trail, Mechawanienc, as the precursor of Jamaica Avenue, which abuts the project site on the north. (See Fig. 4) Bolton translates Mechawanienc as meaning, not surprisingly, "old path or trail." (Grumet 1981:33).

The nearest known Indian habitation area is "a village on a creek a mile south of the present village of Jamaica,"² (Beauchamp 1980:137; Parker 1920:672; Bolton 1972:148,149). The source for this statement, Benjamin Thompson's *History of Long Island*, reports that the Indians resided "near that part of the bay and the stream, or creek south of the Beaver Pond" (Thompson 1843:11 96). Bolton locates the site adjacent to Baisley Pond Park (Grumet 1981:67,71), which would place the village approximately 1.5 to 2.2 miles southeast of the study area. A second native path branching from Mechawanienc (Jamaica Avenue), which very roughly approximated the path of present 150th Street and Sutphin Boulevard (abutting the western section of the study site), led to this settlement and continued south to Jamaica Bay (See Fig. 4).

A search through the files of the New York State Museum and the Office of Parks, Recreation and Historic Preservation (OPRHP) identified two inventoried prehistoric sites within one mile of the subject parcel.³ (See Appendix A) These are NYSM #4531 (ACP Quns-8), "village of the 'Jameco Indians,'" which is the settlement near Baisley Pond Park described in the preceding paragraph. The OPRHP locates this village very generally, placing it somewhat north of Baisley Pond Park, at least 1 mile southeast of the project lots. The second site is NYSM #4546 (ACP Quns-no#), described as "traces of occupation," generally located about 0.9 to more than 2 miles northeast of the project lots (Parker 1920:672,pl.208).

As outlined in the prehistoric overview above, an important consideration in the determination of a site's potential for hosting prehistoric cultural remains is the attractiveness of the subject parcel's environmental resources to prehistoric Americans. These factors include the presence of protected, dry, elevated land, a source of fresh water, and the proximity to a marsh environment, which would have provided a rich source of edible and useful plant and animal species.

The Beaver Pond, only 500 feet south of the project site, would have provided a useful source of fresh water, and the pond and its vicinity an attractive hunting, fishing and foraging ground. During the 18th century a freshwater swamp existed along the banks of the creek draining the Beaver Pond, beginning about 2,000 feet south of the study lots. (See Fig. 5) The project site itself would have presented a dry, level, elevated location. These environmental factors suggest that the project parcel would have been highly attractive to exploitation by prehistoric Americans. The presence of two major Native American paths, now Jamaica Avenue and 150th Street, and their intersection, abutting the study lots, and the Indian toponym, Jamaika, referring to the Beaver Pond, indicates that Native Americans were present in, and familiar with the project area.

³Site A081-01-0152, the "Federal Building Block," excavated in 1982, is an historical period site, and the location of the Social Security Administration Building. It is incorrectly located on the map. (See Appendix A) The building stands approximately 500 feet northeast of the project site, along Jamaica Avenue. (See Photo 1) It is not clear whether this mile begins in the center of Jamaica village or at its outskirts.

Based on this review of historical, archaeological and environmental data, the study site has a high potential for having hosted buried cultural remains from the prehistoric period. However, due to the usually shallow nature of such deposits, three to four feet below the pre-development surface, they are extremely vulnerable to the ravages of historical period construction. The impact of 19th- and 20th-century construction on this prehistoric potential will be discussed in the Conclusions section of this report. ✓

IV. HISTORICAL PERIOD

Incorporated in 1656, Jamaica Village was first established by a group of English settlers from Heemstede (Hempstead in present Nassau County), who requested permission from Director-General Peter Stuyvesant to establish a town on Dutch West India Company territory between Heemstede (Hempstead) and Amersfoort (Flatlands). Although the Dutch chose the official name, Rustdorp⁴ (ROOST-dore-up), meaning restful or peaceful village, the settlers preferred a number of other names, including Canorasset and Crawford, but eventually adopted the name Jamaica, after the Indian name of the beaver pond near the settlement (Brodhead 1853:619; Thompson 1843:96-97). (See Fig. 5)

Jamaica's proprietors purchased property surrounding the village from the local Native Americans in order to strengthen the settlement's title to lands granted by the Dutch authorities and later confirmed by the English colonial governors. Interestingly, the first recorded transaction occurred in 1655 (before official permission to settle was granted), with the payment of "two guns, a coat and a certain quantity of powder & lead," to Casperonn, Adam or Achitterenose, Ruckquakek, Runnasuk, Anmerhas, Caumeuk, Manguaope and Waumetompack. The same property was repurchased in 1662 from Waumitumpack (Waumetompack?), the "Sachem of Rockaway," for a trooper's coat and a kettle. However, instead of the kettle, it is reported that the sachem was satisfied with "8 bottles of licker." Each original proprietor received ten acres of planting land, twenty acres of meadow and a homelot near the settlement. As new residents arrived, land was allotted to "respectable" settlers, admitted by vote at the town meeting (Munsell 1882:193-195).

Among the original 20 village proprietors was Daniel Denton, whose 1670 "Description of New York," quoted in the previous section, provides a valuable description of local Native Americans and their lifeways. At the first town meeting, in 1656, Denton was appointed public secretary/recorder (Thompson 1843:80,97).

Despite the presence of Denton's father, the Rev. Nathaniel Denton, among the first proprietors, one of the settlement's early concerns was the calling of a minister. In 1662, the town hired Harvard-educated Zachariah Walker, at £60 (in wheat and corn) per annum, and built a thatched-roof, log meeting house "26 foot square" at the southwestern corner of present Jamaica Ave and Parsons Boulevard (then Beaver Street), about 750 feet northeast of the subject site, in c.1662. The town voted to pay Andrew Messenger and Richard Darling £23 in wheat and corn, to build a parsonage, 26 by 17 feet (Thompson 1843:99,100-101; Herndon 1974:6). The parsonage building fronted on the south side of present Jamaica Ave and on the east side of Parsons Boulevard (approximately 800 feet from the project site).

Oddly, during the time he was in Jamaica, Walker did not complete his degree, and was therefore not officially admitted to the ministry. This probably contributed to his departure in 1668. On November 5 of the same year, John Wascot was hired to enclose the "burring

⁴A number of historians, probably based on Thompson's early *History of Long Island*, spell the name Rusdorp (Thompson 1843:97; Prudon et al. 1974:2). It is not clear whether this is a 17th-century spelling variation or a 19th-century error. Rus in Dutch means Russian.

plas," 10 rods square, which had been established on a section of the parsonage lot (Historical 1938 XI:46; Landmarks 1977:1). Although the date for its founding is often given as c.1662 (Historical 1938 XI:46; Willensky and White 1988:784), the year 1668 marks the first appearance of the present larger Prospect Cemetery in historical documents. (See Figs. 12 and 15) Prospect Cemetery, approximately 320 feet southeast of these project lots, is now a New York City Landmark.

Jamaica assumed a new importance as an administrative center following the English conquest of New Netherland in 1664. Governor Nicoll confirmed the town's patent in 1665, and made the village the judicial and legislative seat of the region. The other Long Island towns levied special taxes to build a larger court and meeting house in the village, which was completed adjacent to the original building in 1667.

The Presbyterians, who represented the majority of the population, had previously used the court/meeting house for their religious services, but erected a larger stone building, long known as the "Old Stone Church," in 1699, during the pastorate of John Hubbard (1698-1705). This building, with "a pyramidal roof, and a balcony in the centre, surmounted by a weather-cock of sheet copper," stood in the middle of Jamaica Avenue, in the line of Union Hall Street, until it was torn down in 1814 (Thompson 1843 II:105,115). (See Fig. 5)

The church and parsonage became a bone of contention between the colonial government-supported Church of England, and the village-supported Presbyterian church. During a yellow fever epidemic in 1702, Governor Cornbury and his entourage fled New York City for rural Jamaica, where then-pastor John Hubbard, whose parsonage was the finest house in the village, vacated his residence in deference to Lord Cornbury. When Cornbury, a zealous promoter of the Church of England, finally left after two to three months, rather than return the house to its owner, he gave it to an Anglican clergyman, and advised him to take possession of the church and parsonage lands, forcing Hubbard to preach to his flock in an adjoining orchard (Thompson 1843:105-107; Historical 1938:XII 129). Cornbury's not illogical conclusion seems to have been that since the buildings had been erected and were maintained by the Crown's taxes (mandatory even for non-Presbyterians), they should be occupied by the Crown's minister.

Although the village's Presbyterian majority attempted to repossess the house and church by force, this was prevented by the Cornbury-controlled civil authorities. However, Jamaicans refused to pay the salary of the Anglican minister. The crisis dragged on for decades, waxing and waning depending on the inclinations of the Royal Governors and clergymen involved. By 1708, for example, following the advice of Governor Lovelace, both groups shared the church. However, after 1710, control of the properties passed to the Presbyterians, with the marriage of the daughter of the deceased Rev. William Urquhart (Anglican) to a Presbyterian theological student. Urquhart's widow, probably desirous of remaining in the parsonage, turned it over to her son-in-law, and the new Anglican minister, Thomas Poyer, was never able to repossess it. Litigation was decided in the Presbyterians favor in 1727, although wrangling continued as late as 1768 (Herndon 1974:8-10; Kamen 1975:222; Munsell 1883:238,239). Following its eviction, the Episcopal congregation held its services in the courthouse, until the first Grace Church sanctuary was completed at the northwest corner of Jamaica Avenue and Parsons Boulevard in 1734 (See Fig. 5) (Thompson 1843:116,124n; Herndon 1974:7,8).

These unsettling events seem to have prompted the Dutch Reformed congregation, which had worshipped with the Presbyterians, to organize officially. This occurred c.1702, the year the first baptism was recorded, and the Jamaica church became the first Dutch Reformed congregation in Queens County. At first the Dutch, settlers from New York City and Kings County, met in the court house, but in 1715, the elders and deacons of all the Dutch congregations in Queens County decided to build a church in Jamaica, raising £361 18s 3d by subscription. An octagonal church building was completed in 1716, on the south side of present Jamaica Avenue opposite 153rd Street (adjacent to the project site on the east). At the top of the steep roof was a cupola with a bell made in Amsterdam. (See Fig. 6)

The congregation shared ministers with the Dutch congregations in Kings County, but the members wanted their own *dominie*, since they were "surrounded by Quakers and Anabaptists," and feared loss of members through intermarriage and proselytization. In 1730 the congregation attempted to call a minister from the Netherlands, but for only £80 a year, later raised to £100, none would come. Not until 1741 was the first minister, Johannes Henricus Goetschius of Pennsylvania installed (Munsell 1882:236).

As can be partially discerned from the 1782 Taylor map (Fig. 5), 18th-century Jamaica was a sparsely-built village, near the crossing of the roads to Flushing and Rockaway (now Parsons Boulevard and 150th Street/Sutphin Boulevard, respectively) and present Jamaica Avenue, which led to Brooklyn and New York on the west and Hempstead on the east. The latter road, widened one hundred feet by c.1703, was the chief route by which the farmers of Queens County's outlying areas brought their crops to market. As they returned home from Brooklyn and New York they passed through Jamaica and spent their money in the village's stores, inns and taverns. Merchants and innkeepers established a "stage wagon" in 1767, which took passengers from Jamaica to Brooklyn three times a week for 2 shillings, or 3 pence a mile for any distance in between. Alexander Hamilton recorded a visit to a Jamaica tavern in 1744, where his party "paid dear for our breakfast which was bread and mouldy cheese, stale beer, and sour cider" (Herndon 1974:10-12,16). The sour cider was likely a local product, from the products of the numerous orchards which dotted the landscape. (See Fig. 5).

One tavern, usually referred to as Eldert's Tavern, stood at the southwest corner of Jamaica Avenue and 150th Street (Rockaway Road), approximately 50 feet west of the project site. It can be seen on the 1782 map (Fig. 5). According to most sources the tavern was owned by John or Johannes Polhemus, a farmer who had run a similar establishment in present Woodhaven until 1780. A staunch Loyalist, Polhemus resettled in Nova Scotia at the close of the Revolution, and his Jamaica property was confiscated in 1784. The tavern was then operated by the Eldert family, and later became the Abraham L. Bogart homestead. (See Fig. 12) The building was moved to the south side of Archer Avenue, where it stood until at least 1934 (Historical 1938:XI 92,93,95; Onderdonk 1976:12,64).

As an important transportation hub, Jamaica was occupied by the British in 1776 during the Revolutionary War. Soldiers were billeted in most houses, and troops camped in the hills north of the village during the winter. The occupation had its benefits, since the officers and men supported the local economy, especially the taverns and inns.

Supporters of the Revolution, such as ardent Whig Dominie Solomon Froeligh, fled, while those that remained were forced to swear loyalty to the Crown, or face imprisonment. The British used the Stone Church as a prison, and Froeligh's Dutch Reformed Church became a storehouse, where wagons were loaded with weekly provisions of rum, pork, flour and peas. Although the soldiers left the pulpit alone, the pews and floor were ripped up to build barracks and huts (Munsell 1882:236-237).

Despite these offenses against the ecclesiastical fabric of Jamaica, it was the army's seizure of local resources that probably adversely affected a greater part of the population. The confiscation of cattle and sheep caused a food shortage. The great demand for wood for cooking, heating and construction, particularly during the winters, meant that many orchards were cut down and fences and buildings stripped. Among other structures, the jail and the old court house were torn down for building materials. After the war the county court moved to Hempstead, because there was no longer any place to meet in Jamaica (Herndon 1974:14-15; Onderdonk 1876:7,8). Until a new building was completed in 1855, town meetings took place in local inns and taverns, including Eldert's tavern on the Rockaway Road (150th Street) opposite the project site. When Aaron Burr came to Jamaica to argue a case in 1810, the trial was held there (Munsell 1882:221; Historical 1938:XI 92).

On the other hand, the destruction of so many older buildings encouraged a wave of new construction in the decades after the Revolution, which gave Jamaica a more sophisticated aspect, at least compared to the villages further east. The Old Stone Church (1813), Grace Church (1822) and the Dutch Church (1833, see Fig. 6) were all replaced during this period. Actually, the Dutch Church had become too small for its growing congregation (which had begun services in English in 1792), and a new structure was completed near the first building in 1833 (Herndon 1974:17; Munsell 1882:237).

Jamaica's growing sophistication is also evidenced by the founding of Union⁵ Hall Academy, a school for young men established by subscription in 1791. Opening in 1792 in a building on Union Hall Street (south of Jamaica Avenue), courses in mathematics, reading, writing, English grammar, rhetoric, Latin and Greek were offered. In 1817, Union Hall Female Academy was established, which omitted Latin and Greek in favor of French, various handcrafts, music, dancing, history, astronomy, etc. With the advent of the public school system, Union Hall closed in 1873 (Munsell 1882:229; Herndon 1974:17; Ross 1903:275).

Timothy Dwight, who visited the town in 1804, reported about 100 houses, three churches and the academy mainly along Jamaica Avenue in this "customary resort" for New York. Vacationers, and later wealthy country residents and retirees settled in Jamaica village, most notably Rufus King, who purchased a house and farm from the estate of Christopher Smith in 1805, on Jamaica Avenue, directly opposite the subject lots. (See Fig. 8) During the Revolution, King had been an aide to American General John Glover, and later served as a delegate to the Continental Congress from 1784 to 1787. He was one of the 39 signers of the final form of the Constitution. A Federalist, in 1789 he became one of the first pair of

⁵Union was chosen because the academy represented the united efforts of the people of Jamaica, Flushing and New York.

senators from New York, and was reelected in 1795. King served as first minister to Great Britain from 1796 to 1803, when he resigned to run for vice president, losing in 1804, and again in 1808. Elected to the senate in 1813 and 1820, King also ran for president, unsuccessfully, against James Monroe in 1816. Under President John Quincy Adams, also a Federalist, King was appointed Ambassador to Great Britain in 1825, but was taken ill, and returned to the United States, where he died in 1827, and was buried in Grace Church graveyard (Herndon 1974:17,19-21).

The King mansion was originally a small mid-18th century building, associated with the Episcopal Church in some capacity. Its original purpose has been described as hospital or parsonage, and dated to as early as 1730, with western sections from 1755, and King's additions on the east from 1806. King's son, John Alsop King, governor of New York (1857-59), occupied the mansion, which passed to his daughter Cornelia. The house was designated a New York City Landmark in 1966 (Willensky and White 1988:781; Herndon 1974:19,21).

Another religious group, the Methodist Episcopal Church, made its official appearance in Jamaica when it erected a small church on the east side of Division Street (151st), south of the project site in 1811. (See Fig. 9) Jamaicans were introduced to Methodism in 1767, when a retired British army captain, Thomas Webb, visited and preached to his wife's relatives there in 1767. Webb seems to have been something of an itinerant preacher, working in conjunction with a number of other Methodists, who gathered a flock of about 24, about half of whom were of African descent. John Adams, who once heard Webb speak, declared him to be among the most eloquent he had ever encountered (Methodist 1932; Munsell 1882:244).

During the Revolution, Methodists were considered Tories, and Webb and most of his fellows left the country. At the close of hostilities, the congregation had dwindled to almost zero, and the Jamaica church, too small to have its own minister, became a preaching "charge" on the Long Island circuit. In 1810, Israel Disosway and his sister Ann, both of New York City, sold Jamaicans Mark Disosway, Peter Poillon, John Dunn and six others, trustees of the congregation, eight lots extending from Division (151st) Street to Church (152nd) Street for one dollar. Now under the roadbed of Archer Avenue (approximately 15 feet south of the project site), this land, 225 feet long on the north and south sides, and with 100-foot frontages on Division and Church Streets, was to be used to erect a church building. However, a provision in the deed stipulated that if insufficient money for construction could be raised by subscription, then the trustees could sell up to four lots, but only those along Church Street (Deed Liber L, p.200). Apparently, this was the case, since the 1842 map shows the Methodist church on a lot along Division Street only half the size described in the deed. (See Fig. 9) A subscription list from 1809 and a membership list from 1808 includes Peter Poillon, John Dunn and Joseph Seeley, whose names or surnames (probably not coincidentally) appear in 1842 as owners or occupants of nearby lots in the project site (Munsell 1882:244; Methodist 1932).

The church building was a humble affair, with separate doors for men and women, who sat on opposite sides of the building during the service (See Fig. 7). The most notable event at this church appears to have occurred during its construction in 1810, when the frame collapsed and injured two of the local laborers (Onderdonk 1865:97). However, until c.1840 there were still fewer than 40 members, and no resident minister until 1843, when Joseph

Henson was appointed pastor, with a quarterly allowance of \$25. By 1844, membership had increased to 100, and a new building was erected on Fulton Street (Jamaica Avenue) at New York Avenue (Guy Brewer Boulevard), about 1,700 feet northeast of the study lots.

According to the 1842 map (Fig. 9), the Division (151st) Street property included a cemetery on land approximately 15 feet south of the study lots, in present Archer Avenue. Later, the congregation established a new cemetery, still in existence, on land donated in 1850 on New York Avenue and Linden Street (now Guy Brewer Boulevard and Liberty Avenue), about 1,800 feet east of the study lots. Except for the 1842 Johnson map, there seems to be no record of the existence of the old cemetery. According to a local genealogist and preservationist, "part of the church history talks of moving bodies from it's [sic] old burial grounds to the current cemetery" (Walski n.d.:n.p.). This is corroborated by an examination of the inscriptions in the new cemetery, which although established in 1850, contains 13 inscriptions (out of 105 in 1914) which date to between 1816 and 1844 (Frost 1911a). This number is consistent with the small size of the congregation and the short period that the old cemetery was in use. Since the 1842 Johnson map shows the cemetery to begin 200 feet south of Fulton Street (present Jamaica Avenue), and the project lots extend only 184.77 feet south of Jamaica Avenue, no part of the project site was ever part of, or contiguous with, the early Methodist Cemetery.

By 1836 Jamaica had grown into:

A neat and pleasant village, approached by roads running through a district highly cultivated and richly adorned, with splendid country seats and productive farms . . . It contains one Presbyterian, one Episcopalian, one Dutch Reformed churches, each with its tower and belfry, giving grace to the town, and one small plain Methodist meeting house, all of wood, as are most of the dwellings. Two academies are incorporated; the Union Hall, for males; the other for females; the fireproof office of the county clerk and surrogate, established here by special act of assembly; two printing offices, publishing weekly journals, two physicians, three lawyers, seven stores, four inns, and the usual handicrafts, and 140 dwellings, generally two stories high, many of them large and commodious, surrounded by grass lots and shrubbery; inhabited by retired merchants from New York (Thomas Gordon, in Herndon 1974:24).

During the 1850s and 1860s a number of fine buildings were constructed in the village, including Grace Episcopal Church, whose brownstone English country Gothic sanctuary was completed in 1862 at Jamaica Avenue between 153rd Street and Parsons Boulevard. (See Photo 5) Today it is a New York City landmark, about 625 feet northeast of the subject lots.

The second building of the Jamaica Dutch Reformed Church burned to the ground on September 30, 1855. The fire started on the project site, in the carriage factory of James R. Hendry, at the corner of Church Street (152nd) and Jamaica Avenue (Block 10097 Lot 1 - See Fig. 9 "Smelt"), and spread eastward, destroying Hendry's factory, home, barn, and five additional buildings (known as "Rotten Row"), before reaching the church, which only hours

previously had received the last daub of paint in an extensive renovation and embellishment. A new, larger sanctuary, a red brick Romanesque Revival structure, was completed in 1859, and is a New York City landmark (Historical 1938: XI 82,83; XII 75; Willensky and White 1981:782). (See Fig. 6)

The town's growth is attributable to a number of improvements in transportation which occurred during the first half of the 19th century, solidifying Jamaica's position as the transportation hub of Queens County. The first was the rebuilding of the road to New York by the Brooklyn, Jamaica & Flatbush Turnpike Company in c.1809. (See Fig. 8) The eastern terminus was present Jamaica Avenue at 168th Street, but was later extended to Hempstead and Jericho. This turnpike was privately operated until 1897, and tollgate houses were still standing during the 20th century.

Another important event was the creation of the Brooklyn & Jamaica Railroad Company in 1832. The first steam trains from the ferry landing in Brooklyn reached Jamaica in 1833. The company was a financial failure, but in 1836 the line was leased by the Long Island Railroad⁶ Company (LIRR), which had been formed in 1834. (See Fig. 9) The LIRR extended the line and ran cars as far as Hicksville by 1837, and Greenport was reached in 1844, from whence passengers debarked for a ferry across Long Island Sound. The line was an important link in the New York to Boston route, for which an all overland route was not considered possible, that is, until it was completed in 1848. This event forced a difficult reorientation of the LIRR toward local Long Island traffic (Smith 1958:1,4,15).

Despite the financial tribulations of the LIRR, Jamaica was still one of its most important depots, and the station, depot, workshop and storage buildings and other real estate can be seen on the 1842 and 1868 maps (Figs. 9 and 11), approximately 200 feet south of the project lots, with the tracks dividing Jamaica in two.

The LIRR shops had been established there in 1836, and remained until they were moved to Long Island City in 1875 (Seyfried 1966:118). An official description of facilities from 1856 lists a "Machine Shop, Engine House, Carpenter and Paint Shops, Foundry, Wood House, Old Car House, Freight Office, Passenger Station and Three Dwelling Houses at Jamaica," valued at \$22,500 (LIRR 1856). The three dwellings do not seem to refer to any building on the project site, since the 1886 and 1891 atlases show three dwellings on station property, immediately south of the tracks, along Beaver Street (about 350 feet south of the project site) (Sanborn 1886:5; 1891:9).

The presence of the depot had a direct effect on the project lots. The Union Hotel near the southeast corner of Fulton (Jamaica Avenue) and Church Streets (152nd) (See Fig. 12), and Goeller's Hotel at the southwest corner of Fulton and Church Streets (See Fig. 17), were among the many on the blocks north of the station that catered to travelers. Others residents rented rooms to railroad laborers, as with saloon proprietor Benjamin Johnson, whose house

⁶Although the company presently uses "Rail Road," during the 19th and most of the 20th centuries, the period with which this report is concerned, "Railroad" was the official spelling.

at the southeastern corner of Fulton and Division (151st) Streets harbored eight immigrant Irishmen, each described as "Laborer on Railroad" by the 1870 census. (See Fig. 12)

The depot complex underwent a number of recorded renovations and rebuildings, between 1860 and 1900. The rival South Side Railroad, which began serving towns along the south shore of Long Island as far as Rockville Centre in 1866, set up its own depot on Division (151st) Street, south of the LIRR tracks, and approximately 300 feet south of the project site. (See Fig. 12) The stations were combined when the LIRR began leasing the South Side Railroad in 1877 (Seyfried 1966:186-187; Smith 1958:24,36). In July of 1880, the receiver, the roadmaster and the master of transportation moved their offices into the Jamaica depot. These offices were probably located in the building on the project site (Block 10093 Lot 77) that was labeled "R.R. MASTER'S" in 1886 and 1891. According to the maps, what is really a group of buildings also included sheds, and possibly stables (See Figs. 14 and 15; See also Building History discussion at the end of this section).

With electrification of the lines in 1905, connections to the IRT subway at Flatbush Avenue, and direct tunnel access to the new Pennsylvania Station in Manhattan as a result of the LIRR's acquisition by the Pennsylvania Railroad, the old depot was unable to handle the new traffic. Beginning in 1910, the complex was completely redesigned and improved, and the new station reopened in 1913 (Smith 1984:44).

Another important transportation improvement was the replacement of the horsecar lines with trolleys in 1887. As Jamaica became cheaply, quickly and easily accessible to workers, and with the consolidation of Queens County with New York City in 1898, commuters began to dominate the population. Agriculture declined, as large estates were broken up and groups of single-family suburban residences were constructed. Sections of the old Rufus King estate were sold off in 1887 and 1889 to pay the rising real estate taxes, until Rufus' granddaughter Cornelia willed the remaining property to the New York City in 1896 (Herndon 1974:21).

Development north and south of the Long Island Rail Road tracks took different routes. To the north, large middle class houses and estates still dominated, while to the south, smaller lots had a higher concentration of middle and lower class dwellings, as well as industrial structures (Ibid. 30-32). Although the Brooklyn Rapid Transit Company's elevated train did not begin service to 168th Street and Jamaica Avenue until 1918, a surface line was in operation in 1903. The Eighth Avenue subway line reached Jamaica in 1937. These transit lines began an apartment house boom in the 1920s and 30s, as the last vestiges of Jamaica village's wood frame structures disappeared, and the last residences along Jamaica Avenue were replaced by stores. The Montgomery Ward department store was built on the lots between the two sections of the project site in 1903 (See Figs. 19 and 20) South of the tracks, low-income tenements were constructed, and by 1939, this area was the home to some 15,000 African-Americans, who lived in slum conditions (WPA 1939:583).

Building History

Several areas of the project lot can be removed from further consideration, due to deep disturbance caused by 19th and 20th-century construction. These areas are shown on the Map of Potential Archaeological Sensitivity. Because the project site was formerly divided into two roadbeds and two blocks with a number of separate building lots, the following discussion, which refers to Queens Building Department records and historical maps, will use the Map of Potential Archaeological Sensitivity (Fig. 23) as a base map, and refer to the old lots by their former lot numbers, as well as street address, if possible.

The earliest map which shows buildings on the project site is Martin G. Johnson's 1842 "Map of the Village of Jamaica." (See Fig. 9) If the 1813 map, which shows no structures on the project site, can be considered accurate, these buildings date no earlier than 1813 (Bridges and Poppleton 1813). (See Fig. 8)

Block 10093 Lot 1 (151-02 and -04 Jamaica Avenue, 92-01 and -09 151st Street)

Mrs. Sealy (Seeley or Seely), widow of Joseph Sealy, was the owner and occupant of the L-shaped house on Lot 1 at the corner of Division (151st) and Fulton (Jamaica Avenue) Streets in 1842 (Historical 1938:VI 115). (See Fig. 9) She also owned adjacent Lot 3 to the east, where there was a second dwelling, and Lots 77 and 79 to the south, with an outbuilding. One source suggests that the Sealy house was moved by 1873 to the south side of the block, outside the study lots, where it became the South Side Hotel, although the footprint on the 1868 map seems to show the dwelling in the same place, and the hotel ("W. McGee") already present. (See Fig. 11)

Nevertheless, the Sealy property was divided into smaller lots by 1868, and the house on Lot 1 had the name B[enjamin] Johnson. (See Fig. 11) According to the 1870 census, Johnson was the proprietor of a saloon there, and in addition to his family there were nine male borders. In 1873 and 1876 the occupant was Mrs. B. Johnson, apparently his widow. (See Figs. 1873, 13) The 1886 Sanborn atlas shows a 2- and 1-story dwelling at this location. No basement is indicated (See Fig. 14). Johnson is still listed there in 1891 (Wolverton 1891).

By 1897 the dwelling had been replaced by a 3- and 1-story building containing three stores. The rear of the lot remained empty. The building was remodeled by 1911, when it appears as a 4- and 1-story structure, with a rear 1-story extension covering the remainder of the lot, and occupied by two stores. (See Fig. 18) This frame building's mansard roof seems to have caused some confusion, since it is described as 3½ stories in 1928. A dwelling was also present, as well as a cellar which extended 7 feet below the curb (Alteration 1462/1928) The rear extension was altered by 1925, and a smaller ell and a separate 1-story structure, possibly a shed, were added. (See Fig. 19)

In 1930, a new building was constructed on the lot, a 1- and 2-story store and dwelling with a basement extending 8 feet below the surface (New Building 3684/1930). An alteration from 1949 shows the building occupying all but the rear 3 feet of the 37.5' x 100' lot, with a foundation pad extending an additional 1 foot below the basement floor (Alt 3071/49).

By 1942, this structure was replaced by a 1-story brick market, also with a basement, and a boiler room to the rear of the lot. (See Fig. 20) Plans from 1952 show the building with a rear boiler section 2 feet deeper than the 12'-deep cellar at the front of the lot (Miscellaneous 431/1952). This building still stands on Lot 1 today.

Lot 1 has been disturbed to at least a depth of 12' below curb level in all areas, and 14' in its rearmost sections.

Block 10093 Lot 3 (151-06 and -08 Jamaica Avenue)

Lot 3 was joined with Lot 1 to the west, and Lots 79 and 77 to the south, under the ownership of Mrs. Sealy in 1842. The dwelling on Lot 3 was not her residence (Historical 1938: VI 115). (See Fig. 9)

A larger structure and rear outbuilding owned by J[ohn] Geis appears there in 1868 (See Fig. 11), and Geis' name and buildings are also depicted on the 1873 and 1876 maps. (See Figs. 12 and 13) According to the 1870 census, Geis, a Bavarian immigrant, kept a saloon there.

By 1886 this 2- and 1-story building was being utilized as a flour and feed store (See Fig. 14), although Geis is still recorded as the occupant in 1891 (Wolverton 1891). It is listed variously as Harness and Feed, Feed and Agricultural Implements, Feed and Agricultural Tools, Feed and Seeds through 1911 (Sanborn 1897:11). (See Figs. 15, 17 and 18) However, a new 2-story building replaced the earlier one in 1901. Its concrete foundation extends 8 feet below the surface (NB 919/1901), while the rear 60' of the 40' by 100' lot was left empty (See Fig. 18).

The building was divided into two stores before 1925, and a rear brick addition added, leaving more than half the rear lot empty. This 1901 2- and 1-story structure still stands today. (See Fig. 19 and Photo 1) By 1942 a 1-story "Bologna Kitchen" occupied the remaining vacant land. This sausage-making building was linked to Kollners provisions, which occupied adjacent lots 77 and 79 to the south. (See Fig. 20) No basement was ever indicated for the later additions to the original Feed and Seed store.

The 40' by 40' part of the lot along Jamaica Avenue has been disturbed to a depth of 8 feet. There is no record of deep disturbance on the rear 60' by 40' section of the lot, except by foundations, which would extend approximately 4' below the surface.⁷

Block 10093 Lot 5 (151-10 Jamaica Avenue)

H. Onderdonk Jr. was the owner but not the occupant of the dwelling on Lot 5 in 1842. (See Fig. 9) Subsequently the property is listed under the name Herriman, J. Herriman and J. A. Herriman through 1876. (Figs. 10-13) Herriman owned two adjacent buildings, one of which

⁷ Where data on dwellings and commercial buildings are known only from historical atlases, 4' is used as the estimated foundation depth for foundations without basements. This number is derived from building records researched for this and other Phase 1A reports, and appears to be a standard foundation depth for such structures.

was on Lot 5, and the other on Lots 6 and 7 (Figs. 11 and 13). According to the Wolverton map, Herriman was still there in 1891 (Wolverton 1891).

The building on Lot 5 is depicted as 2 stories and labeled "Wall Paper" in 1886 (Fig. 14), a dwelling in 1891 (Fig. 15), vacant store in 1897 and "Laundry" in 1901 (Fig. 17), by which time it had acquired a 1-story rear addition and a third floor (Sanborn 1897:11). In 1911 there was a tiny outbuilding along the western lot line. (See Fig. 18)

A 1-story concrete block rear addition was added by 1925, filling in most of the rear lot. (See Fig. 19) It is probably this structure which is the subject of NB 1231/1923, missing from the block and lot folder.

A new building replaced the old constructions in 1931, when a 1-story commercial building was erected. With a cellar and foundation extending to 9.5' below the curb level under the entire building, the structure left only a narrow (5') section of the rear lot empty (NB 2999/1931). Boring Q-2 records 8' of fill in this lot. The 1.5' difference may have resulted from compression or regrading. (See Appendix B) This building was razed by 1981 (Sanborn 1981:20).

Block 10093 Lots 6 and 7 (151-12 and -14 Jamaica Avenue)

A barn or outbuilding owned by James H. Hackett, a New York comedic actor and theatrical producer, stood at the rear of combined Lots 6 and 7 in 1842. His mother, Mrs. Hackett, was the owner and resident of the eastern section of Lot 8, at the corner of Fulton (Jamaica) and Church (152nd), as well as Lots 16 and 17, which were adjacent to the rear of James Hackett's property. (See Fig. 9) According to one source, Hackett lived in his mother's house at a later date (Durgin 1936:IV 93).

Lots 6 and 7 were part of the eastern section of the Herriman property from as early as 1859 to after 1876. (See Figs. 10 and 12) Lots 6 and 7 are to be combined with Lot 5 on the 1868 map under Herriman's ownership, and one large building straddles the Lot 6/7 line. The old barn is no longer depicted. (See Fig. 11)

In 1886 this building, or its replacement is drawn as two 2-story attached dwellings (See Fig. 14), but Lots 6 and 7 are not depicted as separate properties until 1911 (Fig. 18). The last time a name is listed with the property is Herriman in 1891 (Wolverton 1891). The building is labeled as two dwellings throughout this period, except for the 1897 atlas, when the Lot 6 section is referred to as a "Hospital" (Sanborn 1897:11).

The lots were combined again by 1919, when they form an irregularly shaped lot 39' wide and 100' and 112.2' deep. The old houses were razed, and a 39' x 55', 2-story building was erected in that year, projected to contain two stores and a dwelling. The building had a cellar with foundations 7' below the curb level (NB 7916/1919; 7149/1919).

Six feet south of the 1919 building was an already-existing (post 1911) 2-story frame dwelling, 30' x 36'. (See Figs. 18,19) There is no evidence of a basement for what appears to be a 2-family house. These were the final two structures on this lot until recent demolition.

There is no evidence for disturbance on the rear 20' of this lot, except for the 1842 outbuildings. Boring Q-12 taken in this area records only 5' of fill. (See Appendix B) The double dwelling north of this area had no basements, and would have had foundations approximately 4' deep, while the front of the lot was disturbed at least to a depth of 7' below curb level.

Block 10093 Lot 8 (151-16, -18, -20 and -22 Jamaica Avenue)

Lot 8 is L-shaped, 82' wide along Jamaica Avenue, 112' wide at the rear, and 137.5' deep. It was divided into three lots in 1842. (See Fig. 9)

J. Fowler owned, but was not the occupant of a house and rear outbuilding on the western third of the lot, adjacent to Lot 7 and fronting on Fulton Street (Jamaica Avenue).

J. Dunn was also the owner, but not the occupant of the house on the central section fronting on Fulton (Jamaica Avenue) to Lot 7.

On the easternmost third, Mrs. [Ann] Hackett owned and resided in the house at the southwest corner of Fulton and Church Streets (152nd and Jamaica Avenue). Ann Hackett also owned Lots 16 and 17 to the south of Lot 8, which were contiguous with Lot 6 (discussed above), owned by her son James H. Hackett (Historical 1938:XI 81).

In 1868 Lot 8 is divided into two sections, and both Fowler's and Dunn's houses have been removed, and the Hackett house seems to have a completely different footprint and location, Possibly as a result of the 1857 fire, which began directly across Church Street (152nd). The corner lot is labeled P. Shields. (See Fig. 11) The two sections are combined and listed as the residence of P. H. Shields in 1873 and 1876. (See Figs. 12 and 13).

By 1878 the 2-story Shields house had been converted into a saloon operated by William Goeller (Historical 1938: XI 81), and the 1886 map (Fig. 14) indicates a pool room. The building was probably already in use as a hotel, since the name Goeller's Hotel appears along with the same saloon and pool description on the 1891 Sanborn (Fig. 15), although the 1891 Wolverton still lists the name Shields. A third floor was added by 1891 (Wolverton 1891). (See Fig. 15) Various barns, sheds and horse sheds, and a blacksmith/wheelwright shop appear along the western and southern lot lines during the period, up to 1925, that the building operated as a hotel. (See e.g., Figs. 17 and 19) In 1911 the name was the Jamaica Park Hotel (Sanborn 1897:11). (See Fig. 18)

In 1925 an additional retail building replaced the shed to the west of the hotel building, and the hotel itself seems to have become two stores. (See Fig. 19)

All the earlier buildings were removed before 1931, when a 2-story furniture store, with a cellar and 12'-deep foundations was erected, covering the entire lot (NB 2633/1931). This deep disturbance is supported by borings Q-5, -10 and 11, which record fill depths on Lot 8 of 15', 10' and 10', respectively. (See Appendix B) The furniture store building was demolished by the 1980s (Sanborn 1981:20).

Block 10093 Lots 16 and 17 (92-22 and -24 152nd Street)

Lots 16 and 17 were unbuilt parts of the Hackett property in 1842, combined with Lot 8 to the north. (See Fig. 9) By 1868 Lots 16 and 17 had become part of the J. Farrell property, whose dwelling lay to the south, on Lot 18. (See Fig. 11) It was still owned by Farrell in 1873 and 1876. (See Figs. 11-13)

The first recorded structures are two 2-story dwellings erected between 1886 and 1891. No basements are indicated. (See Figs. 14 and 15) In 1891 they are shown as two separate lots, under the ownership of Distler (Wolverton 1891), and the buildings are depicted as 3 stories in 1911. (See Fig. 18)

Both buildings were demolished and a 50' by 110', 1-story garage is shown on the site in 1925. (See Fig. 19) An alteration permit from 1930 does not mention a basement (Alt 1753/1930). However, boring Q-4 shows that there is 11' of fill on Lot 17, indicating the existence of an unrecorded deep basement or foundation, most likely from the garage building. This suggests that a similar disturbance depth would be encountered under the section of the building on Lot 16. Boring Q-13 (which because of its proximity to the border between Lots 17 and 77, is difficult to place in either lot) also shows 10' of fill at or near the rear (western) Lot 17 lot line. (See Appendix B)

Block 10093 Lot 18 (92-18, -20 152nd Street)

J. Dunn owned but did not occupy a dwelling on Lot 18 in 1842 (See Fig. 9).

By 1868 it was the site of the larger C. Farrell home, and Lot 18 was combined with Lots 16 and 17, formerly owned by Mrs. Hackett. (See Fig. 11) C. Farrell was succeeded by J. Farrell by 1873, and at least through 1876. (See Figs. 12 and 13) It is shown as a 2½-story house in 1886. (See Fig. 14) Between 1891 and 1897 a second, 2-story house was added at the back of the lot. The original building housed a barbershop (Compare Figs. 15 and 16), and later contained 2 stores in 1-story sections, and the dwelling in the rear portion, now 3 stories. There is no indication of a basement on the lot. (See Fig. 15) The last owner listed on the maps is A. Leonard, in 1891 (Wolverton 1891).

The two buildings were removed and a 1-story garage/cold storage structure was built in 1928. The 36' x 111.8' garage had a cellar/boiler room with 7' foundations beneath the eastern 32' of the building (NB 6429/1928; Alt 9910). (See Fig. 19) As can be seen on the 1942 and 1951 maps (Figs. 20 and 21), a strip approximately 7' wide, along 152nd Street (Church) was left undeveloped.

Only a small strip along the northern lot line of Lot 18 is part of the present study site. It is no greater than 10 feet wide. The creation and then widening of present Archer Avenue eliminated most of Lot 18 and all the lots to the south of it. (See Fig. 19, 21 and 22) Only the eastern 32' of this strip was disturbed to a depth of 7'. Although the project site section of Lot 18 has experienced recorded disturbance to no more than 4' below curb level, its narrowness, and proximity to major subsurface disturbance, i.e., the subway tunnel below Archer Avenue, which extends to the southern lot boundary, beneath the Archer Avenue

sidewalk, would indicate a subsurface disturbance substantially deeper than 10' below the current surface level (Edwards and Kelcey 1996:Appendix C).

Block 10093 Lot 77 (92-19 151st Street)

In 1842 Lot 77 was owned by Mrs. Seeley, who lived on Jamaica Avenue. A barn stood on Lot 77 at that time. (See Fig. 9)

Lot 77 was part of the M. Conklin property in 1868, 1873 and 1876. A large building, shaped roughly like a "9" stands on the lot from 1868 through 1876 (See Figs. 11-13) and in 1886, it is shown to be sheds and a large 1 ½-story building labeled "R.R. Master's." (See Fig. 14) This corresponds with the moving of the offices of the LIRR's receiver, roadmaster and master of transportation into the Jamaica depot in 1880 (Seyfried 1966:187).

The building was replaced between 1897 and 1901 by a 2 ½-story building with a hip roof, occupied by an office and stores. (Compare Figs. 16 and 17) What appears to be the same building is identified as D. K. Morrell Jr. Provisions in 1911. A large wagon house and stable occupy the rest of the rear section of the lot. (See Fig. 18) Morrell had his 36.6' x 72' main building raised 30" above the sidewalk and had a new foundation and cellar built in 1916. Foundations were 5' below the sidewalk grade (Alt 1837/1916).

The business becomes "Max Kollner Provisions" by 1925, and expands to Lot 79 to the north. The buildings on Lot 77 are unchanged. (See Fig. 19) With the creation and widening of Archer Avenue, all the southern sections of the lot became part of the new roadbed and only the built sections are part of the project site. (See Fig. 20) All structures were torn down by the 1980s (Sanborn 1981:20).

Although structures were built on all parts of the study site sections of Lot 77, only under the main building, with foundations 5' deep, is the depth of disturbance recorded. However, three borings on Lot 77, Q-13, -16 and -19, all indicate fill layers, and thus disturbance, of 10' or greater. Q-19 records 20' of fill, but this is probably due to disturbance from the adjacent subway tunnel under Archer Avenue. (See Appendix B)

Block 10093 Lot 79 (92-11 and -13 151st Street)

Owned by Mrs. Sealy, Lot 79 was empty in 1842. However, two dwellings owned by Seely stood nearby, along Jamaica Avenue, then Fulton Street. (See Fig. 9)

By 1868 Lot 79 was part of the M. Conklin property, and remained so at least until 1876. (See Figs. 11 and 13). The two structures, one of which is identified as a wagon shed, stood along the northern lot line. (See Fig. 12) In 1891 the two structures are depicted as a barn and a 2-story feed storage building. A second barn stands in the southwest corner of the lot. However, the barn designation can also refer to an "old building." (See Fig. 15)

The 1886 map (Fig. 14) shows the same buildings, but labeled differently: a blacksmith's shop, a wheelwright and "printing," and a hay and grain storage building, while in later maps the structures seem to revert to barns and sheds/old buildings. (See Fig. 16 and 17) These

were replaced by 1925 with three attached concrete block buildings, of 1 and 2 stories, occupied by the Kollner provisions company. (See Fig. 19) The buildings were removed by 1981 (Sanborn 1981:20).

Although the entire lot was built up, there is no indication of, nor any building records that show the presence of basements or deep foundations. Foundations must be assumed to extend no farther than 4' below curb level. Borings Q-15 and -18 support this conclusion, showing a fill layer no greater than 5' thick on Lot 79. (See Appendix B)

Block 10097 Lot 1 (152-02 and -04 Jamaica Avenue)

No building records were available for this lot. In 1842 it contained one dwelling, owned but according to the 1842 map not occupied by J. Smelt. (See Fig. 9) John Smelt died in 1847 and his widow Ann Ward Smelt married James R. Hendry (Frost 1911b). On this lot stood James R. Hendry's dwelling and carriage factory (and some sources say grocery and barn as well), which burnt down in 1857 (Historical 1938: XI 82-83). He appears on the 1859 map as J. R. Henilry. (See Fig. 10) The fire explains the changed building footprint in 1868. (See Fig. 11) By the time of the 1870 census Hendry had died, and the house was occupied by his widow Ann Hendry. (See Fig. 12 "Mrs. Hendry") and in 1876 Hembly, all variations of the name Hendry. (See Fig. 13) The Wolverton map records the Hendry name there as late as 1891 (Wolverton 1891).

In 1886 the same structure is a 2½-story boarding house. (See Fig. 14) By 1891 a real estate office occupied the first floor section along the corner of Church Street (152nd) and Fulton (Jamaica Avenue), but is vacant in 1897. (See Figs. 15 and 16)

By 1901 there are two stores in the building, and before 1911 a 1-story addition was built along 152nd Street. (See Figs. 17 and 18) What looks like a small structure appears in 1925 along the rear lot line, adjacent to the Rialto Theatre building (See Fig. 19), but Hyde atlases clearly show this to be a 10'-wide alley connecting Lot 75 to the street, and not part of Lot 1 (Hyde 1901:10;1913:10). The buildings were razed, and a 1-story building containing 3 stores was built by 1942. (See Fig. 20) By 1981 all of the buildings had been removed (Sanborn 1981:20).

There are no recorded basements or deep foundations on this lot, and based on the available evidence, it is unlikely that building disturbance has penetrated to a greater depth than approximately 4' below the current surface. Boring Q-7 supports this conclusion, indicating only a 5' layer of fill on Lot 1. (See Appendix B)

Block 10097 Lot 3 (151-06 and -08 Jamaica Avenue)

In 1842 Lot 3 was combined with Lots 72 and 73 and the lot adjacent to it on the east. All were owned by John H. Poillon. Poillon was not resident on the property, but rented out two houses and one "place of business" along Fulton Street (Jamaica Avenue). The westernmost, larger dwelling, stood at the front of Lot 3. (See Fig. 9) These buildings, described as part of a row of five ("Rotten Row") were destroyed in the fire of 1857 which began in J. R. Hendry's carriage workshop to the west on neighboring Lot 1 (Historical 1938:XII 75).

As a result of the fire, in 1859 Lot 3 was empty (See Fig. 10), but still combined with the lot to its east, on which the Union Hotel was later built. T. O'Brien is printed as either the owner or proprietor in 1868 and 1873 (See Fig. 11 and 12), but in 1859 and 1876 the name listed is Hill. (See Fig. 10 and 13) There are no records of any structures on the lot until the construction of the Rialto Theatre in 1919, and until 1919 Lot 3 was associated with the hotel building. The entrance and lobby section, which occupied all of Lot 3 had an 8' deep basement on a 1' concrete base (NB 4630/1919). (See Fig. 19) The theater was torn down by 1981 (Sanborn 1981:20).

Recorded subsurface disturbance on the entire lot extends to 9' below the curb level. Borings Q-1P, -6 and -8, support the building records, indicating present fill layers 10' thick. (See Appendix B)

Block 10097 Lot 70 (92-21 152nd Street)

In 1842 this lot, along with Lots 3 and 72 to the north, and the adjacent land directly to the east, were owned by John H. Poillon. A large building, abutting the eastern edge of this lot and Lot 72 was rented to L. Attmore, a carpenter, for use as his workplace. (See Fig. 9)

By 1868 Lot 70 had been separated from the other lots (See Fig. 11), and in 1868 and 1876 it is listed as the site of the A. Connors residence. (See Fig. 13) In 1886 this dwelling is depicted as a 2- and 1-story house with a barn directly to the north. (See Fig. 14) The barn was razed between 1891 and 1897 (See Figs. 15 and 16), and a small barn appears in the northeast corner of the lot in 1901. (See Fig. 17)

These buildings were torn down when the Rialto Theatre was built in 1919. According to building records, the section of the theater on Lot 70 extended no more than 4' below grade (Lot 3, NB 4630/1919). However, two borings (Q-3 and -9) on Lot 70 suggest that subsurface disturbance extends much deeper, to 10' and 15' respectively. Some of this disturbance may have been caused by a 12" gas main buried on the lot, and the construction of the Archer Avenue subway, which abuts the lot on the south.

When Archer Avenue was widened, the southern half of Lot 70 became part of the roadbed, and is not part of the project site (Sanborn 1981:20).

Block 10097 Lot 72 (92-19 152nd Street)

Lot 72 was empty in 1842, owned by John H. Poillon. The property was combined with Lot 3 to the north, Lot 70 to the south, and the adjacent land to the east which is outside the present project area. L. Attmore, a carpenter, leased a large building which abutted the eastern edge of both Lots 70 and 72, for use as his "place of business." and an outbuilding stood to the north, adjacent to Lot 72 only. (See Fig. 9) Those buildings appear on none of the subsequent maps.

A single large building appears on Lot 72 by 1859. (See Fig. 10) A second, smaller building is shown at the lot's southwest corner on 1868 and 1876 maps only. (See Figs. 11 and 13) The larger structure is depicted as a 1 ½-story barn or "old building" in 1886. (See Fig. 14)

Another smaller building appears only on the 1876 map (Fig. 13). In 1891 it is labeled "Distiller Hose No. 1." (See Fig. 15) This should read "Distler Hose Company #3," the quarters of a volunteer fire company, founded in 1889 and named after a former Jamaica Fire Department Chief, John Distler (Historical 1938:XII 111,114). By 1895 the company had moved to the east side of 150th Street, outside the project lots (Hardenbroek 1931). This building remains alone on the lot and is labeled vacant in 1911. (See Fig. 18) It was demolished with the construction of the Rialto Theatre in 1919.

In the sections where the theater occupied Lot 72, the foundations were no more than 4' below grade (NB 4630/1919).

151st (Division) and 152nd (Church) Streets

No structures are recorded in the roadbeds of these two streets. The 1995 site survey records sewer, water, gas and electric lines running beneath both streets. These include 6" water lines, 8' sanitary sewers beneath both streets, and a 6' 6" storm sewer under 152nd (Edwards and Kelcey 1996: Appendix C). The excavation required for these utilities would have destroyed any existing buried cultural remains in the roadbed.

Block 10092 Lot 1 (150-02 Jamaica Avenue, 92-01, -03 150th Street)

At the corner of Jamaica Avenue and 150th Street, Lot 1 is irregularly-shaped, with a 41.42-foot frontage on Jamaica Avenue and 100.4 feet on 150th Street. It was part of the property of Mrs. Codwise in 1842 (See Fig. 9) and R. Brush in 1868, but remained empty until between 1868 and 1873, when the A. Stehlin homestead was built. (See Fig. 12) The building is shown in 1886 as a 2-story frame structure with two stores, one selling drugs and the other tobacco and cider. (See Fig. 14)

An alteration from 1900 which lists Emma Stehlin as the administratrix of the deceased Adolph Stehlin's estate, indicates that the building was also a dwelling. The foundation depths are 9' beneath the main part of the house (38' x 38') and 4 feet under the 1-story ell (23' x 14') (Alt 81-1900). A later alteration mentions a cellar (Alt 350-1944).

A second dwelling was constructed at the rear of the lot, at 92-03 150th Street (Rockaway Road), between 1876 and 1886. (See Fig. 14) The only reference to it in the building records is that Emma Stehlin had a brick foundation built beneath the structure in 1899. The new foundation raised the house 3' and penetrated 12" beneath the ground surface. There is no description of the previous foundation (Alt 71-1899).

In 1930 both buildings were torn down (Dem 2078-1930), and a store and office building were completed in the same year (NB 2083-1930). (See Fig. 20) The building had 2 stories and a cellar with a boiler room (Alt 6278-1935). It covered the entire lot. Although none of the records indicate how deep the foundations were, a cellar plan from 1944 does show that there were no windows (Alt 350-1944), suggesting that the cellar was completely below ground level, and hence had foundations between 8 and 10 feet below street level.

This building was razed prior to 1981 (Sanborn 1981:20), and the lot is currently part of 150th Street, a change which does not appear on any of the real estate maps, even the most current (Sanborn 1995:20). (See Fig. 22)

Subsurface disturbance on this entire lot extends between 8 and 10 feet below curb level.

Block 10092 Lot 3 (150-06 Jamaica Avenue)

Lot 3 had a 25-foot frontage on Jamaica Avenue and extended 100 feet to the south. It was part of the Codwise property in 1842 (See Fig. 9) and Brush property on the maps from 1868 to 1876 (See Fig. 11- 13). The first recorded structure is a 1-story wood frame blacksmithy, which appears there between 1886 and 1891, and may have been moved from Lot 4 to the east. (Compare Figs. 14 and 15) The 1891 Wolverton atlas depicts the smithy as a small shed (Wolverton 1891:8). This building was removed by 1897, when the lot stands empty. (See Fig. 16)

A 25' by 50', 1-story, frame building with 4' foundations hosting a store and dwelling was built between 1901 and 1911 (Alt 1945-1919). (See Fig. 18) This was replaced in 1921 with a 2-story store building, 24' 11" by 70'. (See Fig. 19) This brick structure had a cellar and foundations 10' below street level. On the rear 30' of the lot was a 10' by 20' metal private garage. The depth of the garage foundation has not been recorded (NB 12071-1921). The garage has since been removed, but the commercial building still stands on the project site. With the widening of 150th Street it is now on the corner. (See Photos 6-8)

Subsurface disturbance on this lot is 10 feet below curb level on the front (northern) 70', while the depth of disturbance on the rear 30' is unclear, between 0 and 4 feet.

Block 10092 Lot 4 (150-08 and -12 Jamaica Avenue)

Lot 4 was an irregularly-shaped lot, occupying a 50' frontage along Jamaica Avenue, directly east of Lot 3. It was an unbuilt section of the Codwise and Brush properties. (See Fig. 9 and 12) The first recorded structure is a blacksmithy which appears on the 1886 map (See Fig. 14). It was replaced by 1891 with a pair of attached 3-story buildings, one hosting a saloon, and the other a meat market. Near the southern edge of the lot, behind Lot 105, a large 2-story barn was constructed during the same period. (See Fig. 15) The barn footprint does not change through 1951. (See Fig. 21)

Although the lot was depicted as being divided into two equal 25' by 100' sections in 1897, the other atlases which show lot lines include in Lot 4 a small frontage on Rockaway Road (150th Street) and land extending south behind Lot 105 as far as Lot 103. (See e.g., Fig. 18) The 1897 map shows three small outbuildings, including a kitchen behind the Jamaica Avenue buildings (See Fig. 16 and 17), and a wagon shed near the barn by 1911. (See Fig. 18)

A 1927 alteration records the two identical buildings as 25' by 50', hosting stores with dwellings above, and resting on foundations 4' deep (Alt 3636-1927). However, a 1941 alteration describes a store and four-family dwelling with dimensions 25' by 58' on the eastern half of the lot (150-12 Jamaica Avenue). There was a cellar under the entire building, which

rested on foundation piers extending 11' below sidewalk grade (Alt 281-1941). There appears to be no change to the buildings from atlas comparisons. (Compare Figs. 19-21) It is probable that the building to the west (150-08 Jamaica Avenue) had similar foundations. Therefore, subsurface disturbance on the section of this lot extending to 58' south of Jamaica Avenue is 11 feet.

The present, widened 150th Street includes the former 150th Street frontage of Lot 4, extending approximately 28.5' east of the street as shown on even the current the real estate maps. (See Fig. 23) Construction of the new sidewalks, roadbed and utilities installation would have caused subsurface disturbance to approximately 4 feet below the current surface in this area.

The remaining area of Lot 4 has experienced little (less than 4 feet) or no subsurface disturbance. ✓

Block 10092 Lot 105 (92-15 150th Street)

Lot 105 was part of the Codwise property in 1842 (See Fig. 9) and Brush property on the maps from 1868 to 1876 (See Figs. 11-13). The first recorded structure on the lot is a 2-story barn with a 1-story wagon house which appears by 1886. (See Fig. 14) However, by 1891 there is a 2-story frame dwelling at the same location along Rockaway Road (150th Street). (See Figs. 15 and 18)

A garage was built at the rear (eastern end) of the lot in 1913. The lot plan accompanying the building permit shows an "existing outhouse," a two-person facility with dimensions 4'6" by 6'0". The outhouse was only 12' from the rear (eastern side) of the house, and approximately 42 feet east of Rockaway Road, 15.75' south of the northern lot line, and 18.6' north of the southern lot line (Filed as Lot 103, NB 916-1913). (See Fig. 23)

By 1925 Lot 105 had been combined with Lot 103 to the south, and a 1-story garage was built on the entire site. (See Figs. 19 and 21) No building records exist for the garage, and there is no record of a basement on Lot 105. It must be assumed that the foundations on the entire lot penetrated to no more than 4' below street level.

Between 1951 and 1981 the garage was removed (Sanborn 1981:20), and at present Lot 105 is empty. The present, widened 150th Street includes the former 150th Street frontage of Lot 105, extending from 28.5 to 25 feet (decreasing from north to south) east of the old streetbed as shown on even the current the real estate maps. (See Fig. 23)

Block 10092 Lot 103 (92-17 150th Street)

With a 50' frontage on 150th Street, only approximately the northern half of Lot 103 is within the project site. Lot 103 was part of the Codwise property in 1842 (See Fig. 9), and between 1859 and 1868 the dwelling of G. Dellert was built there. (See Fig. 11) Dellert is shown as the owner/occupant on subsequent maps through 1876. (See Figs. 12 and 13)

The 1886 shows the house as a pair of 1½-story, attached frame dwellings, with a small 1-story section in the rear. (See Fig. 14) The project site boundary cuts the building roughly in two, excluding most of the southern dwelling.

By 1925 Lot 103 had been combined with Lot 105 to the north, and a 1-story garage building covered all of Lot 103. Two gas tanks from a related filling station at the present Archer Avenue corner were buried on the site of the earlier dwellings. (See Figs. 19 and 21) No building records exist for the garage, and there is no record of a basement on Lot 105. It must be assumed that the building foundations penetrated no more than 4' below street level.

Between 1951 and 1981 the garage was removed (Sanborn 1981:20), and at present Lot 103 is empty. The present, widened 150th Street includes the former 150th Street frontage of Lot 103, extending from 25 to 21.5 feet (decreasing from north to south) east of the old streetbed as shown on even the current the real estate maps. (See Fig. 23)

V. CONCLUSIONS AND RECOMMENDATIONS

Prehistoric Potential and Sensitivity

Overwhelming evidence exists that Native Americans exploited the natural resources of Long Island and the vicinity of the project area for thousands of years before the arrival of Europeans. Settlement pattern data of the prehistoric culture periods show a strong correlation between habitation/processing sites and a fresh water source, the confluence of two water courses, proximity to a major waterway, a marsh resource, and/or well-drained, elevated land.

A review of the documentary and cartographic evidence collected for this report confirms that many of these criteria are met in the project block, namely: the presence of a fresh water source, the Beaver Pond, about 500 feet south of the project site; and a fresh water marsh beginning approximately 2,000 feet to the south. These would have provided a valuable hunting, gathering and fishing area; and well-drained, elevated land, providing a dry, level place for activity sites, camps, and settlement. The project lots lie along a major east/west trail (present Jamaica Avenue) and another important trail leading south to Jamaica Bay (150th Street). With the intersection of these two trails at the northwest corner of the project site, all parts of Long Island were easily accessible.

The project parcel would have been attractive to prehistoric Americans, who might have used sections of the study lot for seasonal or semi-permanent settlement, or a temporary camp or raw material processing area. However, buried prehistoric cultural remains are normally found within three or four feet of the pre-development surface, and therefore highly susceptible to disturbance from subsequent historical construction activities.

The project site has experienced intensive subsurface disturbance from the construction of 19th- and 20th-century buildings and the installation of utilities. These activities have had a disturbance impact to at least 4' below grade on most of the lots of the project site, which have experienced no documented, prior filling or regrading episodes.

Only two sections of the project site have experienced no recorded building activity or only shallow (undocumented) disturbance, estimated to be less than four feet below the current surface. Both on Block 10092, these were formerly the rear parts of old Lots 3 and 4. Their locations are shown on the Map of Potential Archaeological Sensitivity. (See Fig. 23)

Historical Potential

The earliest, reliable and detailed map of the project site, dating from 1782 (See Fig. 5) shows no structures on the project lots. Although an 1813 map (See Fig. 8) also shows the site empty, its accuracy is questionable, since it shows fewer buildings on Jamaica Avenue than the earlier map. It also does not depict the entire project site, since it does not include the first building of the Methodist church, which had been erected on the lot immediately south of the study lots in 1811.

However, after 1782 and/or 1813, and prior to 1842, numerous buildings, including dwellings, barns and other outbuildings were erected on the project site. Located in a strategic area

between the Jamaica Railroad depot and the town's main street (Jamaica Avenue), the project site underwent intensive land use through the 19th and 20th centuries, hosting dwellings, offices, workshops, saloons, hotels and stores. As was described earlier, only two 20th-century buildings remain today in the northwest corner of the project site (Block 10093 Lots 1 and 3). (See Photo 1)

Dwellings, along with their associated outbuildings and yards, have the potential to contain resources which may furnish information about past lifeways, urban/suburban residential settlement patterns, socioeconomic status, class distinctions, ethnicity and consumer choice issues. The recovery of this sort of data is particularly important in the Jamaica area, where, as archaeologist Joel Klein noted in 1975, "Urban renewal underway throughout entire area is rapidly destroying remaining archaeological integrity." (See)

Such archaeological resources could be preserved in privies, cisterns or wells, which in the days before the construction of municipal services - namely sewers and a public water supply, were an inevitable part of daily life. Before these services were provided by the municipality, these shafts, in addition to their official function, were convenient repositories for refuse, providing a valuable time capsule of stratified deposits for the modern archaeologist. They frequently provide the best domestic remains recovered on urban sites. Truncated portions of these shaft features are often encountered on homelots because their deeper and therefore earlier layers remain undisturbed by subsequent construction, and in fact, construction often preserves the lower sections of the features by sealing them beneath structures and fill layers.

The presence of these "shaft features" is not confined to dwellings. Such facilities were necessary in places of business, where humans were active over extended periods of time. This includes hotels and saloons, stores and workshops. In the latter three examples, often the dwelling of the owner, proprietor and/or tenants was located in the same building, and the remains relate to both domestic and commercial/industrial use.

One of the first steps in assessing the likelihood of the preservation of shaft features is the determination of the earliest dates of sewer and water line installation. As stated above, these facilities obviate the necessity of installing privies, cisterns and wells. These dates are only an approximation, for even when municipal facilities were available, many residents were not connected until years later. The earliest sewer lines mentioned in the records of the Queens Department of Sewers date to 1930 along Jamaica Avenue, and 1929 along 151st and 152nd Streets. However, references from other sources indicate that these facilities were available many decades earlier.

The 1886 annual report of the Long Island Railroad reported that all its stations had toilet accommodations by January 1881 (LIRR 1886:68). Toilet refers to a flush toilet, indicating that the Jamaica Station had a water source, and either sewers or cesspools by 1881. On the other hand, in a 1933 newspaper article Mrs. John Lewis, recalling life in Jamaica c.1893, declared, "There was no water supply . . . only cisterns and wells" (Herndon 1974:38). Although Mrs. Lewis is actually off by a few years, since water lines were installed on all streets of the project site before 1891 (See Fig. 15), her comment does indicate that water lines were fairly new phenomena in Jamaica in the 1890s. Both sewer and water lines are

depicted on Fulton (Jamaica Avenue), Church (152nd), Division (151st) Streets, Rockaway Road (150th Street) and Twombly Place (Archer Avenue) in 1901 (Hyde 1901:10).

Privies, due to their olfactory charms, tend to be located along the rear lot lines of urban homesteads. On larger suburban and rural lots this positioning usually depends on whether the distance from the house was practical. Apparently, this is not always the case. Building records document an outhouse on the project site only 12 feet from the back of the related dwelling, despite the fact that the rear lot line was 44 feet from the house (Block 10092 Lot 4: NB 916-1913). In addition, as the late date (1913) of this "existing" outhouse indicates, houses were not connected to sewer and water lines simply because they were available. Sewers were present on 150th Street for at least 12 years while the residents of the lot still utilized their outhouse.

Since water was an important part of cooking, housekeeping, diet and personal hygiene, cisterns and wells tend to be closer to one of the entrances of the dwelling, normally at the rear of the building.

Unless subsequent construction and regrading has destroyed these buried remains, the lots of the project parcel can be expected to yield artifacts dating from before 1842 and up to the period in which municipal water and sewer lines came into general use, c.1890.

Disturbance

Although the project lots have a high potential for having hosted buried historical remains, due to subsequent building activities (described in more detail in the Building History section of this report) which have penetrated to at least four feet below the historical surface on all areas of the subject site, only limited areas of historical archaeological sensitivity still exist on the Queens Family Court Facility project site. These areas, potentially sensitive for shaft features - privies, cisterns and wells - are shown on the Map of Potential Archaeological Sensitivity. (See Fig. 23) The historical occupation/use and time period for each area is also described below.

The lots are as follows:

Block 10093 Lot 3

Lot 3 was part of the homelot of Mrs. Seely in 1842. Seely owned two dwellings on the project site, her residence on Lot 1 (west of Lot 3), and another house on Lot 3. By 1868 Lot 3 was treated as a separate lot, and was the site of a new house, the dwelling and saloon of John Geis until at least 1876. In 1886 the building was used as a grain and feed store. The rear 60' by 40' section of the lot has been disturbed to a depth of no more than 4', and has a high potential for yielding artifacts and features dating from the period before 1842 to the late 19th century.

Block 10093 Lots 6 and 7

Lots 6 and 7 were combined in 1842 and contained the barn of J. H. Hackett. The southern edge of Hackett's property was contiguous with the homelot of his mother, whose residence

was on Lot 8, at the corner of Jamaica Avenue (Fulton) and 152nd Street (Church). (See Fig. 9) The great distance from this dwelling suggests that no related shaft features would be present from before 1842.

However, by 1868 (and possibly before 1859), Lots 6 and 7 were combined with Lot 5 as part of the Herriman homelot, and became distinct lots by 1901. They were utilized as homelots through the end of the century. Disturbance at the rear of this lot (excluding the 45-foot-wide street frontage) cannot be documented at more than 4' below curb level. This sensitive area of Lots 6 and 7 should contain features and artifacts dating from the 1860s to the end of the 19th century.

Block 10093 Lot 79

There is no evidence of disturbance on Lot 79 below a depth of 4'. Formerly part of the Seely property, there were two dwellings along Jamaica Avenue in 1842. The northern 30 feet of Lot 79 fall within 100 feet of these dwellings, and this area should be considered sensitive for shaft features and artifacts from the period before c.1842.

With changing lot divisions, Lot 79, like Lot 77 to the south, was associated with the Conklin property from c.1868 until the 1880s. It appears to have undergone strictly industrial/commercial use, which in addition to grain and feed storage, included (pre-1886) a printing establishment, a blacksmith's and a wheelwright's shop. (See Fig. 14) The Lot 79 areas to the south and east of the blacksmith's shop (i.e., the rear 50 feet of the lot, excluding the shop site itself) should be considered potentially sensitive for shaft features and artifacts relating to these establishments during the second half of the 19th century.

Block 10097 Lot 1

This lot was the site of a residence owned by J. Smelt in 1842. His widow married James Hendry in 1847, and they resided on the lot, where Hendry established his carriage factory. Widowed again by 1870, Ann Hendry continued to reside there, where maps record Hendrys through at least 1891. The area behind the Hendry house/workshop, the southern 60 feet of Lot 1, must be considered potentially sensitive for shaft features and their associated artifacts relating to domestic occupation during the period before c.1842 to c.1900, and the Hendry carriage factory, from the mid-19th century.

Block 10097 Lot 72

Part of the Poillon property in 1842, the northern 35 feet of the rear section of this lot lie close to (within 100 feet) of dwellings that stood along Jamaica Avenue, and therefore this part of the lot is potentially sensitive for shaft features (privies) and artifacts relating to these homelots, during the period before c.1842 to c.1868.

The southern part of the Poillon lot was used as the workplace of a carpenter L. Attmore, established there before 1842. A later barn dates from at least 1859, suggesting a cut off date for Attmore's occupation of the site. No known disturbance on this lot is greater than 4' below grade, and except for the 50-foot-wide 152nd Street frontage, the rear sections of

the lot surrounding the c.1842 building must be considered sensitive for shaft features and their artifacts relating to Attmore and his carpentry workshop.

Block 10092 Lot 3

The site of a blacksmith's shop between 1886 and 1897, and a dwelling and store before 1911, the only recorded subsurface disturbance in the rear (southern) 30 feet of this lot has been the construction of a metal private garage. The rear 30 feet of Lot 3 must be considered sensitive for shaft features and their artifacts relating to the blacksmith's shop and the early 20th-century dwellings and store.

Block 10092 Lot 4

A black smith's shop was on this lot as early as 1886, and two attached buildings containing a meat market, saloon and dwellings was built before 1891. Except for the two areas extending to 58 feet south of Jamaica Avenue, and to 28.5 feet east of former Rockaway Road (which is now a part of current 150th Street), the interior sections of Lot 4 have experienced little or no construction disturbance, and should be considered sensitive for shaft features and their associated artifacts relating to these late 19th-century structures.

Block 10092 Lot 105

Outbuildings appear on this lot by 1886, and a dwelling by 1891. At least one privy is documented and precisely located on this lot. The 1913 lot plan shows the outhouse only 12' from the rear (eastern side) of the house, and approximately 42 feet east of Rockaway Road, 15.75' south of the northern lot line, and 18.6' north of the southern lot line (Filed as Lot 103, NB 916-1913). (See Fig. 23)

There has been no recorded construction disturbance on this lot greater than an estimated 4 feet below current grade. The lot area behind the 19th-century dwelling, which extends approximately 44 feet east of current 150th Street, is potentially sensitive for shaft features and their artifacts relating to the domestic occupation of the late 19th-century dwelling.

Block 10092 Lot 103

Lot 103 was the location of the G. Dellert dwelling which was built between 1859 and 1868. Later, more detailed maps show the building as two attached dwellings. Except for the rear 1-story section of the buildings, the house sites are currently in the present 150th Street roadbed.

There has been no recorded construction disturbance on the project site sections of this lot greater than an estimated 4 feet below current grade. It is considered sensitive for shaft features and their artifacts relating to the 1860's Dellert house and its occupants.

Recommendations

The phase 1A Archaeological Assessment has determined that areas of potential archaeological sensitivity exist on the project site. The exact nature of these resources and their degree of sensitivity has yet to be determined. The construction of the Queens Family Court and Family Court Agencies Facility and the associated accessory parking garage has the potential to impact these resources.

According to the CEQR Manual (December 1993), in order "to mitigate an action's significant adverse impact on potential archaeological resources, the action can be redesigned so that it does not disturb the resources" (CEQR 1993:3F-13). For project designers, this would mean that no construction involving subsurface excavation or disturbance, including regrading, can occur in the sensitive areas. The project design plans and, therefore, the total construction impact envelope have not been finalized at this time.

In light of these circumstances additional research and testing is recommended, under a research design protocol developed in conjunction with the State Historic Preservation Office (SHPO) and or the New York City Landmarks Preservation Commission (LPC).

One component of this research design is a topic-intensive analysis (Phase 1B Archaeological Assessment) concerning the early-to-late 19th-century occupation of project site homelots. Similar research is needed for the lots which were used as industrial/commercial sites. The study of directories, census, real estate records and tax data would provide important data for the interpretation and understanding of these lots, and also enable archaeologists to formulate research questions associated with work- and lifeways, diet and consumer behavior.

Soil borings on the Block 10092 section of the project site (the garage site) are presently underway. These borings may aid in determining the exact depth of the fill layer in the potentially sensitive areas on Block 10092. This additional subsurface data may help to eliminate, narrow, or more clearly define the areas of archaeological sensitivity. It is anticipated that these borings will be available between Draft and Final EIS.

It is recommended that a Phase 1B Topics Intensive Archaeological Assessment be undertaken for the project sites to help better determine the nature of activities on these sites and to potentially develop a more detailed understanding of the level of disturbance and potential archaeological sensitivity. Together with the additional soil borings, sufficient information should exist to determine if additional research and or testing is warranted on the site, and the potential sensitivity of any archaeological resources that may be on the project site. Based on these results of these efforts a program of machine-aided subsurface testing in order to locate potential prehistoric archaeological resources as well as 19th-century shaft features associated with the dwellings and workplaces may be necessary. If the features have survived, then hand excavation to determine the nature and extent of the existing deposits may need to be performed. Additionally, once the building programing and design become more clearly defined the exact level of impact (if any) can be determined. At this point the potential to minimize or alleviate impacts based on design considerations can be assessed.

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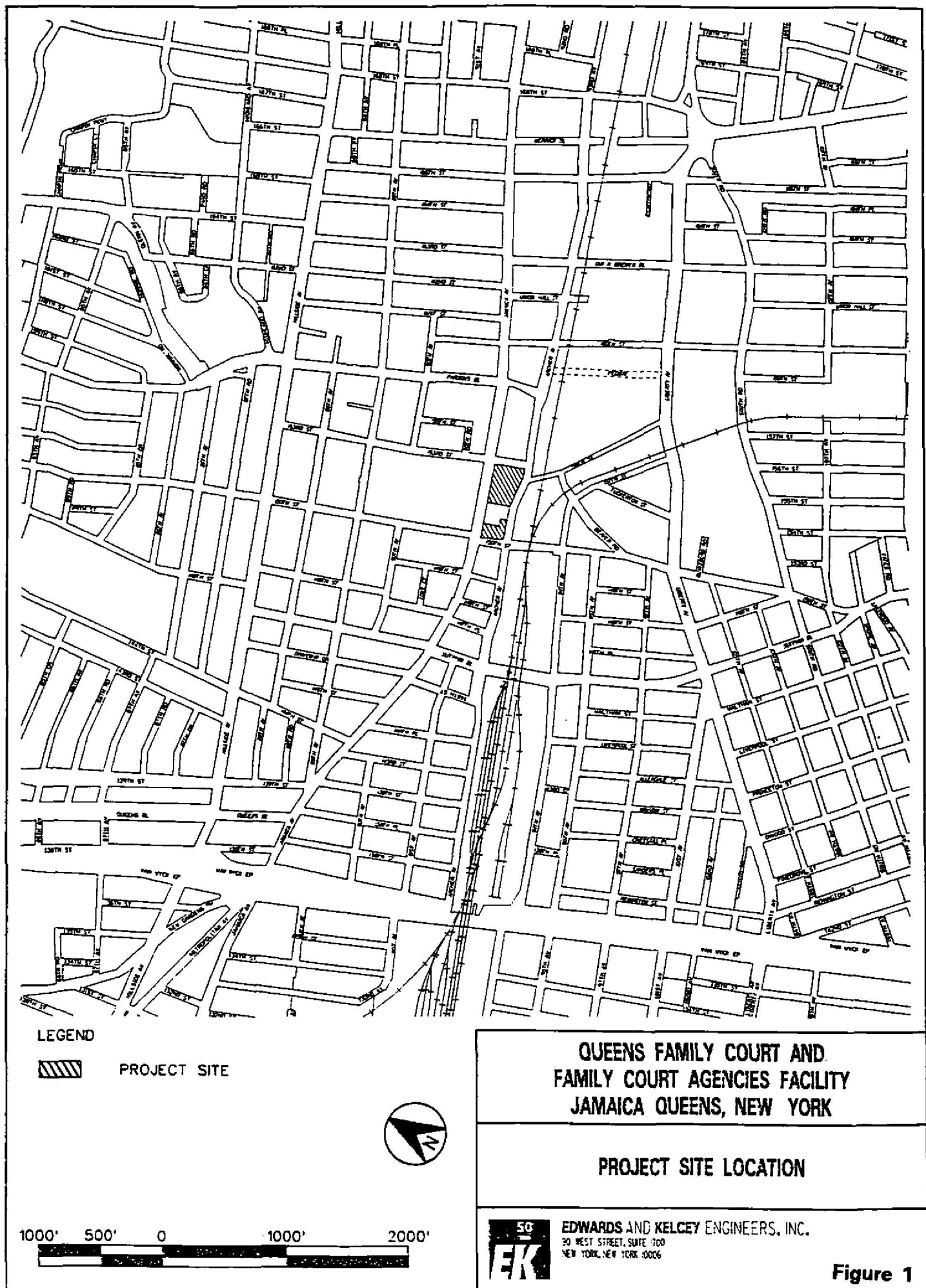
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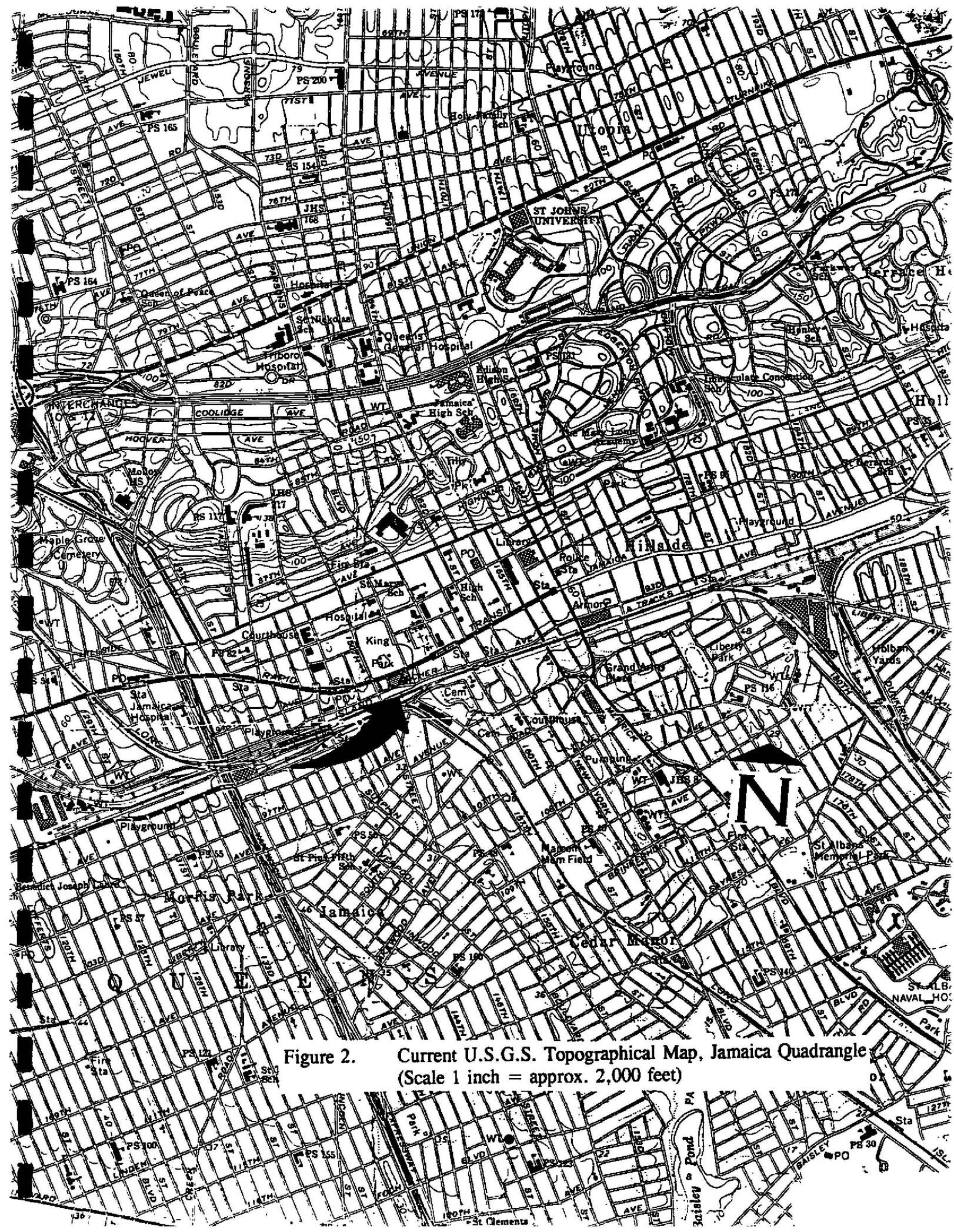


Figure 2. Current U.S.G.S. Topographical Map, Jamaica Quadrangle
(Scale 1 inch = approx. 2,000 feet)

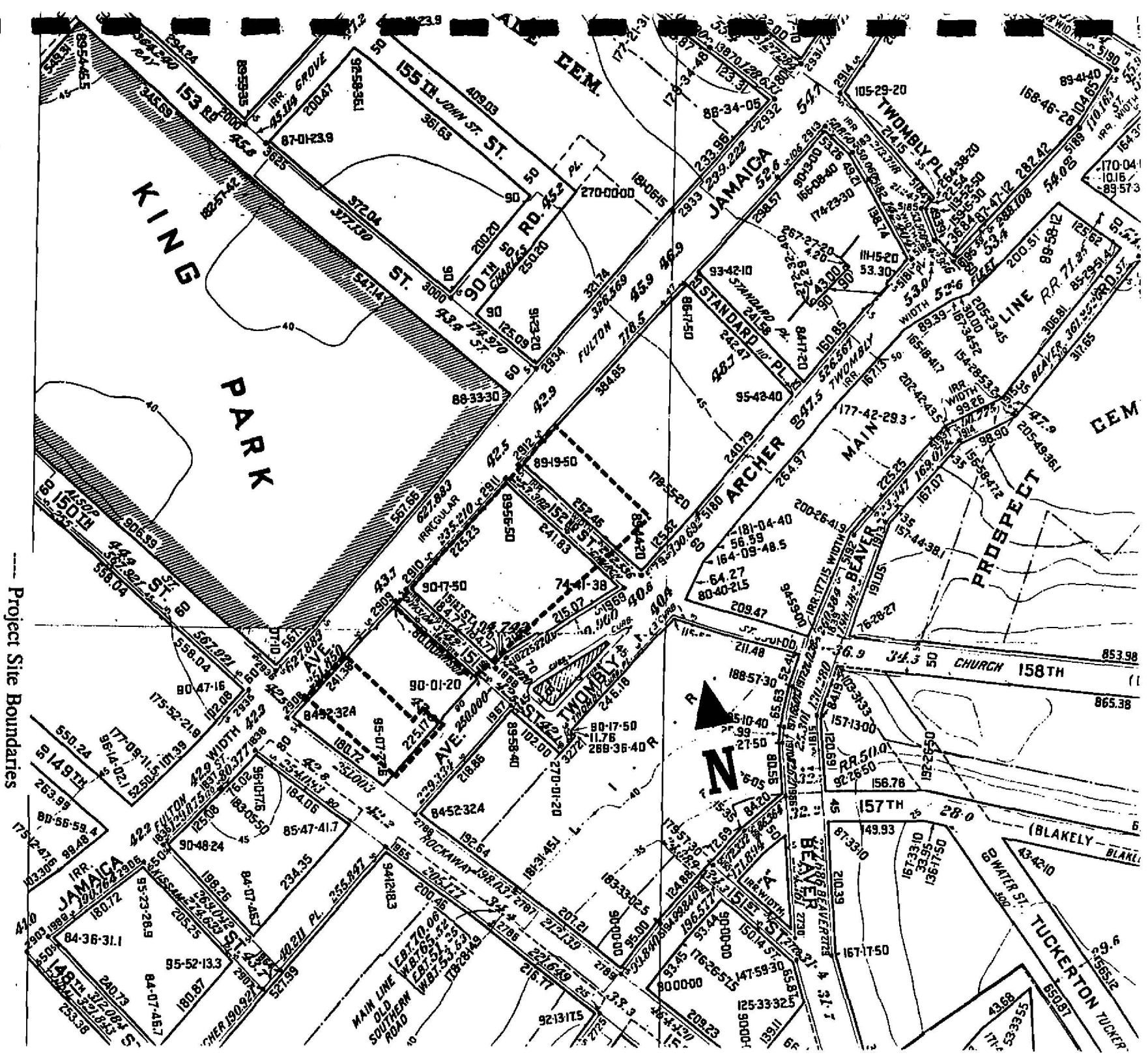


Figure 3.
Final Maps of the Borough of Queens, 1918
(Sections 128 and 129)

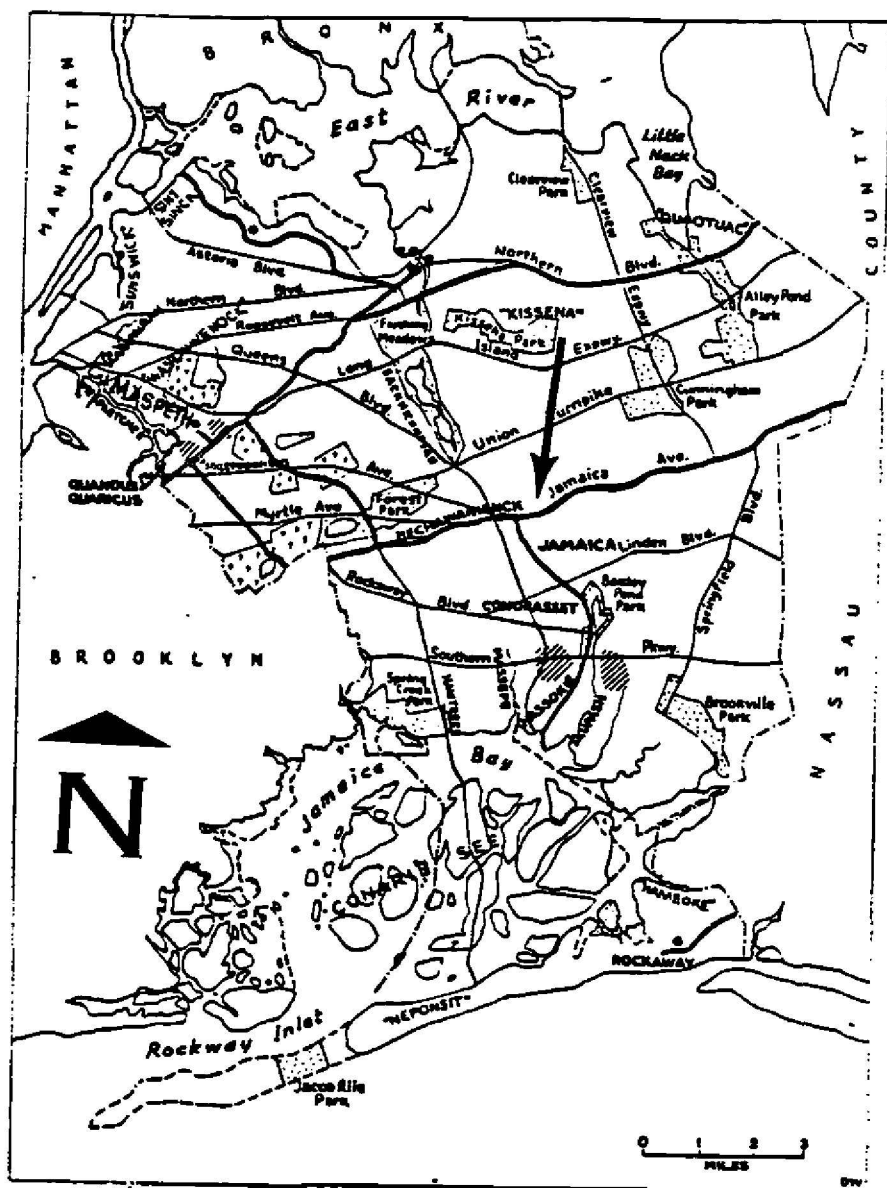


Figure 4. Native Trails, Planting Areas and Habitation Sites (Grumet 1981:71)

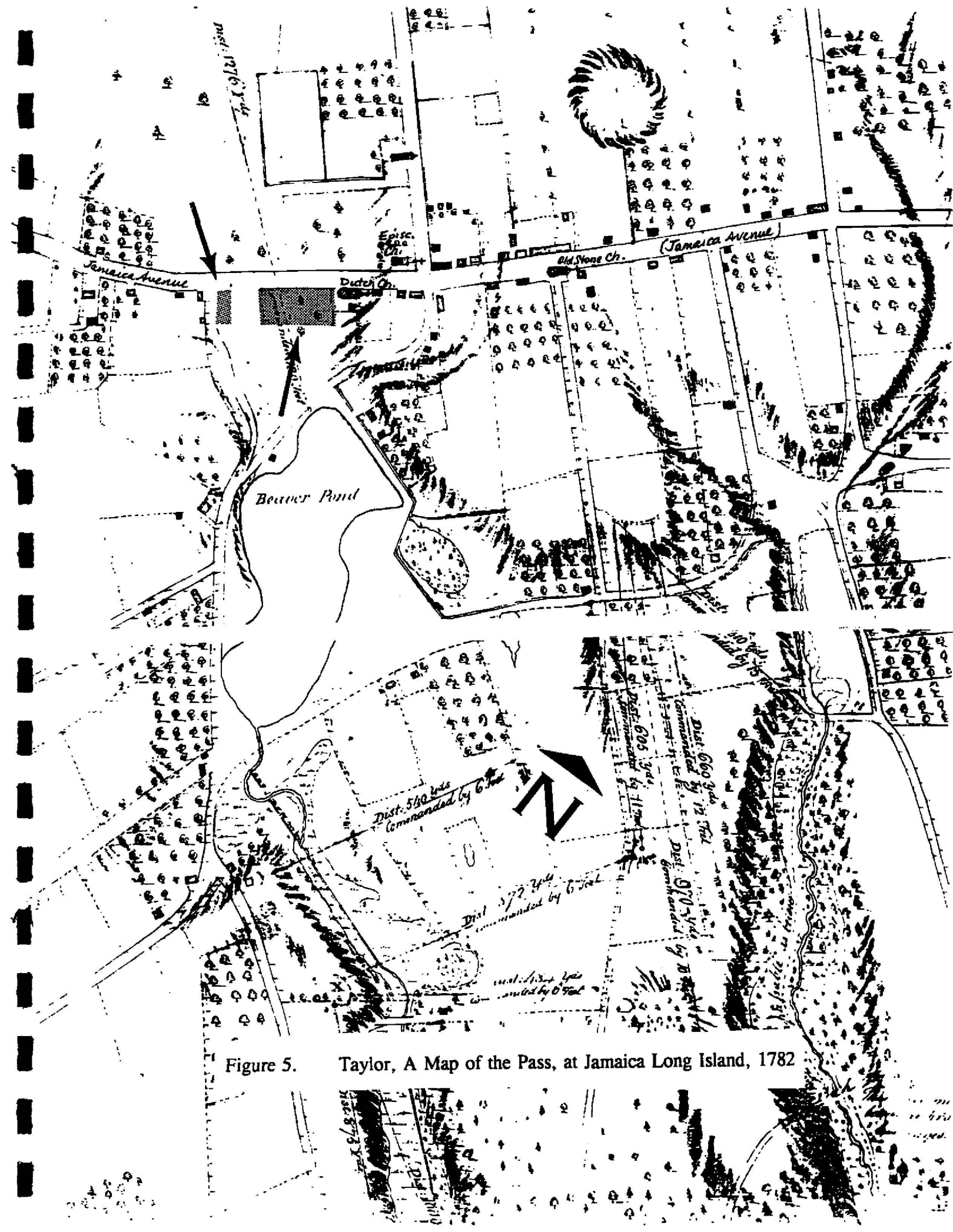
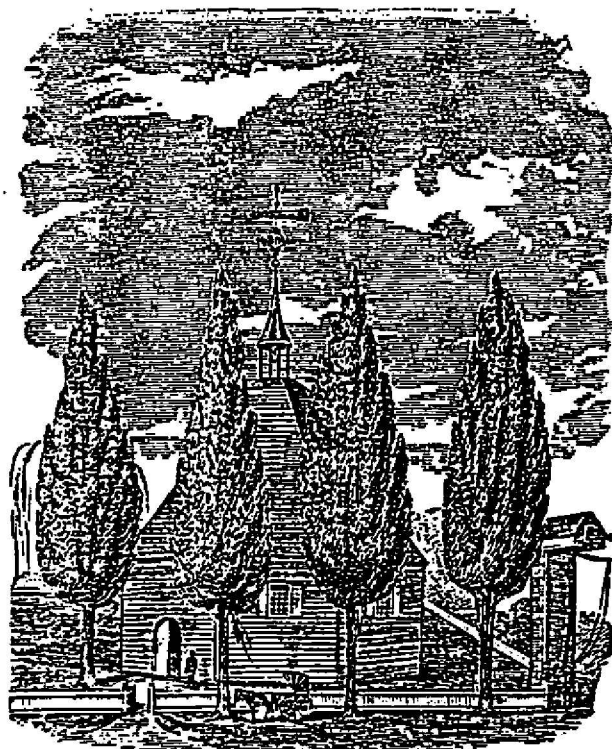
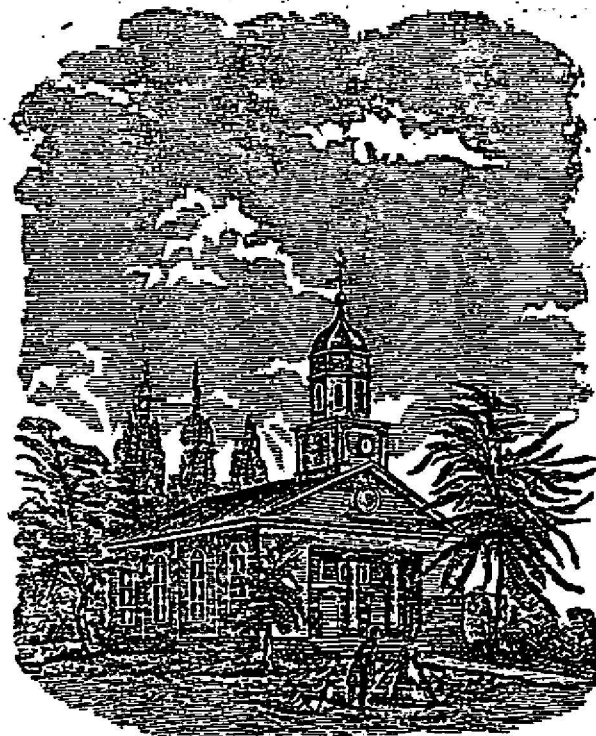


Figure 5. Taylor, A Map of the Pass, at Jamaica Long Island, 1782

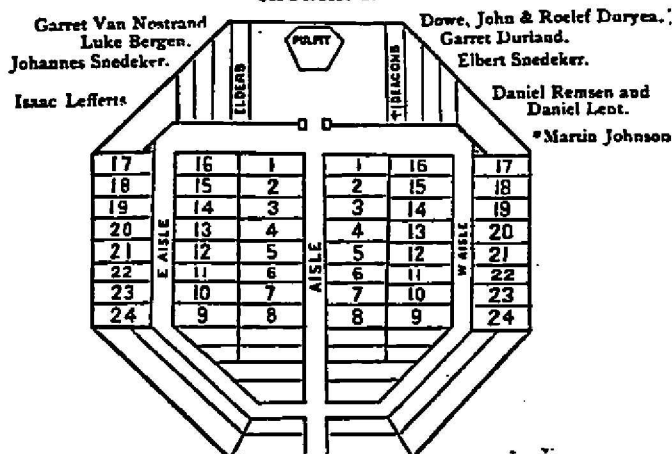


FIRST REFORMED (DUTCH) CHURCH, FRONTING ON THE MAIN STREET, JAMAICA; INTENDED FOR THE CONGREGATION SPREAD THROUGH ALL QUEEN'S COUNTY. ERECTED 1716; TAKEN DOWN 1833. IT WAS OF OCTAGON SHAPE. IN FRONT ARE POPLAR TREES, AND ON THE WEST AN OLD-FASHIONED MAY SCALE.



REFORMED (DUTCH) CHURCH, JAMAICA, STANDING NEAR THE SITE OF THE FIRST ONE. CORNER STONE LAID JULY 4th 1832; BUILDING DEDICATED JULY 14th 1833; CONSUMED BY FIRE NOVEMBER 19th 1837.

PLAN OF PEWS AND NAMES OF PEW HOLDERS IN FIRST CHURCH. 1785.



- | | |
|---------------------------|---------------------------|
| 1. Minister's Pew. | † "Fore-Singer." |
| 2. John Suydam. | 1. Jost Van Brunt. |
| 3. Hendrick Eldert. | 2. Barnett Bennett. |
| 4. Isaac Loefferts. | 3. Hendrick Brinckerhoff. |
| 5. Abraham Polhemus. | 4. Isaac Amberman. |
| 6. Benjamin Hegeman. | 5. Abraham Golder. |
| 7. Isaac Hendrickson. | 6. Dow Duryea. |
| 8. Stephen Lott. | 7. Maretie Ditmars. |
| 9. Abraham Lott. | 8. Isaac Brinckerhoff. |
| 10. Elbert Adriance. | 9. Jacobus Ryder. |
| 11. John Amberman. | 10. William Golder. |
| 12. Martin Johnson. | 11. Jacob Adriance. |
| 13. Johannis Wyckoff. | 12. Cornelius Monfort. |
| 14. Garret Van Wicklan. | 13. Johannis Remsen. |
| 15. Hendrick Emmons. | 14. Maria Ditmars. |
| 16. Tunis Covert. | 15. Abraham Ditmars. |
| 17. Casparus Springsteen. | 16. Elbert Hoogland. |
| 18. William Monfort. | 17. Ares Remsen. |
| 19. John Duryea. | 18. Martin Schenck. |
| 20. John Suydam. | 19. Johannis H. Lott. |
| 21. Abraham Suydam. | 20. Hendrick S. Lott. |
| 22. William Hendrickson. | 21. Abraham Van Arsdalen. |
| 23. Ares Remsen. | 22. |
| 24. Stephen Lott. | 23. Cornelius Bennett. |
| | 24. John Williamson. |



REFORMED (DUTCH) CHURCH, JAMAICA, BUILT OF BRICK AND ROOFED WITH SLATE. CORNER STONE LAID SEPTEMBER 14th 1832; CHURCH DEDICATED OCTOBER 8th 1830; COST ABOUT \$20,000.

Figure 6. Reformed Dutch Church of Jamaica (Munsell 1882)

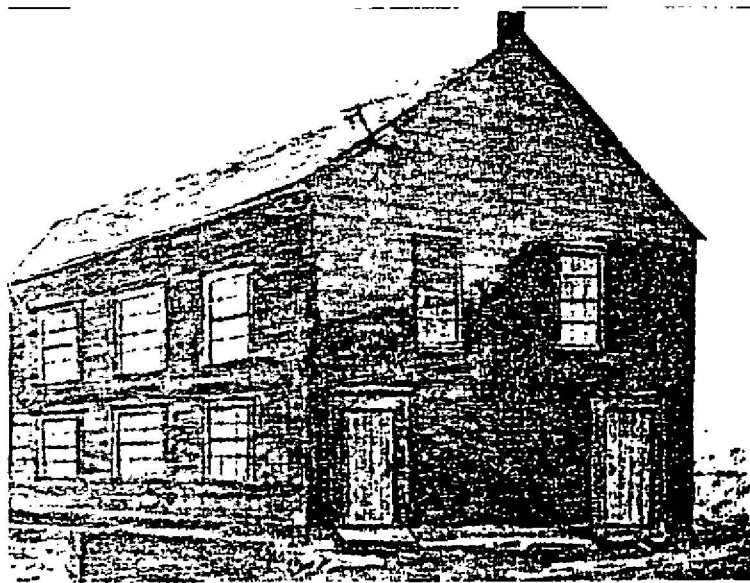


Figure 7. First Methodist Episcopal Church of Jamaica, 1811 (Methodist 1932)

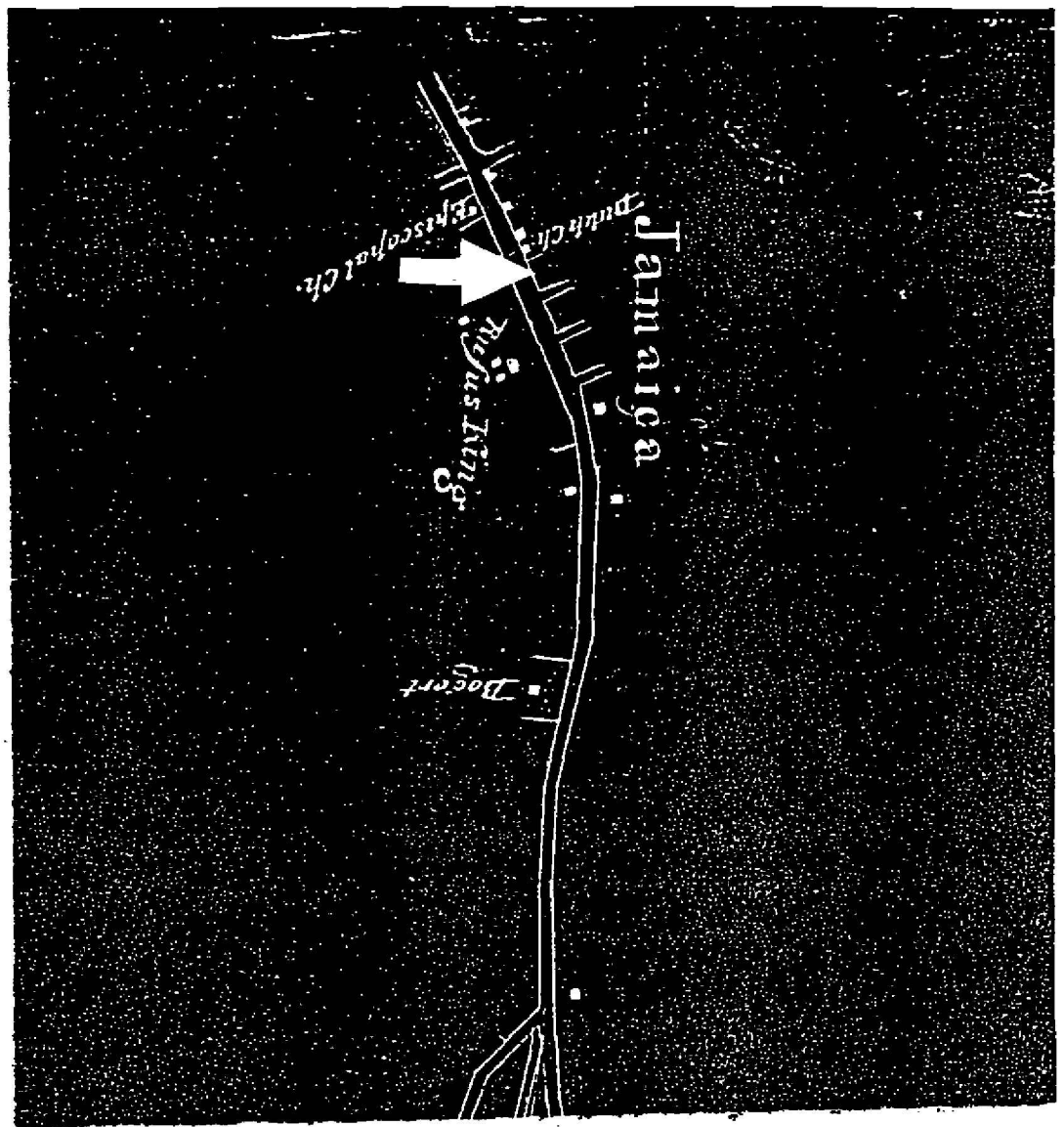


Figure 8. Bridges and Poppleton, Plan of the Proposed Turnpike Road from Williamsburgh to Jamaica in Long Island, 1813 (copied 1816 by M. Randel)

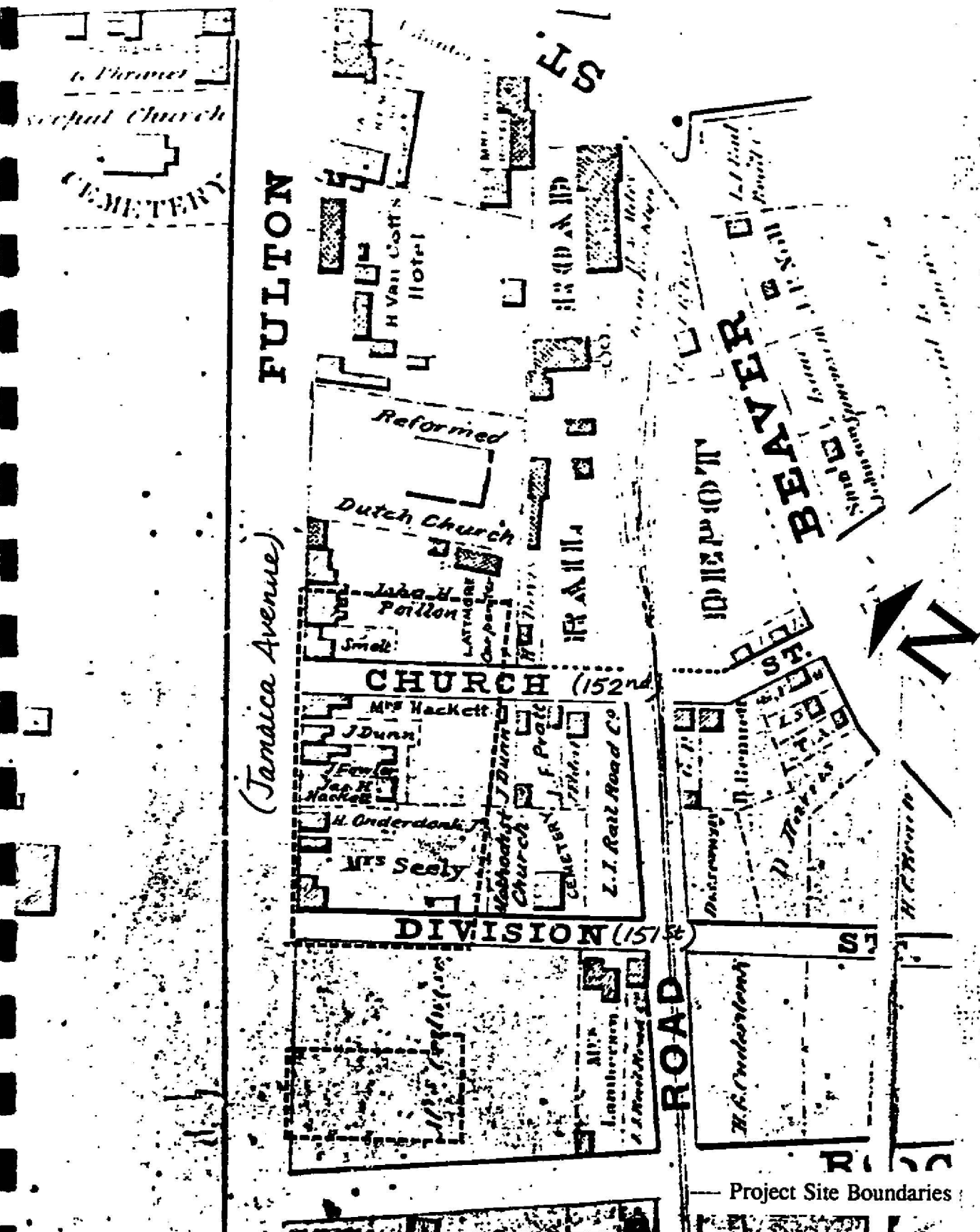


Figure 9. Johnson, Map of the Village of Jamaica, Queens County, Long Island, 1842
(Scale 1cm = 57 feet)

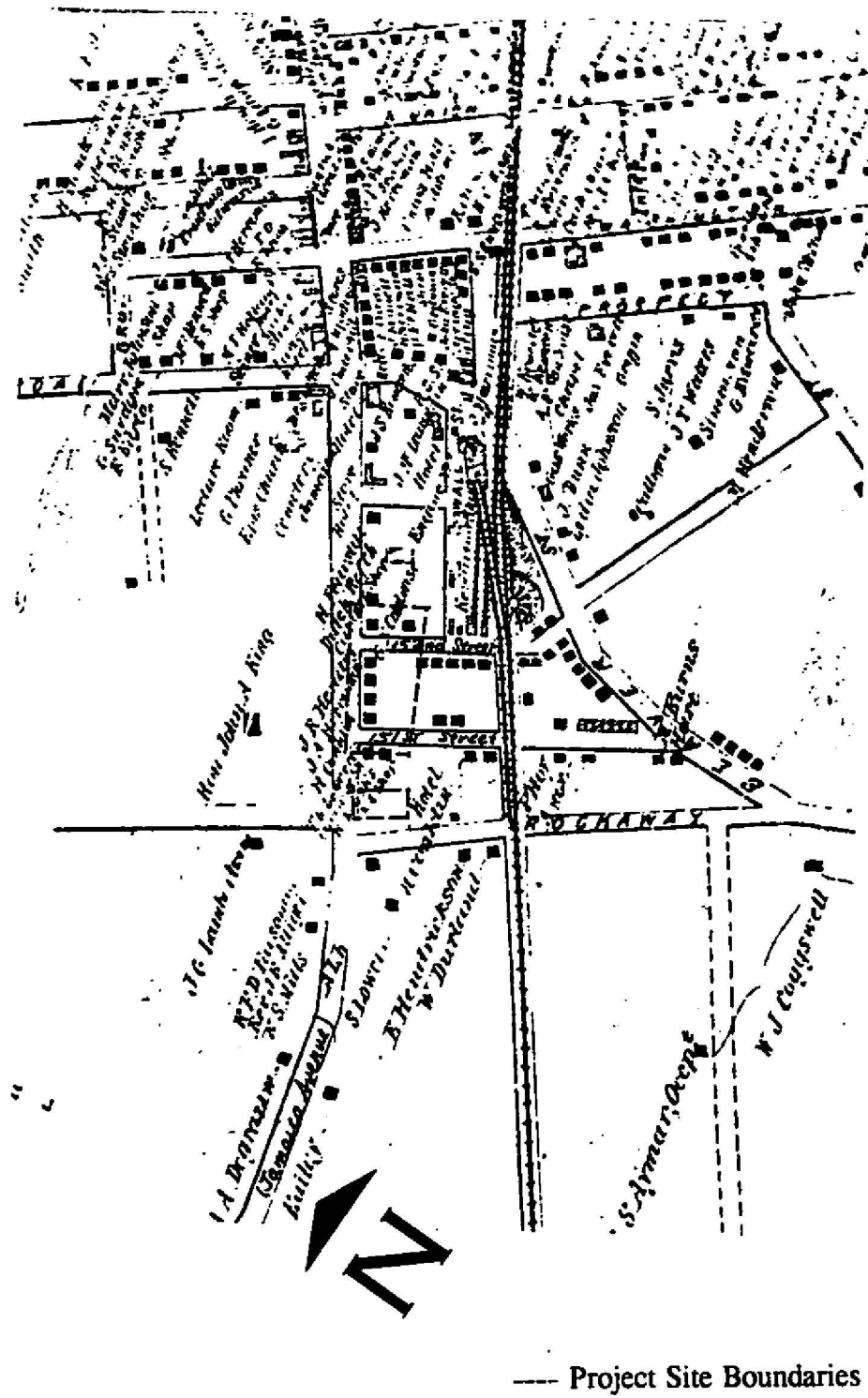
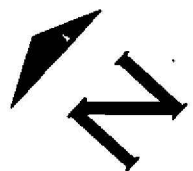
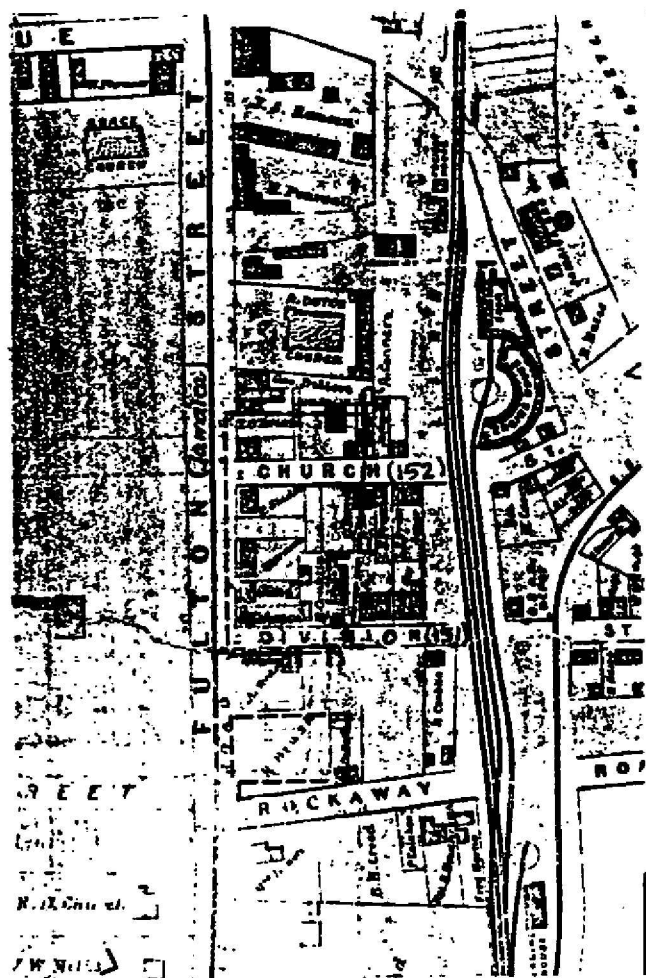


Figure 10. Walling, Topographical Map of the Counties of Kings and Queens, 1859



— Project Site Boundaries

Figure 11. Conklin, Map of the Village of Jamaica, Queens County, Long Island, 1868

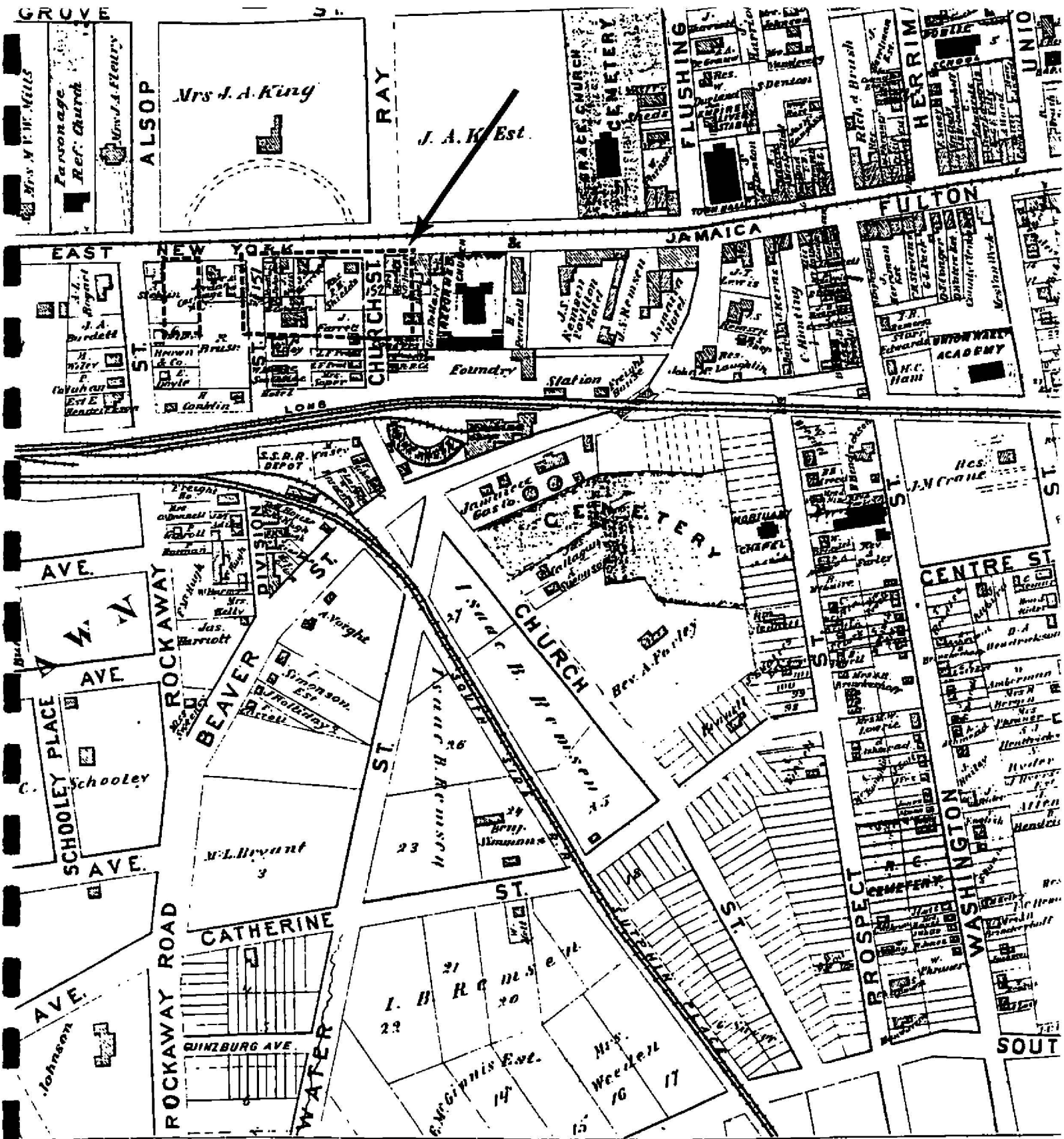


Figure 12. Beers, Atlas of Long Island, 1873
(pl.100, 297 feet to 1 inch)

----- Project Site Boundaries

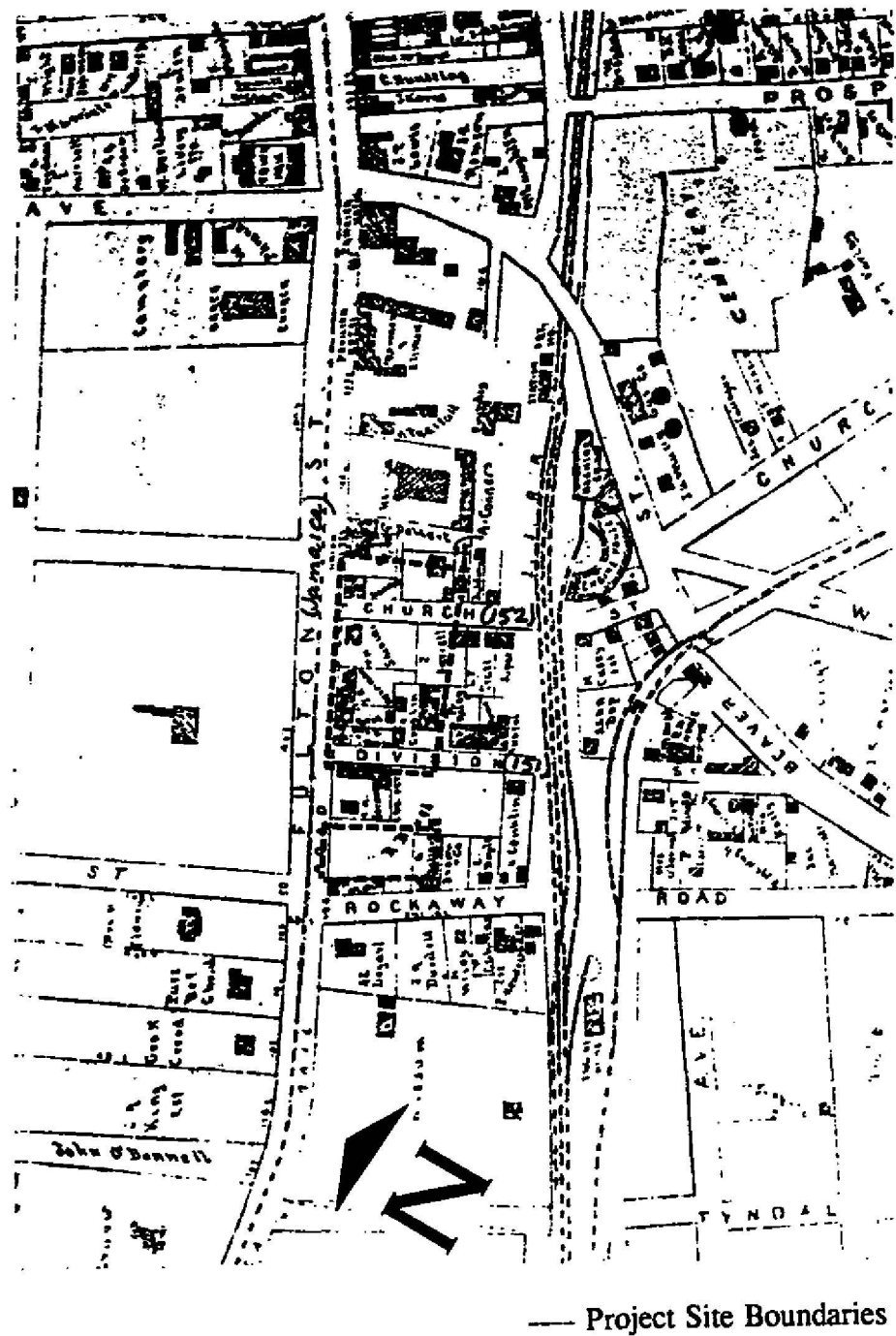


Figure 13. Dripps, Map of the Village of Jamaica, Queens County, New York, 1876

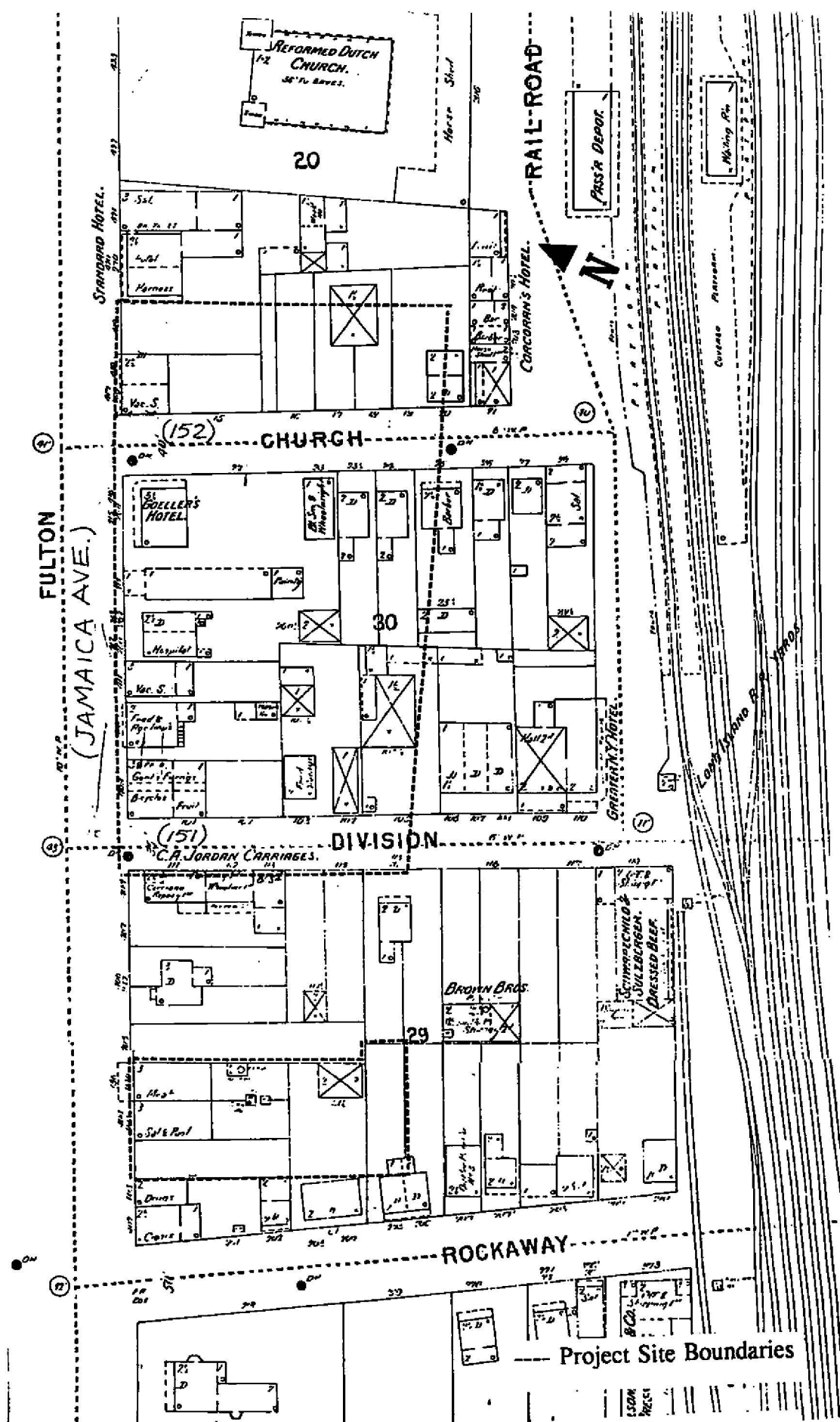


Figure 16. Sanborn, Atlas of Queens County, 1897 (pl. 11)

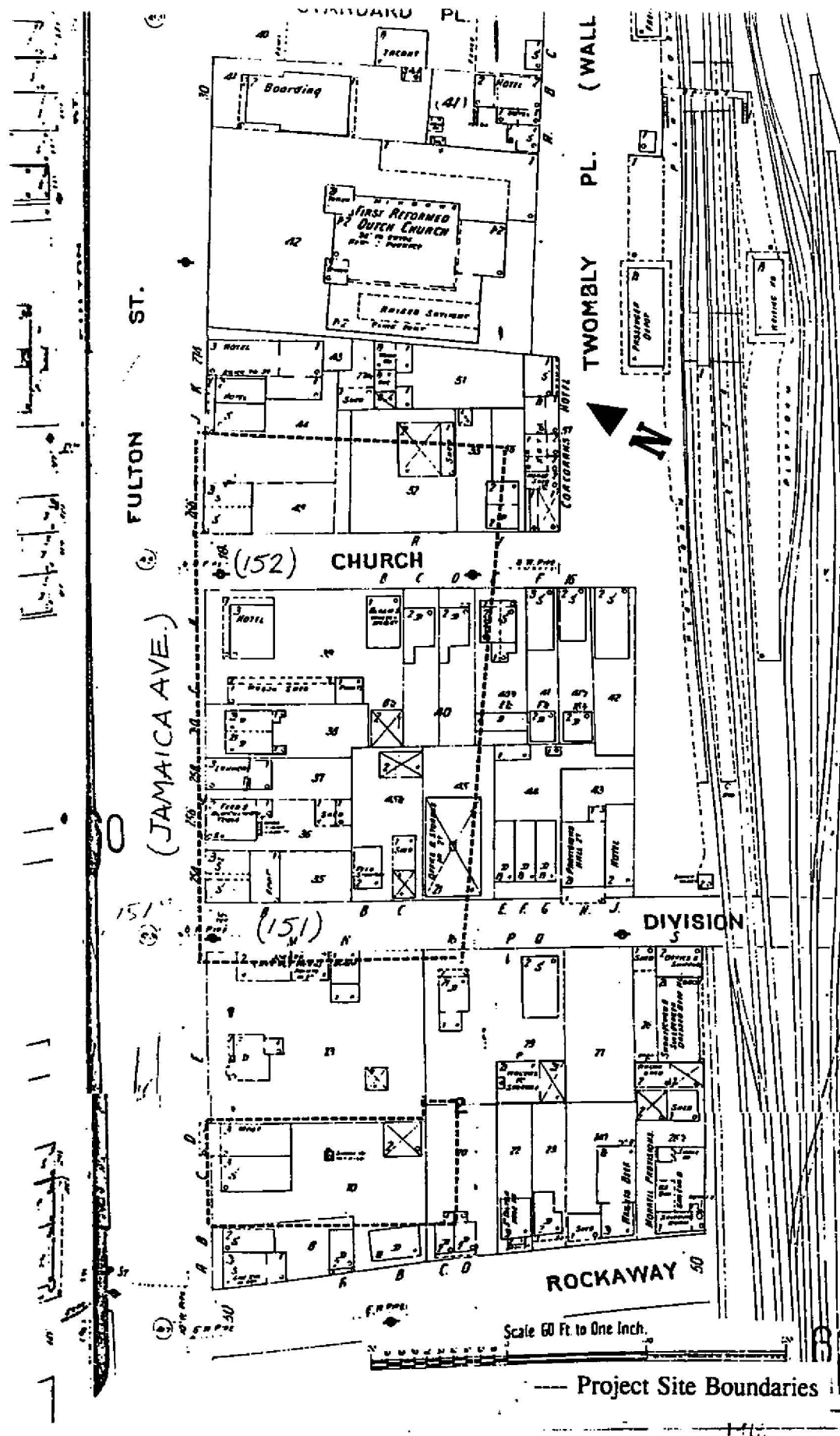


Figure 17. Sanborn, Borough of Queens, 1901 (pl. 68)



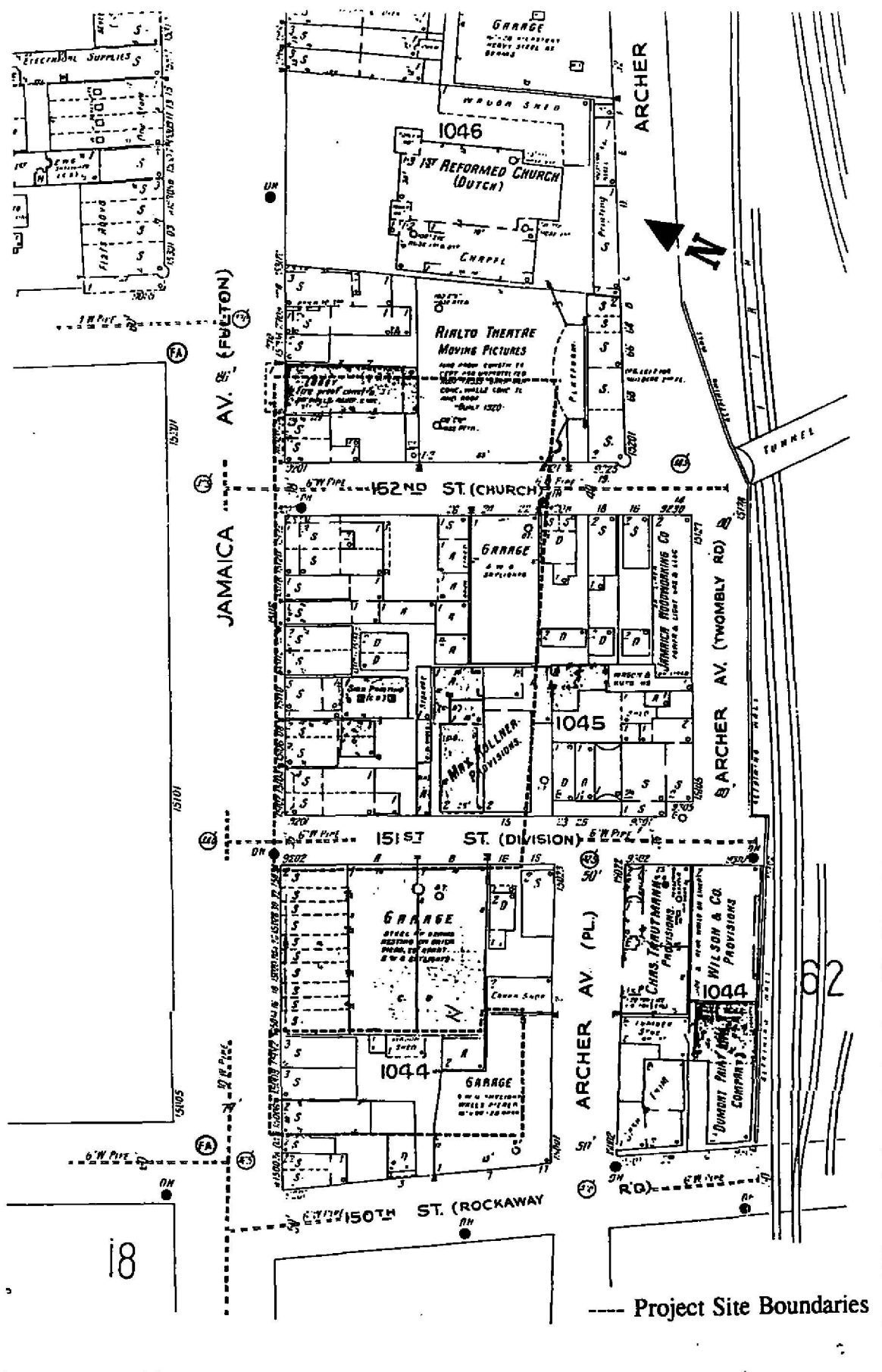


Figure 19. Sanborn, Borough of Queens, 1925 (pl. 20)

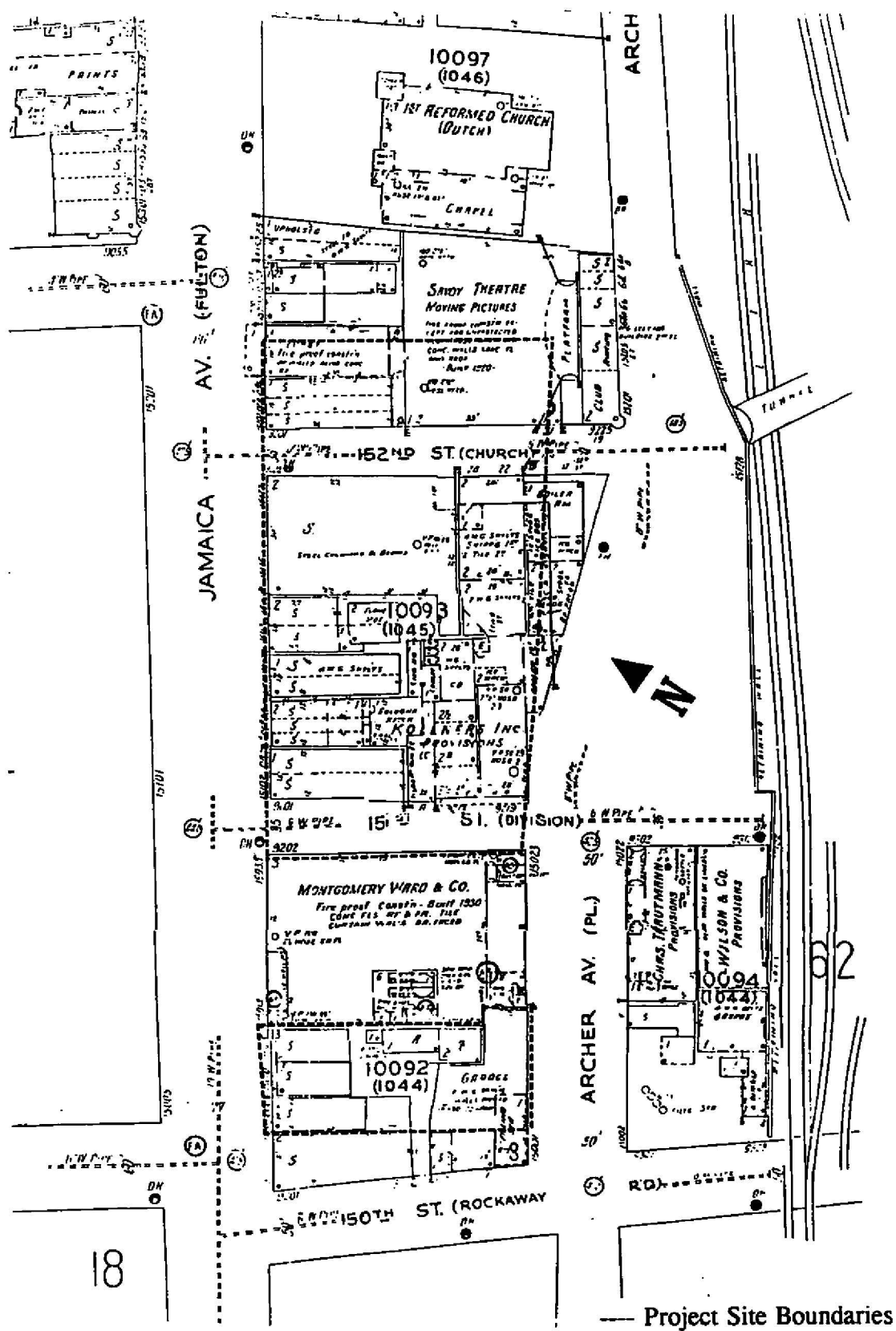


Figure 20. Sanborn, Borough of Queens, 1942 (pl. 20)

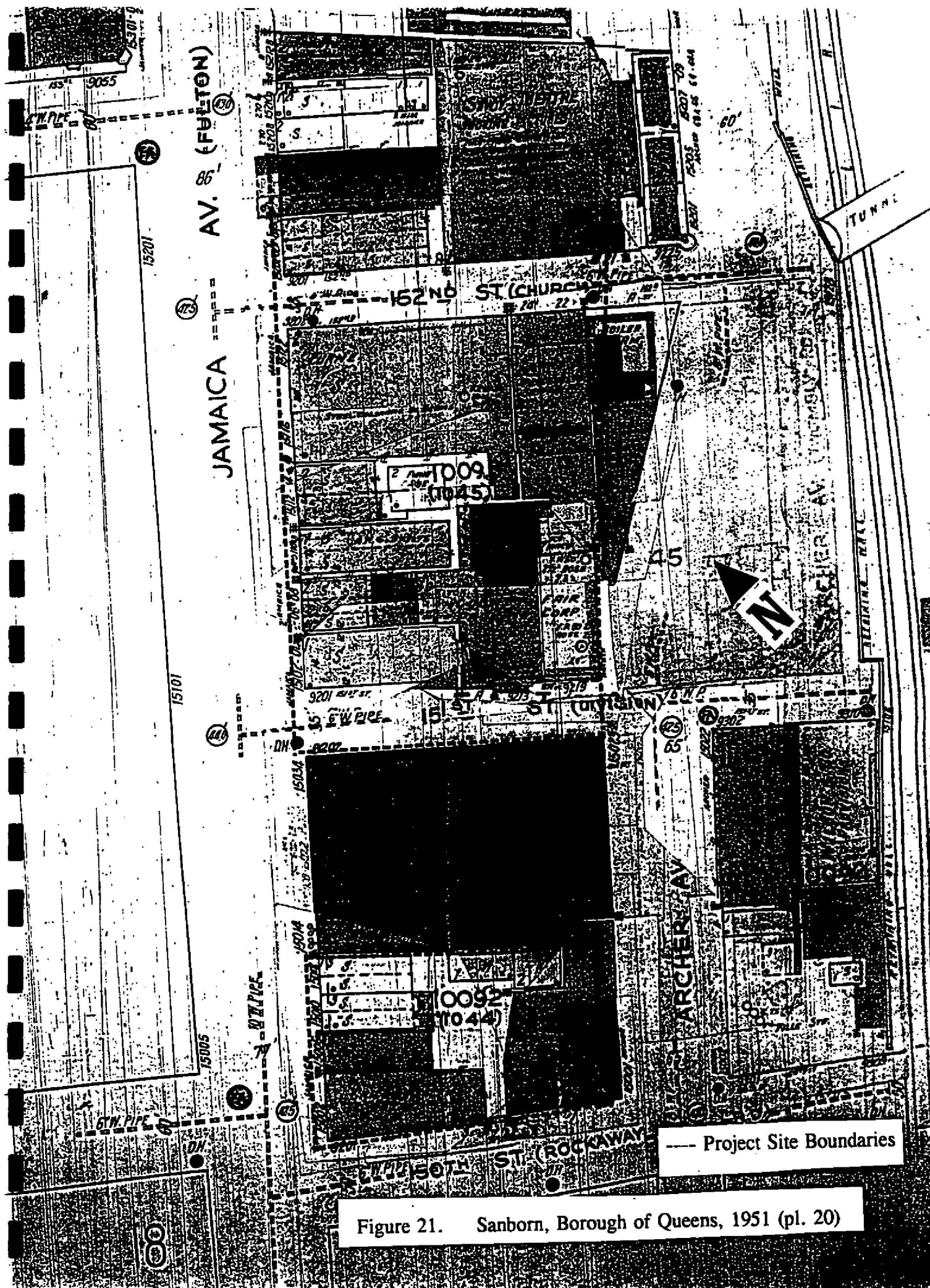


Figure 21. Sanborn, Borough of Queens, 1951 (pl. 20)

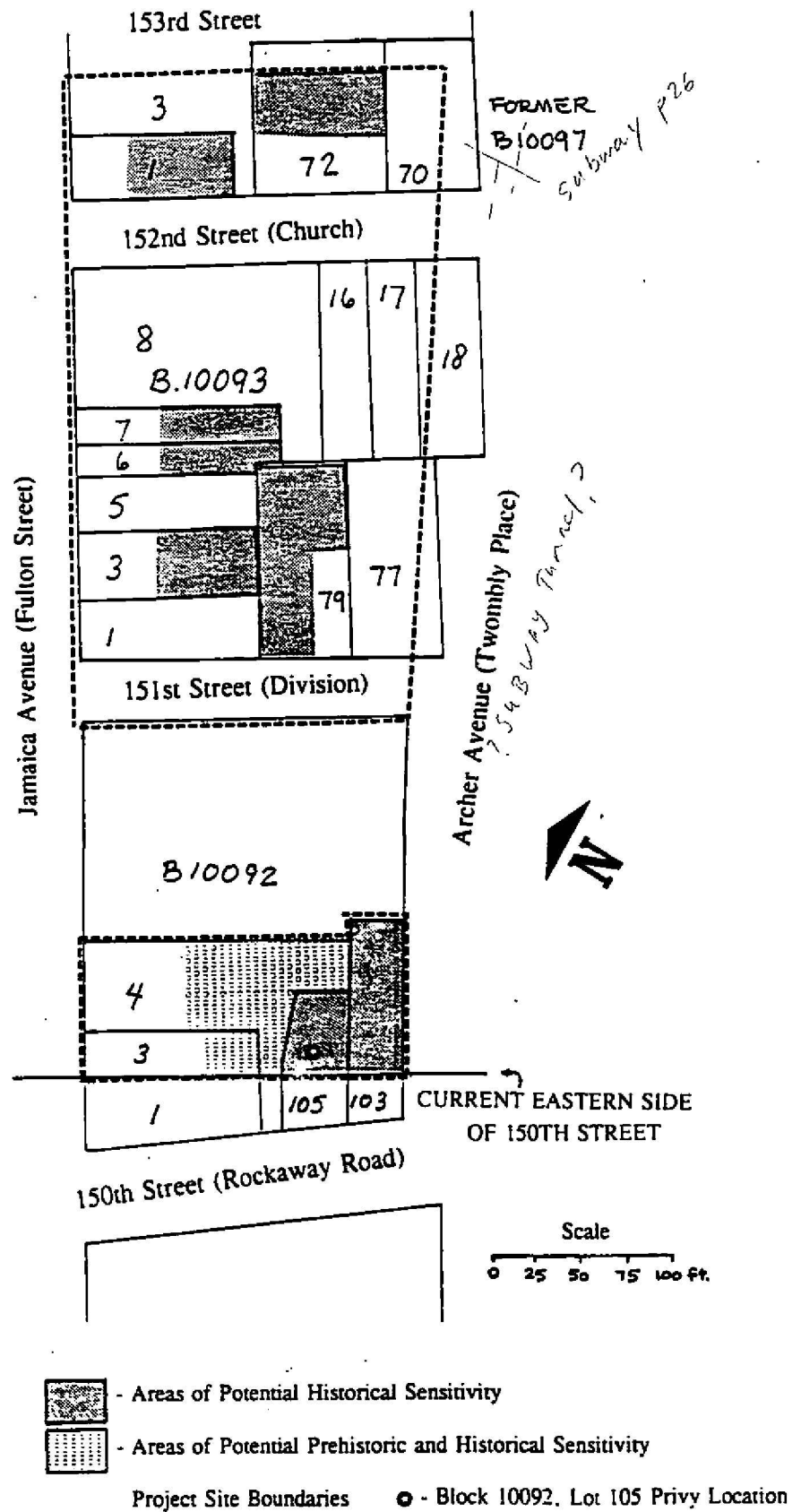


Figure 23. Map of Potential Archaeological Sensitivity



Photo 1: Southeast corner of Jamaica Avenue and 151st Street from north side of Jamaica Avenue. Two remaining buildings on the project site. 151st Street to right, Social Security Building at far left.

Photo 2: View west through project site parking lot, toward 151st Street from 153rd Street just south of Jamaica Avenue. Low buildings at right on project site at the corner of Jamaica Avenue and 151st Street.





Photo 3: View west from 153rd Street toward 151st Street, just north of Archer Avenue. Archer Avenue at left in distance. Note manhole cover at center, indicating former roadbed of 152nd Street.

Photo 4: Looking north along 151st Street (now closed) from Archer Avenue. Police station at left is outside project site.





Photo 5: View northeast from corner of Archer Avenue and 151st Street across project site parking lot. Social Security Building and former Dutch Reformed Church at far right. Steeple of Grace Episcopal Church, on Jamaica Avenue, visible at mid-ground.



Photo 6: View of southeast corner of Jamaica Avenue and 150th Street (Block 10092) from the northwest, with 150th Street at the right. Payless Paint building on old Lot 3. Former Montgomery Ward store at far left (east) is outside project site.

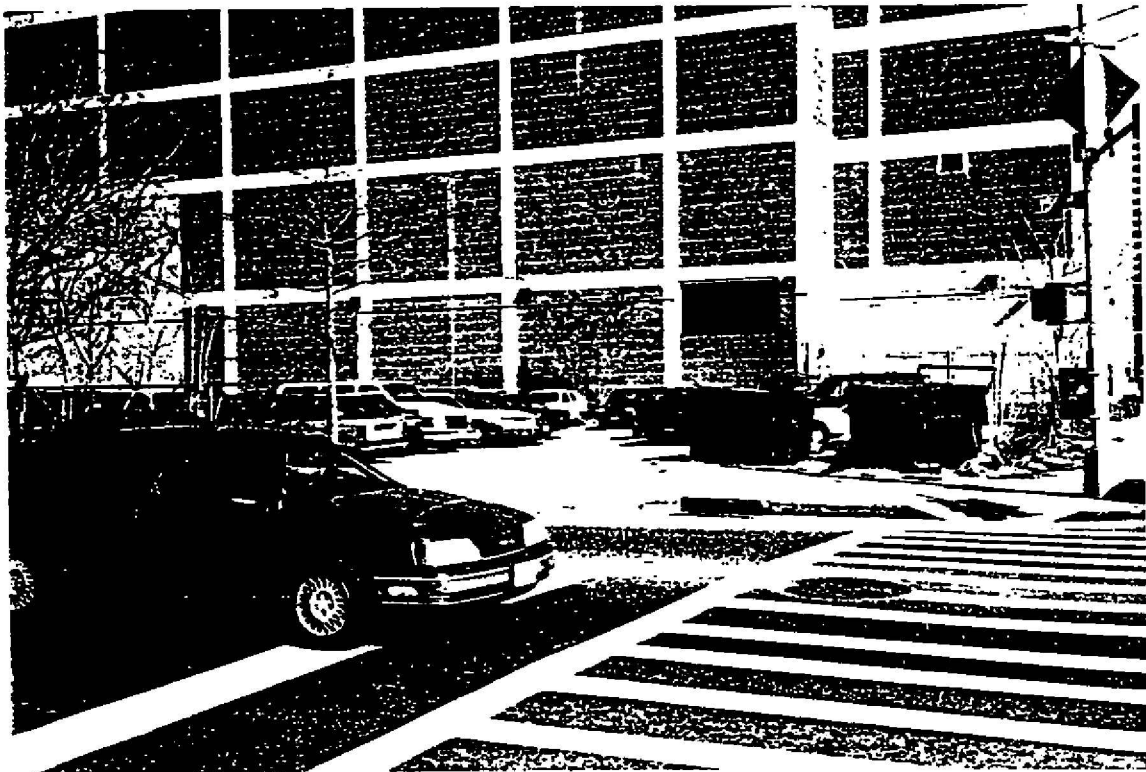
Photo 7: South side of Jamaica Avenue from the north (Block 10092). Parking lot is the former Lot 4. LIRR embankment in distance (south), old Montgomery Ward building to left (east).





Photo 8: East side of 150th Street from the northwest corner of Archer Avenue and 150th Street. Rear of old Lot 3 (Block 10092). Note gray outline of old Lot 4 buildings on former Montgomery Ward store at midground, right.

Photo 9: View eastward from the northwest corner of Archer Avenue and 150th Street. 150th Street in the foreground, Archer Avenue to right (south). Parking lot and dumpsters on project site (Block 10092). Montgomery Ward building in rear.



APPENDIX A

**Site File Searches - New York State Museum and
New York State Office of Parks, Recreation and Historic Preservation**

NEW YORK STATE MUSEUM

3122 Cultural Education Center
Albany, NY 12230
518/474-5813 FAX 518/473-8496

Anthropological Survey

Page 1 of 2

DATE: 12/19/95

To:
CECE KIRKORIAN SAUNDERS
HISTORICAL PERSPECTIVES
P.O. BOX 3037
WESTPORT, CT 06880

Proposed Project: GSA/FDA PROJECT
7.5' U.S.G.S. Quad: JAMAICA

In response to your request our staff has conducted a search of our data files for locations and descriptions of prehistoric archaeological sites within the area indicated above. The results of the search are given below.

If specific information requested has not been provided by this letter, it is likely that we are not able to provide it at this time, either because of staff limitations or policy regarding disclosure of archaeological site data.

Questions regarding this reply can be directed to the site file manager, at (518) 474-5813 or the above address. Please refer to the N.Y.S.M. site identification numbers when requesting additional information.

Please resubmit this request if action is taken more than one year after your initial information request.

*[NOTE: Our files normally do not contain historic archeological sites or architectural properties. For information on these types of sites as well as prehistoric sites not listed in the N.Y.S.M. files contact The State Historic Preservation Office; Office of Parks, Recreation & Historic Preservation; Agency Building #1; Empire State Plaza; Albany, NY, 12238 at (518) 474-0479.

RESULTS OF THE FILE SEARCH:

Recorded sites ARE located in or within one mile of the project area. If so, see attached list.

Code "ACP" = sites reported by Arthur C. Parker in The Archeology Of New York, 1922, as transcribed from his unpublished maps.

SEARCH CONDUCTED BY: FA (initials) Anthropological Survey, NYS Museum

cc: N.Y.S. OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION; HISTORIC PRESERVATION FIELD SERVICES BUREAU

N.Y.S. MUSEUM ARCHAEOLOGICAL SITE FILE
 RM. 3122, C.E.C., ALBANY, N.Y., 12230
 CONFIDENTIAL: INFORMATION FOR RELEASE ONLY AS REQUIRED BY LAW
 OR AS AUTHORIZED IN WRITING BY THE NYSM ANTHROPOLOGY SURVEY

ID.	#	S- ALT, OLD, (DHP)	SITE NAME	REPORTED: *:AGE :SITETYPE :STRATIG	REMARKS	USGS TOPO REPORTER 7.5' (15') (RECORDER) :COUNTY - [EARLIER REPORTER]	PROJ. ID. #	DFILE 1NOTE 2MAP: 3ELOC
531		ACP QUNS 8		Village	"Village of Janeco Indians"			
546		ACP QUNS no H			traces of occupation			
7460		BRK 2-2		Historic (18 - 19 cent)	area is village of Janeco in 1900. Many 18th-19th c Struct - prob found (1 found) 18 - 20th c. artifacts faunal remains			See Klein

ARCHEOLOGICAL SITE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK

518 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. A081-01-0104
QUAD. Jamaica
SERIES _____
NEG. NO. _____

REPORTED BY: Joel Klein

YOUR ADDRESS: _____ TELEPHONE: _____

ORGANIZATION (if any): NYU

DATE: 8/20/75

1. SITE NAME: Historic Jamaica (BRK 2-2)

2. COUNTY: Queens TOWN/CITY: _____ VILLAGE: _____

3. LOCATION: _____

4. PRESENT OWNER: _____

5. OWNER'S ADDRESS: _____

6. DESCRIPTION, CONDITION, EVIDENCE OF SITE:

- | | |
|---|--|
| <input type="checkbox"/> STANDING RUINS | <input type="checkbox"/> CELLAR HOLE WITH WALLS |
| <input type="checkbox"/> SURFACE TRACES VISIBLE | <input type="checkbox"/> WALLS WITHOUT CELLAR HOLE |
| <input type="checkbox"/> UNDER CULTIVATION | <input type="checkbox"/> EROSION <input type="checkbox"/> UNDERWATER |
| <input type="checkbox"/> NO VISIBLE EVIDENCE | <input type="checkbox"/> OTHER _____ |

7. COLLECTION OF MATERIAL FROM SITE:

- | | | |
|---|---------------------------|---------------------|
| <input checked="" type="checkbox"/> SURFACE HUNTING | BY WHOM <u>R. Bellare</u> | DATE <u>1974-75</u> |
| <input checked="" type="checkbox"/> TESTING | BY WHOM <u>J. Klein</u> | DATE <u>1975</u> |
| <input type="checkbox"/> EXCAVATION | BY WHOM _____ | DATE _____ |
| <input type="checkbox"/> NONE: | | |

PRESENT REPOSITORY OF MATERIALS: York College of CUNY

8. PREHISTORIC CULTURAL AFFILIATION OR DATE: _____

NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM

For Office Use Only--Site Identifier A081-01-0152

Project Identifier Federal Building

Your Name: Diana Beckman et al

Address: _____

Date October 1982

Phone () _____

Zip _____

Organization (if any) Soil Systems, Inc.

1. Site Identifier(s) Federal Building Block

2. County Queens One of following: City _____
 Township _____
 Incorporated Village _____
 Unincorporated Village or _____
 Hamlet Jamaica

3. Present Owner ESA

Address _____

Zip _____

4. Site Description (check all appropriate categories):

Structure/site

Superstructure: complete partial collapsed not evident

Foundation: above below (ground level) not evident

Structural subdivisions apparent Only surface traces visible

Buried traces detected

List construction materials (be as specific as possible):

Grounds:

Under cultivation Sustaining erosion Woodland Upland

Never cultivated Previously cultivated Floodplain Pastureland

Soil Drainage: excellent good fair poor

Slope: flat gentle moderate steep

Distance to nearest water from structure (approx.) _____

Elevation: _____

5. Site Investigation (append additional sheets, if necessary):

Surface--date(s) _____

Site Map (Submit with form*)

Collection

Subsurface--date(s) _____

Testing: shovel coring other _____ unit size _____
 no. of units _____ (Submit plan of units with form*)

Excavation: unit size _____ no. of units _____
 (Submit plan of units with form*) See report

* Submission should be 8 1/2"x11", if feasible

Investigator Terry H. Klein

Manuscript or published report(s) (reference fully):

1982 (January) Phase II Archaeological Investigations Proposed Social Security Administration Building, Jamaica, Queens, New York. (Appendices in separate volume.)

Present repository of materials _____

6. Site inventory:

- a. date constructed or occupation period _____
- b. previous owners, if known _____
- c. modifications, if known _____

(append additional sheets, if necessary)

7. Site documentation (append additional sheets, if necessary):

a. Historic map references

1) Name _____ Date _____ Source _____
Present location of original, if known _____

2) Name _____ Date _____ Source _____
Present location of original, if known _____

b. Representation in existing photography

- 1) Photo date _____ Where located _____
- 2) Photo date _____ Where located _____

c. Primary and secondary source documentation (reference fully)

d. Persons with memory of site:

- 1) Name _____ Address _____
- 2) Name _____ Address _____

8. List of material remains other than those used in construction (be as specific as possible in identifying object and material):

If prehistoric materials are evident, check here and fill out prehistoric site form. _____

9. Map References: Map or maps showing exact location and extent of site must accompany this form and must be identified by source and date. Keep this submission to 8 1/2"x11", if feasible. See plot on U.S.G.S. Topo. Sheet

USGS 7 1/2 Minute Series Quad. Name Jamaica

For Office Use Only--UTM Coordinates _____

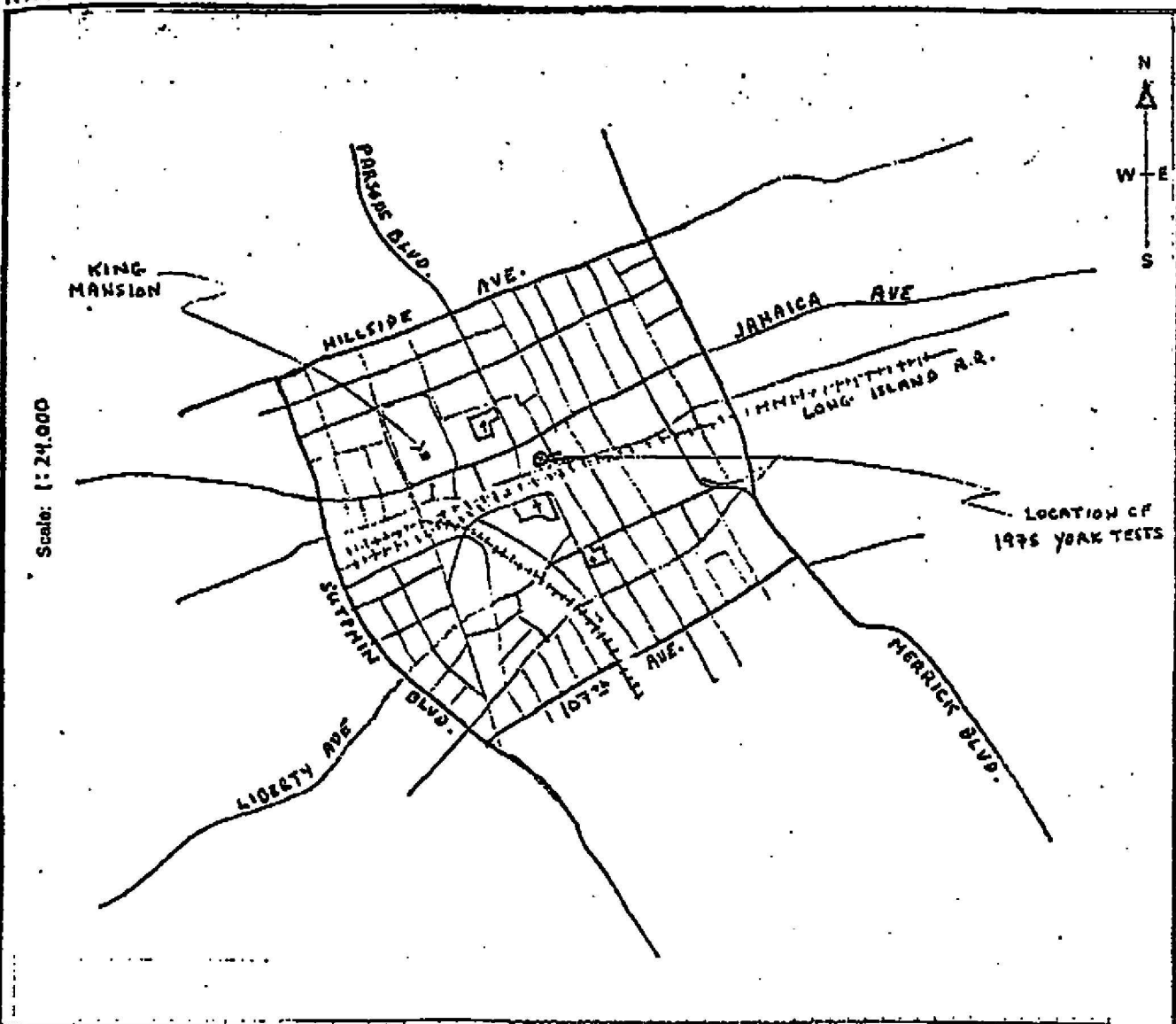
10. Photography (optional for environmental impact survey): Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.

OFFICIAL SITE NAME: Historic Jamaica

NYAC SITE SURVEY FORM

Page

NYAC SITE NO.



SKETCH
MAP

SITE SIZE

(Area)

STRATIGRAPHY
DEPOSITION

CULTURAL
LANDMARKS

King Mansion, Jamaica Ave.

GEOLOGY
AND
RESOURCES

Surface Features	Water Source	Vegetation	Soil Type
	Distance from:		

CONDITION

Erosion
Possibility of Destruction Urban renewal underway throughout entire area is rapidly destroying remaining archaeological integrity

REMARKS

Eligible for National Register Historic District status

Recommendations
Continuations

Recorder: Joel Klein, New York Univ.

Date: 20 Aug. 1976

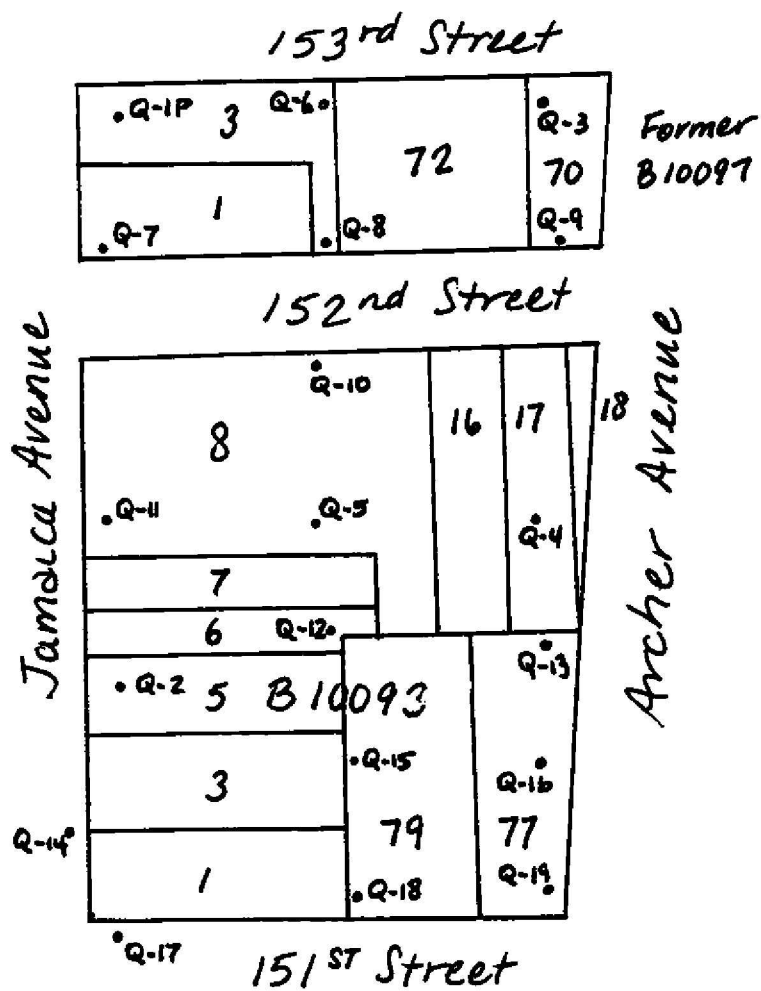
APPENDIX B

BORING LOGS

BORING LOGS (Continued)

Q-13	Q-14	Q-15	Q-16
el. +42.39'	el. +44.03'	el. +44.10'	el. +42.13'
Misc fill to 32.39'	Misc. fill to 39.03'	Misc fill to 39.10'	Misc. fill to 32.13'
Fine to medium brown sand, some gravel to 27.39'	Gravel, cobbles and fine sand to 34.03'	Medium to coarse brown sand, gravel to 34.10'	Medium to fine brown sand, silt and fine gravel to 27.13'

Q-17	Q-18	Q-19
el. +43.97'	el. +44.00'	el. +42.37'
Misc fill to 38.97'	Misc. fill to 39'	Misc fill to 22.37'
Fine to coarse brown sand with gravel to 23.97'	Medium to fine brown sand with silt and fine gravel to 19'	Fine to medium brown sand, some gravel to 17.37'



BORING LOCATION MAP

12-93 04:59 AM

