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PHASE 1B TOPIC-INTENSIVE ARCHAEOLOGICAL STUDY

for the

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

Prepared on behalf of:

**The City of New York
Office of the Criminal
Justice Coordinator
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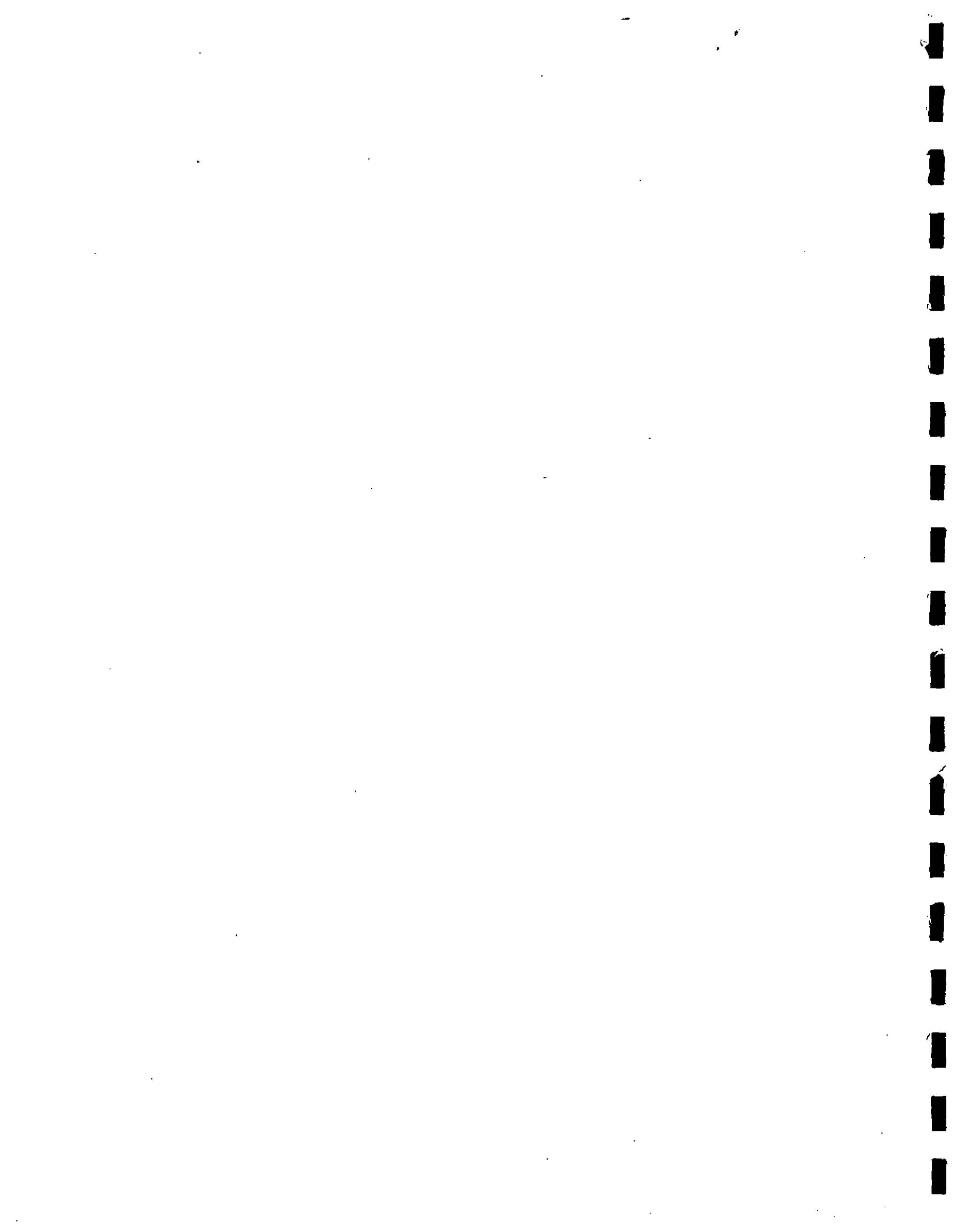
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PHASE 1B TOPIC-INTENSIVE ARCHAEOLOGICAL STUDY



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I. INTRODUCTION

A Phase 1A Archaeological Assessment Report was completed in March 1997 to determine the presence, type, extent and significance of any cultural resources which may still be present on the proposed Queens Family Court and Family Court Agencies Facility site (hereafter Queens Family Court site) (Kearns, Schaefer and Saunders 1997). Based on archival research, this report 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 site development.

This report concluded that ten lots on the project site merited further research. These areas, Block 10092 Lots 3, 4, 103 and 105; Block 10093 Lots 3, 6, 7 and 79 and Block 10097 Lots 1 and 72, were delineated on the "Map of Potential Archaeological Sensitivity." (See Fig. 12) This conclusion was based on cartographic evidence which indicates historical occupation pre-dating 1842, and on cartographic and building department data which shows that these areas experienced minimal or no subsequent construction disturbance. The potentially sensitive sections of Block 10092 Lots 3 and 4 are also considered sensitive for potential prehistoric archaeological resources (See Fig. 12).

The City of New York Landmarks Preservation Commission (LPC) has agreed with the study's conclusions, and according to CEQR guidelines has recommended the preparation of this topic intensive research report for 19th-century resources, and a field testing scope addressing archaeological resources for LPC review. It is a more intensive examination of the ten potentially sensitive lots, and attempts to focus any necessary archaeological investigation on those lots that have the greatest potential for providing data which will address both general and specific research topics.

II. METHODOLOGY

The utility of the documentary record for providing a greater understanding of the archaeological record and for the reconstruction of past lifeways, culture history and process, has been well established. The wealth of documentary material available from sites in urban settings, combined with archaeologically recovered data, can, with critical analysis, result in a much fuller picture of the past than either one of these sources can provide alone.

The focus of this topic intensive study is the 19th- and early 20th-century occupants of the Queens Family Court Site. This study concentrates on the examination of documentary data pertaining to the c.1842-1913 home and business lots and their associated residents identified in the Phase 1A Report (Kearns, Schaefer and Saunders 1997).

Several categories of documentary data were examined for this study. These were census records, land records and cartographic information. Unfortunately, for Queens County, since it was not part of New York City until 1898, real estate tax records are not available before 1899. Available town directories for Jamaica date from 1864, and many buildings are not identified by house numbers until the 1910s. Documentary data was collected at the following institutions: the New York Public Library (Map and Local History and Genealogy Divisions), Queens Borough Public Library - Long Island Division, Office of the City Register (Queens) and

the Queens Topographical Bureau. Mary Anne Mrozinski, the director of King Manor graciously provided a copy of the 1813 Bridges and Poppleton map.

Census Records

Census information, examined at the Queens Borough Public Library - Long Island Division and the National Archives (Northeast Region) in Manhattan, was expected to reveal household membership, age, sex, place of birth and occupation. Each Federal decennial census was examined for the period 1840-1900. When available, indexes were used to search for known last names which appeared on maps and in land ownership records. The earliest censuses were not as detailed as their later successors. Until 1860, only the head of household was listed, all members were listed as numbers within a certain age range, making it difficult to distinguish between family members, boarders and servants; occupations, if given, are mentioned in broad categories such as "trade and manufacture." Since addresses were not recorded, unless residents within the study area can be identified by other means, census data does not necessarily relate to the study lots. Appendix A contains the information retrieved from Federal Census records.

Land Ownership Records

Grantor/Grantee registers and deed libers were examined at the Office of the City Register in Jamaica, Queens. These records were studied to date more closely the division and ownership of the lots in the project site, and in conjunction with map, census and local municipal records, to help determine whether the owners or tenants actually occupied the lots. A typical deed names the two parties involved in the land transaction and includes a description of property size and boundaries. The date of sale is listed, as well as the date of recording, which can range to a day to a number of years apart. Normally the liber and page number of the previous sale is also listed, so that ownership can be traced backward through time. However, for each of the lots researched, the ownership *trail* ended in the early 20th century. Although sometimes deeds also include small maps or descriptions of the lot, including property layout and the number of existing buildings, this did not occur for the project site lots.

Maps

Cartographic data collected for the Phase 1A Report at the Map Division of the New York Public Library, the Long Island Division of the Queens Borough Public Library, the Queens Topographical Bureau and King Manor, were reexamined for information concerning land ownership, occupation, changing lot division, usage and the disposition of structures. Unfortunately, no maps of sufficient detail have been located to bridge the 28-year gap between the 1813 Bridges and Poppleton Map and the 1842 Johnson Map (Bridges and Poppleton 1813; Figure 2).

Miscellaneous Sources

A search in indexed town and village records (Historical 1938; Jamaica Records 1939) was made for references to the names of the owners/occupants of the project site established through the abovementioned deed and census research. Historical photographs were examined at the Queens Borough Public Library, where a 1915 picture of the Jamaica Avenue frontage of Block 10092 was found. Also, the recorded gravestone inscriptions for local Prospect and Grace Church Cemeteries provided valuable data for identifying family members, relationships and birth/death information (Frost 1911 and 1911b).

III. HISTORICAL BACKGROUND

Jamaica Village was officially established in 1656, when a group of English settlers from present Hempstead in Nassau County received permission to settle in the area from Dutch Director-General Peter Stuyvesant. Although Stuyvesant named the new town Rustdorp, meaning peaceful village in Dutch, the settlers preferred the name Jamaica, after the Indian name for the Beaver Pond adjacent to the settlement (Brodhead 1853:619; Thompson 1843:96-97).

Each of the original proprietors received a homelot near the settlement, as well as ten acres of planting land and 20 acres of meadow which were more distantly removed (Munsell 1882:193-195). Until well into the 19th century, the sparsely-built village was strung out along present Jamaica Avenue (formerly Fulton Street), which originated as a major Indian trail (Grumet 1981:71). The settlement's important public buildings and institutions were established there, including the log meeting house and parsonage, c.1662, at the southwestern and southeastern corners of present Jamaica Avenue and Parsons Boulevard, respectively (from 600 to 750 feet east of the study site) (Thompson 1843:99,100-101; Herndon 1974:6

With the English conquest of New Netherland in 1664, the village became the judicial and legislative seat of the region. A larger court and meeting house was completed adjacent to the old building in 1667, and the Presbyterian majority built a stone church at Jamaica Avenue and Union Hall Street in 1699 (Thompson 1843 II:105,115). This building became a bone of a decades-long controversy between the state-supported Church of England and the town-supported Presbyterian church, finally decided in favor of the Presbyterians. As a result, Grace Episcopal Church erected its first sanctuary near the northwestern corner of Jamaica Avenue and Parsons Boulevard in 1734 (about 600 feet northeast of the project site). The whole scandal seems to have prompted Jamaica's Dutch settlers to separate from the Presbyterians and form their own church in 1702. Their first building was erected in c.1715 on the south side of Jamaica Avenue, opposite 153rd Street, approximately 100 feet east of the Queens Family Court site (Thompson 1843:116,124n; Ross 1903:552,558; Herndon 1974:7,8).

As the only major settlement in present southern Queens County, Jamaica became an important transportation hub, sitting astride the roads to Hempstead, Brooklyn and New York City (Fulton Street, now Jamaica Avenue), Jamaica Bay and Rockaway (Rockaway Road, now 150th Street) and Flushing (Parsons Boulevard). Farmers from the surrounding region passed through the village on the way to markets in Brooklyn and New York, and on their return spent money in Jamaica's shops, inns and taverns. The village was occupied by the British from 1776 to 1783, and although soldiers and officers supported the local economy, food and firewood shortages meant the confiscation of livestock, and the destruction of buildings and fences.

At the end of the occupation, Jamaica underwent a new phase of construction to replace all the razed buildings and took on a new, more sophisticated aspect. Forward-looking Queens residents raised funds by subscription and established the Union Hall Academy for young men in 1792, and female academy in 1817 (building on Union Hall Street, south of Jamaica Avenue). The Methodist Episcopal Church, a denomination which had nearly disappeared from Jamaica during the Revolution, erected a small church on the east side of Division (151st) Street, just south of the project lots. (See Fig. 2) The congregation moved to a new building in 1844, and the church site is presently beneath Archer Avenue (Munsell 1882:229,244; Methodist 1932; Ross 1903:275).

During the early 1800s, Jamaica attracted many wealthy residents from New York, who established country estates in the village, most notably Rufus King, one of New York's first senators, and a signer of the Constitution. The King property was purchased in 1805, and the present mansion, now a city landmark and museum, still stands on the north side of Jamaica Avenue, directly opposite the project lots. (Herndon 1974:17,19-21). (See Fig. 5)

Through the 19th century, Jamaica's links with Brooklyn and New York were gradually improved. Fulton Street (Jamaica Avenue), which forms the northern boundary of the Queens Family Court site, was rebuilt and privately operated by the Brooklyn, Jamaica and Flatbush Turnpike Company, in c.1809, and the road was later extended to Hempstead and Jericho. The first steam trains of the Brooklyn & Jamaica Railroad Company reached Jamaica in 1833, and the line became part of the Long Island Rail Road beginning in 1836. The main depot was built on the north side of Beaver Street, about 200 feet south of the study site (Thompson 1843:134; Ross 1903:285). Historical maps show numerous hotels and saloons, both on and near the study parcel, in the vicinity of the station. (See e.g., Figs. 5 and 6)

By 1836 Jamaica was a town of 140 dwellings, four inns, seven stores, two publishing offices publishing weekly journals, the county clerk and surrogate's office, two physicians, three lawyers, two schools (mentioned above) and three handsome new church buildings with belfries (Episcopal, Presbyterian and Dutch Reformed).

As a village built almost entirely of wood, fire was a constant danger. Wooden buildings, after they burned were gradually replaced with stone or brick structures. One of the most notable fires began on the Queens Family Court site, in the carriage factory of James Hendry, at the corner of Church Street (152d) and Jamaica Avenue (Block 10097 Lot 1 - one of the sensitive lots), on September 30, 1855. (See Fig. 2 "J. Smelt") The fire spread eastward, destroying the Hendry's factory, home, barn and five additional buildings, before reaching the Dutch Church, which only hours previously had received the last daub of paint in an extensive renovation and embellishment (Historical 1938: XI 75).

With transportation improvements by the 1890s, particularly the replacement of the horsecar lines with trolleys in 1887, and the consolidation of Queens County with New York City, 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 paths. To the north, large middle class houses and estates still dominated, while to the south, in the project area, smaller lots had a higher concentration of middle and lower class dwellings, as well as industrial structures (Ibid. 30-32).

IV. HOMELOT HISTORIES

According to the conclusions reached in the Phase 1A report, ten former lots were included in the areas of potential historical archaeological sensitivity. These lots are:

Block 10092 Lots 3, 4, 103 and 105
Block 10093 Lots 3, 6, 7 and 79
Block 10097 Lots 1 and 72

The divisions, based on lot usage history, follow the lot lines from the 1911 map (Fig. 11). Currently, Block 10097 is part of Block 10093.

One of the goals of this report is to identify the occupants of the project site lots, and to present a detailed history of the properties' uses through the end of the study period, c.1901. This date of 1901 is based on utility installations. With the introduction of modern water (pre-1891) and sewer (pre-1901) utilities (See Fig. 8; Hyde 1901:10), the occupants of the dwellings and businesses on the project site lots no longer required some of the backlot outbuildings and below-ground water management systems (e.g. privies, wells, cisterns). Thus, the date of water and sewer line installation, in this case, c.1901, is normally utilized as a convenient cut-off date, except where evidence indicates otherwise.

The earliest document located which can be used to infer residential occupation of the Queens Family Court lots, is the 1842 Johnson Map. (See Fig. 2) Two earlier maps, the 1782 Taylor Map, and the less-detailed 1813 Bridges and Poppleton map show the study lots empty (Taylor 1782; Bridges and Poppleton 1813).

Block 10092

In 1842 the project site sections of Block 10092 (Lots 3, 4, 103 and 105) were part of a large, empty property owned by "Mrs. Codwise." (See Fig. 2) An 1854 deed for Lot 105 indicates that the Codwise property was then owned by John Aisop King, who sold it to Richard Brush in that year. Brush is described in more detail in the Lot 3 discussion. The property contained no recorded buildings as late as 1859. (See Fig. 3)

Block 10092 Lot 3

(236 Fulton Street, 150-06 Jamaica Avenue)

Ownership of Lot 3 and adjacent lots passed to R. Brush by 1868, and the empty lot also appears in his name in 1873 and 1876. (See Figs. 4-6) Richard Brush is identified as a hardware merchant in the 1870 census (when his real estate investments were valued a \$25,000) and is listed in various directories as having a hardware or "country store" on Fulton Street outside the project site during the 1870s (Curtin 1872; 1876; Lain 1878). Although he lived in Jamaica, he did not reside on the project site.

The first recorded building on Lot 3 was a blacksmithy which appears there in 1886 and 1891. (See Figs. 7 and 8) Neither directory nor deed research was able to identify the proprietor of this blacksmith's shop, or to determine whether it was also used as a residence.

Lot 3 was sold to Frederick Young in 1901 by George Froelich and his wife (Liber 1257 p292), and by 1915 was in the possession of members of the Stokes family (Liber 2035 p51). A single building containing two stores was constructed on the lot between 1901 and 1911 -

apparently during the period of Young's ownership. The addresses were 236a and 236B Fulton Street. (See Fig. 11). A 1915 photograph shows a 1-story building containing a real estate office. A building permit from 1919 records a store and dwelling (Alt 1945-1919).

Research was unable to identify the residents or shopkeepers of this structure.

Block 10092 Lot 4

(238 and 240 Fulton Street, 150-08 and 150-12 Jamaica Avenue)

As with Lot 3, Lot 4 was owned by R. Brush from 1868 to 1876 (See Fig. 6), but there were no structures there until between 1876 and 1886, when a blacksmithy is depicted there, until sometime before 1891. (See Figs. 7 and 8) No record of the proprietor of the smithy was located.

A pair of attached buildings replaces the smithy in 1891. (See Fig. 8) Subsequent building records show stores on the first floor with dwellings above (Alt 3636-1927).

The 1891 Sanborn records a meat market in the northern section (240 Fulton Street). Directories from 1899 to 1912 record Frederick Young as the proprietor of the meat market. Young's name appears on the shop in a 1915 photograph. Between 1899 and 1904 Jacob Young is also listed as a butcher at the same address (Trow 1899; 1904; 1908; 1912). Frederick Young was the owner of the Lot 4 in 1927 (Liber 3392 deed 25212). However, no residents were identified.

A saloon and pool hall is identified in the southern section of the building - 238 Fulton Street (Figs. 8 and 9), where William Goeller Jr. and James Feeney are listed with the occupation "liquors" in the 1899 directory. By 1901 Louis Krause replaced Feeney (Trow 1899; 1901). One resident of 238 Fulton Street could be identified, Thomas Dolan, a cigarmaker, who appears only in the 1901 directory (Trow 1901). A 1915 photograph shows 238 Fulton as "Reid's Ice Cream."

Block 10092 Lot 103

(205 Rockaway Road, 92-07 150th Street)

The first building on Lot 103 is a dwelling built between 1859 and 1868, and labeled G. Dellert on the 1868, 1873 and 1876 maps. (See Figs. 4-6) Although George Dellert, a saloon keeper, appears in directories from 1865 to 1878, both his saloon and home are listed as Fulton near Church (Jamaica Avenue near 152d Street), and not on Rockaway Road (Curtin 1865; 1868; Lain 1878). Another Dellert property does appear at this location in 1868, adjacent to the Dutch church. (See Fig. 4) Not surprisingly, Dellert, a Bavarian-born American citizen, is listed in the 1870 census as owning \$4,000 worth of real estate.

Beginning with the 1886 atlas, Dellert's building is shown in more detail, as a pair of attached dwellings, with only the northern half of the rear lot within the study site - 205 Rockaway Road. (See Fig. 7) No residents of this lot and dwelling were identified.

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

Lot 105 was part of a larger property purchased by Richard Brush from John Alsop King in 1854, and probably included the other project site lots on present Block 10092 (Liber 124 p37). Brush is depicted as owner of the empty lot on maps through 1876. (See Fig. 6)

The first dwelling on Lot 105 was constructed between 1886 and 1891, replacing a barn and wagon house which stood there in 1886. (See Figs. 7 and 8) An "existing outhouse" is recorded on this property in 1913, and its location is given on the Map of Archaeological Sensitivity (Figure 12) (Lot 103, New Building 916-1913). Four members of the Stokes family sold the lot to Premier Realty in 1915. Robert Stokes, mentioned in the deed, was a local realtor, and appears in the 1908 directory, but is not recorded on Lot 105 (Liber 2035 p51; Trow 1908).

None of the lot residents could be identified.

Block 10093**Block 10093 Lot 3**
(256 Fulton Street, 151-06 and 151-08 Jamaica Avenue)

Lot 3 contained a dwelling owned by "Mrs. Seely" by 1842. Although she is listed as resident on her property, since Lot 3 was combined with adjacent Lots 1, 77 and 79, and a second dwelling stood on Lot 1, it is not clear which house was her residence. (See Fig. 2)

A building is still shown on the lot on the 1859, and by the time of the 1868 map Lot 3 had been separated from the adjacent lots, and is listed as the property of J. Geis. John Geis was a saloonkeeper, and appears in the 1865 directory as having a saloon and home on Fulton near Division, which corresponds to Block 10093 Lot 3. Although listed in the 1860 census, Geis's occupation is recorded as "laborer," suggesting that he had not come into possession of the saloon in 1860. He is not listed in the 1864 directory either (Curtin 1864; 1865).

Historical maps record Geis on Lot 3 as late as the 1891 Wolverton atlas (Wolverton 1891), and is listed there with his occupation as "saloon" or "liquors" in the directories from 1865 to 1878 (Curtin 1865; 1868; 1873; 1878). Geis, 54 can be found in the 1870 census, where he is listed with his wife Elizabeth, 41. Both were born in Bavaria, and Geis is listed as a "saloonkeeper." They had no children, and no borders are recorded. In the 1860 census, Elizabeth Geis was recorded as having a personal estate of \$40. By 1870, John Geis owned real estate, probably Lot 3, worth \$2,000.

It is possible that the Geises gave up the saloon, since from 1886 onward (John Geis would have been 70 if he were alive) the building is listed as a store selling various combinations of flour, feed, seeds, fruit and agricultural tools. (See Fig. 7) The next recorded occupant is Pasquale Gatevala, a mason, who utilized the location as his place of business, but lived on nearby Church Street (152nd Street) in 1901 (Trow 1901).

Block 10093 Lots 6 and 7

(260 and 262 Fulton, 151-12 and 151-14 Jamaica Avenue)

Lots 6 and 7 were combined as one lot until at least 1886. (See Fig. 7) The first recorded dwelling on the homelot appeared between 1842 and 1859, labeled J. A. Herriman. The property is labeled Herriman in 1868 and 1891, and J. A. Herriman in 1873 and 1876 (Wolverton 1891). (See Figs. 4-6) James Augustus Herriman (1815-1875), buried in Prospect Cemetery, was the "secretary port warden's office (NY)." His father was also James Herriman (1790-1863), so there is some confusion as to the correct owner. Although the Herriman owned or eventually inherited the lots and buildings on them, directories from the period list his residence as Fulton near Washington (Jamaica Avenue near 160th Street), outside the study area (Boyd 1864; Curtin 1868; 1872; Historical 1938: XI 66). J. A. Herriman owned a considerable amount of real estate, valued at \$20,000 in the 1870 census. His wife Mary owned an additional \$15,000 worth, and brother Charles Herriman a further \$15,000.

The 1886 atlas shows the building on the property as a single building containing two dwellings, which by 1897 are numbered 260 (south - Lot 6) and 262 (north - Lot 7) Fulton. Both remain residential for the period of study, except for 1897, when 260 is labeled "hospital." (See Fig. 9)

In 1901 and 1904, directories list the occupants of Lot 6 - 260 Fulton as Peter Robinson and James E. Farrell, both smiths, and William Farrell and Thomas O'Connor, both machinists. None were still present there by 1908 (Trow 1901; 1904; 1908).

Similarly, Lot 7 - 262 Fulton, was occupied in 1901 and 1904 by John Gartland (or Gaitland) a foreman, and John Gaughran, an inspector in Long Island City. Only Gaughran was still present in 1908, and he also was gone by 1912 (Trow 1901; 1904; 1908; 1912).

Block 10093 Lot 79

(Division - 151st Street)

In 1842, Lot 79 was part of the backlot of Mrs. Seely's property, which included the adjacent Lots 1 and 3 along Fulton Street/Jamaica Avenue to the north. Two dwellings were present along Fulton in 1842, and although "Mrs. Seely," is listed as occupying one of them, which one is not clear. (See Fig. 2) While a number of Sealy family members are buried in Grace Church cemetery, only Elizabeth Sealy (1782-1842) seems to fit the profile of a landowning widow living in c.1842 (Frost 1911b:5). She was not located in the 1840 census.

The Sealy property appears to have been acquired by Henry Conklin, under whose name it appears in 1859. Although the 1859 map does not show outlines, the Lot 1 house is labeled H. Conklin, the Lot 3 house has no name, and Lot 79 still appears to be part of the backyard of Lots 1 and 3. (See Fig. 3)

Conklin (1800-1889), was apparently not present on Lot 1 by 1850, when he appeared in the census as an innkeeper, and his residence a hotel. The 1859 map shows the hotel outside the project site on the opposite side of 151st Street. At that time Conklin owned \$10,000 in real estate, and lived with wife Sabrina and son Andrew, 12. One German- and two Irish-born laborers completed the household. As recorded in the 1860 census, Conklin, 60 was a farmer, with a personal estate of \$2,000 and owned real estate valued at \$15,000. His household included his wife Sabrina, 62; son William, 25; William H. Pearsall, 11, of undetermined

relation, and three farm laborers, one of whom was Andrew Jackson, a 16-year-old free African-American laborer.

The earliest available Jamaica directory records Henry Conklin at the corner of Fulton and Division Streets (Jamaica Avenue and 151st Street - Lot 1) in 1864, when he was "superintendent of the poor" (Boyd 1864). However, between 1865 and 1868 his residence changes to Division Street near the railroad station, outside the project site, and Conklin's occupation is listed as "truckman" (Curtin 1865; 1868).

Conklin's move c.1868 may have been related to the death of his wife the same year. By the time of the 1870 census he had remarried. His second wife, Louisa, was 30 years his junior. Beginning in 1868 and in all subsequent directories, Conklin is listed as a truckman or contractor (Curtin 1868; 1872; 1874).

Despite his change of residence, Conklin retained Lot 79 and a second lot to the south, and sold the Jamaica Avenue lots (Lots 1 and 3). He owned Lot 79 as late as 1876. (See Fig. 6) The Conklin property appears to have been turned over to industrial use, with workshops and raw material storage. Such a usage for Lot 79 would have been in keeping with Conklin's occupation as truckman and contractor, which would have required a location for the storage and loading of materials.

All the historical maps between 1868 and 1897 show two buildings at the northern edge of Lot 79. The 1868 map may indicate that they are both dwellings, but the map key does not provide an explanation for the conventions used. (See Fig. 4)

The 1873 map labels the westernmost building, along Division Street (151st) a "Wag[on] Sh[op]," and the 1886 atlas indicates similar use, "WHEEL WRIGHT" and "PAINTING." (See Figs. 5 and 7)

The easternmost building was a blacksmith's shop in 1886, but by 1891 all the buildings on the property had been converted to grain and feed storage. This use continued through 1911. (See Figs. 7, 8 and 10)

None of the shop occupants could be identified.

Block 10097

Block 10097 Lot 1

(266 Fulton Street , 152-02 Jamaica Avenue)

A dwelling on Lot 1 at the corner of Church and Fulton Streets (152d Street and Jamaica Avenue) was present before 1842, owned by J. Smelt. (See Fig. 2) John Smelt did not occupy the property, and died in 1847 at the age of 35. He and his widow are buried in Grace Church cemetery (Frost 1911b:15).

That same year (1847) Smelt's widow, Ann Ward Smelt (1820-1898), married James R. Hendry (1811-1860), also buried in Grace churchyard. Hendry had been a widower since 1845 (Ibid.). Hendry was a carriagemaker, and the Smelt lot became both the Hendry residence and carriage factory. The Hendry household, a blend of children from previous marriages and various apprentices and workers, appears in both the 1850 and 1860 censuses.

Both Ann and James Hendry were born in England, although all their children (in 1850: two Smelt daughters, 8 and 10, and two Hendry sons and a daughter 11, 9 and 7) were born in New York. All were attending school. John Conley, and 20-year-old Irish apprentice, and Charles Vasser, 20, a painter were probably both employed in the carriageworks. A 14-year-old boy was also listed among the workers. James Hendry is recorded as owning real estate worth \$4,000.

In 1857, a fire which started on the Hendry property destroyed the Hendry's carriage factory, home, outbuildings, and five adjacent dwellings, as well as the Dutch Church. Hendry's losses in tools, timber, materials and unfinished work were calculated at \$2,000, an indication of the large capital investment carriagemakers made in tools and raw materials (Reichman 1986:58).

At the time of the 1860 census, when Hendry and his wife were 44 and 40, respectively, Hendry's occupation is given as carpenter, his personal estate valued at \$1,000, and real estate holdings at \$3,000. The Smelt and Hendry children were between the ages of 17 and 20, and a child, Victoria Hendry had been born four years earlier. Four unrelated adult men lived in the household: a moulder, a machinist, a coachman (and his wife) and a laborer. By their occupations, it is not clear whether these men worked in the carriage factory, or whether the Hendrys were taking in boarders.

That same year, 1860, James Hendry died, and the earliest Jamaica directories, 1864 and 1865, list Ann Hendry as selling "fancy goods" (Boyd 1864; Curtin 1865). Ann Hendry appears in all the subsequent directories until 1899 (she died in 1898), when her occupation is listed as "boarding" (Curtin 1872; 1874; Lain 1878; Trow 1899). The 1870 census shows her living with her daughters Louisa Smelt, 23, and Victoria Hendry, 14. Also resident in the household is a dressmaker, possibly involved with Ann Hendry's fancy goods business, and a music teacher and his wife.

In 1878, Victoria, now a teacher, was still living with her mother, but is listed in none of the subsequent directories (Lain 1878; Trow 1899). The 1886 and 1891 atlases label the Hendry home as a boarding house, although in 1891 there is the addition of a wallpaper store and real estate office, and in 1897 a saloon (although vacant). (See Figs. 7-9)

After Ann Hendry's death, no other residents could be identified. In 1901, two barbers, Otto Hosler and Samuel Zatta worked there, but lived elsewhere (Trow 1901). From c.1904 to after 1912, Peter Molini sold fruit from the lot, and in 1908 and 1912 Thomas Dixon, a plumber had a shop there. However, neither lived on the lot (Trow 1904; 1908; 1912).

Block 10097 Lot 72 (Church - 152d Street)

On the 1842 map Lot 72 was combined, under the ownership of John H. Poillon, with old Lots 3 and 7 which fronted on Jamaica Avenue. Although the two buildings in the southern section of the property were not on Lot 72, both abutted the rear (easternmost) lot line. In 1842 there were two tenant businesses operating adjacent to Lot 72, [saac] Attmore, carpenter, and J. Bleoo's sash and blind manufactory. (See Fig. 2)

Neither Attmore nor Bleoo lived on the premises, and none appear in subsequent directories and maps. Attmore can be found residing in Jamaica in the 1840 census, but no Bleoo or similar name ca be found.

A building that first appears on Lot 72 in 1859 is labeled a barn in 1886. The structure is labeled "Distiller Hose No. 1" in 1891. Apparently, for a short time c.1891, the structure was used by *Distler* Hose Company No. 1, a volunteer fire company, named for John Distler, a chief of the Jamaica Fire Department, who died in 1910 (Historical 1938:XII 113,114). By the time of the 1895 Hardenbroek view of Jamaica, the Distler company had moved to Rockaway Road (now 150 Street), outside the subject parcel (Hardenbroek 1937).

V. CONCLUSIONS AND RECOMMENDATIONS

The Phase 1A report identified ten lots as having potential historical archaeological sensitivity. The following discussions are brief summaries as well as evaluations of the archaeological research potential and significance of each area of sensitivity for the study period, pre-1842 through 1900 (1913 for Block 10092 Lot 105).

Block 10092 Lot 3

Documented occupation of Lot 3 dates from 1886, when a blacksmithy appears on the lot. No information was found on the proprietor. A shop with dwellings was not constructed until 1901, making the presence of shaft features relating to this later building unlikely.

Due to the late period of occupation, at approximately the time of the installation of municipal water services, the presence of shaft features on this lot is unlikely, and because of its short occupation prior to this, its non-residential use, and lack of documentation, Lot 3 is not considered eligible for further investigation for historical period cultural remains.

Block 10092 Lot 4

The first recorded structure on Lot 4 was a smithy which was erected between 1876 and 1886, and gone by 1891. Its proprietor is not known. By 1891, a store with dwellings had been constructed, but none of the occupants could be documented.

Due to the late period of occupation, at approximately the time of the installation of municipal water services, the presence of shaft features on this lot is unlikely, and because of its short occupation prior to this, its non-residential use, and lack of documentation, Lot 4 is not considered eligible for further investigation for historical period cultural remains.

Block 10092 Lot 103

Although the first dwelling on Lot 103 was erected between 1859 and 1868, owner George Dellert lived at another address. No information was found concerning the tenants or later occupants through the end of the study period. The lot was reduced in size on two frontages during the 20th century, but unlike neighboring Lot 105, no outbuildings or privies are associated with this lot. Lot 103 is not considered eligible for further investigation for historical period cultural remains.

Block 10092 Lot 105

Lot 105 was utilized as a homelot quite late in the study period, the first dwelling appearing by 1886. However, building records document the existence of a privy and its location on the lot in 1913. Although nothing is known about the occupants of the dwelling, the artifacts

found in a privy still in use after the installation of municipal water and sewer lines may provide important information concerning the acceptance of these municipal services, an important concern for historical archaeologists. It may also provide unique information on homelot lifeways in this critical period of changeover from shaft features to indoor facilities.

Block 10093 Lot 3

Lot 3 was part of the Seely property, and hosted a dwelling by 1842, Mrs. Seely may have been resident there, but probably lived on adjacent Lot 1. The first known resident was John Geis and his wife Elizabeth, Bavarian immigrants who lived on Lot 3 and kept a saloon in the same building, beginning c.1865, and probably until c.1886, when a store takes its place. However the Geis name is still connected to the property in 1891. No other occupants are known during the remainder of the study period.

Census records indicate that the Geises lived alone - no children, and no borders. As mentioned in more detail in the discussion of ethnicity, artifacts from the Geis homelot may provide important data on the effects and progress of assimilation on one immigrant couple, during an approximately 26-year period

Block 10093 Lots 6 and 7

Lots 6 and 7, combined in 1842, contained a dwelling by that date. By 1886, the building was a pair of attached houses, which were residential throughout the study period, except when the Lot 6 structure was labeled "HOSPITAL" in 1897. No occupants are known until after the study period, in 1901.

It is questionable whether any data will be recovered concerning the short-lived 1897 hospital.

Block 10093 Lot 79

Lot 79 has undergone a variety of uses beginning with a large barn by 1842, when it was part of the Seely homelot (combined with Lots 1 and 3) along Jamaica Avenue. From c. 1859 to c. 1868, she was succeeded in residence by Henry Conklin, a wealthy innkeeper, farmer, truckman, and contractor. Conklin was recorded in the former Seely homelot on Jamaica Avenue. Two buildings present from 1868 to 1897 underwent a variety of uses by tenants: a wagon shop (1873), wheelwright, blacksmith and painting (1886), grain and feed storage (1891, 1897). Various other barns and sheds were also present through the end of the study period.

Although it is theoretically possible that shaft features from the pre-1842 dwellings on Lots 1 and 3 along Fulton Street (approximately 75 feet distant), may have been dug on Lot 79, it is more likely that they would have been constructed further north on land outside Lot 79, when it was separated from Lots 1 and 3. Lot 79 was not utilized as a homelot after this period, but contained various cotenancing workshops and businesses, about whose proprietors no information was found, except perhaps for owner Henry Conklin, who may have used the lot for storage for his truckman/contracting activities. If shaft features from these multiple and presumably short-term tenants exist, the mixture of cultural remains from multiple commercial occupants would be impossible to assign and interpret. Accordingly, Lot 79 is not considered eligible for further archaeological consideration.

Block 10097 Lot 1

Lot 1 was occupied continuously from before 1842, when a tenant lived there, and by the Hendry family beginning in 1847 and through at least 1899. The Hendry household went through several family developmental stages, resulting in changing status and precipitating various economic strategies which may be reflected in the archaeological record.

Ann Smelt, widow of the former property owner married widower James Hendry in 1847, and until his death in 1860 raised the children from their blended family, along with various boarding apprentices and workers from Hendry's carriage factory. A devastating fire in 1857, which destroyed all the structures on the lot, may prove to be a useful dating tool. Following James Hendry's death, Ann Hendry began a "fancy goods" store, as her adult children began to leave the household. Boarders were also taken in. By the late 1890s, when Ann Hendry lived alone, various businesses shared the house, such as a real estate office and a saloon.

Data from the Hendry household would provide valuable archaeological data on changing consumer choice patterning through time based on socioeconomic status.

The lot was also the site of the Hendry carriage factory, active from 1847 to 1860. Since the factory shared the Hendry homelot, and some workers even boarded with the Hendrys, privy and water facilities would probably have been used by both factory workers as well as household members. Many factory materials, tools and perhaps even vegetable and faunal material from employees' diets may be preserved in shaft features. Analysis of such data could provide important information into the work conditions and habits between 1847 and 1860, a period of gradual mechanization and change for Long Island carriage makers (Reichman 1986:58).

Block 10097 Lot 72

Although the earliest structures on Lot 72, a blacksmith shop and a sash factory, dated from before 1842, these were not residences, and no information was available concerning the operators of these concerns, or on the duration of their occupation, which was apparently over by 1859. The lot was the later site of barns and a volunteer fire company c. 1891.

Based on its short occupations, commercial site use (from which few shaft features are to be expected), and lack of documentation, Lot 72 is not considered eligible for further investigation for historical period cultural remains.

Conclusions

Potential historical archaeological deposits in the former backlots of a limited portion of the Queens Family Court site should help to expand the current body of archaeological data relating to Jamaica's development, and may provide information linking community growth, consumer choice, ethnicity and household adaptations with socioeconomic status. The long-term domestic use of these sections of the project site, dating to before 1842, and in some cases, the extended occupation by members of the same families, suggests that any intact shaft features recovered archaeologically will yield information on the individuals researched for this report. A full discussion of the research potential of the various lots is presented in Appendix B: Research Issues.

Of the original ten lots potentially archaeologically sensitive for historical period occupations, the data collected for this Phase 1B report indicates that three lots have strong potential to address both general and specific research questions. These project site lots are as follows (for locations, see Fig. 12):

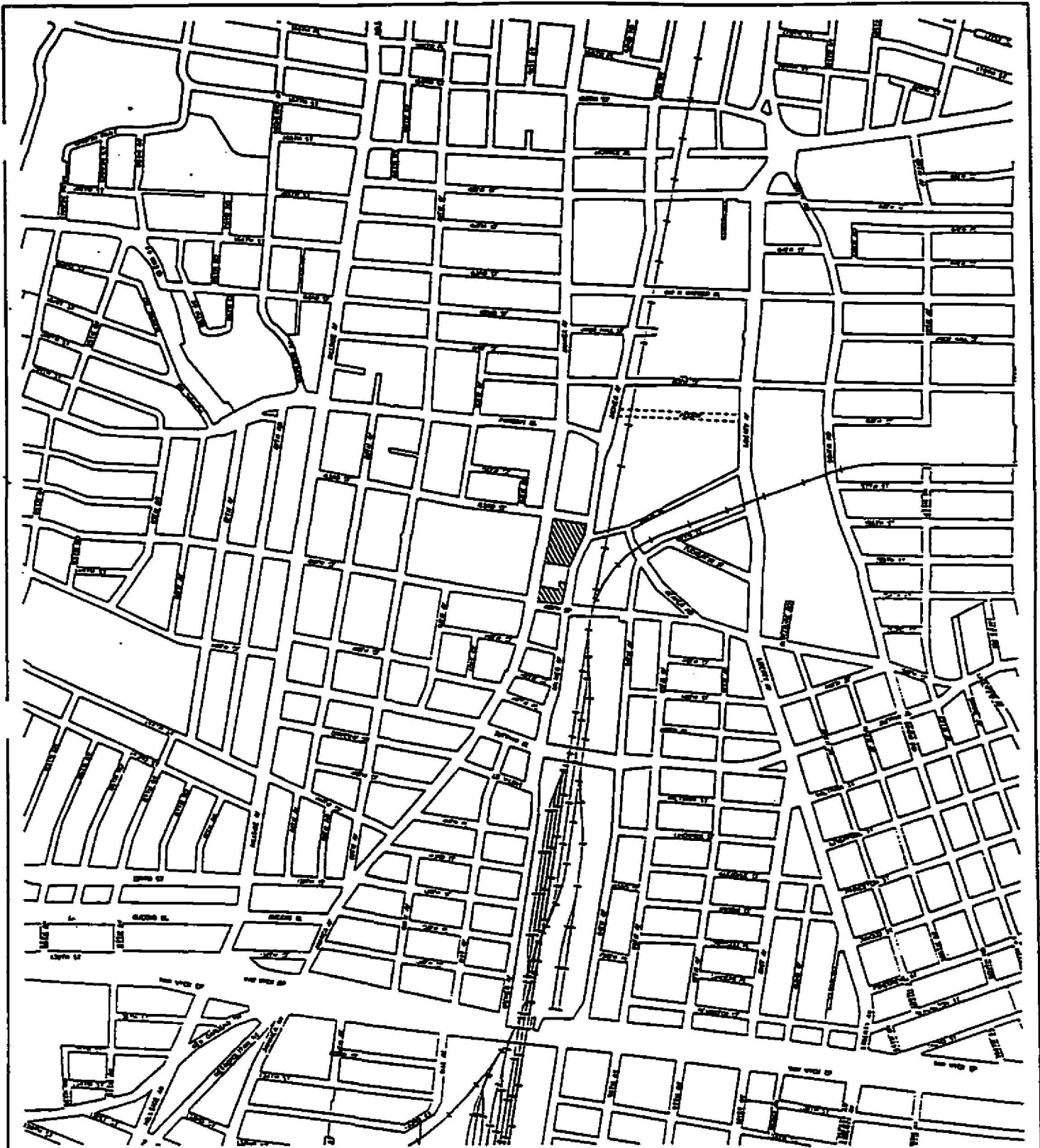
Block 10092, Lot 105;
Block 10093 Lot 3;
Block 10097 Lot 1;

The potential data that these homelots may provide is lacking at present. Of three other excavations conducted in the vicinity of the project site during the 1970s and 1980s, only one has recovered artifacts predating the mid-19th century. This excavation, on the site of the present Social Security Administration building, about 250 feet east of the project site, recovered a number of artifacts dating to the last decades of the 18th century in only one unit, but the deposit was believed to be "displaced refuse" (Klein et al. 1983:145-146; Rockman, Dublin and Friedlander 1982:28). Of two excavations that have been carried out at King Manor, in 1990 and 1991, only the 1991 investigation by Joel Grossman and Associates recovered "minimally disturbed" material dating from the mid-18th to the mid-19th century, relating to Christopher Smith and Rufus King, both residents of very high socioeconomic status (Mary Anne Mrozinski, personal communication with Richard Schaefer, 4-11-96).

Recommendations

According to the CEQR guidelines, at the conclusion of the documentary research, it is necessary to consult with LPC and/or SHPO "to determine whether there is sufficient evidence to justify another phase of work, namely field work, and to set forth the appropriate scope of the field effort. The level of work may depend on how likely it is that archaeological resources may be on the site" (CEQR Manual 1993). Therefore, in accordance with CEQR guidelines and based on the topic-intensive study, three lots have 19th-century shaft feature research potential: Block 10092, Lot 105; Block 10093, Lot 3; and Block 10097, Lot 1. Based on current project designs, avoidance of the sensitive lots is not possible.

It should be noted that any field testing for the known feature (privy) on Block 10092, Lot 105 will be aided by the 1913 mapping. Given the difficulty of locating old lot boundaries on today's landscape, the dispersed and relatively small size of the three historic-era lots does not create an efficient testing field and testing all three lots may not be practical. In addition, Lot 105 is adjacent to areas noted as sensitive for prehistoric potential in the 1A study (Block 10092, Lot 3 and Lot 4). An option for consideration of these sensitive lots is machine-aided subsurface testing for 19th-century shaft features. If testing for historic resources is requested by the review agency for Block 10092, Lot 105, testing of a contiguous area of Block 10092, Lot 3 or Lot 4 could be undertaken simultaneously to ascertain the presence/absence of prehistoric resources.



LEGEND

 PROJECT SITE



**QUEENS FAMILY COURT AND
FAMILY COURT AGENCIES FACILITY
JAMAICA QUEENS, NEW YORK**

PROJECT SITE LOCATION



EDWARDS AND KELCEY, INC.
231 MADISON AVENUE, 23rd. BOX 1036
ROCKYTON, NEW JERSEY 07962-9136

Figure 1

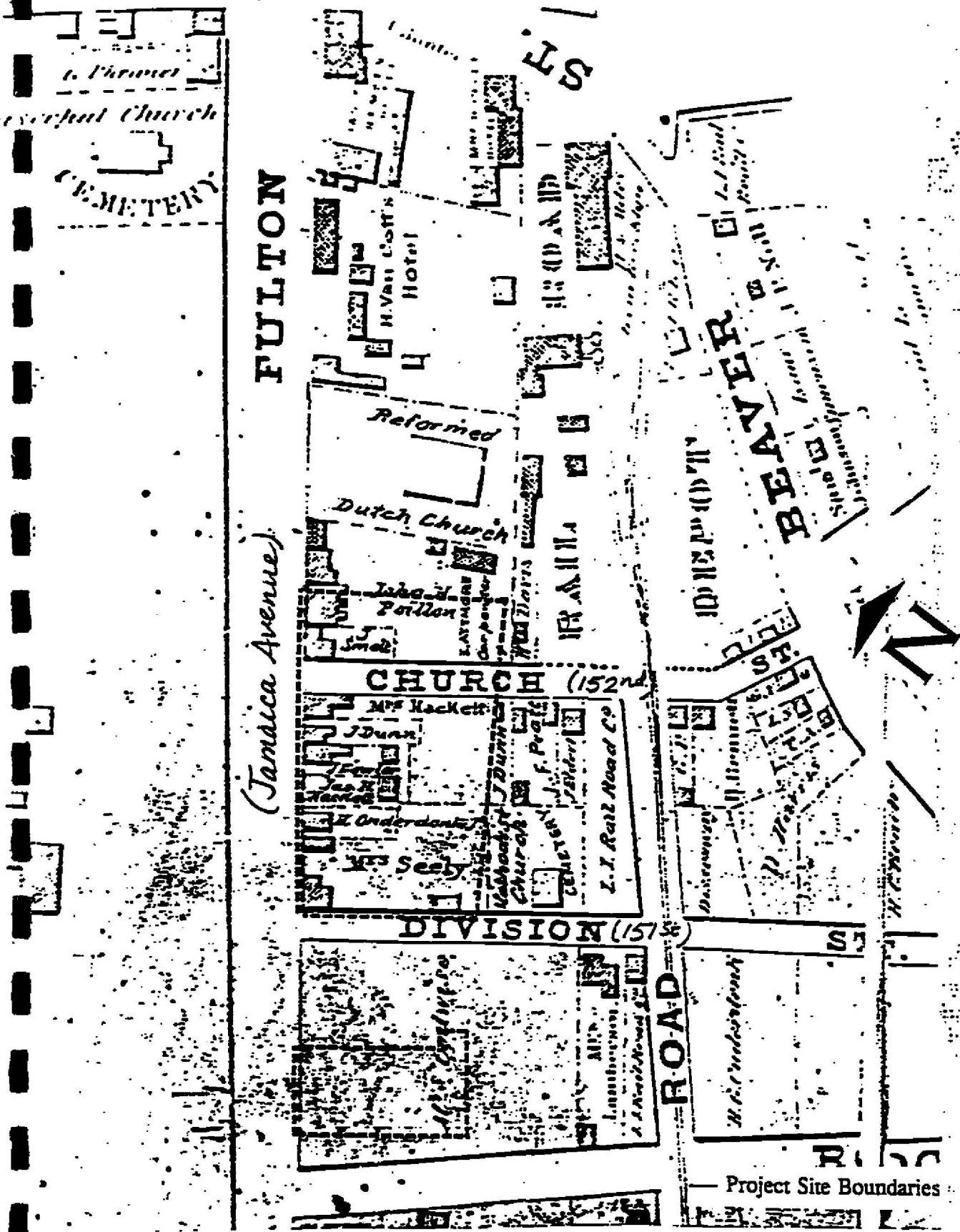
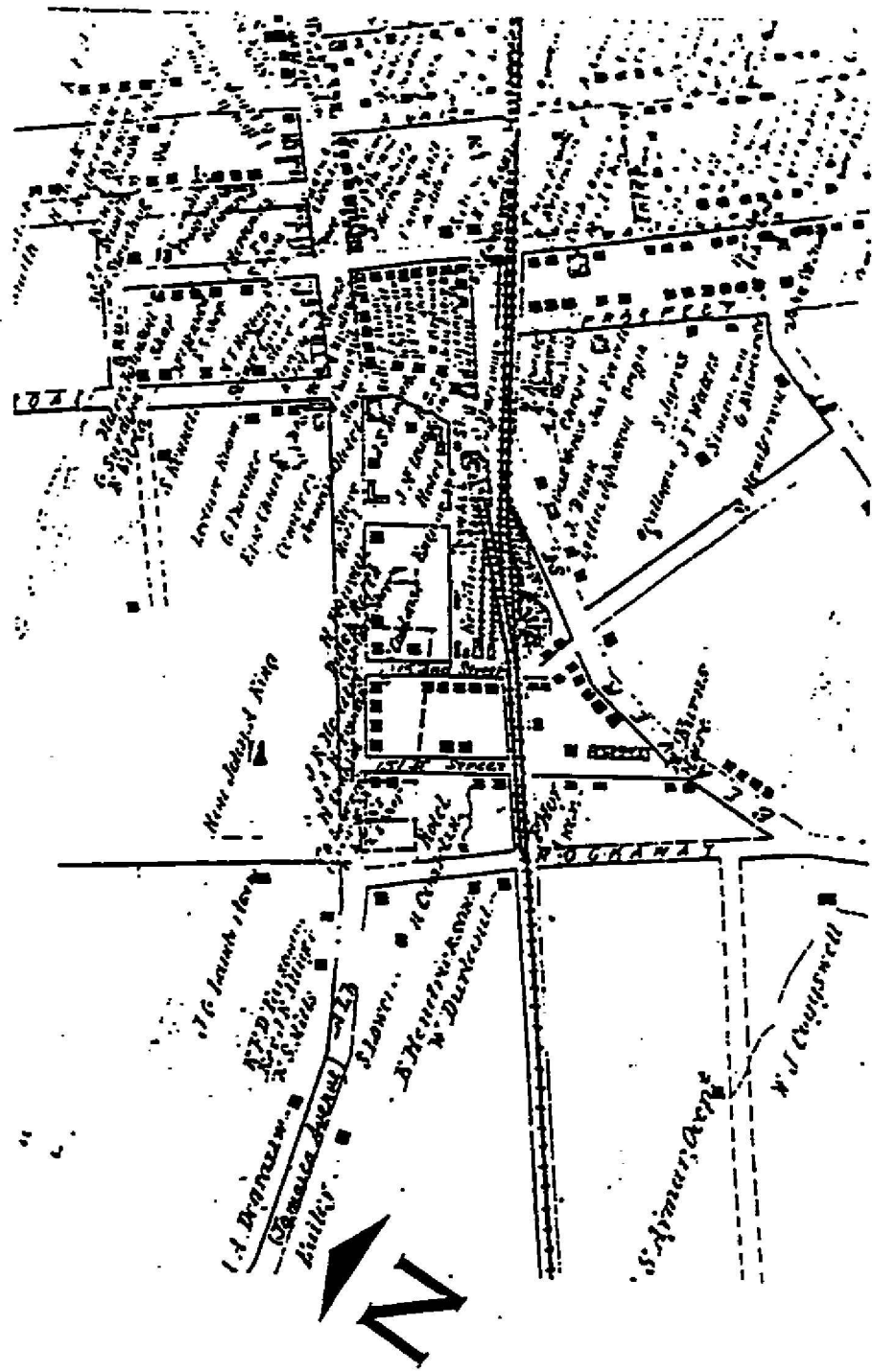
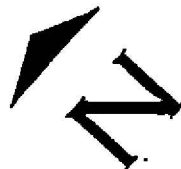
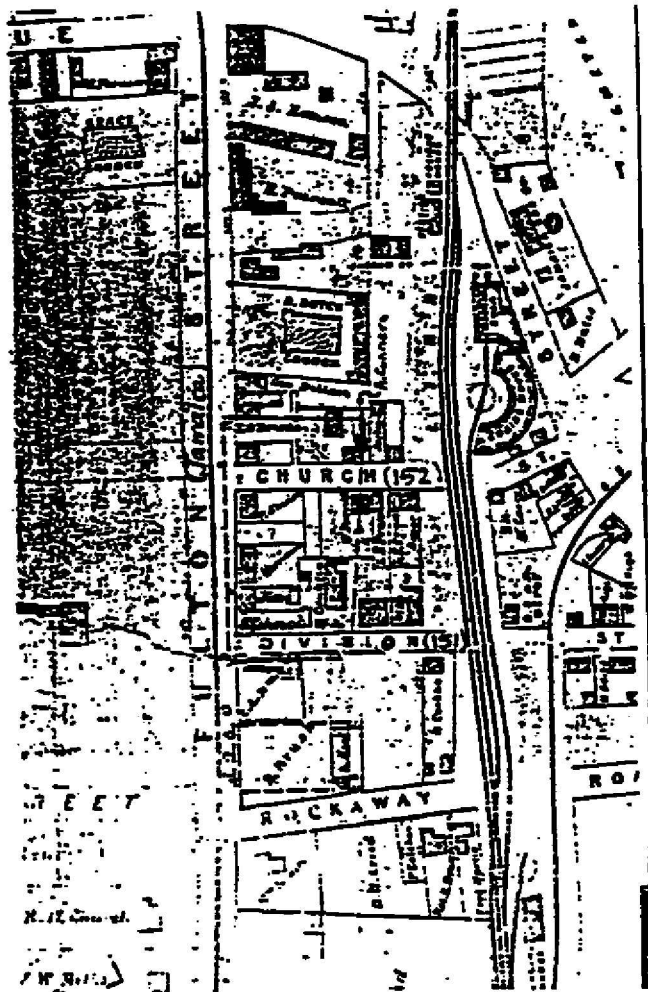


Figure 2. Johnson, Map of the Village of Jamaica, Queens County, Long Island, 1842 (Scale: 1cm = approx. 57 feet)



— Project Site Boundaries

Figure 3. Walling, Topographical Atlas of the Counties of Kings and Queens, 1859



— Project Site Boundaries

Figure 4. Conklin, Map of the Village of Jamaica, Queens County, Long Island 1868

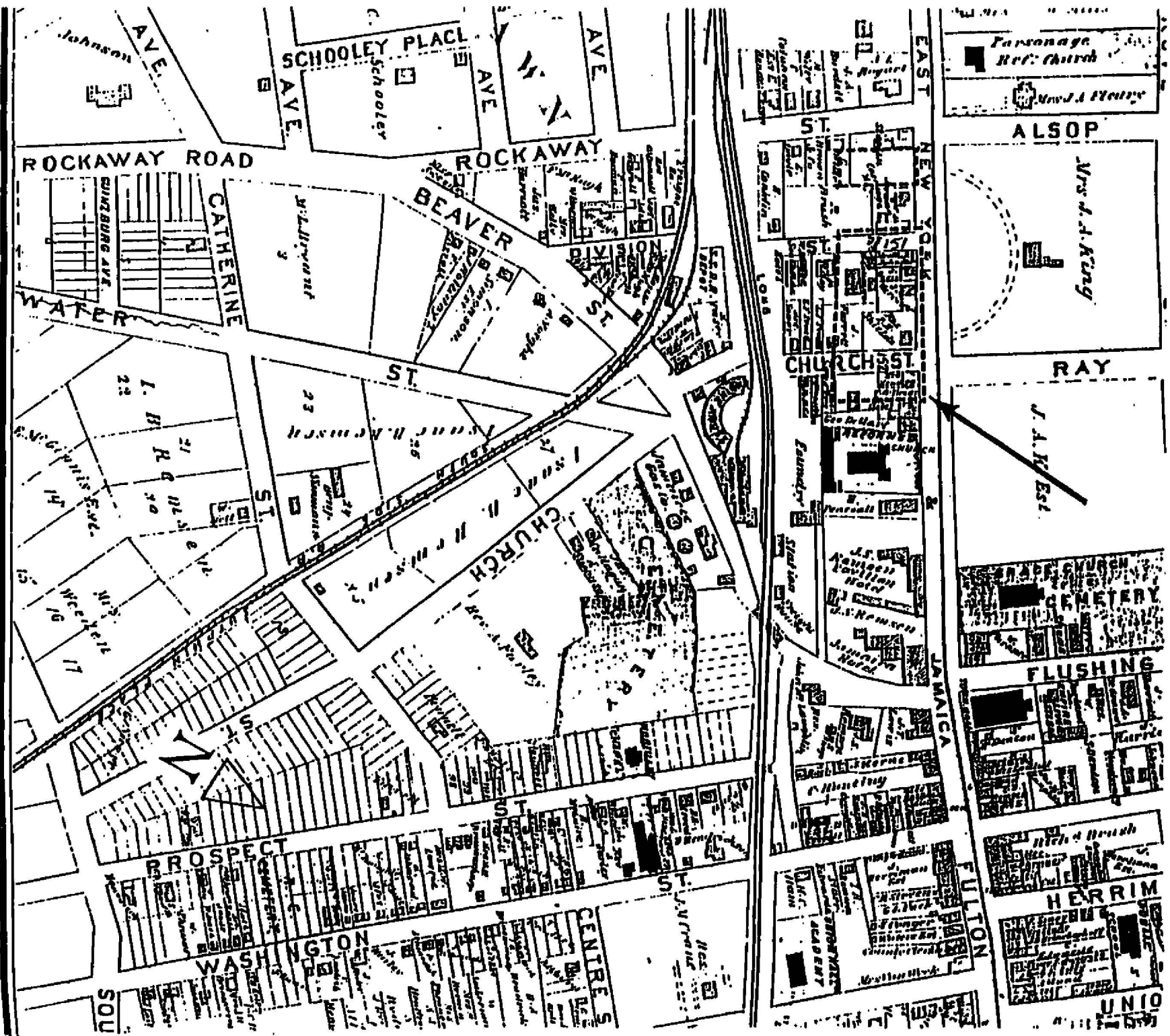
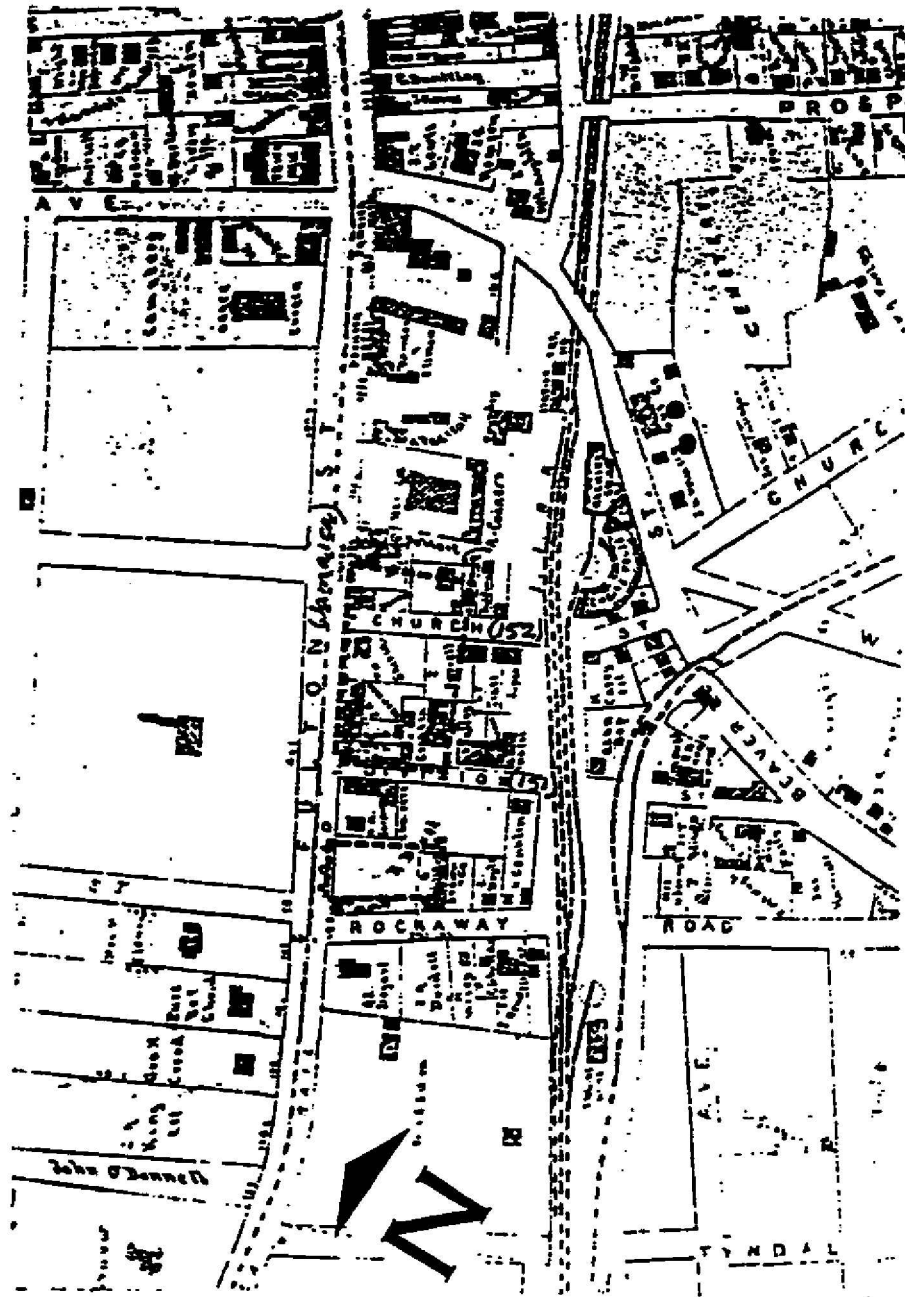


Figure 5. Beers, Atlas of Long Island (pl. 100), 1873
 (Scale 297 feet to 1 inch)

— Project Site Boundaries



— Project Site Boundaries

Figure 6. Dripps, Map of the Village of Jamaica, Queens County, New York, 1876

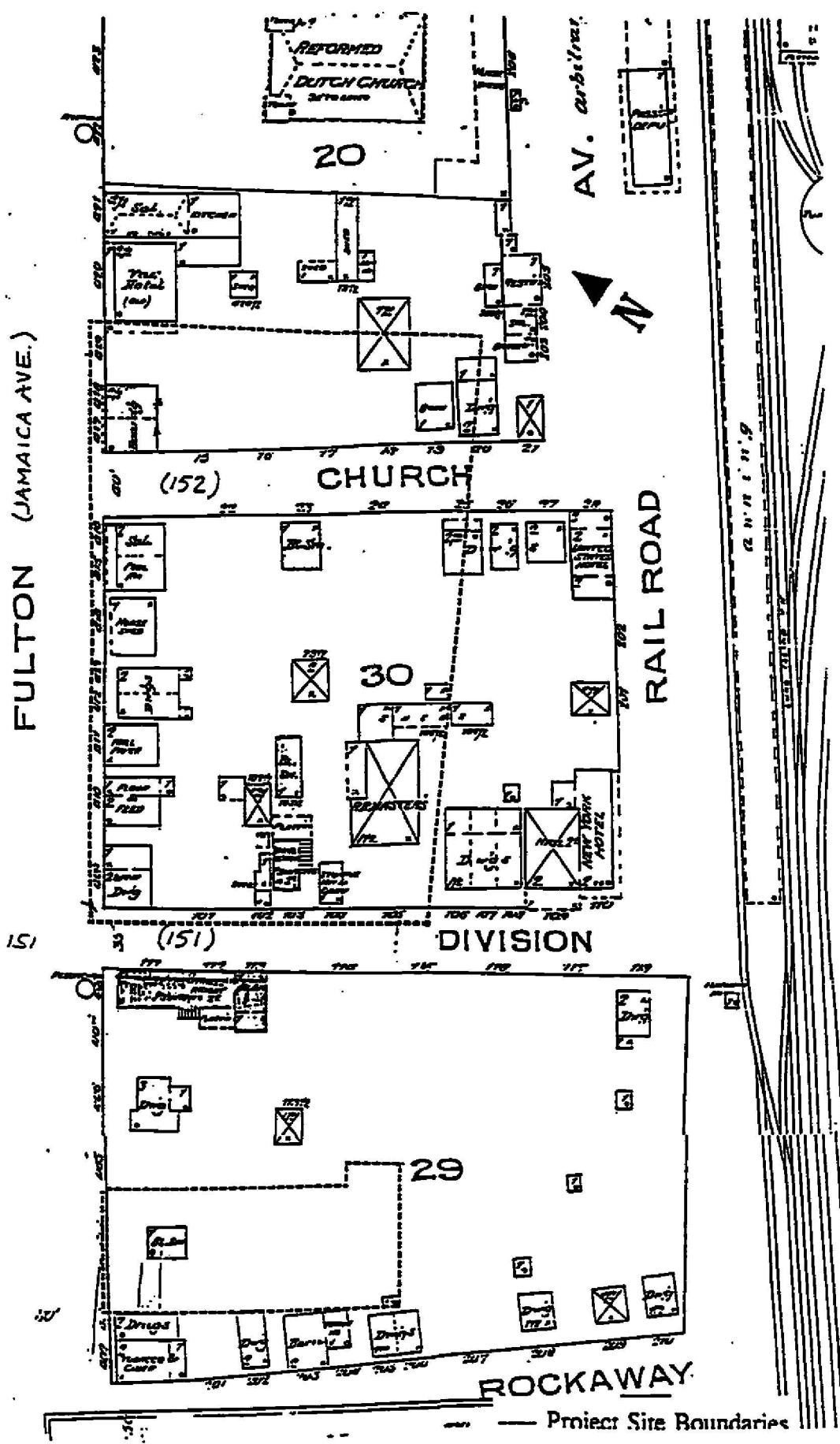


Figure 7. Sanborn, Atlas of Queens County (pl. 5), 1886

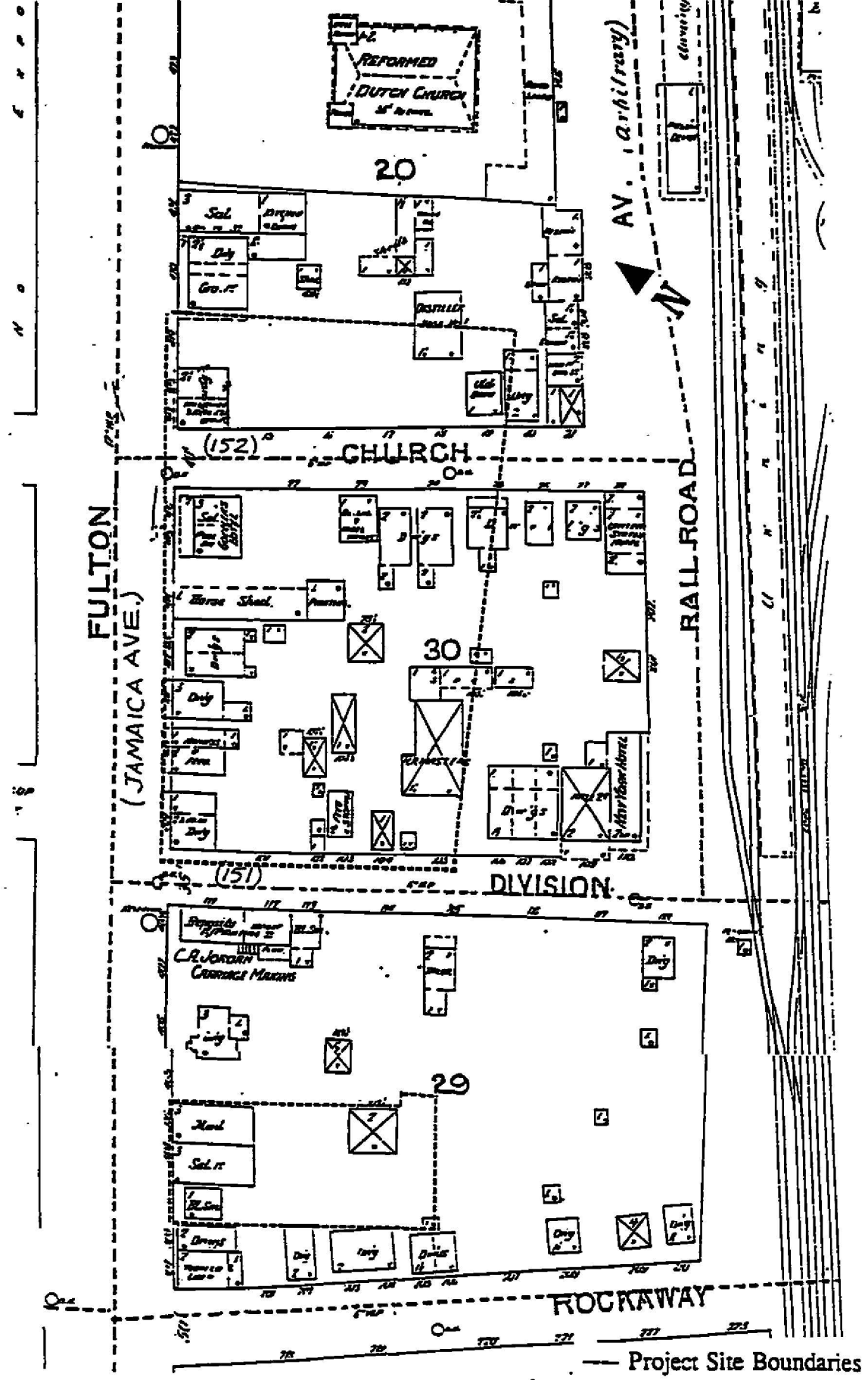


Figure 8. Sanborn, Atlas of Queens County (pl. 9), 1891

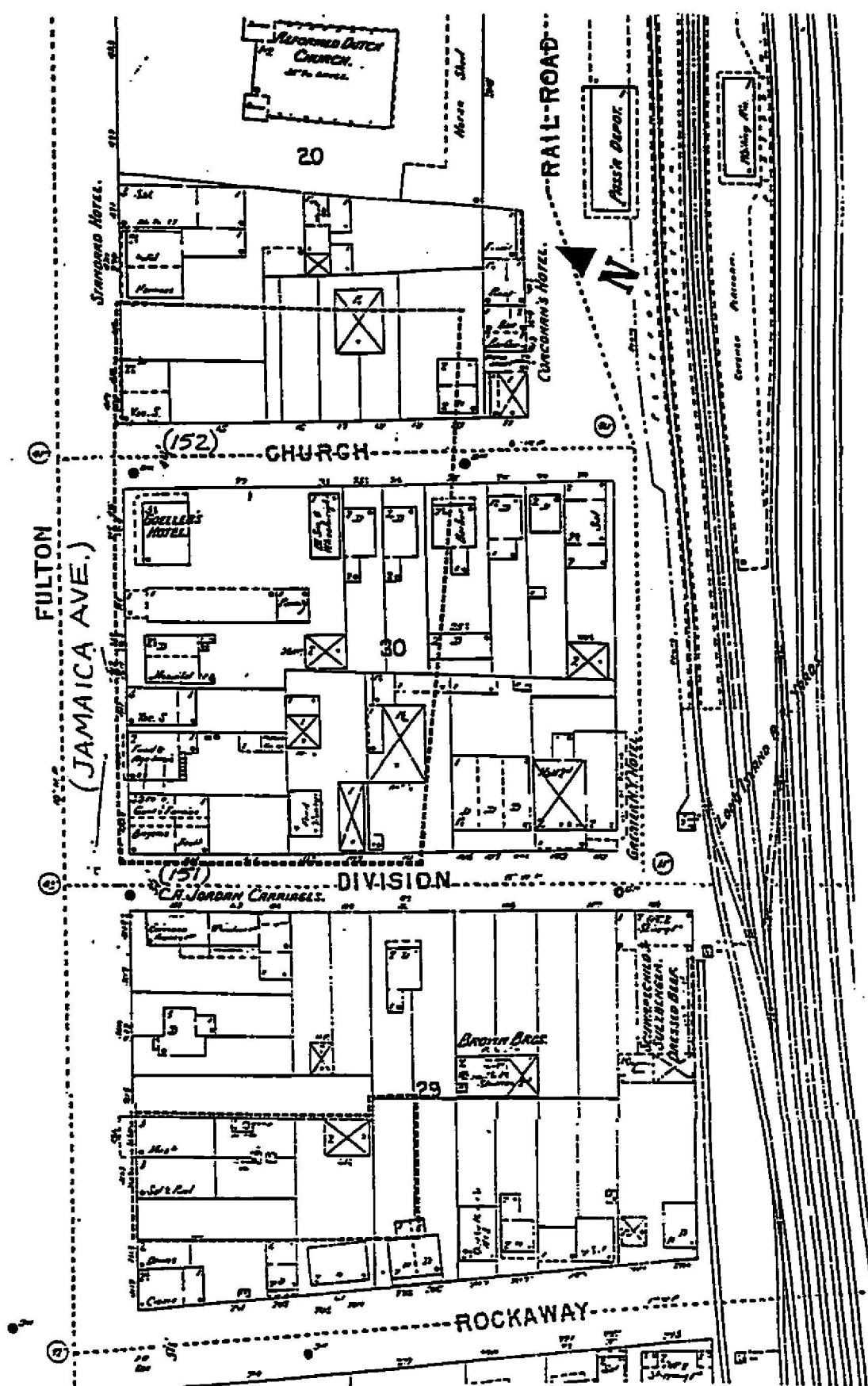


Figure 9. Sanborn, Atlas of Queens County (pl. 11), 1897

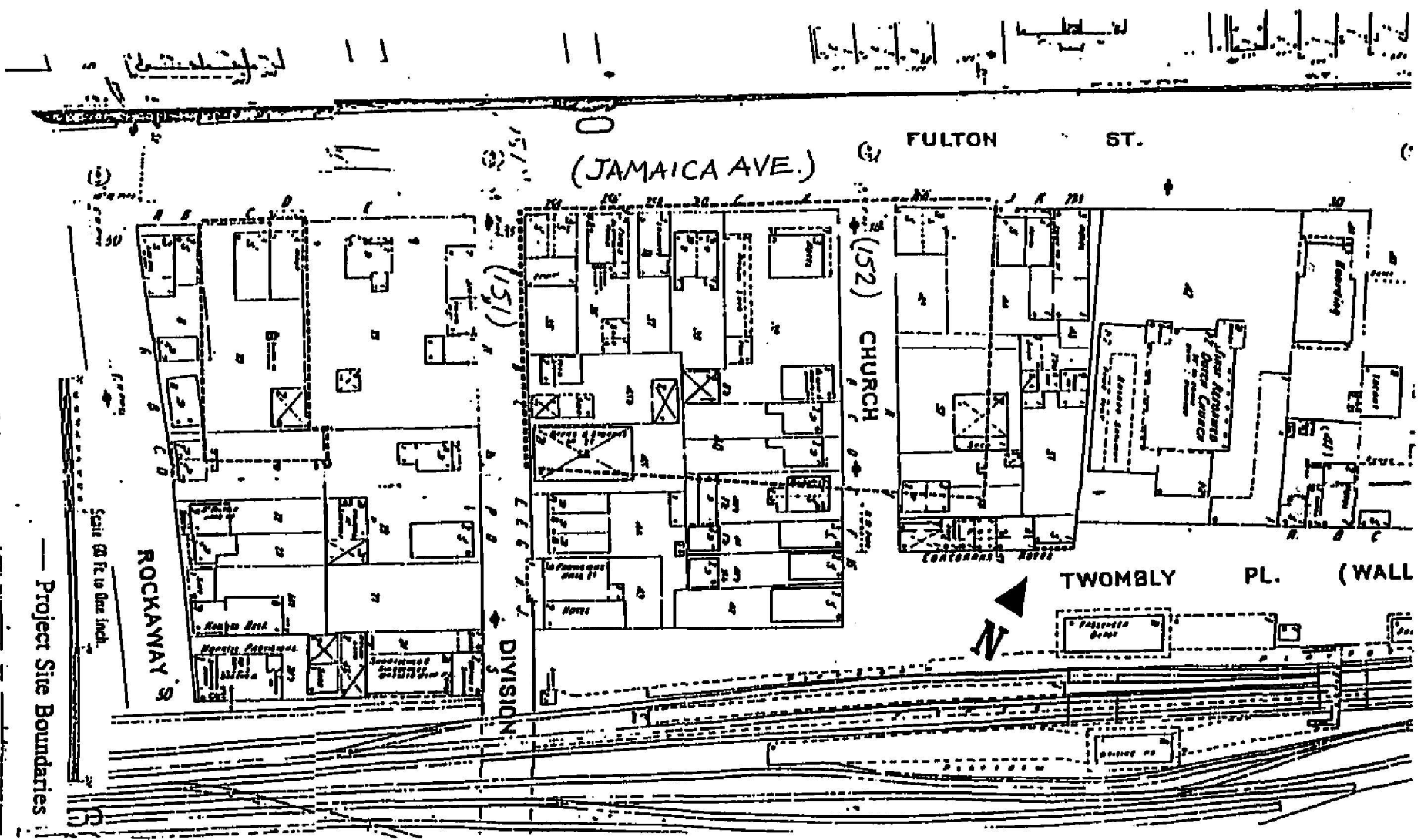


Figure 10. Sanborn, Borough of Queens (pl. 68), 1901

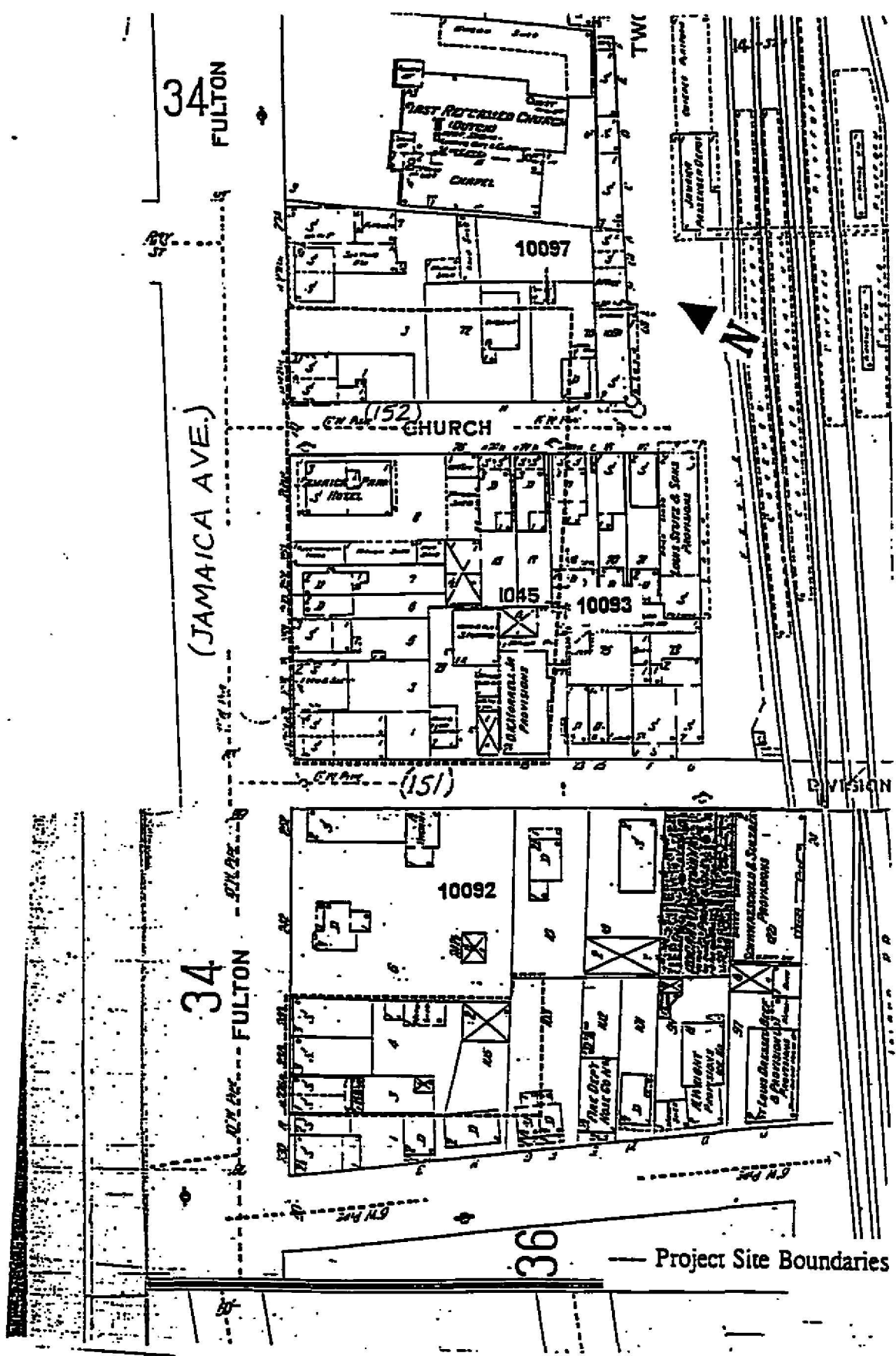


Figure 11. Sanborn, Borough of Queens (pl. 51), 1911

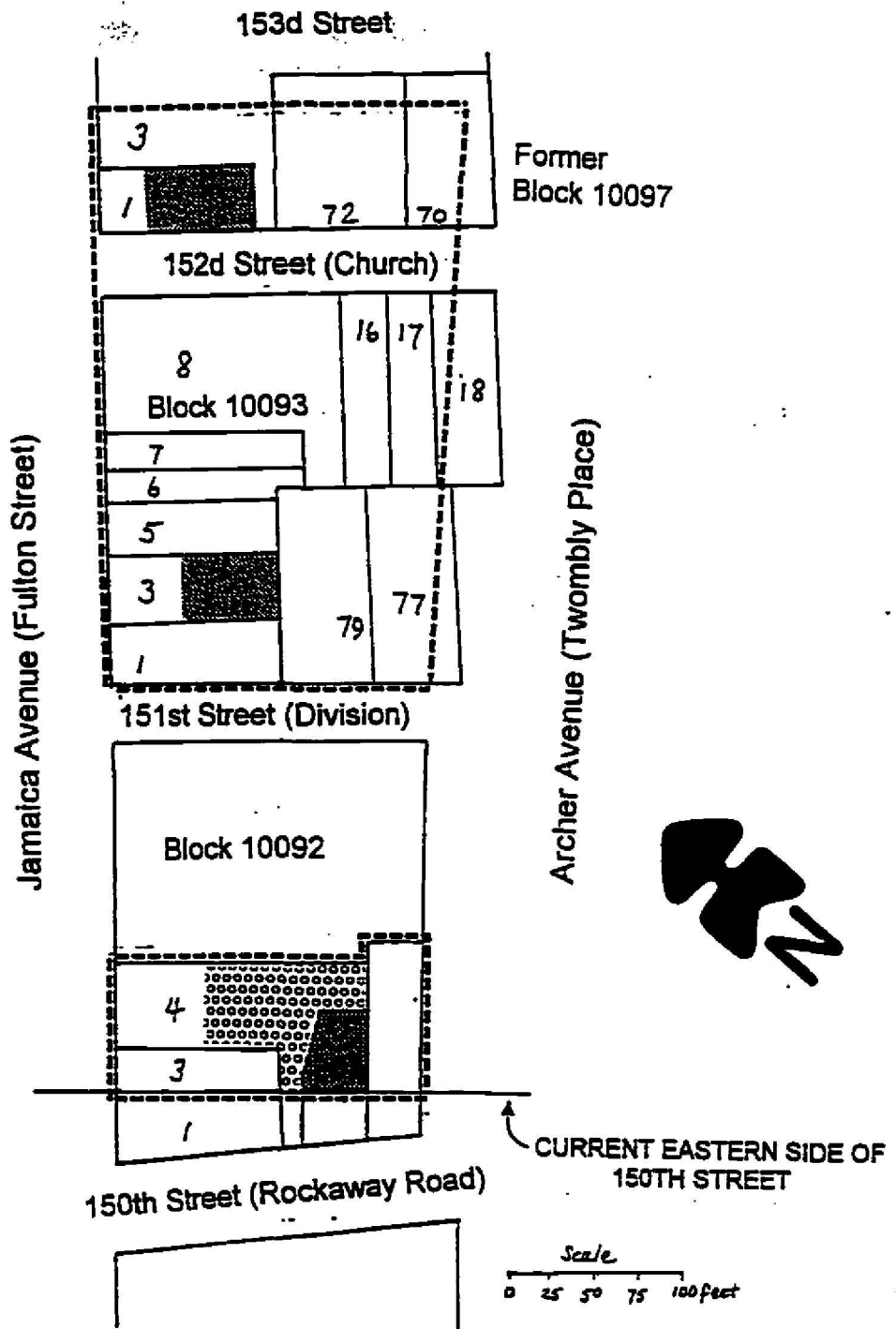






Figure 12. Map of Potential Archaeological Sensitivity

-  Areas of Potential Historical Sensitivity
-  Areas of Potential Prehistoric Sensitivity
-  Project Site Boundaries
-  Block 10092 Lot 105 Privy Location

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APPENDIX A: CENSUS DATA

(Individuals were born in New York unless noted otherwise)

Block 10092 Lots 3, 4 and 105

Richard Brush was the owner but not the occupant of the property which became Lots 3, 4 and 105

1860: Richard Brush, 59, merchant, real estate \$30,000, personal estate \$10,000

Ellen G. Brush, 59

Richard Brush, 29, clerk

Mary Brush, 26

John Brush, 21

Block 10092 Lot 103

Dellert was the owner but not the occupant of Lot 103

1870: Dellert, George, 52, saloon keeper, born in Bavaria, real estate \$4,000

Catharine Dellert, 51, keeps house, born in Prussia

Elizabeth Dellert, 16

Block 10093 Lot 3

1860: John Geis, 41, laborer, born in Bavaria

Elizabeth Geis, 31, born in Bavaria, personal estate \$40

1870: Saloon

John Geis, 54, saloonkeeper, born in Bavaria, real estate \$2,000

Elizabeth Geis, 41, born in Bavaria

Block 10093 Lots 6 and 7

James A. Herriman owned Lots 6 and 7, but was not resident there.

1850: James Herriman Sr., 59, real estate \$15,000

Mary Herriman, 50

Catherine Herriman, 25

Mary Herriman, 22

Jane Lyons, 54, black, servant

1870: [James] Augustus Herriman, 55, secretary, real estate \$20,000, personal estate \$20,000

Mary Herriman, 53, keeps house, real estate \$15,000

Charles Herriman, 40, produce broker, real estate \$15,000

George Codwise, 50, real estate \$10,000

Catharine Codwise, 50, keeps house, real estate \$15,000

Carroll, Mary, 19, servant

Block 10093 Lot 79

Henry Conklin occupied Lot 1 for which Lot 79 was part of the backyard from prior to 1859 until c.1868. Owned Lot 79 until after 1876.

1850: Henry Conklin, 50, innkeeper, real estate \$10,000

Salvina Conklin, 50

Andrew Conklin, 12, at school
John Miller, 25, laborer?, born in Ireland
Joseph Miller, 20, laborer?, born in Ireland

1860: Henry Conklin, 60, farmer, real estate \$15,000, personal estate \$2,000
Sabrina Conklin, 62
William Conklin, 25
William H. Pearsall, 11
Andrew Jackson, 16, black, farm laborer
Patrick Larkin, 52, farm laborer, born in Ireland
Stephen Martin, 28, farm laborer

1870: Henry Conklin, 70, contractor, real estate \$25,000, personal estate \$2,000
Louisa Conklin, 40, keeps house

Block 10097 Lot 1

1850: James R. Hendry, 39, carriagemaker, born in England, real estate \$4,000
Ann Hendry, 28, born in England
William W. Hendry, 11, in school
Thomas Hendry, 9, in school
Cordelia Hendry, 7, in school
Elizabeth Ann Smelt, 10, in school
Louisa Smelt, 8, in school
John Conley, 20, apprentice, born in Ireland
Samuel Bradlee, 14
Charles Vasser, 20, painter

1860: James R. Hendry, 44, carpenter, born in England, real estate \$8,000, personal estate \$1,000
Ann Hendry, 40, born in England
Wright Hendry, 20
Ann E. Smelt, 20
Louisa Smelt, 17
Cordelia Hendry, 17
Victoria Hendry, 14
William Colton, 20, moulder, born in England
Joseph Jameson, 25, machinist
James Delaney, 26, coachman, born in Ireland
Catharine Delaney, 30, born in Ireland
Philip Clarke, 22, laborer, born in Ireland

1870: Ann Hendry, 52, widow, keeps house, born in England, real estate \$4,500
Ann E. Smelt, 24
Louisa Smelt, 23
Victoria Hendry, 14, at school
Margaret Hewson, 50, dressmaker, born in Ireland
Tillinghast, William, 62, music teacher, born in Rhode Island
Tillinghast, Nancy, 60, keeps house, born in Rhode Island

Block 10097 Lot 72

Isaac Attmore's carpentry shop was on Lot 72, he was not resident there

1840: Isaac Attmore household

3 males - eldest and only adult male in 20s (Isaac Attmore), 3 females - eldest female in 60s, 1 female in 20s. 1 male engaged in manufacturing and trades

APPENDIX B: RESEARCH ISSUES

Significance is a function of whether the resource is likely to contribute to current knowledge of the history of the period in question. The following discussion addresses the significance of the project area in relation to specific research issues.

Once water service was provided by the municipal authorities by 1891 (See Fig. 8), and sewers by c.1901 (Hyde 1901:10), privies, wells and cisterns, no longer required for their original purposes, would be quickly filled with refuse and abandoned, providing valuable time capsules of stratified deposits for the modern archaeologist. These shaft features frequently provide the best domestic remains recovered on sites, including animal bone, seeds, glass, metal, stone, ceramics, and sometimes leather, cloth, wood and even paper. By analyzing such artifacts, archaeologists can learn much about the diet, activities and customs of the former inhabitants, and attempt to combine this "consumer choice" data with what the documentary record tells us about their ethnicity, socioeconomic status, gender, environment, etc.

A. Consumer Choice

Examinations of artifacts as indicators of socioeconomic status or ethnicity is an area of inquiry that has long been applied in archaeological research. However, in historical archaeology, where documentary records provide an additional source of data, such issues have become a standard practice and research goal. Many factors have been seen to influence consumer choice, and over the last decade, historical archaeologists, using both the archaeological and documentary record, have sought to go beyond mere comparisons of relative wealth and poverty, to examine the factors that initiate consumer choice. In *Consumer Choice in Historical Archaeology*, Suzanne Spencer-Wood has collected studies of consumer behavior in a variety of settings. For example, in their study of 19th-century households in Wilmington, Delaware, Charles LeeDecker et al., linked consumer behavior with household income strategy, composition and developmental stage (LeeDecker et al. 1987:235-240), and LuAnn De Cunzo's study of 19th-century privy deposits from Paterson, New Jersey viewed consumer behavior as an adaptive strategy in a changing environment - an area undergoing urbanization and industrialization. Documentary and archaeological evidence from Paterson suggest that households of unlike socioeconomic status displayed different settlement patterns as well as varying income and consumption strategies (De Cunzo 1987:290-291).

In light of the abovementioned studies, and considering the somewhat fragmentary documentary record of many of the project site homelots as discussed in the previous section, several related lines of inquiry have been chosen for further investigation. One of these is consumer behavior, which is strongly influenced by socioeconomic status, occupation household composition and ethnicity. Also, as already mentioned, since several of the potentially sensitive lots have a long record of hosting dwellings, but no record of the occupants, data from these lots can be used to chart Jamaica's growth and development from a country town in the 1840s to an urban/suburban transportation hub in the late 19th century.

Socioeconomic Status

The study performed by LeeDecker et al. has indicated that the examination of the head of household's occupation alone has limited utility in reliably determining socioeconomic status, since a number of other factors - household composition, size, developmental stage/family life cycle, income strategy as well as external forces influence consumer behavior (LeeDecker et

al. 1987:236-237). Census record research on the lots of the Queens Family Court project site has provided information on household size, age, occupation, the number of working household members, the presence/absence of borders and ethnic background. Therefore, archaeological evidence from these homelots may provide information on how socioeconomic status has influenced consumer choice behavior.

Ethnicity

According to the definition of an ethnic group used by Frederik Barth in his book *Ethnic Groups and Boundaries*, an ethnic group is a population which "Shares fundamental cultural values, realized in overt unity in cultural forms," and "Has a membership which identifies itself, and is identified by others, as a category distinguishable from other categories of the same order" (Barth 1969:10-11). If one accepts these points, then it follows that each ethnic group should possess a differing material culture, and therefore, the archaeological record should yield evidence which illustrates these cultural patterns. Archaeologists have already applied this model to the study of African-Americans in various parts of the country, and Chinese immigrants in the American West (See Schuyler 1980). The German immigrant community represents another example of a non-Anglo-American cultural group. The Germans who settled in the project area (i.e., Bavarians John and Elizabeth Geis on Block 10093 Lot 3) would have brought a host of cultural preferences and attitudes relating to diet, clothing, music, religion, politics, work, leisure activities, etc. Generally speaking, isolated Germans would have had to adapt their lifeways to available goods and services (unless they were wealthy enough to be able to import goods from outside the community). Although Jamaica was not an ethnic enclave like Melrose in the Bronx, College Point in Queens, or the better-known Yorkville in Manhattan, the large number of German immigrants to the area during the 19th century may have been able to influence the market to supply its preferences

Naturally, some of these cultural preferences are more easily observable in the archaeological record than others. Most obvious are products that can be traced to German companies/factories, such as labeled or distinctive ceramics, medicine and perfume bottles. Foodways have an extremely strong influence on the major categories of artifacts usually recovered on historical sites, i.e., ceramics, glass, metal and faunal remains. Among German communities, certain food preferences have been recorded in the documentary record, and present hypotheses which could be tested by artifacts recovered from the Geis homelot on the project site.

One obvious area of investigation is drinking habits. This is certainly applicable to the Geis homelot, since John Geis ran a saloon there for c.26 years (c.1865-c.1891). The large number of breweries, saloons and beer gardens founded by German immigrants suggests the not-surprising hypothesis that Germans drink beer, and that therefore on the homelots of German immigrants, a large number of artifacts could be recovered which relate to beer-drinking.

This generalization does have a factual basis, although popular beer consumption was a wider geographical phenomenon, which had its roots in the Middle Ages, when it was the customary drink of the masses in Central and Northern Europe - generally those regions outside major grape-growing areas (Braudel 1973:167-169). German immigrants scandalized many native-born Americans by insisting on observing the "Continental Sunday" of entertainment and relaxation (Hays 1957:100), which included alcohol consumption in a beer garden or other such establishment. Although it is also possible that beer consumption among immigrants took on socioeconomic overtones - a working class drink that crossed ethnic boundaries, to

test that hypothesis would require a range of sites representing a variety of statuses and incomes.

The expected archaeological evidence of this behavior includes bottles, which would often have embossed inscriptions and logos, revealing the company name of the user and/or maker, place of origin and the contents. The appearance and use of the Hutchinson stopper (c.1879-1914), a rubber gasket on a heavy wire loop, opened by being forced into the bottle (Schuyler 1980:53), would provide an important dating tool, coinciding with the end of the study period. Specialized glassware and ceramic vessels are also associated with beer drinking, such as the pilsener beer glass and glass and stoneware "steins."

Another preference which should appear in the archaeological record is the traditional German reliance on pork as the chief source of meat. This was not the practice in England (and to some extent among Anglo-Americans) who seemed to prefer beef and mutton, while settlers from the North of England ate pork rarely and considered it "loathesome" (Fischer 1989:137,349,354,543,729).

Although the preceding examples occur in basically rural settings, poultry and pigs could easily have been raised in the lots of the project site. In fact these animals were ideal foragers under such conditions, and in the days before regular street cleaning, benefited the community by removing garbage from the streets. Such "urban farmsteads" flourished, as archaeologist Leslie Stewart-Abernathy points out, until municipal restrictions and services caused their demise at the end of the 19th century. Lots such as those that existed on the project site had been used to supplement both income and diet (small livestock, vegetables), and for a variety of service buildings (privies, coops, sheds) (Stewart-Abernathy 1986:12-13). If the residents of the project site raised some of their own animals, analysis of faunal remains, with regard to butchery marks, portion division and body parts present, may be able to distinguish between amateur and professional slaughtering, reflecting Jamaica's transition from rural village to city suburb.

When markers of ethnicity are present in the archaeological record, they are also subject to alteration through time, as the New York-born children of immigrant parents reach adulthood and are influenced by their contacts with American culture. However, during the approximately 26 years of the Geis occupation, the only documented occupants were John and Elizabeth Geis. There were no borders and no children. The Geis household is an opportunity to examine the effects of assimilation on one immigrant couple. Furthermore, it will be interesting to see to what extent the saloon remains reflect the Geis's personal preferences, or their those of their patrons. Were their customers also German immigrants, or were they simply Jamaica residents and travelers for whom the saloon was a convenient place of recreation?

B. Carriage Factory

A third potential area of study regards the 13-year presence of a carriage factory and its owner's dwelling on one of the study lots (James Hendry carriage factory, 1847-1860, Block 10097 Lot 1), an opportunity to examine this industry during a time of transition from the use of traditional techniques to the employment of mechanized methods. Jamaica during the 19th century had the largest number of carriageshops of any town on Long Island, but after 1860, carriage makers were less builders and craftsmen than assemblers of ready-made components.

Carriage manufacture requires a varied group of artisans, including: a carriage body builder, invariably a carpenter or joiner; a carriagesmith, a blacksmith or general ironworker, rather than

a horseshoer; a wheelwright, who formed the hub, spokes and felloe and assembled them as an iron-tired wheel; a carriage painter, who painted, varnished and embellished the vehicle; a carriage trimmer, who cut, trimmed, sewed and installed the carriage upholstery and curtains (Reichman 1986:55). During its 13-year history, the Hendry carriage factory employed such a variety of craftsmen, including Charles Vasser, a painter, John Conley, a 20-year-old Irish apprentice, and a 14-year-old worker, all of whom boarded with the Hendry family at the time of the 1850 census.

Raw materials included various types of wood for the carriage frame, wheels, seat, body panels, thills and some of the gearing. Iron was used for the axle (forged by mid-century), springs and parts of the wheels and gearing. Each manufacturer had to make a large capital investment in tools, timber, other materials. After the 1857 fire which destroyed his factory and home, James Hendry's losses in tools, timber, materials and unfinished work were calculated at \$2,000. (Reichman 1986:55, 58).

C. Jamaica Development 1842-1913

The long-term domestic occupation of a number of the project lots (since before 1842), and the documented existence of a privy on Block 10097 Lot 103 in 1913, suggests the feasibility of examining the changing conditions experienced during the urbanization of the Village of Jamaica, and its effect on cultural attitudes, as manifested in settlement and consumption patterns. As DeCunzo noted, these are adaptive strategies, also influenced by socioeconomic status (DeCunzo 1987:291).

Will such changes be observable in the Jamaica assemblages? From where did Jamaicans acquire their consumer goods? From New York City and Brooklyn, or other national and perhaps international sources? Was there trade in consumer goods among the towns on Long Island, and was this superseded by trade with the more populous and "sophisticated" areas to the west, or were all trade relations enhanced as rail connections to both areas replaced the wagon as the chief transporter of freight?

**FINAL
ENVIRONMENTAL IMPACT STATEMENT**

for the

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

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
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Date FEIS Accepted As Complete: September 3, 1997

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ENVIRONMENTAL REVIEW**

SEP 25 1997

**LANDMARKS PRESERVATION
COMMISSION**

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Date FEIS Accepted As Complete: September 3, 1997

IMPORTANT NOTE TO READER

For purposes of this document, the Lead Agency, Dormitory Authority of the State of New York, has incorporated by reference the Draft Environmental Impact Statement (DEIS) into the Final Environmental Impact Statement (FEIS). Therefore, it is important that all involved agencies and interested parties that have previously received a copy of the *Draft Environmental Impact Statement for the Queens Family Court and Family Court Agencies Facility, Jamaica, Queens County*, retain that document and not discard it, since the DEIS is an integral part of this FEIS.

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Appendix A:
Phase 1B Topic-Intensive Archaeological Study

INTRODUCTION

This document constitutes the *Final Environmental Impact Statement (FEIS) for the Queens Family Court and Family Court Agencies Facility, Jamaica, Queens County*. The FEIS comprises the *Draft Environmental Impact Statement (DEIS) for the Queens Family Court and Family Court Agencies Facility, Jamaica, Queens County* (which is hereby incorporated by reference¹); comments received during the public comment period which was held from May 28, 1997 to August 18, 1997; responses to these comments; and revisions to portions of the DEIS. In accordance with the *State Environmental Quality Review Act (SEQRA)* a public hearing on the DEIS was conducted on August 6, 1997, in conjunction with the New York City Planning Commission's *Uniform Land Use Review Procedure (ULURP)* public meeting. No comments on the DEIS were made at the hearing. One written comment was submitted to the City Planning Commission prior to the close of record for the public meeting. It is included in this FEIS as well.

The Dormitory Authority of the State of New York (DASNY), acting as the Lead Agency, has determined that no major revisions to the DEIS were deemed necessary. Where minor revisions to the DEIS were necessary, they are included in this FEIS. All changes to the text are indicated with ~~strikeouts~~ (deletions) and redlining (additions).

The following items are included in this FEIS:

- ▶ FEIS Executive Summary
- ▶ Written Comments on DEIS and Lead Agency Responses
- ▶ Revisions to Chapter 7.0, Cultural Resources
- ▶ Revisions to Chapter 8.0, Urban Design, Visual Resources and Shadows (Section 8.3 only)
- ▶ Revisions to Chapter 12.0, Hazardous Materials
- ▶ Written Comments
- ▶ Transcript of August 6, 1997 Public Hearing
- ▶ Phase 1B Topic-Intensive Archaeological Study

¹ 6 NYCRR §617.9(b)(8). This section of the SEQRA regulations allows the DEIS to be incorporated by reference into the FEIS. The DEIS was specifically prepared for the Queens Family Court and Family Court Agencies Facility. Its applicable findings are summarized in the FEIS Executive Summary. Any information contained in the FEIS Executive Summary that is not redlined or a ~~strikeout~~ denotes a finding from the DEIS.

S. EXECUTIVE SUMMARY

Introduction

The New York State Office of Court Administration (OCA), City of New York (the City), and Dormitory Authority of the State of New York (DASNY) have agreed to a citywide program of court facility construction and renovation. The agreement between OCA, the City, and DASNY requires that environmental reviews comply with the New York *State Environmental Quality Review Act (SEQRA)*. Accordingly, this Final Environmental Impact Statement (FEIS) was prepared pursuant to Part 617 of the implementing regulations (State Environmental Quality Review) pertaining to Article 8 of the Environmental Conservation Law. In addition, the analytical methodologies for evaluating baseline environmental conditions and project-related impacts are consistent with the *City Environmental Quality Review (CEQR) Technical Manual*, (hereinafter, the *CEQR Technical Manual*).

A public scoping meeting to receive comments on the scope of work for the DEIS was held at the Joseph Addabbo Federal Building in Jamaica, Queens, on September 5, 1996. The public record remained open until September 16, 1996 to receive additional comments. The DEIS was accepted by the SEQR Lead Agency, DASNY, on May 28, 1997. The DEIS was distributed to interested and involved agencies as well as to the public. The opportunity for comment was provided from May 28, 1997 to August 18, 1997, with a public hearing on the DEIS conducted in conjunction with the NYC Planning Commission's ULURP hearing at City Hall in Manhattan on August 6, 1997.

The Lead Agency, DASNY, has determined that no major revisions to the DEIS were necessary. As such, this document, together with the DEIS which has been incorporated by reference, constitutes the FEIS for the proposed action.

S.1 Project Description

The City of New York, through the Mayor's Office of the Criminal Justice Coordinator, has filed an application with the Dormitory Authority of the State of New York (DASNY) for the financing and construction of a new family court facility. The proposed action consists of DASNY's funding approval to use approximately \$82,196,000 in proceeds from a DASNY tax-exempt bond issuance to finance the proposed project. The proposed project consists of the design, development and construction of the new Queens Family Court and Family Court Agencies Facility (including 25 underground parking spaces) to comprise 301,458 square feet, located on a New York City-owned site at 152-02 Jamaica Avenue in Jamaica, Queens, New York. The proposed project also includes the construction of an off-site, open, naturally-ventilated, six-story (seven parking levels), 214-space accessory parking garage (approximately 98,000 gross square feet) on a second City-owned site located at 150-12 Jamaica Avenue. The accessory parking garage will be located approximately 150 feet west of the court facility. Approximately 1,600 gross square feet of retail space will be incorporated into the parking garage frontage along Jamaica Avenue.

Specifically, the City is proposing to construct a replacement facility for the existing Queens Family Court located at 89-14 Parsons Boulevard. The new facility may accommodate up to 16 court parts, 7 hearing rooms, all required court support functions, the required space for the family court-related City agencies offices, and all necessary services. The *New York City*

Courts Capital Program Master Plan: Phase III Recommendations (July 1992), estimated that the new court and family agencies building will require approximately 174,125 gross square feet (gsf) of space for courts and court support functions, and 127,333 gsf of space for family agencies offices, totaling 301,458 gsf. Current refinements in the Family Court and Family Court Agencies programming needs indicate that the facility will require 174,040 gsf of space for courts and related support functions, and 118,236 gsf of space for family agencies offices, totaling 292,277 gsf (this figure is subject to further refinements before final design). For the purpose of this analysis, however, the worst-case total of 301,458 gsf has been assumed as the facility's maximum size. It is expected that the proposed project would be completed and occupied in 2001, the Build Year.

The proposed project will be located in downtown Jamaica, New York, on two separate city-owned parcels, hereinafter referred to as the "court facility site" and "parking garage site", respectively. The proposed court facility site will occupy a parcel bounded by 153rd Street on the east, Jamaica Avenue on the north, Archer Avenue on the south, and the eastern edge of the former 151st Street on the west (Block 10093, Lot 1; portion of Block 10097, Lot 1).

The accessory parking garage will be located on a nearby parcel (Block 10092, Lot 1) bounded by Jamaica Avenue to the north, Archer Avenue to the south, 150th Street to the west, and the New York City Police Department (NYPD) Forensic Laboratory building to the east. The NYPD Forensics Laboratory building and the former 151st Street roadbed lie between the court facility site and the parking garage site. Figure S-1 illustrates the location of the proposed project. Additionally, the proposed project will require several ULURP-related actions as listed below:

- **Public Facility—Site Selection/Acquisition** (Including a Fair Share Analysis under Section 203 of the New York City Charter);
- **Disposition of Real Property** to convey title to the project sites to DASNY for the term of the bonds;
- **Change in the City Map** to relocate an existing sewer easement from the bed of the former 152nd Street to 153rd Street and Archer Avenue;
- **Zoning Map Amendment** to change a portion of a C6-1A General Commercial District to a C6-1 General Commercial District; and,
- **Amendments to the 1971 Jamaica Center II Development Plan (Urban Renewal Area)** to permit the proposed project including changing the designation of the Jamaica Center II Urban Renewal Area.

S.2 Project Purpose and Need

In response to Chapter 825 of the Laws of 1987, which initiated a program to assist municipalities in the construction/rehabilitation of court facilities, the City of New York prepared a Court Facilities Capital Plan identifying the existing and future needs of the court system for each Borough. The Court Facilities Capital Plan utilized a historical database, workload factors and a population analysis to establish the number of full time equivalent (FTE) judicial positions. The plan also establishes space standards for courts and related uses.

In response to these objectives, the 1992 *New York City Courts Capital Program Master Plan: Phase III Recommendations* identified court improvement projects to replace aging and inadequate facilities and to relieve existing and projected shortfalls in space. For Queens, the master plan projected a need for 139 new courtrooms and 1.8 million gross square feet of building floor area, including a critical need for a new Family Court. The existing facility at 89-14 Parsons Boulevard has been determined to be too small, and its lot is not large enough to accommodate the necessary program. Additionally, complications resulting from the expansion of the Family Court on its existing site would significantly interfere with the provision of existing court functions due to phasing and other construction-related issues. The existing Family Court contains only eight courtrooms within 122,000 square feet of floor area. This is far short of the 16 courtrooms and seven hearing rooms in 292,277 square feet (301,458 square feet for a worst-case development) that the proposed new Family Court would provide. In addition to court facilities, the new building would provide space for social service-related city agencies that benefit from being in close proximity to the Family Court.

S.3 Land Use, Zoning, Public Policy

The proposed project would replace the buildings and uses now located on the project site. Three small buildings fronting on Jamaica Avenue would be razed, and the commercial tenant that occupies them would be displaced. The surface parking lot that occupies most of the courthouse site would also be displaced. In their place, the new Queens Family Court and Family Court Agencies Facility and an accessory parking garage would be constructed. The net result would be a substantial intensification of land use on the project site.

Despite the increases, land use intensity would be no greater than on other nearby parcels. On the parcel that separates the two portions of the project site, the NYPD Forensics Laboratory covers the entire lot, which is developed to a floor area ratio of approximately 5.00. One block to the east, the 11-story Joseph P. Addabbo Federal Building also covers its entire lot, and its floor area and floor area ratio exceed those of the proposed project. Moreover, the floor area of the proposed structures would be less than that permitted by either the existing or the proposed zoning. The proposed project would not create excessive bulk on the project site; rather, the project would comply with height and bulk standards established for this district in the *NYC Zoning Resolution*. No adverse impact would result from the increase in development.

Although the proposed project would introduce new land uses to the project site, the uses would be similar to those that occupy nearby parcels. Several nearby buildings are dedicated to public institutional use. The proposed project would not be expected to induce other developments or land use changes within the primary study area. On the contrary, the project would constitute a continuation of ongoing land use trends, as evidenced by the list of other public projects that will be completed by the project build year.

The proposed project would include the rezoning of the block bounded by 153rd Street, Jamaica Avenue, 150th Street, and Archer Avenue from C6-1A to C6-1. The two zoning districts are very similar to one another. Both are intended as zoning designations for central business district locations. The main implications of the rezoning is that public service establishments would be permitted under the C6-1 district and a parking requirement of 1 space per 4,000 square feet of commercial floor area would be eliminated. Bulk provisions for the C6-1A district are the same as the C6-1 district. The proposed project would also include amendment of the Jamaica Center II Development Plan (Urban Renewal Area) to redesignate the project site for court use, in order to permit the proposed project to proceed.

S.4 Socioeconomic Conditions

Development of the proposed courthouse facility in Jamaica, Queens would not likely result in a substantial increase in the residential population within the study area. It is unlikely that family court or agency employees would relocate to within the study area, thus rent increases or secondary displacement of existing tenants would not occur.

The proposed facility would not directly displace any existing housing units or result in any secondary impacts to the study area's housing stock. Since it is not likely that employees would seek new residence proximate to the facility's new location, but choose rather to commute from their present addresses within the New York City region, no significant impacts would be expected to the area's housing stock.

The implementation of this project will result in the vacating of the existing Family Court Facility on Parsons Boulevard as well as a small social service facility on Union Hall Street. This will increase the amount of vacant space in downtown Jamaica. The functional requirements of the proposed Court and Family Agencies facilities; the need for family agencies to be immediately proximate to the court function; and the lack of any Class A space of sufficient size in downtown Jamaica, necessitates the development of the new facility and the vacating of the existing facility. It is the intention of the Office of the Criminal Justice Coordinator that the existing facility be revised for other city functions.

Once in operation, it is likely that Family Court employees would patronize local businesses within or proximate to the study area. This residual consumption may stimulate growth of new or expanded businesses. Development of the proposed project would necessitate the displacement of existing commercial activity on the court facility site, which consists of a carpeting and flooring retail business. In total, the implementation of this project would result in no significant impacts to socioeconomic conditions in the proposed project study area.

S.5 Community Facilities

No significant adverse impacts or increases in service demands to community facilities are anticipated as a result of implementation of the proposed project. With no project-generated added residential population, it is expected that existing community facilities (fire, hospital, schools) have adequate capacity to accommodate the project along with other developments that are anticipated over the next several years.

The new Queens Family Court would maintain a security staff to provide street, building and entryway security, as well as courtroom surveillance. As a result, no new demands for additional police officers, civilian employees or police facilities will result from implementation of the proposed project and no impacts are anticipated. Police protection provided by the 103rd Precinct will be adequate to protect the proposed project and its workers.

S.6 Open Space Resources

An inventory of open space site conditions and utilization identified a total of 11.5 acres within the study area, comprised solely of Rufus King Park. This large and generally well-appointed park contains both passive and active open space opportunities. The new Family Court and Family Court Agencies Facility and accessory parking garage would not displace any existing open space and will not create a deficiency of available open space for the area's residential and daytime populations. As a result, no impacts to open space resources would occur.

S.7 Cultural Resources

Historic Resources

In the vicinity of the proposed project, several buildings are designated New York City Landmarks and/or are listed on the National Register of Historic Places. Most immediate to the project site are the Rufus King House, also known as the King Manor Museum, located in Rufus King Park; and the First Reformed Church of Jamaica, located directly across from the proposed project on 153rd Street. The proposed project will not directly displace any buildings that are designated landmarks or eligible to be designated landmarks. The proposed project may, however, indirectly impact the adjacent Rufus King House. At present, the tallest building in the vicinity of the King House is the 5-story Police Department Forensics Laboratory, situated between the two sites of the proposed project. Because the house is set near the south end (the Jamaica Avenue end) of King Park, it is surrounded by relatively low buildings and vacant lots. The low rise character of the area permits a great deal of light, especially south light, to flow into the park.

A shadow analysis was performed to determine the degree of potential impact to this historic resource. Project-generated shadows would fall on the Rufus King Mansion House, but would not be of great enough length or duration to constitute a significant impact. As a result, no impact to this historic resource is expected.

Archaeological Resources

The A Phase 1A Archaeological Assessment performed for this project has determined that areas of potential archaeological sensitivity (both prehistoric and historic) exist at the project sites. No record of significant below-grade disturbance has been established for limited areas of both sites. The implementation of the proposed project has the potential to disturb areas on the sites that have no record of previous disturbance. In this regard, the potential for a significant impact to archaeological resources exists.

~~To better define the areas of potential archaeological significance as well as to determine the types of resources that may be present, a Phase 1B Topic-Intensive Archaeological Study is presently being has also been 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. If at the completion of this topics-intensive study, areas of archeological sensitivity continue to exist, a mitigation plan will be formulated and incorporated into this document between Draft and Final EIS.~~

The Phase 1B report concluded that three (3) areas of potential historic significance and two (2) areas of potential prehistoric significance exist on the project sites. Research has indicated that these areas have no documented history of excavation. Because of the specific functional requirements of the project, it has been determined that some level of disturbance of these sites is unavoidable. The Phase 1B report has been submitted to both the New York State Historic Preservation Office (SHPO) as well as the New York City Landmarks Preservation Commission (LPC) for review.

Upon consultation with SHPO and/or LPC, the need for additional document research and/or testing or monitoring of potential archaeological resources will be determined. If deemed necessary, a scope of work for field testing and/or monitoring will be prepared. A specific schedule and protocol for the further investigation of these potentially sensitive sites will also be developed. It should be noted that construction of the proposed project will not commence until the archaeological mitigation is implemented.

S.8 Urban Design, Visual Resources, and Shadowing

For the court facility site, it is contemplated that the building's bulk would be contained in a worst-case envelope that rises 10 stories, or approximately 140 feet from the sidewalk. The project would be built to the lot line for most of Jamaica and Archer Avenues. It is anticipated that at ground level, the building envelope would set back approximately 30 feet from the 153rd Street property line. However, it is expected that the proposed building's mass and height would not approach the maximum envelope represented by this worst case condition.

For the parking garage site, it is expected that the structure will occupy its entire lot, with streetwalls along Jamaica Avenue, 150th Street, and Archer Avenue. Vehicular access and egress to the facility will be along 150th Street and Archer Avenue. The structure will be six stories or approximately 60 feet in height. The Jamaica Avenue streetwall of the facility will contain a facade of retail uses (1,600 square feet) along this frontage.

The creation of the court facility and accessory parking garage will reinforce the streetwall at Jamaica Avenue. The generally underutilized parcels which comprise the project site would be built out to the lot line, and the streetwall would be more uniform. The continuation from the Addabbo building on the east through to the existing low rise commercial buildings on the westerly side of 150th street would be established. Similarly, the Archer Avenue frontage of the court complex and the parking garage would be built to the lot line. Although less uniform along this frontage, most other structures are also built to the lot line. The addition of the proposed project will create a building streetwall where one presently does not exist. The addition of this streetwall will increase the sense of enclosure surrounding the King Manor Museum. This streetwall condition however, surrounding a public park such as King park, is neither unprecedented or out of character in a major downtown center. The existing Police Forensic Laboratory, located adjacent to the proposed project and directly across the street from the King Manor Museum, is a streetwall building of considerable size. The Jamaica Avenue frontage of the project site was occupied by streetwall buildings as late as the early 1970's. Additionally, the proposed zoning for the site, as well as the existing zoning allow streetwall buildings.

The functional requirements and the program for the proposed facility require that the building footprint be maximized on this site. This necessity has resulted in a streetwall building. If the building footprint were minimized, and the building was setback from Jamaica Ave, functional inefficiencies would be created within the facility. This would also require the building to be taller, possibly creating shadow, neighborhood character and urban design impacts significantly in excess of the proposed worst-case streetwall facility. Given the surrounding urban context; the fact that the King Manor Museum is located more than 200 feet from the Jamaica Avenue frontage of the project site; the existence of the LIRR viaduct along Archer Avenue that already blocks views to the south from King Manor Museum; the functional requirements of the proposed projects user tenants; and the historical precedent for the project site; the completion of a continuous streetwall along the Jamaica Avenue frontage of the project site will not create an adverse impact on the immediate setting of the King Manor Museum.

It is expected that the existing Addabbo building would be approximately the same height as the worst-case building envelope representing the proposed project. The proposed project, in turn, would be taller than the existing NYPD Forensics Laboratory building. The proposed parking structure would be somewhat shorter than the Forensics Laboratory, and thus, there will be a continuous diminution of building heights along Jamaica Avenue from the peak of the Addabbo building to the existing commercial uses on the westerly side of 150th Street.

The new Family Court and Family Court Agency Facility would be visible from the south side of the Long Island Rail Road (LIRR) viaduct; the views would be significantly constrained by the intervening viaduct.

There are no view corridors of significance in the area of the proposed project. The most important views within the study area are Rufus King Park and the Rufus King Mansion, which are easily seen along Jamaica Avenue. The building and parking structure which comprise the project would not alter the views into Rufus King Park or of the Rufus King Mansion. For an eastbound pedestrian, the new Courthouse building would limit views of the First Reformed Church of Jamaica, located on 153rd Street and Jamaica Avenue.

A major consideration regarding urban design and visual resources involves the shadows that would be cast by the proposed new court facility and garage buildings on adjacent open space or historical resources (Rufus King House, First Reformed Church, Grace Episcopal Church and Graveyard). Computer-generated diagrams were developed of the shadows that would be cast by the proposed new buildings during representative times of the day at various times during the year, including the summer solstice (when shadows are the shortest), the winter solstice (when shadows are the longest), and the spring equinox (the midpoint between the two). Because shadows are more important during warm weather months, when more people are out of doors and parks are more heavily used, diagrams were also generated for an additional day in May, midway between the spring equinox and summer solstice. The shadow diagrams highlight the park and three landmarks and show the new incremental shadows that would be cast over areas that are now shadow free.

Maximum shadows from the proposed buildings during the spring and summer months would extend no more than 60 feet into the park, which would cover approximately 0.4 of the park's 11.5 acres. No shadows would be cast on the more important parts of the park, where the playground, sports facilities, gazebo, and most seating are located. The shadows would extend over lawn, walkways, and a few benches. The longest shadows of the year, on December 21, would extend almost 400 feet into the park in early morning and approximately 200 feet into the eastern part of the park at noon; a small corner of the park would be in shadow throughout the afternoon. Since the only real effect would occur during winter and late fall, however, and since even then the more heavily programmed parts of the park would not be in shadow, no significant impact would occur.

The shadow effect on the First Reformed Church would be substantial. Afternoon shadows from the court building would reach the church and a portion of the churchyard during most of the year. Although shadows from the Addabbo Building cover the church in the morning, the church is now shadow free during the afternoon. The salient architectural features, however, are not ones that depend on sunlight (as a noteworthy stained glass window or rich polychromatic detail would be). Furthermore, the church did not originally occupy a corner site and was intended to have buildings flanking it on both sides; unlike the Rufus King Mansion, it was not designed to be shadow free. No significant adverse impact would be deemed to occur under CEQR guidelines.

Shadows from the proposed new buildings would not reach Grace Episcopal Church or its graveyard at any time of the year. In sum, while it is anticipated that the proposed new buildings would cast shadows over parts of the park and two of the three landmark buildings at various times, the duration or importance of these effects would not be great enough to constitute a significant adverse impact.

S.9 Neighborhood Character

The creation of the new Queens Family Court and Family Court Agencies Facility would be a substantial intensification of land use on the project site. On the eastern portion (the court facility site), total built floor area would increase from approximately 11,200 gross square feet to an estimated 292,277 square feet (301,458 square feet for a worst-case envelope). On the western portion (the parking garage site), built floor area would increase from approximately 5,000 square feet to approximately 98,000 square feet. On both sites, lot coverage and building height would also increase. Despite the increases, land use intensity would be no greater than on other nearby parcels.

The proposed project would reinforce the primary study area's nature as an important civic center. In addition, the ground floor retail space in the proposed garage building would reinforce the commercial character of Jamaica Avenue, and development of the now largely vacant site would eliminate one of the few "voids" along this densely developed, heavily trafficked, neighborhood "Main Street."

The bulk of the proposed project would be similar to other major commercial and institutional buildings in the project study area, including those frontages on Jamaica Avenue and along other major thoroughfares. Thus, the urban design characteristics of the study area would be expressed and continued in the proposed project. There would not be any impact on the neighborhood character of Jamaica.

S.10 Natural Resources/Ecology

Construction of the proposed project may involve driving piles through the fill material and native soils located on the site into bedrock for the purpose of supporting the proposed structures. The size and number of piles would be the minimum necessary to support the proposed building and would not result in any significant adverse impacts to the underlying bedrock formations. No surficial geological formations are located on either site.

The proposed project would not have an impact on endangered species of vegetation since no significant vegetative communities exist on or around the project sites. Similarly, implementation of the proposed project would not result in the loss of any endangered wildlife. As a result of the implementation of this project, no significant impacts to natural or ecological resources are anticipated.

S.11 Infrastructure and Solid Waste

The net increase in project-generated wastewater is expected to be equivalent to the water consumption generated by the proposed project and the backfilled existing courthouse facility, which is 36,800 gpd. Based on this, no exceedence of or impact to the Jamaica WPCP design capacity would be expected to occur.

Using a multiplier for government offices (0.03 pounds per week per square foot of space), the proposed project is calculated to generate approximately 8,800 pounds of waste per week. This amount is under the CEQR threshold to undertake a detailed solid waste analysis; no significant impact would occur. Further, the project will comply with all applicable recycling laws.

S.12 Hazardous Waste

A Phase I Environmental Assessment was conducted for the court facility site and the parking garage site. The objective of the assessment is was to identify the presence of any hazardous substances on the subject properties under conditions that indicate an existing release, a past release, or a material threat of release into structures on the subject properties or into the ground, groundwater or surface water of the property.

Historic environmental conditions indicate that because of previous occupation of the sites by multiple structures, over a number of years, potential exists that abandoned underground storage tanks (associated with these previous uses) may still exist on-site.

Non-invasive site reconnaissance was conducted on October 1, 1996 and March 11, 1997. The site reconnaissance consisted of inspecting the court facility site, parking garage site, and other properties in the vicinity. Access to the interior of the existing structures was provided for the court facility site. Access into the building on the parking garage site was denied.

Existing conditions are present that indicate the potential for hazardous materials on the project sites. These conditions are as follows:

- underground storage tank (suspected)
- above-ground storage tank
- asbestos-containing material
- lead-based paints
- contents of an old coal-burning furnace (converted to oil)
- oil-burning furnace
- fill material

Government agency records were reviewed for petroleum and hazardous materials storage, hazardous materials spills, and illegal dumping activities within a 1/4-mile radius of the project sites. According to these sources, there is no evidence of environmental investigations, citations, warnings, violations, indictments, penalties, settlements or other actions regarding noncompliance of the project sites.

Prior to demolition of the three court facility site buildings, the suspected underground storage tank adjacent to the south wall of building #1 would need to be removed, the oil-burning furnaces would need to be removed, asbestos abatement would occur, the above ground storage tank would need to be removed, and the miscellaneous paints and adhesives would be disposed of properly. Prior to the demolition of the parking garage site building, tanks and furnaces would need to be removed, asbestos abatement would occur and miscellaneous paints would be disposed of properly.

~~The proposed project would require that potential hazards be handled in accordance with all applicable local, state and federal regulations. The four structures would be demolished, therefore requiring that all environmental issues be resolved.~~

Based on discussions with New York City Department of Environmental Protection (NYCDEP), it has been determined that a Phase II Environmental Assessment in the form of soil sampling and ground-penetrating radar would be performed on the project site prior to construction activities commencing. The NYCDEP has requested site-specific analyses to be conducted on soil material within the upper ten feet. These are Priority Pollutant Metals (methodology 6010)

and Semivolatile Organics (methodology 8270). Ground-penetrating radar will be conducted in an attempt to determine if abandoned underground storage tanks are located on the site.

A remediation plan, if found to be necessary, would be approved by the NYSDEC and NYCDEP prior to implementation. The plan would set forth all protocol to occur in compliance with the local, state, and federal laws and regulations governing these activities. The Resource Conservation and Recovery Act (RCRA) and the New York State Standards Applicable to Generators of Hazardous Waste (Title 6, Chapter III, Part 372), specifically regulate generation, transportation, and disposal of hazardous material. All excavated soils would be properly staged on-site. Waste-classification procedures would be conducted and if resulting in an exceedance of the RCRA standards, an EPA Generator Number would be obtained, as required by RCRA. The remediation plan, if required, would be implemented prior to construction activities on the affected portion of the proposed development site.

It is not anticipated that dewatering of the project site would be necessary. However, in the instance that it may be required, approval and a NYSDEC State Pollutant Discharge Elimination System (SPDES) permit would be obtained. DASNY would comply with the NYSDEC recommended procedures in dealing with dewatering.

All applicable federal, state and local standards and procedures would be adhered to; therefore, no significant adverse impacts are anticipated.

S.13 Traffic and Transportation

Study area intersections were analyzed for capacity and levels of service for the AM, midday and PM peak hours. As shown in Table S-1, several intersections would experience increases in stopped delay and associated degradation in levels of service. The intersection movements that would experience significant impacts are as follows (mitigation conditions are summarized in Section 22.1 of this Executive Summary):

AM Peak Hour

- Hillside Avenue with Parsons Boulevard - eastbound left turn movement and southbound through/right turn movement
- Jamaica Avenue with Sutphin Boulevard - westbound left/through movement
- Jamaica Avenue with 150th Street - westbound left/through movement, northbound left turn movement, and the southbound through/right movement
- Jamaica Avenue with 153rd Street - westbound through/right turn movement
- Jamaica Avenue with Parsons Boulevard - westbound left turn movement, and the southbound left/through/right turn movement
- Jamaica with 160th Street - eastbound left turn movement and the northbound left/through/right turn movement
- Archer Avenue with 150th Street - westbound left/through/right turn movement.

Midday Peak Hour

- Hillside Avenue with 150th Street - westbound left turn movement
- Hillside Avenue with Parsons Boulevard - southbound left turn movement
- Jamaica Avenue with Sutphin Boulevard - westbound left/through movement
- Jamaica Avenue with 150th Street - westbound left/through movement, northbound left turn movement and southbound through/right movement
- Jamaica Avenue with 160th Street - eastbound left turn movement and northbound left/through/right turn movement.

PM Peak Hour

- Hillside Avenue with Parsons Boulevard - eastbound left turn movement and northbound through/right movement
- Jamaica Avenue with Sutphin Boulevard - westbound left/through movement
- Jamaica Avenue with 150th Street - westbound left/through movement and northbound left turn movement
- Archer Avenue with 150th Street - eastbound left/through/right turn movement

**TABLE S-1
Traffic Level of Service (LOS): No-Build and Build and Mitigated Condition**

Intersection	Appr.	Mov't	AM Peak Hour (8:00 - 9:00)				Midday Peak Hour (12:30 - 1:30)				PM Peak Hour (4:00 - 5:00)			
			No-Build		Build		No-Build		Build		No-Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Hillside Ave with 150th St	WB	L	*	*	*	*	52.4	E	64.4	F	102.0	F	102.0	F
Hillside Ave with Parsons Blvd	EB	L	*	*	*	*	*	*	*	*	*	*	*	*
	NB	TR	25.5	D	25.6	D	30.4	D	31.5	D	*	*	*	*
	SB	L	31.9	D	32.6	D	*	*	*	*	*	*	*	*
		TR	58.6	E	*	*	28.4	D	28.9	D	50.3	E	51.7	E
Jamaica Ave with Sutphin Blvd	WB	LT	39.2	D	56.9	E	*	*	*	*	*	*	*	*
Jamaica Ave with 150th St	WB	LT	407.5 37.5	F D	1 59.4	1 E	1 19.9	1 C	1 38.3	1 D	1 75.0	1 F	1 84.2	1 F
	NB	L	*	*	*	*	23.7	C	33.3	D	30.9	D	94.7 (84.1)	F
	SB	TR	86.5	F	101.6	F	70.1	F	74.0	F	27.5	D	27.8	D
			44.7	E	50.4	E								
Jamaica Ave with 153rd St	WB	TR	23.0	C	36.1	D	13.8	B	23.5	C	31.6	D	36.5	D
Jamaica Ave with Parsons Blvd	WB	L	*	*	*	*	9.5	B	9.8	B	9.1	B	9.3	B
	SB	LTR	34.5	D	39.6	D	26.4	D	28.3	D	31.4	D	29.0	D
Jamaica Ave with 160th St	EB	L	*	*	*	*	58.4	E	155.1	F	8.3	B	8.6	B
	NB	LTR	*	*	*	*	*	*	*	*	*	*	*	*
Archer Ave with 150th St	EB	LTR	20.7	C	28.6	D	20.8	C	27.1	D	27.8	D	43.2	E
	WB	LTR	112.9	F	*	*	17.5	C	18.2	C	27.3	D	26.6	D

* when volume-to-capacity ratio exceeds 1.20, delay is meaningless.

Minor increases in transit patronage levels within the study area would be expected due to the proposed project. Due to the wealth of transit resources within the study area, however, the effect generated by other planned developments within the study area on transit ridership levels and operations is not expected to be significant on any one particular line or service.

Subway Service. It is anticipated that an increase in subway ridership of approximately 81 person trips would occur during the AM peak period, 75 person trips in the midday peak period, and 102 new trips during the PM peak hour.

Bus Access. It is anticipated that an increase in bus ridership of approximately 141 trips would occur during the AM peak period, 123 person trips during the midday peak period, and approximately 181 new trips during the PM peak hour.

Pedestrian Circulation. Critical crosswalk analysis locations would continue to operate at LOS "C" or better during the AM, midday, and PM peak periods. Only minor decreases in level of service over the 2001 "No-Build" condition would occur, none of which would result in a significant pedestrian impact. Stairwells serving the subway stations along Archer Avenue will continue to operate at a LOS "D" or better during the AM, midday and PM peak hours.

Parking. The supply and demand for on- and off-street parking spaces within the ¼-mile parking study area, and a ½-mile secondary parking study area would be expected to change appreciably under the 2001 "Build" condition as a result of the proposed project. The effect of the proposed project on the supply and demand for parking within the study area would have two primary components. The first component involves changes to the study area parking supply. Construction of the proposed Family Court would remove a private 293-space surface parking lot, currently utilized by employees of the Social Security Administration. The vehicles currently utilizing this lot would be afforded space in the parking garage located on Parsons Boulevard at 89th Avenue. Two separate parking facilities would be constructed on the development site as part of the proposed project. A 214-space, naturally-ventilated, 6-story (seven parking levels) accessory parking garage would be constructed for use by Family Court and Agency employees. An additional 25-space enclosed parking lot would be constructed to accommodate Family Court Judges and Hearing Examiners on the eastern portion of the project site adjacent to the proposed court.

The proposed parcel would utilize all of the available on and off-street parking within the ¼-mile study area during the critical mid-morning period. During the mid-afternoon period, all of the off-street parking would be utilized, with a minor amount of on-street parking remaining available. Although this represents a parking shortfall attributable to the project, this does not represent a significant impact as defined in the *CEQR Technical Manual*.

Sufficient parking space to accommodate the project related demand would exist within the secondary ½-mile parking study area during the mid-morning periods. A total of 133 vehicles would seek parking outside the ¼-mile study area. These vehicles could all be accommodated in off-street facilities within the secondary ½-mile parking study area.

S.14 Air Quality

Based on the *CEQR Technical Manual* screening analysis, three intersections were selected for in-depth microscale analysis: Van Wyck Expressway Service Road @ Hillside Avenue; Parsons Boulevard @ Hillside Avenue; and 150th Street @ Jamaica Avenue.

The intersection of Hillside Avenue and Van Wyck Expressway Service Road was identified in the *CEQR Technical Manual* as a critical intersection. As the project would add more than 10 trips to this intersection, further mobile source emission analysis was performed to assess potentially significant impacts to air quality. The intersection of Parsons Boulevard and Hillside Avenue was chosen for analysis because of high total intersectional traffic volumes and poor operating conditions. The final intersection, at 150th Street and Jamaica Avenue, was selected because it is adjacent to the project site and the proposed garage and would accommodate the greatest amount of induced traffic in the study area. Also, the overall intersection volume as well as several movements operate at a level of service of "F" in the Future with the Project.

Carbon monoxide concentrations within the proposed project area were determined for the 2001 Build year. Table S-2 illustrates that under the Future with the Project Condition, similar to the Future without the Project Condition, no violations of the 8-hour criterion would occur. In addition, the proposed development would not result in increases in CO concentrations that exceed the NYC *de minimus* criteria.

Table S-2
Build Year (2001) Predicted 8-hour CO Concentration*

Intersection		No-Build	Build	Increment
Van Wyck Expressway Service Rd @ Hillside Ave	AM	7.4	7.4	0.0
	MD	4.3	4.3	0.1
	PM	7.4**	7.4**	0.0
Parsons Boulevard @ Hillside Avenue	AM	4.4	4.6	0.2
	MD	4.4	4.3	0.1
	PM	5.5	5.5	0.0
150th Street @ Jamaica Avenue	AM	3.9	4.0	0.0
	MD	3.8	3.6	-0.2
	PM	4.1	4.4	0.4

* Includes a background CO concentration of 2.1 ppm.

** The results were modeled with the enhanced CAL3QHC model, CAL3QHCR, because CAL3QHC projected an 8-hour violation during the PM Build condition.

The *CEQR Technical Manual* screening analysis for *stationary source* emissions from heat and hot water systems was used to determine the potential for significant impacts from the proposed court facility's natural-gas-fired HVAC system. This screening methodology was applied to estimate potential impacts from the proposed court facility's stack on surrounding buildings. The nearest receptor of comparable or greater height would be the 11-story Addabbo Federal Building located approximately 192 feet from the proposed site. The analysis concluded that there would be no significant air quality impacts from the proposed court facility's HVAC system.

The proposed project includes a multi-level, naturally-ventilated garage on 150th Street between Jamaica and Archer Avenues. The addition of a parking garage necessitates an air

quality analysis at this location. The EPA computer model, SCREEN3, was used to project carbon monoxide concentrations at the midpoint of the near and opposite sidewalks. For the purposes of this analysis, the near sidewalk is located at a point adjacent to the garage (southeast corner of 150th Street and Jamaica Avenue) and the opposite sidewalks are located across the street (at the northeast and southeast corners of the same intersection).

The PM peak hour period was chosen for analysis, due to a greater incidence of outgoing cars operating in a cold condition (see Table S-3), which results in significantly more CO emissions than incoming hot vehicles. The analysis projects an 8-hour increment of 0.2 ppm CO and 2.1 ppm CO at the near and opposite sidewalks, respectively, as a result of the project- and garage-induced vehicles. The concentration at the opposite sidewalks includes the contribution from on-street traffic. This on-street contribution was modeled with CAL3QHC. For the opposite sidewalks, the dispersion modeling considered only those wind angles that include contributions from the proposed garage and on-street traffic. The total concentration (including background concentration of 2.1 ppm) is 2.3 and 4.2 ppm at the near and far sidewalks, respectively. This is well under the 8-hour NAAQS of 9 ppm. Consequently, project-induced vehicles at the garage would not result in significant air quality impact.

Table S-3
Induced Traffic at the Proposed Parking Garage at 150th Street and Jamaica Avenue

Peak Hour	Ins	Outs
AM	214	16
Midday	0	35
PM	16	204

S.15 Noise

As per the *CEQR Technical Manual*, a significant impact is defined as an increase of 3 dBA if the No-Build level is 62 dBA or greater. Project-induced trips would not generate an increase in ambient noise levels during the peak traffic hours at the four monitored locations. The relatively high existing sound levels require a substantial increase in passenger car equivalents to produce any noticeable increase in sound levels. Also, the project is expected to generate no additional truck trips (high passenger car equivalent or "PCE" values) during the peak hours. Consequently, traffic generated by the proposed project would not result in significant changes in noise levels at the site. L_{10} noise levels are also not expected to increase at any of the receptor locations; therefore, no significant noise impact would occur.

S.16 Construction-Related Impacts

Construction impacts are temporary, and would cease with the completion of construction. In order to minimize overall adverse impacts during the 3-year construction period, the project would be planned, designed, scheduled, and staged to minimize disruption to existing traffic, abutting neighborhoods, and the environment. Although some adverse impacts would be unavoidable, the duration and severity of these effects would be minimized by applying best management practices during construction.

Traffic and transportation operations in the project area may be affected by the movement of construction equipment, materials, and personnel to and from the sites on a daily basis. Movement and repositioning of oversized machinery and/or materials may result in temporary lane or street closures. To avoid unnecessary construction-related traffic within the project area, construction vehicles would be limited to designated routes and would be kept in the designated staging area.

Noise levels during construction would increase from construction and delivery vehicles traveling to and from the sites as well as construction equipment. Local laws and regulations contain general provisions for controlling construction noise and would be used for this project. Construction-related fugitive dust would be generated by concrete demolition, haul trucks, concrete trucks, delivery trucks, and earth moving vehicle operating around construction sites. Measures to minimize the amount of dust generated include applying water or other suitable moisture retaining agents on dirt roads, covering haul trucks carrying loose materials, or treating materials likely to become airborne.

S.17 Unavoidable and Immitigable Adverse Environmental Impacts .

It is expected that all significant adverse impacts associated with the proposed project could be successfully mitigated. The proposed project is not anticipated to result in any significant unavoidable adverse impacts.

S.18 Identification of Irreversible and Irretrievable Commitments of Resources

A number of natural and man-made resources would be expended in the development of the project, including the funding, materials and energy that would be required to develop, construct, and operate the new or renovated facility. These resources would be irretrievably committed to the proposed project since their reuse for other purposes would be unlikely.

Building materials would be irreversibly and irretrievably committed to constructing the new facility. Energy would be similarly committed to preparing the site for construction, fabricating construction materials, transporting the materials to the construction site, and placing the materials on site.

S.19 Growth-Inducing Aspects

The proposed project is not expected to induce additional land use changes or increase the demand for either residential or nonresidential space in the vicinity of the project site. The additional court employees and visitors would not be large enough to create a significant demand for additional retail business. A courthouse would not generate demand for residential or office development.

The surrounding Jamaica neighborhood is currently experiencing considerable rejuvenation and growth, with growing demand for commercial, office and residential space. The proposed project is not expected to either accelerate or hinder these trends to any significant extent.

20.0 Use and Conservation of Energy

The proposed project would result in the construction of a new court building, as well as office and accessory parking space. Energy demands for the buildings consist of loads for heating, ventilation and air conditioning, lighting, and auxiliary equipment, such as elevators and pumps.

The annual energy consumption was calculated using the factors from the *Energy Consumption in New Building Design: An Impact Assessment of ASHRAE Standard 90-75* (Arthur D. Little, Inc. Washington, D.C. for the Federal Energy Administration, March 1976). Assuming the energy usage in the existing backfilled courthouse remains unchanged, the proposed project would generate approximately 29 billion BTUs per year, over the No-Build Condition. Consumption at this level would not result in any significant additional load for Con Edison or Brooklyn Union Gas.

The proposed project would be required to comply with the New York Conservation Construction Code. This code governs performance requirements for heating, ventilation, and air conditioning systems, as well as the exterior building envelope. The code, promulgated on January 1, 1979, pursuant to Article Eleven of the Energy Law of NYS, requires that new and recycled buildings (both public and private) be designed to ensure adequate thermal resistance to heat loss and infiltration. In addition, it provides requirements for the design and selection of mechanical, electrical, and illumination systems. The proposed project would incorporate all required energy conservation measures, including meeting the code's requirements relating to energy efficient and combined thermal transmittance. Consequently, the proposed building would be substantially more energy efficient than conventional pre-code buildings.

21.0 Alternatives to the Proposed Project

A full range of alternatives to the proposed project have been considered, and for various reasons, a number of these were discarded. After the initial elimination process, three alternatives to the proposed project were considered in further detail. The three alternatives considered in detail were the Future Without the Project Alternative (or No-Build Alternative); a number of Alternative Sites; and, the As-of-Right Alternative Sites.

The **No-Build Alternative** assumes that the proposed project would not occur, thus no discretionary approvals would be required and the project sites would not be redeveloped. The parking facilities contained on the project sites would remain as is, existing uses and conditions would continue. For purposes of comparison, analysis of this alternative (as well as the other) is for the project build year, which is 2001. This alternative therefore does not assume that development would not occur on the sites, but rather that it would not occur within the next four years. This alternative essentially describes the future baseline conditions considered in each section of this EIS: a situation in which the current status quo would continue on the sites for at least the next four years, and the surrounding area would experience changes in accordance with existing plans and ongoing trends.

The **Alternative Sites Alternative** addresses the process in which additional sites were considered and ultimately discarded, as they failed to meet certain site selection criteria and project goals. As part of this analysis, these alternative sites were evaluated to determine the potential for relocating the proposed Queens Family Court and Family Court Agencies Facility from its existing location at 89th Avenue and Parsons Boulevard to other appropriate sites as well as expansion of the existing courthouse site.

The **As-of-Right Alternative** assumes that no discretionary approvals would be requested or required but that the site would be redeveloped in a way that complies with all applicable zoning regulations. In this case, it would not be feasible to construct the proposed project on the site, since neither the existing zoning (C6-1A) nor the prevailing Jamaica Center II Development Plan allow for the as-of-right construction of a courthouse. Without the courthouse, construction of the proposed 214-car garage would also not occur.

22.0 Mitigation

22.1 Traffic, Transportation, and Parking

Hillside Avenue with 150th Street

During the midday peak hour, significant impacts would occur on the westbound left turn movement. Creation of a 6-second eastbound/westbound left turn phase would effectively mitigate this impact. Although no impacts are anticipated during the AM and PM peak hours, to maintain consistency of intersection operation, the same phasing modification was applied to the intersection during these periods. No significant impacts would occur during the AM or PM period as a result of the proposed signal phasing plan.

Hillside Avenue with Parsons Boulevard

During the AM peak hour, significant impacts would occur on the eastbound left turn movement and the southbound through/right turn movement. During the midday peak period, significant impacts would occur on the southbound left turn movement. Significant impacts would occur on the eastbound left turn movement and the northbound through/right turn movement during the PM peak period.

Changing the existing westbound lead phase to a eastbound/westbound protected left turn phase, and reallocation of 3 seconds of green time to the northbound and southbound approaches would effectively mitigate the project induced impacts during the AM and PM peak hours. During the midday peak hour, implementing the protected eastbound/westbound left turn phase and shifting 2 seconds of green time to the northbound and southbound approaches would effectively mitigate the project induced impact.

Jamaica Avenue with Sutphin Boulevard

Significant impacts would occur on the westbound left/through movement at this intersection during the AM, midday and PM peak hours. Adding a six 6 second leading westbound phase would effectively mitigate these impacts during all three analysis periods, with no need for additional reallocation of available green time.

Jamaica Avenue with 150th Street

Significant impacts would occur on the westbound left/through movements ~~and the northbound left turn movement~~ during the AM, midday and PM peak hours. The northbound left turn movement would be significantly impacted during the AM and PM peak hours. Additionally, significant impacts would occur on the southbound through/right turn movement during the AM and midday peak periods. Traffic signal phasing and timing changes alone would not mitigate these impacts. Physical improvements are required.

Removal of approximately 10 parking spaces on the northern leg of this intersection (5 on each side of 150th Street) would allow the addition of an exclusive southbound right turn lane. This additional lane could be created through changes in pavement striping within the existing pavement width. The capacity added to the intersection by this improvement would allow for the creation of a leading westbound phase and a leading northbound phase. ~~A 6 second leading westbound phase would be required during all three periods. During the AM peak period, the northbound phase would be 12 seconds in duration, while this phase would be 6 seconds in duration during the midday and PM peak periods.~~ During the AM peak hour, 4 seconds of green time would be added to the exclusive westbound phase. A 5 second leading northbound phase would be created, with the shared north/south phase being reduced from 43 seconds to 34 seconds. During the midday peak hour, 3 seconds of green time would be

added to the exclusive westbound phase. A 5 second leading northbound phase would be created, with the shared north/south phase being reduced from 37 seconds to 29 seconds. During the PM peak hour, 4 seconds of green time would be added to the exclusive westbound phase, with the shared east/west phase being reduced from 62 seconds to 59 seconds. A 10 second leading northbound phase would be created, with the shared north/south phase being reduced from 37 seconds to 26 seconds. Collectively, these improvements would effectively mitigate the impacts at this location. Although the projected shortfall of parking within the study area would be increased by 10 spaces, this would not result in a significant impact to the availability of parking within the study area.

Jamaica Avenue with 153rd Street

During the AM peak hour, significant impacts would occur on the westbound through/right turn movement. Creation of a 6 second eastbound/westbound left turn phase, and a concurrent northbound right turn green arrow would effectively mitigate this impact. Although no impacts are anticipated during the midday and PM peak hours, to maintain consistency of intersection operation, the same phasing modification was applied to the intersection during these periods. No significant impacts would occur during the midday or PM period as a result of the proposed signal phasing plan.

Jamaica Avenue with Parsons Boulevard

Significant impacts would be experienced on the westbound left turn movement and the southbound through/right turn movement during the AM peak hour. Creation of a leading westbound phase, and reallocation of one second of green time to the northbound and southbound approaches would effectively mitigate this impact. Although no impacts are anticipated during the midday and PM peak hours, to maintain consistency of intersection operation, the same phasing modification was applied to the intersection during these periods. No significant impacts would occur during the midday or PM period as a result of the proposed signal phasing plan.

Jamaica Avenue with 160th Street

Significant impacts would be experienced on the eastbound left turn movement and the northbound left/through/right turn movements during the AM and midday peak hours. Creation of a leading eastbound phase would effectively mitigate this impact during the AM peak hours. During the midday peak hour, addition of the leading eastbound phase and reallocation of one second of green time to the northbound/southbound approaches would mitigate this impact.

Archer Avenue with 150th Street

During the AM peak hour, the westbound left/through/right turn movement would experience a significant impact. During the PM peak hour, the eastbound and southbound left/through/right turn movements would experience a significant impact. Signal timing changes alone would not mitigate these impacts. Removal of approximately 12 parking spaces on the northern leg of this intersection would allow the creation of two 10-foot travel lanes on the southbound approach. The capacity added to the intersection by this improvement would allow for the shifting of 4 seconds of green time from the north/south movements to the east/west movements during the AM and PM peak hours, effectively mitigating these impacts. Although no impacts are anticipated during the midday peak hour, to maintain consistency of intersection operation, physical improvement was applied to the intersection, without any reallocation of green time, during this period. No significant impact would occur during the midday period as a result of the proposed improvement.

22.2 Noise

Based on field-monitored data and projected future traffic conditions, relatively high exterior noise levels exist adjacent to the project site. Therefore, attenuation measures should be incorporated into the proposed Family Court building design to provide for an acceptable interior noise level of 45 dBA or less.

A typical reduction in interior noise levels due to closed windows in an office building and residences is a 25 dBA attenuation from the exterior condition. A well-insulated facility can provide reduction of another 10 dBA. A balanced design approach for achieving optimal sound insulation includes:

- Elimination of openings and flanking paths (when accessible).
- Windows and doors designed to provide a high level of attenuation.
- Adding mass to walls or ceilings to reduce sound-related vibrations.
- Isolation of panel elements through separation or resilient mounting.

The highest projected exterior noise level at the project site is 75 dBA (L_{10}) during the AM peak hour. A combination of the above techniques would provide attenuation of 35 dBA. This would be sufficient in reducing interior noise to acceptable levels.

22.3 Hazardous Materials

~~Based on the recommendations of the Phase II Environmental Assessment and in consultation with NYCDEP, the removal of above-ground storage tanks would be conducted in accordance with local, state and federal regulations. These procedures include proper removal and disposal of oil within the tank and the piping system.~~

Prior to demolition work on the existing buildings, a survey to determine whether or not these buildings actually contain asbestos will be conducted in accordance with NYCRR Part 56. The required inspection would be performed by a certified inspector and could include review of historical documents and sampling. If the building survey concludes that asbestos is present, no demolition work can be conducted until completion of an asbestos remediation program.

Upon building demolition, all furnaces would be removed and disposed of in accordance with local, state and federal regulations, which would include drainage and proper disposal of the fuel oil within the furnace itself and pipes leading to the fuel source.

The contents of the fill material is suspect. The material would be disposed of pursuant to local, state, and federal regulations. Various paints, adhesives and glues are stored in the buildings, which would be disposed of in accordance with manufacturer's recommendations.

List of Approvals

Agency	Approval	Status of Application
Dormitory Authority of the State of New York	Funding	SEQR EAF- Part I Submitted 6/10/96
NYC Planning Commission	Public Facility--Site Selection/Acquisition; Disposition of Real Property; Change in the City Map; Zoning Map Amendment	ULURP Applications Pending May 1997
NYC Department of Housing Preservation and Development	Amendments to the 1971 Jamaica Center II Development Plan (URA)	ULURP Application Pending May 1997
NYC Department of Buildings	Authorization by Commissioner of Buildings for 50% Expansion of 150-Space Off-Street Parking Maximum (§36-13 NYC Zoning Resolution)	Submittal Pending January 1998

1. LEAD AGENCY RESPONSE TO COMMENTS ON DEIS

Public and agency comments were received and reviewed by DASNY on the Draft Environmental Impact Statement (DEIS) dated May 28, 1997, for the proposed Queens Family Court and Family Court Agencies Facility. These comments were expressed in written correspondence addressed to DASNY. A joint SEQR DEIS/ULURP public hearing was held on August 6, 1997 with the City Planning Commission at City Hall in Manhattan. No comments were made at the hearing. However, one written comment was received at the conclusion of the hearing. The public comment period on the DEIS was held open until August 18, 1997.

All comments are addressed in this chapter of the Final Environmental Impact Statement (FEIS) and are additionally addressed in the body of the FEIS as appropriate (see attached Chapter 7.0 Cultural Resources; Chapter 8.0 Urban Design, Visual Resources and Shadowing, Section 8.3; and Chapter 12.0 Hazardous Materials). Where revisions were made to the original body of the DEIS, these revisions have been identified by redlining and strikeouts in the text. In addition, a Phase 1B Topic-Intensive Archaeological Study, completed after the publishing of the DEIS, is included in the FEIS.

The following list contains those individuals who submitted written comments on the DEIS. Copies of these comments, as well as a transcript of the SEQR public hearing held on August 6, 1997, are provided in Chapters 5 and 6 of this FEIS.

Persons and Agencies That Provided Written Comments on the DEIS

1. Julian Adams, New York State Office of Parks, Recreation and Historic Preservation
2. Daniel Pagano, New York City Landmarks Preservation Commission
3. Adelle Klein, Sholom & Zuckerbrot Realty, Inc.
4. Peter Magnani, Queens Deputy Borough President
5. Naim Rasheed, New York City Department of Transportation

COMMENTS AND RESPONSES BY DASNY

1. Julian Adams, New York State Office of Parks, Recreation and Historic Preservation

Comment

"Thank you for requesting the comments of the Office of Parks, Recreation, and Historic Preservation (OPRHP) for the Draft Environmental Impact Statement (DEIS) on the proposed Queens County Family Court Agencies Facilities. We understand that this DEIS has been submitted under the provisions of the State Environmental Quality Review Act (SEQRA) and have made comments for that purpose. However, since this project involves Dormitory Authority (DASNY) bonds, we have begun our review in accordance with the provisions of Section 14.09 of the New York State Parks, Recreation, and Historic Preservation Law and also include comments for that purpose.

"We are concerned with the impacts that the new building will have in relation to the existing setting of the King Manor House. The existing setting is fairly low rise, with fairly open site lines from the house itself, in particular from the front of the house. It is true that the house is in an urban setting, and that has been its situation for some time. However, the new Family

Court Building will create a "streetscape wall" of unprecedented height directly to the front of the house. This must be addressed in the context of Section 14.09 review. It may be possible to mitigate this through setback, material, and color. However, Section 14.09 must be formally begun and the impacts addressed.

"The following comments are included for inclusion in the Final Environmental Impact Statement (FEIS) as part of the SEQRA review.

"Regarding the identification of historic resources in or near the primary study area, we concur with most of what is described in the DEIS with the following corrections:

Prospect Cemetery, at 159th Street and Beaver Road, was determined to be eligible for listing in the State and National Registers of Historic Places in 1996 (see enclosed Resource Evaluation).

Jamaica Long Island Rail Road Station Complex, at Sutphin Boulevard and Archer Avenue, was determined to be eligible for listing on the State and National Registers of Historic Places in 1987 (see enclosed Eligibility Attachment).

"Regarding the potential impact on the historic resources, we make the following comments:

The Queens Family Court, at 89-14 Parsons Boulevard, was identified in the DEIS as eligible for listing on the State and National Registers of Historic Places; however, there was no discussion of the impact of the project will be on the building, specifically the vacating of the building by the courts.

King Manor, Jamaica Avenue. There should be a clarification of the boundaries of this National Historic Landmark property in the DEIS. We have contacted the National Historic Landmark program to ask this very question but, in the meantime, it is safe to assume the boundaries include at least the immediate setting of the house along Jamaica Avenue. In any event, the new construction will alter the setting of the King Manor by creating a large unprecedented streetwall directly across from the house and park.

"Regarding the Appendix A: Phase 1A Archeological Assessment, we make the following comments:

We have reviewed the Phase 1A archeology report for the Queens Family Court. We accept the report and concur with the recommendation for Phase 1B testing."

Response

- The addition of the proposed project will create a building streetwall where one presently does not exist. The addition of this streetwall will increase the sense of enclosure surrounding the King Manor Museum. This streetwall condition however, surrounding a public park, is neither unprecedented or out of character in a major downtown center. A worst-case envelope described in the urban design analysis of the DEIS (refer to Chapter 8.0, Urban Design, Visual Resources, and Shadowing) indicates that the proposed court facility height would be approximately the same as the nearby

Addabbo building. Thus, the height of the streetwall created by the proposed project would not be "unprecedented" in the immediate area. For that matter the existing Police Forensic Laboratory, located adjacent to the proposed project and directly across the street from the King Manor Museum, is a streetwall building of considerable size. The Jamaica Avenue frontage of the project site was previously occupied by streetwall buildings as late as the early 1970's. Additionally, the proposed zoning for the site, as well as the existing zoning allow streetwall buildings.

The functional requirements and the building program for the proposed facility require that the building footprint be maximized on this site. This necessity has resulted in a streetwall building. If the building footprint were minimized, and the building was setback from Jamaica Avenue, functional inefficiencies would be created within the facility. This would also require the building to be taller, possibly creating shadow, neighborhood character, and urban design impacts significantly in excess of the proposed worst-case streetwall facility. Given the surrounding urban context; the fact that the King Manor museum is located more than 200 feet from the Jamaica Avenue frontage of the project site; the existence of the LIRR viaduct along Archer Avenue that already blocks views to the south from King Manor Museum; the functional requirements of the proposed projects user tenants; and the historical precedent of streetwall buildings on the project site; the completion of a continuous streetwall along the Jamaica Avenue frontage of the project site, while resulting in some changes to the existing urban environment, will not create an adverse impact on the immediate setting of the King Manor Museum.

- The comment regarding eligibility of Prospect Cemetery for listing in the State and National Registers of Historic Places is noted, and has been reflected in the revised Cultural Resources section of the DEIS. The revised text has been redlined in Chapter Two of this document.
- The Cultural Resources section of the DEIS, provided in Chapter Two of this document, has also been modified regarding the Jamaica Long Island Rail Road Station Complex, located within the primary study area at Sutphin Boulevard and Archer Avenue. The station's eligibility status for listing on the State and National Registers of Historic Places has been noted in the text.
- Regarding potential impacts of vacating the existing Queens Family Court, eligible for listing on the State and National Registers of Historic Places:

The 1992 *New York City Courts Capital Program Master Plan: Phase III Recommendations* identified court improvement projects to replace aging and inadequate facilities and to relieve existing and projected shortfalls in space. For Queens, the master plan projected a need for 139 new courtrooms and 1.8 million gross square feet of building floor area, including a critical need for a new Family Court.

The existing facility at 89-14 Parsons Boulevard has been determined to be too small, and its lot is not large enough to accommodate the necessary building program. Additionally, the complications resulting from the expansion of the Family Court on its existing site while maintaining court operations would significantly interfere with court functions due to phasing and other construction-related issues. The existing Family Court contains only eight courtrooms within 122,000 square feet of floor area. This is far short of the 16 courtrooms and seven hearing rooms in 301,470 sf that the

proposed new Family Court would provide. In addition to court facilities, the new building would provide space for social service-related city agencies that benefit from being in close proximity to the Family Court.

It is anticipated that this building, which was converted for use to a courthouse in 1967, will be renovated to meet the needs of more conventional office uses, and will ultimately be backfilled by city or other agencies.

- With regards to the demarcation of boundaries for the King Manor House, it appears that only the house and not the grounds surrounding the house have been awarded landmark designation. As indicated in Chapter 7.0 Cultural Resources, of the DEIS, the New York City landmark designation includes only the exterior and interior of the building. The exterior of the Rufus King House was designated a New York City Landmark on April 19, 1966 and the interior was designated a New York City Interior Landmark on March 23, 1976. The King Manor house was listed as a National Historic Landmark on December 2, 1974.

2. Daniel Pagano, New York City Landmarks Preservation Commission

Comment

"The archaeological documentary study is accepted. LPC review of the study indicates that there is potential for the recovery of remains from 18th Century, 19th Century and Native American occupation on the project site. Accordingly we recommend that a field testing scope be prepared for LPC review. The scope of work for field testing shall establish the level of effort, research issues, and potential significance of archaeological resources. It shall also set forth how the work will be accomplished and what tests the as-yet unidentified resources should meet to be considered significant. Upon LPC approval of the field testing scope, the archaeological field testing program shall be implemented. This is necessary to clarify these initial findings and provide the threshold for the next level of review, if such review is needed (City Environmental Quality Review 1993). Provide three bound copies of the report to the Commission for the public record."

Response

In response to comments from the New York City Landmarks Preservation Commission (LPC) and the New York State Historic Preservation Office (SHPO) as well as to better define the areas of potential archaeological significance and the potential types of resources that may be present, a Phase 1B Topics-Intensive Archaeological Study has been undertaken for the project sites. This report has been included in this FEIS.

The Phase 1B report concluded that three (3) areas of potential historic significance and two (2) areas of potential prehistoric significance exist on the project sites. Research has indicated that these areas have no documented history of excavation. Because of the specific functional requirements of the project, some level of disturbance of these sites is unavoidable. The Phase 1B report has been submitted to both SHPO and LPC for review.

Upon consultation with SHPO and/or LPC, the need for additional document research and/or testing or monitoring of potential archaeological resources will be determined. If deemed necessary, a scope of work for field testing and/or monitoring will be prepared. A specific

schedule and protocol for the further investigation of these potentially sensitive sites will also be developed. It should be noted that construction of the proposed project will not commence until the archaeological mitigation is implemented.

3. Adelle Klein, Sholom & Zuckerbrot Realty, Inc.

Comment

"It has come to my attention that the new Family Court House may have additional office space of approximately 100,000 square feet for governmental agencies.

"As a very active broker in downtown Jamaica who has leased over 200,000 square feet of office space within the past several years, I feel that this would only add to the already unused office space in the downtown business section of Jamaica. Presently on the market there is approximately 605,000 square feet of tenantable office space. Please note the attached schedule which details the available space (see below).

VACANT OFFICE SPACE: DOWNTOWN JAMAICA BUSINESS CENTER

Building Name	Tenantable Square Feet
1. Stuart Building 163-18 Jamaica Avenue	40,000
2. 90-01 Sutphin Boulevard	12,000
3. Vanguard 89-02 Sutphin Boulevard	5,000
4. 90-27 Sutphin Boulevard	36,000
5. 91-14 Merrick Boulevard	66,000
6. Parking Violations Bureau 162nd Street	15,000
7. 88-11 165th Street	157,000
8. 89-31 161st Street	10,000
9. Jamaica Saving Bank 161st Street	10,000
10. JW Mays 168-25 Jamaica Avenue	90,000
11. 91-10 146th Street	18,000
12. Bar Building 161-21 Jamaica Avenue	24,000
13. Present Family Court	122,000
TOTAL Square Feet	605,000

"After examining the draft of the environmental impact statement it appears to me that in Sect. 2, Project Purpose & Need, that the agencies who will be housed in this proposed additional office building are presently in office buildings in Jamaica owned by private tax paying landlords. These buildings would then be untenanted and add significantly to the unused office space in this community.

"In my opinion, adding additional office space would only contribute to the present glut and furthermore, due to the cost of new construction, could not afford to be competitive with present rental prices.

"I would be happy to provide you with any additional information regarding the above. Please do not hesitate to contact me if I can be of service."

Response

The 1992 *New York City Courts Capital Program Master Plan: Phase III Recommendations* identified court improvement projects to replace aging and inadequate facilities and to relieve existing and projected shortfalls in space. For Queens, the master plan projected a need for 139 new courtrooms and 1.8 million gross square feet of building floor area, including a critical need for a new Family Court.

The existing facility at 89-14 Parsons Boulevard has been determined to be too small, and its lot is not large enough to accommodate the necessary program. Additionally, the complications resulting from the expansion of the Family Court on its existing site would significantly interfere with court functions due to phasing and other construction-related issues. The existing Family Court contains only eight courtrooms within 122,000 square feet of floor area. This is far short of the 16 courtrooms and seven hearing rooms in 301,470 sf that the proposed new facility would provide. In addition to court facilities, the new building would provide space for family court agencies and social service-related city agencies that benefit from being in close proximity to the Family Court.

The proposed Queens Family Court and Family Court Agencies Facility Building will provide 174,040 square feet of court and related support functions space and 118,236 square feet of family agencies and social service related facilities. The need for new modern space which is specific to the Family Court and other social service agencies, in close proximity to the court functions, will improve court related services for the thousands of clients using the facility each year. Functional and operational efficiencies are created by having agency offices adjacent to courts as well as adjacent to one another. Hence, the proposed project will not have "additional office space of approximately 100,000 square feet for governmental agencies" as suggested by the commentor. Instead, the project sponsor proposes to locate the court and court support space in the closest proximity to the court agencies and social service uses consistent with the recommendations of the master plan.

The twelve vacant office spaces (not including the existing facility), indicated in the above comment, are all significantly below the required 301,458 square feet (worst-case scenario) required for the proposed facility, or the 127,333 square feet for the agency component. Additionally, many of these same spaces are Class "C" office space, or other types of space. In some instances these spaces are functionally obsolete and would require major renovations to have them meet the space requirements of the court and social service agencies.

Even if any these spaces could be reused, their disparate locations throughout Jamaica would not advance the goal of providing immediate proximity to the new court facilities. Additionally, providing security to multiple facilities would be expensive and inefficient.

The vast majority of office space to be occupied in the proposed facility will be relocated from the existing court on Parsons Boulevard as well as by the growth of these facilities over time as case load increases. Only one commercial space in Jamaica, outside the existing court

facility, will be vacated (Union Hall Street - 6,270 square feet) as a result of the proposed project.

Although the existing Family Court building on Parsons Boulevard will be vacated by the proposed action, no reasonable alternative exists to meet the goals of the *Court's Capital Program Master Plan* or to provide for the necessary proximities and functional relationships between the courts and the associated family and social service agencies.

The *CEQR Technical Manual* does not specifically address the environmental effect of impacting area vacancy rates. Based on the *CEQR Technical Manual* however, : "Occasionally, development activity may create uses that compete with existing businesses." It could be inferred from this comment that the proposed project will create additional vacant commercial space in Jamaica; in effect the implementation of this project may create increased competition among the suppliers of available commercial office space. The *CEQR Technical Manual* only considers increased competition an environmental concern if it effects neighborhood character. The proposed project will vacate one public building in Jamaica, consisting of 122,000 square feet and one, additional, small commercial space in Jamaica. Taken together, these actions will not significantly affect neighborhood character in downtown Jamaica. Additionally, the sponsors of this project have indicated that it is their intention to reuse the existing court facility for other New York City functions. This EIS, to insure the assessment of a worst-case scenario for the purpose of environmental impact analysis, has also assumed that the existing Family Court space would be reoccupied by the project build year of 2001.

4. Peter Magnani, Queens Deputy Borough President

Comment

"My name is Peter Magnani, Queens Deputy Borough President. I am pleased to be here today before the City Planning Commission to express the support of the Queens Borough President for the new Family Court and Agency Building with accessory parking in Jamaica. The construction of this almost \$82 million facility will both significantly improve the provision of services to the public as well as support long-term revitalization efforts in downtown Jamaica.

"Before you are the several amendments and zoning changes required to facilitate development of this site within the Jamaica Center II Urban Renewal Area. Jamaica and its continued revitalization have been of primary importance to the Borough President. For over two decades, all levels of government have targeted millions of dollars of investment into this historic area which serves as a subregional public and commercial district for the Borough of Queens. Some of the most dramatic and visible examples of these public investments are the new Archer Avenue subway, new Civil Court currently hearing completion on Sutphin Boulevard, and the Joseph P. Addabbo Federal Office Building.

"The City and Borough can now begin to see the fruits of its support of Jamaica, which is a strong and healthy retail hub. New stores thrive in the Jamaica environment. The proposed Magic Johnson theater and retail complex are signs that new private sector interest and construction can return, under certain conditions, to Jamaica as well. We recognize that there are related parking needs. The Borough President is actively working on the resolution of these parking issues.

"However, after nearly thirty years, despite designation as a commercial site within the Jamaica Center II Urban Renewal Plan, the site before you has not attracted the interest of any developers. This has led the Borough President to conclude that the new 300,000 square foot Family Court would represent the highest and best use of this underutilized site. The new court facility would also be in closer proximity to the other courts and related facilities in the Jamaica Center.

"The need for a new family court in Queens has been long recognized as critical. Queens Family Court has long been recognized as critical. Queens Family Court is currently housed in the former Queens Borough public library building, which is functionally and operationally inadequate to meet the requirements of a modern court system. The building's configuration and the relatively constrained size of the lot on which it is located preclude expansion or reconfiguration of the existing building. A new Family Court for Queens was included in the *1992 New York City Courts Capital Program Master Plan* as one of the priority recommendations.

"The Urban Renewal Plan modifications, zoning changes, and related actions before you would allow the development of a 300,000 square foot Queens Family Court and related Agencies building. Sufficient court parts, hearing rooms, and required support functions will be housed in a new, state-of-the-art structure. The building's design will better serve the public by allowing compliance with current security standards, providing a more humane atmosphere for the processing of legal matters involving domestic and juvenile affairs, and leading to more efficient interagency communication.

"In addition, the construction of a parking garage will meet needs of the new family court. The Jamaica Avenue frontage of that garage will provide 1600 square feet of retail space, providing for a livelier street activity and providing local business opportunities and much needed services for the facility's users.

"In all, this proposed facility will be a boon for downtown Jamaica and will provide greatly improved services to a vulnerable population. We are pleased to see that this much needed project is moving ahead and urge the city planning commission to act upon these applications expeditiously and positively."

Response

Mr. Magnani's comment is noted.

5. Naim Rasheed, New York City Department of Transportation

Comment

"We are currently reviewing the above referenced Draft Environmental Impact Statement (DEIS) and request the following information in order to complete our review:

- The consultant should indicate in the DEIS the actual peak hour (e.g. 8:00 - 9:00 AM) for each peak period (AM, Midday, and PM) analyzed.
- The consultant should include the mitigation measures from other EISs/EAs in the study area in the No Build analyses. The following mitigation measure is proposed for the

Jamaica Center: Jamaica Avenue and 150th Street - provide eastbound right turn lane and the addition of an 11 seconds of leading westbound phase.

- The mitigation measures recommended in the DEIS are being reviewed by DOT's Signals Division, Borough Engineering, and Highway Design in order to determine the feasibility of implementing these measures in the Build Year 2001.

"Upon receipt of the above referenced material we will continue our review of this project. If you have any questions, please contact me at (212) 442-7707 or Desiree Maple at (212) 442-7697."

Response

- As a conservative measure, the actual peak hour observed at each intersection within the study area was utilized in the analysis. The actual peak hour varied from intersection to intersection. However, based upon the automatic traffic recorders adjacent to the proposed site, the peak hours are as follows:

8:00 to 9:00 AM
 12:30 to 1:30 PM
 4:00 to 5:00 PM

- It was requested that the analysis of the intersection of Jamaica Avenue with 150th Street be revised to reflect the mitigation measures proposed at this location by other planned developments, specifically the US Food and Drug Administration Office and laboratory, and the Jamaica Center. The mitigation measures proposed as part of these two developments were incorporated into the analysis of future conditions both with and without the Queens Family Court. The following tables list the revised levels of service at the intersection of Jamaica Avenue with 150th Street for the AM, midday and PM peak hours, respectively.

AM Peak Hour

		2001 No-Build		2001 Build		2001 Mitigated	
		Delay	LOS	Delay	LOS	Delay	LOS
EB	T	12.2	B	12.2	B	12.2	B
	R	10.0	B	10.3	B	10.3	B
WB	LT	37.5	D	59.4	E	36.8	D
NB	L	*	*	*	*	34.4	D
	R	19.4	C	19.7	C	21.9	C
SB	L	19.7	C	19.8	C	25.0	C
	TR	44.7	E	50.4	E	29.7	D
	R					25.4	D

Midday Peak Hour

		2001 No-Build		2001 Build		2001 Mitigated	
		Delay	LOS	Delay	LOS	Delay	LOS
EB	T	9.7	B	10.0	B	10.0	B
	R	7.0	B	7.0	B	7.0	B
WB	LT	19.9	C	38.3	D	26.1	D
NB	L	23.7	C	33.3	D	24.4	C
	R	21.4	C	21.6	C	23.3	C
SB	L	22.5	C	22.6	C	27.4	D
	TR	70.1	F	74.0	F	35.2	D
	R					28.1	D

PM Peak Hour

		2001 No-Build		2001 Build		2001 Mitigated	
		Delay	LOS	Delay	LOS	Delay	LOS
EB	T	9.4	B	9.7	B	11.5	B
	R	7.2	B	7.2	B	8.5	B
WB	LT	75.0	F	84.2	F	75.8	F
NB	L	30.9	D	84.1	F	33.4	D
	R	23.8	C	24.8	C	25.5	D
SB	L	22.5	C	22.5	C	29.4	D
	TR	27.5	D	27.8	D	36.5	D
	R					26.3	D

The number of impacted lane groups did not change between the analysis incorporated in the DEIS and the revised analysis summarized above. The westbound through/right, the northbound left and the southbound through/right turn movements were identified as impacted locations in the DEIS, and are again identified as significant impacts under the revised analysis. No additional impacts were identified.

The mitigation measures incorporated in this analysis are virtually identical to the mitigation measures incorporated into the DEIS. Approximately 10 on-street parking spaces would be removed on the northern leg of the intersection, allowing the creation of an exclusive southbound right turn lane. The additional capacity created by this

additional lane would allow shifting of green time from the southbound approach to create a leading northbound phase. This would mitigate the impacts on both the northbound left and the southbound through/right turn movements.

During the AM peak hour, 4 seconds of green time would be added to the exclusive westbound phase. A 5 second leading northbound phase would be created, with the shared north/south phase being reduced from 43 seconds to 34 seconds. During the midday peak hour, 3 seconds of green time would be added to the exclusive westbound phase. A 5 second leading northbound phase would be created, with the shared north/south phase being reduced from 37 seconds to 29 seconds. During the PM peak hour, 4 seconds of green time would be added to the exclusive westbound phase, with the shared east/west phase being reduced from 62 seconds to 59 seconds. A 10 second leading northbound phase would be created, with the shared north/south phase being reduced from 37 seconds to 26 seconds.

Additionally, it should be noted that, with the incorporation of the mitigation measures proposed by others, the future operational conditions at the subject intersection would be improved over the operational conditions disclosed in the DEIS. Stopped delays would be decreased, and level of service increased. Also, since the completion of the DEIS, modifications have been made to the proposed Jamaica Center which would reduce the number of vehicles on the study area roadways in the future. The DEIS incorporated a conservatively high level of additional traffic in the future No-Build and Build conditions.

- An air quality analysis was performed at this location utilizing the analysis results incorporated into the DEIS. No air quality impact was identified. Under the revised scenario which includes the mitigations proposed by others, the reduction in stopped delay would result in increased travel speeds through the area, resulting in an even more favorable air quality analysis result. Therefore, it is not necessary to revisit the air quality analysis at this location.

2. REVISED CULTURAL RESOURCES CHAPTER OF DEIS (7.0 CULTURAL RESOURCES)

7.1 Existing Conditions

Historic Resources

Background

The two parcels that comprise the sites proposed for the Queens Family Court and Family Court Agencies Facility and associated accessory parking garage are located on the block bounded by Jamaica to Archer Avenues and 150th street to 153rd street. These sites are in the midst of one of the major commercial centers of Queens County. In the general area of the project are commercial, governmental, institutional, and residential buildings. The sites are immediately across Jamaica Avenue from King Park and just northwest of the Long Island Railroad's Jamaica Station. The sites are in one of the oldest area's of European settlement in Queens County. The project sites, now largely vacant, was heavily built up with low-rise commercial buildings, probably erected in the early decades of the 20th century.

Jamaica grew from a small rural settlement, one of the oldest within the boundaries of New York City, into the central commercial and entertainment district of Queens County. The area was purchased by the Dutch from the Jameco Indians in 1655. In the next year, Dutch Governor Peter Stuyvesant granted a charter to the town, which was originally called Rusdorp. Rusdorp was renamed Jamaica after the transfer of power from the Dutch to the English in 1664. The British turned Jamaica into the governmental center of Queens County (consisting of what are today Queens and Nassau counties). They erected a court house as well as an official parish church (what is now Grace Episcopal Church, located immediately northeast of the Family Court site; see below). A number of large houses, including the Rufus King House (now the King Manor Museum, located just across Jamaica Avenue from the proposed court site; see below) were erected in Jamaica during the British-colonial era. With the exception of this small governmental enclave, Jamaica remained largely rural with farms and fields where cattle grazed.

It was Jamaica's central location in Queens County and the transportation network that extended through the village, that led to its rapid development in the 19th and 20th centuries into a major commercial, entertainment, and governmental center. As railroad's arrived in Jamaica, beginning in the 1830s, streets were laid out and houses erected; this was especially true in the latter half of the 19th century. Buildings were also erected to meet the social needs of the increasing population, including a number of churches, such as the First Reformed Church of Jamaica (1858-59; see below) located immediately to the east of the court house site and a new building for Grace Episcopal Church (see below). By the early 20th century, Jamaica had become a major transportation hub with an important transfer point for travelers on the Long Island Railroad and stations on the Jamaica Avenue elevated railroad which opened in 1918. As a result, the population quadrupled between 1900 and 1920.

During the 1920s and early 1930s, central Jamaica experienced extensive commercial development. Large and small stores, office buildings, movie theater, and other structures were erected along Jamaica Avenue and adjacent streets. Among these are 151-02 Jamaica Avenue (see below), an exuberant one-story Art Deco building on the site of the proposed Queens Family Court. In addition, the city erected several important buildings in the area,

taking advantage of Jamaica's central location and extensive transit network. Two significant examples are the Queens Supreme Court and the central building of the Queens Borough Public Library.

In the 1920s, several taller buildings appeared in Jamaica, including the Jamaica Chamber of Commerce Building and the Title Guarantee Company Building, both on 161st Street. The largest building in Jamaica is the Federal Social Security Administration Building, located just east of the proposed Family Court site, completed in 1987.

Thus, the character of downtown Jamaica is extraordinarily heterogenous. There is great diversity among the nearby buildings including those erected as houses, stores, offices, banks, courts, movie theaters, restaurants and nightclubs. Several nearby buildings are designated New York City Landmarks and/or are listed on the National Register of Historic Places (all National Register listed properties are also listed on the New York State Register of Historic Places).

Project Sites (Court Facility Site and Parking Garage Site)

The block proposed for the construction of a the Queens Family Court and Family Court Agencies Facility and associated accessory parking garage is bounded by Jamaica Avenue on the north, Archer Avenue on the south, 150th Street on the west, and 153rd Street on the east. This block was not always configured in the way that it is today. Until the middle 20th century, 153rd Street, which now runs along the east side of the lot, did not exist and 152nd Street ran through the block. Thus, the First Reformed Church of Jamaica (see below), now located on the southeast corner of Jamaica Avenue and 153rd Street was actually in the middle of a block. The Rialto Theater (aka Savoy Theater) and other commercial buildings occupied the 152nd Street frontage and the corner of Jamaica Avenue and 152nd Street.

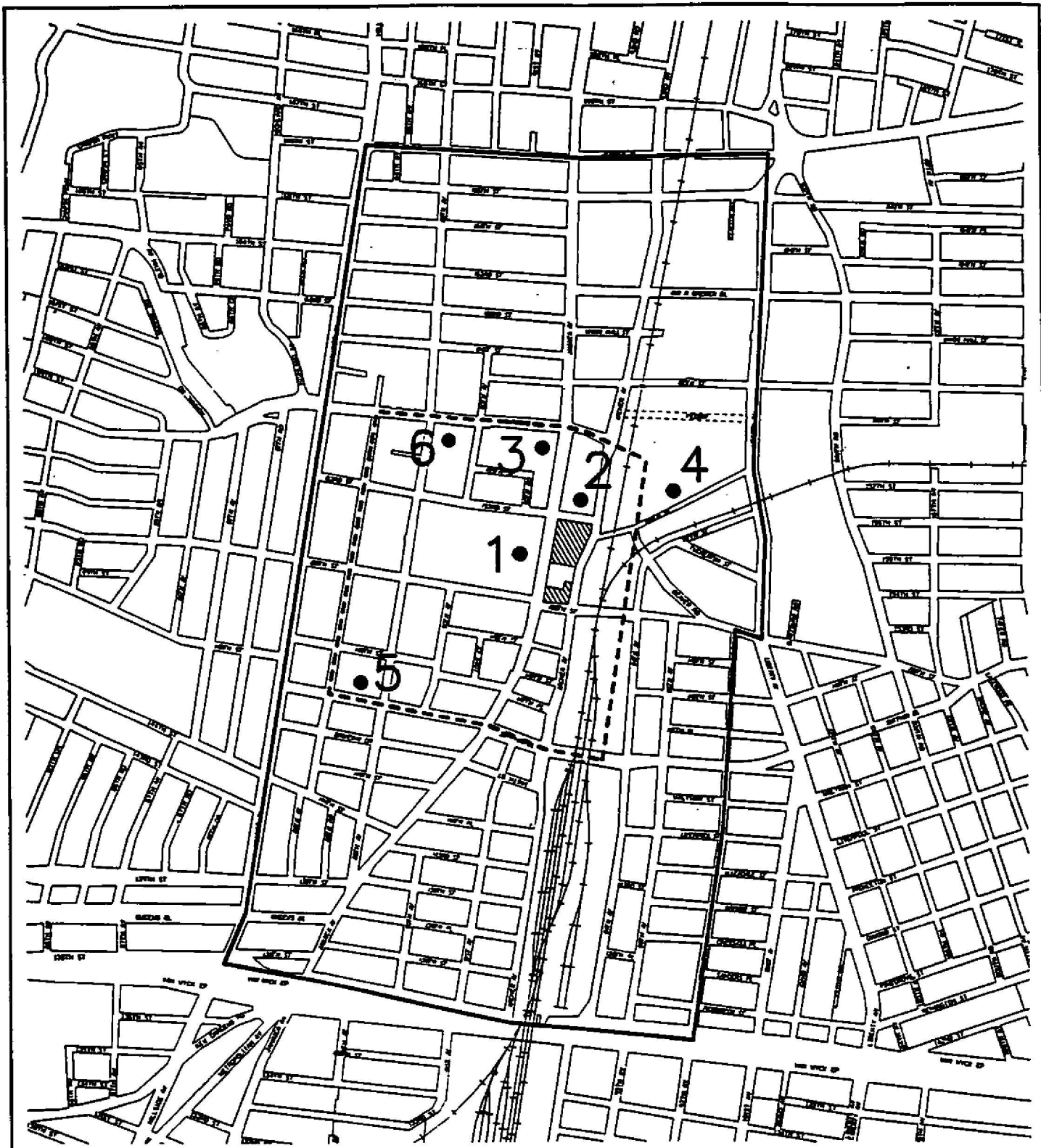
The block between 150th street and the former 152nd street was heavily developed with low-rise commercial buildings. Two of these buildings are extant on the northwest corner of the site proposed for the Family Court Facility. No. 151-08 is a simple two-story neo-Renaissance style structure dating from the early 20th century, It has a commercial ground floor and a brick second story. The second story is articulated by five round-arched windows and the building is capped by a projecting galvanized-iron cornice. This building is not of great significance.

Located at the corner of Jamaica Avenue and the former 151st Street is 151-02 Jamaica Avenue. This is a one-story Art Deco style building erected in 1930. This building is not eligible for listing on the National Register of Historic Places or for NYC Landmark status.

To the east of the proposed Family Court facility and bound by Jamaica Avenue, 150th Street, Archer Avenue, and the NYPD Forensic Lab Building is the accessory parking garage site. This site is vacant with the exception of a single building at the northwest corner of the lot. This building is a modest, two-story structure erected early in the 20th century. It is faced in terra cotta with modest ornament and is not eligible for listing on the National Register of Historic Places or for City Landmark status.

Historic Resources within the Primary Study Area

The following resources are designated as New York City Landmarks and listed on the National Register of Historic Places or listed as National Historic Landmarks (numbers refer to Historic Resource Location Map, Figure 7-1.



LEGEND

- 1. KING MANSION
- 2. FIRST REFORMED CHURCH
- 3. GRACE CHURCH
- 4. PROSPECT CEMETERY
- 5. SUPREME COURT
- 6. FAMILY COURT



**QUEENS FAMILY COURT AND
FAMILY COURT AGENCIES FACILITY
JAMAICA QUEENS, NEW YORK**

HISTORICAL RESOURCES



EDWARDS AND KELCEY ENGINEERS, INC.
90 WEST STREET, SUITE 1700
NEW YORK, NEW YORK 10006

Figure 7-1

1. **Rufus King House** (now King Manor Museum), King Park, Jamaica Avenue between 150th and 153rd streets (architect unknown, 1733-55; additions, 1806, 1810, c. 1830s). The King House is one of the most significant surviving early houses in New York City. Originally a small gambrel-roofed farmhouse, the site was purchased in 1805 by Rufus King, a delegate to the Continental Congress from Massachusetts, anti-slavery advocate, a senator from New York State. King added a kitchen wing in 1806. In 1810 he undertook major alterations including a new front facade and a dining room with bedroom above. Additional alterations, including the front porch, were performed by King's heir, John Alsop King, in the 1830s. The house became the property of New York City in the late 19th century and is now a museum. The New York City landmark designation includes both the exterior and the interior of the building. The Rufus King House is located immediately north, across Jamaica Avenue, from the proposed site of the Queens Family Court. The exterior of the Rufus King House was designated a New York City Landmark on April 19, 1966 and the interior was designated a New York City Interior Landmark on March 23, 1976; the house was listed as a National Historic Landmark on December 2, 1974.
2. **First Reformed Church of Jamaica**, 153-10 Jamaica Avenue, southeast corner 153rd Street (Sidney J. Young, 1858-59; two-story extension, Tuthill & Higgins, 1902). This fine example of Early Romanesque Revival design was the third church erected by the reformed Church of Jamaica following its organization in 1702. The church is an especially sophisticated example of the German-inspired round-arched style popular on American Protestant churches in the 1850s and 1860s. Of special interest are the complex brickwork and the compound round arches of the windows and doors. The building was used by the Reformed congregation until 1973 when it was incorporated into the Central Jamaica Urban Redevelopment Project and sold to New York City. It was leased to another church congregation, but is now vacant, awaiting possible conversion into a performing arts center. The First Reformed Church of Jamaica is located immediately east, across 153rd Street, from the proposed site of the Queens Family Court. The First Reformed Church was designated a New York City Landmark on January 30, 1996; it was listed on the National Register of Historic Places on April 16, 1980.
3. **Grace Episcopal Church and Graveyard**, 155-03 Jamaica Avenue (Dudley Field, 1861-62; chancel, Cady, Berg & See, 1901-02; graveyard opened c. 1734). Grace Church was established in 1702 as the official government church of the British settlement in Jamaica. This site on Jamaica Avenue has been the congregation's home since 1734. The beautifully-proportioned Gothic Revival style brownstone church with its tall spire, is the third church building erected by the congregation on this site. The graveyard extends to the east, west, and north of the church and includes many old gravestones. Rufus King is among the many people buried here. Grace Episcopal Church and Graveyard are located to the northeast of the proposed site of the Queens Family Court. Grace Episcopal Church and Graveyard were designated as a New York City Landmark on May 25, 1967; listed on the National Register of Historic Places on September 8, 1983.

The following resources are eligible for Listing on the National Register of Historic Places:

4. **Prospect Cemetery**, 159th Street and Beaver Road (cemetery opened before 1668). Prospect Cemetery is the oldest cemetery in Queens and contains the remains of many families whose names are still well known in the borough, including Sutphin and Van

Wyck. The four-acre cemetery includes a number of extremely fine early 18th-century headstones. Unfortunately, the cemetery has been vandalized and used as a dump. The cemetery is located to the southeast of the proposed site of the Queens Family Court and is separated from the court site by the elevated tracks of the Long Island Rail Road. The cemetery was designated a New York City Landmark on January 11, 1977; this site was determined to be eligible for listing on the State and National Registers of Historic Places in 1996.

5. **Queens Supreme Court, 88-11 Sutphin Boulevard (Alfred H. Eccles with William W. Knowles, associate, 1936-39).** This grandly impressive Classical Revival court house was erected with funds provided by the Public Works Administration (PWA), a Depression-era jobs project of the Roosevelt administration. The austere limestone building has handsome bronze doorways and a grand marble lobby.
6. **Queens Family Court, 89-14 Parsons Boulevard (R.F. Schirmer & J.W. Schmidt, 1927-28).** This Colonial Revival style building was originally erected as the Queens Borough Public Library and served that purpose until a new library was completed in 1968.
7. **Jamaica Long Island Rail Road Station Complex, Sutphin Boulevard and Archer Avenue.** This facility was determined to be eligible for listing on the State and National Registers of Historic Places in 1987.

Historic Resources within the Secondary Study Area/Vicinity of Study Area

There are a number of other buildings of historic importance in Jamaica, in the vicinity of the proposed Queens Family Court. The following resources are Designated New York City Landmarks and/or are Listed on the National Register of Historic Places:

Jamaica Chamber of Commerce Building, 89-31 160th Street (George W. Conable, 1928-29). Colonial Revival style office building built of brick with terra-cotta and stone trim. National Register, September 8, 1983.

Jamaica Savings Bank, 161-02 Jamaica Avenue (Hough & Duell, 1897-98). Exuberant Beaux-Arts limestone bank structure. National Register, May 19, 1983.

J. Kurtz & Sons Store, 162-24 Jamaica Avenue (Allmendinger & Schlendorf, 1931). Exceptionally fine Art Deco department store structure. New York City Landmark, November 24, 1981; National Register, September 8, 1983.

La Casina, now Jamaica Business Resource Center, 90-33 160th Street (architect unknown, c.1933). Dynamic Streamlined Moderne structure erected as a nightclub. New York City Landmark, January 30, 1996; National Register, March 1, 1990.

The Register, now the Jamaica Arts Center, 161-04 Jamaica Avenue (A.S. Macgregor, 1898). Italian Renaissance-inspired building that once housed the Queens deed registry. New York City Landmark, November 12, 1974; National Register, January 3, 1980.

St. Monica's R.C. Church, now vacant and deteriorated, 94-20 160th Street (Anders Peterson, builder, 1856-57). Distinctive Early Romanesque Revival style church. New York City Landmark, March 13, 1979; National Register, April 9, 1980.

United States Post Office-Jamaica, 88-40 164th Street (Cross & Cross, 1932-34). Imposing Colonial Revival post office erected as a work's project by the United States Treasury during the Depression. National Register, November 17, 1988.

Archaeological Resources

A preliminary Phase 1A Archaeological Assessment was performed at the project site, and was provided in Appendix A of the DEIS. In response to recommendations made in the Phase 1A report, a Phase 1B Topic-Intensive Archaeological Study was also performed at the project site, between Draft and Final EIS.

The Phase 1A analysis indicated that two (2) sites within the project boundaries had potential for prehistoric resources, and ten (10) sites had potential for historic resources. Subsequent to these findings, and after further documentary research, a Phase 1B report was prepared. The report concluded that while the status of the potentially prehistoric sites was unchanged, only three of the previous ten potentially historic sites warranted further consideration. These sites are discussed in more detail in the Phase 1B Topic-Intensive Archaeological Study provided in Appendix A of this document.

Prehistoric Resources

A review of the documentary and cartographic evidence collected for the Phase 1A/1B assessment confirms that many criteria established for the potential of Native American occupation are met in the project block, namely: the presence of a fresh water source, the Beaver Pond located 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; well-drained, elevated land, provided a dry place for activity sites, camps, and settlement. The project lots lie along a major east/west trail (present Jamaica Avenue) and with another important trail leading south to Jamaica Bay (150th Street/Sutphin Boulevard), within 1,250 feet of the project lots, all parts of Long Island were easily accessible from the project site.

The project parcels 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, because buried prehistoric cultural remains are normally found within three or four feet of the pre-development surface, potential prehistoric archaeological sensitivity on the study parcel has been mostly destroyed with the construction of 19th- and 20th-century buildings and the installation of utilities. These activities have had a disturbance impact to at least four feet below grade on all but two lots of the project site, which has experienced no documented prior filling or regrading episodes. Only two portions 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 parcels were formerly the rear parts of old lots 3 and 4. Based on research conducted to date there is no significant documented disturbance of these two lots. Thus, any archaeological resources that may exist on these lots could still be intact.

Historic Resources

The earliest, reliable and detailed map of the project site, dating from 1782 shows no structures on the project lots. Although an 1813 map 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 three 20th-century buildings remain today, two in the northwest corner of the court facility site and one on the northeast corner of the parking garage site (refer to Appendix A of the DEIS).

Dwellings, along with their associated outbuildings and yards, have the potential to contain resources which may furnish information about past lifestyles, urban/suburban residential settlement patterns, socioeconomic status, class distinctions, ethnicity and consumer choice issues. 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.

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 Rail Road 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. Both sewer and water lines are depicted on Fulton (Jamaica Avenue), Church (152nd), Division (151st) Streets and Twombly Place (Archer Avenue) in 1901 (Hyde 1901:10).

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 potential for having hosted buried historical remains, due to subsequent building which has penetrated to at least 4' below the historical surface on most areas of the subject site, only limited areas of historical archaeological sensitivity still exist on the court facility site and parking garage site. These areas, potentially sensitive for shaft features (privies, cisterns, wells) are shown on the map of Potential Archaeological Sensitivity (Figure 7-2). The historical occupation/use and time period for each area is also described below. The lots are as follows:~~

Of the original ten lots indicated in the Phase TA report as potentially archaeologically sensitive for historical period occupations, the data collected for the Phase IB report indicates that only portions of three lots have potential to address both general and specific research questions. These project site lots, indicated on the map of Potential Archaeological Sensitivity, Figure 7-2, are as follows:

Block 10093 Lot 3

(256 Fulton Street, 151-06 and 151-08 Jamaica Avenue)

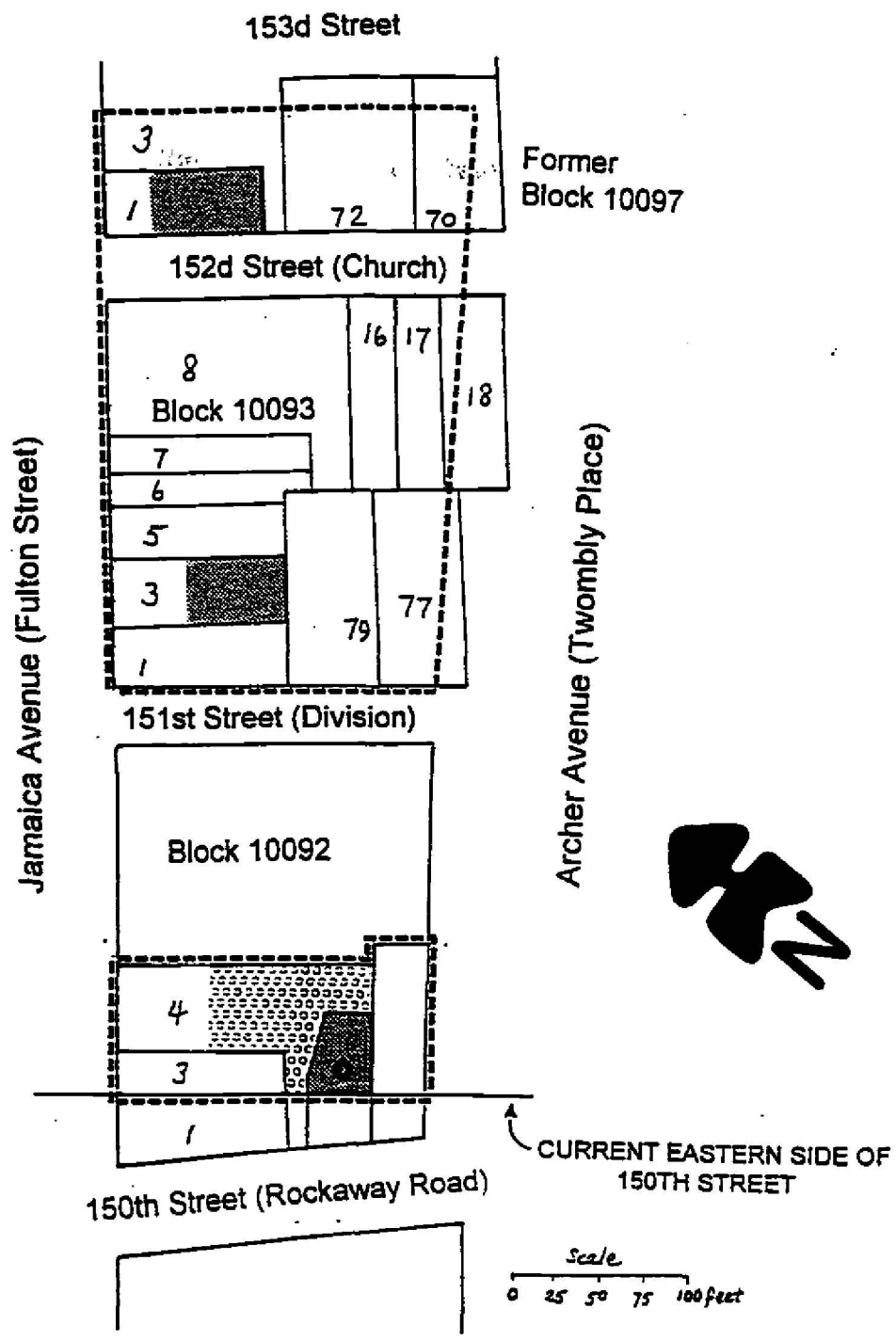
~~Lot 3 was part of the homelot of Mrs. Seely in 1842. Seely owned two dwellings on the project site, her residence on Lot 1 (west of Lot 3), and another house on Lot 3. By 1868 Lot 3 was treated as a separate lot, and was the site of a new house, the dwelling and saloon of John Geis until at least 1876. 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 potential for yielding artifacts and features dating from the period before 1842 to the late 19th century.~~



Lot 3 contained a dwelling owned by "Mrs. Seely" by 1842. Although she is listed as resident on her property, since Lot 3 was combined with adjacent Lots 1, 77 and 79, and a second dwelling stood on Lot 1, it is not clear which house was her residence. A building is still shown on the lot on the 1859, and by the time of the 1868 map Lot 3 had been separated from the adjacent lots, and is listed as the property of J. Geis. John Geis was a saloonkeeper, and appears in the 1865 directory as having a saloon and home on Fulton near Division, which corresponds to Block 10093 Lot 3. Although listed in the 1860 census, Geis's occupation is recorded as "laborer," suggesting that he had not come into possession of the saloon in 1860. He is not listed in the 1864 directory either (Curtin 1864; 1865).

Historical maps record Geis on Lot 3 as late as the 1891 Wolverton atlas (Wolverton 1891), and is listed there with his occupation as "saloon" or "liquors" in the directories from 1865 to 1878 (Curtin 1865; 1868; 1873; 1878). Geis, 54 can be found in the 1870 census, where he is listed with his wife Elizabeth, 41. Both were born in Bavaria, and Geis is listed as a "saloonkeeper." They had no children, and no borders are recorded. In the 1860 census, Elizabeth Geis was recorded as having a personal estate of \$40. By 1870, John Geis owned real estate, probably Lot 3, worth \$2,000.

It is possible that the Geises gave up the saloon, since from 1886 onward (John Geis would have been 70 if he were alive) the building is listed as a store selling various combinations of flour, feed, seeds, fruit and agricultural tools. The next recorded occupant is Pasquale Gatevala, a mason, who utilized the location as his place of business, but lived on nearby Church Street (152nd Street) in 1901 (Trow 1901).

As mentioned in more detail in the above discussion of ethnicity, artifacts from the Geis homelot may provide important data on the effects and progress of assimilation on one immigrant couple, during an approximately 26-year period.



-  - Areas of Potential Historical Sensitivity
-  - Areas of Potential Prehistoric and Historical Sensitivity

● - Block 10092, Lot 105 Privy Location

**QUEENS FAMILY COURT AND
FAMILY COURT AGENCIES FACILITY
JAMAICA QUEENS, NEW YORK**

POTENTIAL ARCHAEOLOGICAL SENSITIVITY


 **EDWARDS AND KELCEY ENGINEERS, INC.**
29 WEST STREET, SUITE 1700
NEW YORK, NEW YORK 10006

Figure 7-2

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). 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 may 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. 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

(266 Fulton Street , 152-02 Jamaica Avenue)

~~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, should 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.~~

A dwelling on Lot 1 at the corner of Church and Fulton Streets (152d Street and Jamaica Avenue) was present before 1842, owned by J. Smelt. John Smelt did not occupy the property, and died in 1847 at the age of 35. He and his widow are buried in Grace Church cemetery (Frost 1911b:15). That same year (1847) Smelt's widow, Ann Ward Smelt (1820-1898), married James R. Hendry (1811-1860), also buried in Grace churchyard. Hendry had been a widower since 1845 (ibid.). Hendry was a carriagemaker, and the Smelt lot became both the Hendry residence and carriage factory. The Hendry household, a blend of children from previous marriages and various apprentices and workers, appears in both the 1850 and 1860 censuses.

Both Ann and James Hendry were born in England, although all their children (in 1850: two Smelt daughters, 8 and 10, and two Hendry sons and a daughter 11, 9 and 7) were born in New York. All were attending school. John Conley, and 20-year-old Irish apprentice, and

Charles Vasser, 20, a painter were probably both employed in the carriageworks. A 14-year-old boy was also listed among the workers. James Hendry is recorded as owning real estate worth \$4,000. In 1857, a fire which started on the Hendry property destroyed the Hendry's carriage factory, home, outbuildings, and five adjacent dwellings, as well as the Dutch Church. Hendry's losses in tools, timber, materials and unfinished work were calculated at \$2,000, an indication of the large capital investment carriagemakers made in tools and raw materials (Reichman 1986:58).

At the time of the 1860 census, when Hendry and his wife were 44 and 40, respectively, Hendry's occupation is given as carpenter, his personal estate valued at \$1,000, and real estate holdings at \$3,000. The Smelt and Hendry children were between the ages of 17 and 20, and a child, Victoria Hendry had been born four years earlier. Four unrelated adult men lived in the household: a moulder, a machinist, a coachman (and his wife) and a laborer. By their occupations, it is not clear whether these men worked in the carriage factory, or whether the Hendrys were taking in boarders. That same year, 1860, James Hendry died, and the earliest Jamaica directories, 1864 and 1865, list Ann Hendry as selling "fancy goods" (Boyd 1864; Curtin 1865). Ann Hendry appears in all the subsequent directories until 1899 (she died in 1898), when her occupation is listed as "boarding" (Curtin 1872; 1874; Lain 1878; Trow 1899). The 1870 census shows her living with her daughters Louisa Smelt, 23, and Victoria Hendry, 14. Also resident in the household is a dressmaker, possibly involved with Ann Hendry's fancy goods business, and a music teacher and his wife.

In 1878, Victoria, now a teacher, was still living with her mother, but is listed in none of the subsequent directories (Lain 1878; Trow 1899). The 1886 and 1891 atlases label the Hendry home as a boarding house, although in 1891 there is the addition of a wallpaper store and real estate office, and in 1897 a saloon (although vacant).

After Ann Hendry's death, no other residents could be identified. In 1901, two barbers, Otto Hosler and Samuel Zatta worked there, but lived elsewhere (Trow 1901). From c.1904 to after 1912, Peter Molini sold fruit from the lot, and in 1908 and 1912 Thomas Dixon, a plumber had a shop there. However, neither lived on the lot (Trow 1904; 1908; 1912).

Data from the Hendry household would provide valuable archaeological data on changing consumer choice patterning through time based on socioeconomic status.

The lot was also the site of the Hendry carriage factory, active from 1847 to 1860. Since the factory shared the Hendry homelot, and some workers even boarded with the Hendrys, privy and water facilities would probably have been used by both factory workers as well as household members. Many factory materials, tools and perhaps even vegetable and faunal material from employees' diets may be preserved in shaft features. Analysis of such data could provide important information into the work conditions and habits between 1847 and 1860, a period of gradual mechanization and change for Long Island carriage makers (Reichman 1986:58).

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 should 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 should 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 blacksmith'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 (92-15 150th Street)

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).

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 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.

Lot 105 was part of a larger property purchased by Richard Brush from John Alsop King in 1854, and probably included the other project site lots on present Block 10092 (Liber 124 p37). Brush is depicted as owner of the empty lot on maps through 1876.

The first dwelling on Lot 105 was constructed between 1886 and 1891, replacing a barn and wagon house which stood there in 1886. An "existing outhouse" is recorded on this property in 1913, and its location is given on the Map of Archaeological Sensitivity (Lot 103, New Building 916-1913). Four members of the Stokes family sold the lot to Premier Realty in 1915. Robert Stokes, mentioned in the deed, was a local realtor, and appears in the 1908 directory, but is not recorded on Lot 105 (Liber 2035 p51; Trow 1908).

Although nothing is known about the occupants of the dwelling, the artifacts found in a privy still in use after the installation of municipal water and sewer lines may provide important information concerning the acceptance of these municipal services, an important concern for historical archaeologists. It may also provide unique information on homelot lifeways in this critical period of changeover from shaft features to indoor facilities.

Lot 105 was utilized as a homelot quite late in the study period, the first dwelling appearing by 1886. However, building records document the existence of a privy and its location on the lot in 1913. Although nothing is known about the occupants of the dwelling, the artifacts found in a privy still in use after the installation of municipal water and sewer lines may provide important information concerning the acceptance of these municipal services, an important concern for historical archaeologists. It may also provide unique information on homelot lifeways in this critical period of changeover from shaft features to indoor facilities.

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.~~

7.2 Future Without the Project

In the future without the project, both parcels would remain in their current use as surface parking. Since there would be no construction on site, no potentially sensitive historic or archaeological resources would be impacted.

7.3 Proposed Project

Historic Resources

Implementation of the proposed project will directly impact historic resources within the project study area. The potential for an indirect impact through the introduction of new shadows on the Rufus King mansion and the First Reformed Church has been investigated. Based upon shadow studies (see Section 8.3), project-generated shadows would fall on the Rufus King Mansion during morning hours in late fall and part of winter. By the spring equinox, maximum shadow would not extend within 100 feet of the building. Even on December 21, the shadow would move off of the building by noon. The shadow effect would not be of great enough duration, either in terms of length of time during the days on which the shadows would reach the mansion or in terms of the period of the year when any shadow effect would occur, for this to constitute a significant adverse impact.

The shadow effect on the First Reformed Church would be substantial. Afternoon shadows from the court building would reach the church and a portion of the churchyard during most of the year. Although shadows from the Addabbo Building cover the church in the morning, the church is currently shadow free during the afternoon. Nevertheless, the *CEQR Technical Manual* explicitly states that shadows on a landmark are considered an adverse impact only "if the features that make the resource significant depend on sunlight," which is not the case with regard to the First Reformed Church. The salient architectural features are not ones that depend on sunlight (as a noteworthy stained glass window or rich polychromatic detail would be). The church windows were designed to contain clear glass to allow light into the interior; in this sense, the additional shadows might affect interior light levels, but not exterior architectural features. The First Reformed Church is noteworthy for the simplicity of its design, the sophisticated brick work, the rhythm of its round arched window openings, and

the asymmetry of its massing, all features of the Romanesque Revival style, of which this church is one of the city's finest examples. None of these features depend on sunlight. Furthermore, the church did not originally occupy a corner site and was intended to have buildings flanking it on both sides; unlike the Rufus King Mansion, it was not designed to be shadow free. The building is already subject to morning shadows from the Addabbo Federal Building to its east. For all of these reasons, the First Reformed Church is not considered particularly sensitive to shadows. Therefore, no significant adverse impact would occur under CEQR guidelines.

For the above reasons it is not anticipated that the proposed project will significantly impact historic resources in the project study area.

Archaeological Resources

~~The Phase 1A Archaeological Assessment has determined that areas of "potential" archaeological sensitivity exist on the project site. 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.~~

~~It is recommended that a Phase 1B Topics Intensive Archaeological Assessment be undertaken for the proposed court facility site and parking garage site to help better determine the nature of previous activities on these sites and to develop a more detailed understanding of the level of disturbance and potential archaeological sensitivity. This assessment will be completed between Draft and Final EIS.~~

The Phase 1A Archaeological Assessment has determined that areas of "potential" archaeological sensitivity exist on the project site (refer to Appendix A of DEIS). Subsequent to this report, the Phase 1B report concluded that three (3) areas of potential historic significance and two (2) areas of potential prehistoric significance exist on the project sites. Research has indicated that these areas have no documented history of excavation. Because of the specific functional requirements of the project, it has been determined that some level of disturbance of these sites is unavoidable. The Phase 1B report has been submitted to both the New York State Historic Preservation Office (SHPO) as well as the New York City Landmarks Preservation Commission (LPC) for review.

7.4 Mitigation

~~Since there are currently no identified potential impacts to area historic or archeological resources, mitigation is not required.~~

Upon consultation with SHPO and/or LPC, the need for additional document research and/or testing or monitoring of potential archaeological resources will be determined. If deemed necessary, a scope of work for field testing and/or monitoring will be prepared. A specific schedule and protocol for the further investigation of these potentially sensitive sites will also be prepared. It should be noted that construction of the proposed project will not commence until the archaeological mitigation is implemented.

3. REVISED URBAN DESIGN CHAPTER OF DEIS (8.0 URBAN DESIGN, VISUAL RESOURCES AND SHADOWING, SECTION 8.3 ONLY)

8.3 Proposed Project

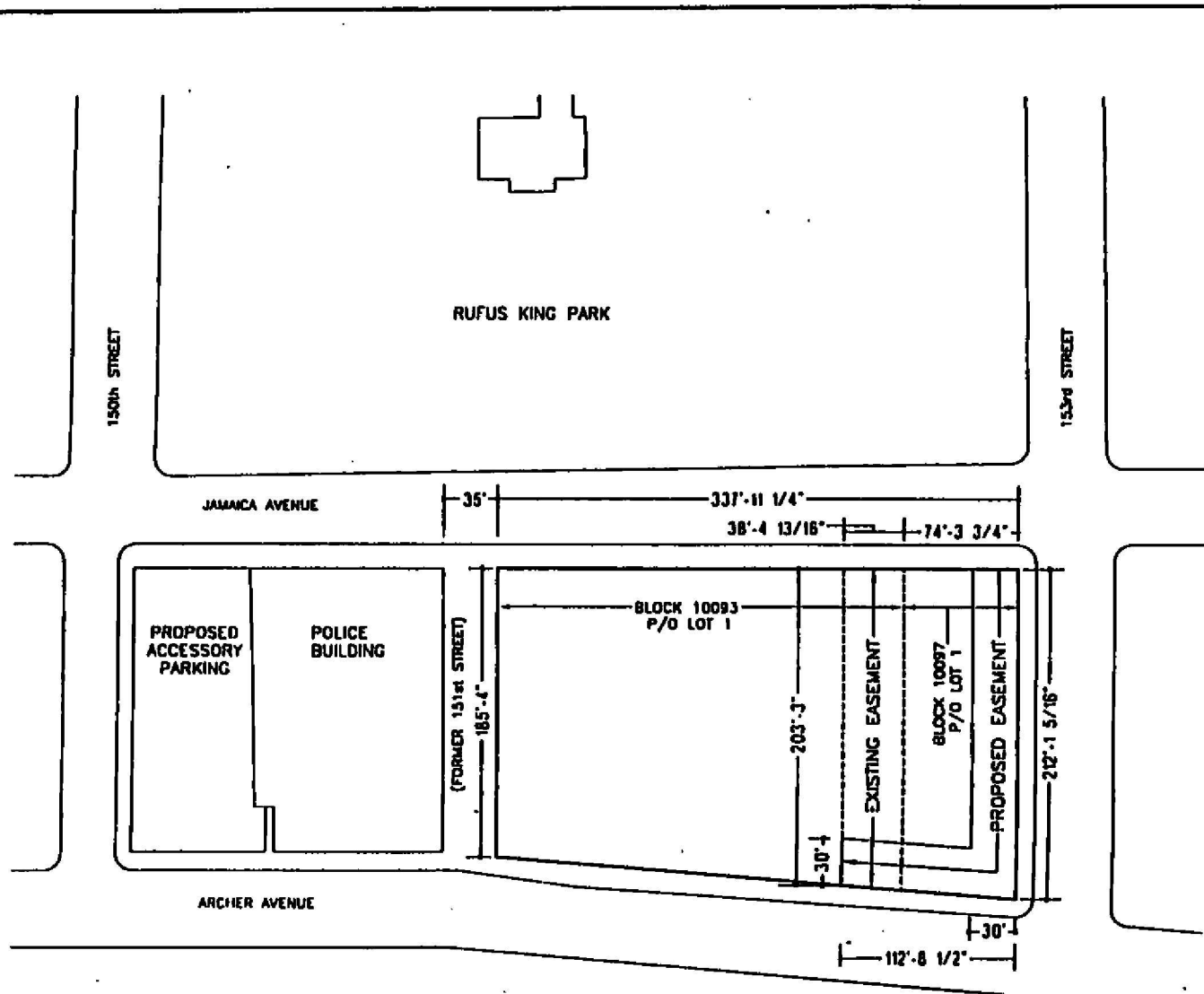
The construction of the Queens Family Court and Court Related Agencies project would require the commitment of two distinct parcels on a block which is now underutilized. The new Family Courthouse and Family Court Agency Facility would occupy a parcel bounded by Jamaica Avenue to the north, Archer Avenue to the south, 153rd Street to the east and the easterly edge of the demapped bed of the former 151st Street to the west. The parking structure would occupy a portion of the same block. The parking structure would be bounded by Jamaica Avenue to the north, Archer Avenue to the south, the New York Police Department Applicant Processing Center and Forensics Laboratory to the east and 150th Street to the west. Figures 8-2 and 8-3 illustrate the proposed site and roof plans for both sites. Figures 8-4 and 8-5 show building sections of the proposed court facility and parking garage buildings, and how they relate spatially to adjacent structures. Figure 8-6 depicts a worst-case building envelope for the proposed court facility and parking garage sites.

For the Queens Family Court and Family Court Agency Facility it is contemplated that approximately 301,458 gsf of building area would be created, this would be contained in a worst case envelope that rises 10 stories, or 140 feet from the sidewalk. The project would be built to the lot line for most of Jamaica Avenue and Archer Avenue. As part of the project, an existing utility easement would be relocated to the easterly side of the courthouse site at 153rd Street, and then turn west for a distance of approximately 115 feet along Archer Avenue. The envelope depicts a cantilever over this utility easement, creating a protected arcade along 153rd Street and a part of Archer Avenue. The height of the arcade would be three stories, or 42 feet. The building would be built to the lot line on its westerly side, adjacent to the demapped road bed of 151st Street. There would be setbacks along the Jamaica Avenue and Archer Avenue sides at the sixth story. At the tenth story, there would be setbacks on the 153rd Street side and on the side bordering the demapped bed of 151st Street.

There would be two pedestrian entrances from Jamaica Avenue and two pedestrian entrances from Archer Avenue. From these entrances, building entrants would move to an interior courtyard. There would be a vehicular entrance at the westerly side of the site at Archer Avenue, which would provide access for the 25 underground parking spaces and for other functions of the Court Facility.

The parking garage, located at the westerly end of the project block, would rise 6 stories and would cover the entire lot. It would have a gross area of approximately 98,000 square feet, and would contain 214 parking spaces. It would be an open-deck parking structure, with vehicular entrances on 150th Street. It is expected that the parking structure would be 85 feet in height. Pedestrian entrances would be on Archer Avenue and 150th Street. There would also be 1,600 gsf of retail area provided along the Jamaica Avenue frontage.

The creation of the Courthouse complex, including the accessory parking structure, will reinforce the streetwall at Jamaica Avenue. The generally underutilized parcels which comprise the project site would be built out to the lot line, and the streetwall would be more



**QUEENS FAMILY COURT AND
FAMILY COURT AGENCIES FACILITY
JAMAICA QUEENS, NEW YORK**

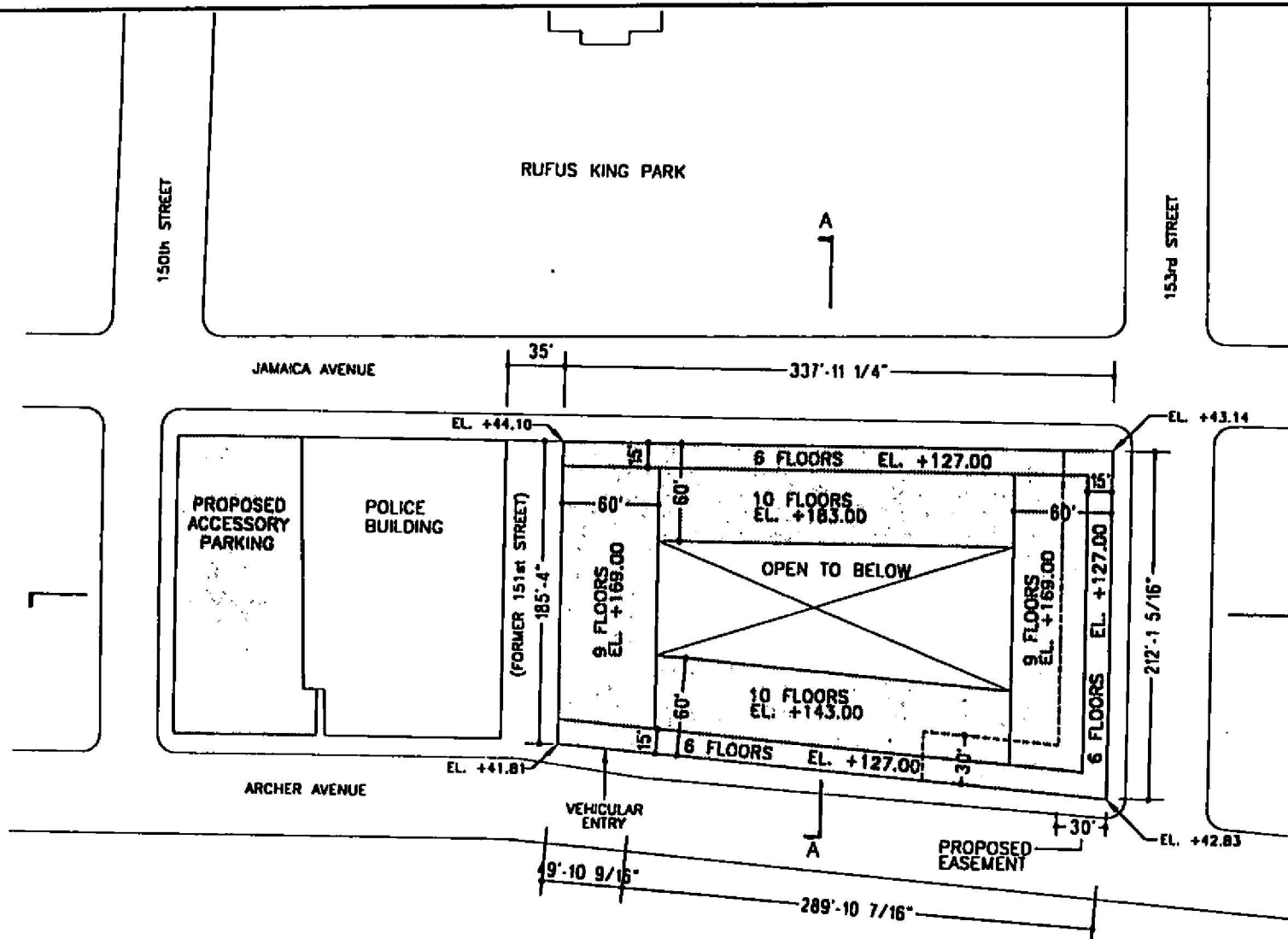
SITE PLAN



EDWARDS AND KELCEY ENGINEERS, INC.
50 WEST STREET, SUITE 1700
NEW YORK, NEW YORK 10006

PEI COBB FREED & PARTNERS/GRUZEN SAMTON

Figure 8-2



**QUEENS FAMILY COURT AND
FAMILY COURT AGENCIES FACILITY
JAMAICA QUEENS, NEW YORK**

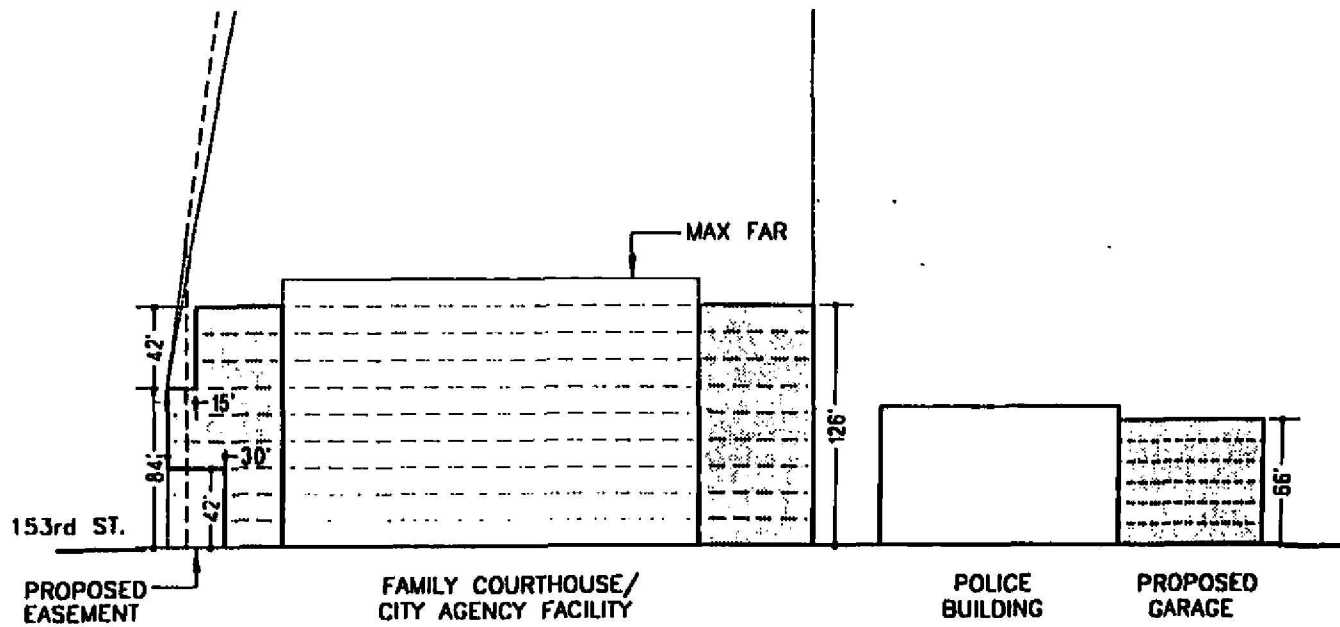
ROOF PLAN



EDWARDS AND KELCEY ENGINEERS, INC.
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NEW YORK, NEW YORK 10006

PEI COBB FREED & PARTNERS/GRUZEN SAMTON

Figure 8-3



**QUEENS FAMILY COURT AND
FAMILY COURT AGENCIES FACILITY
JAMAICA QUEENS, NEW YORK**

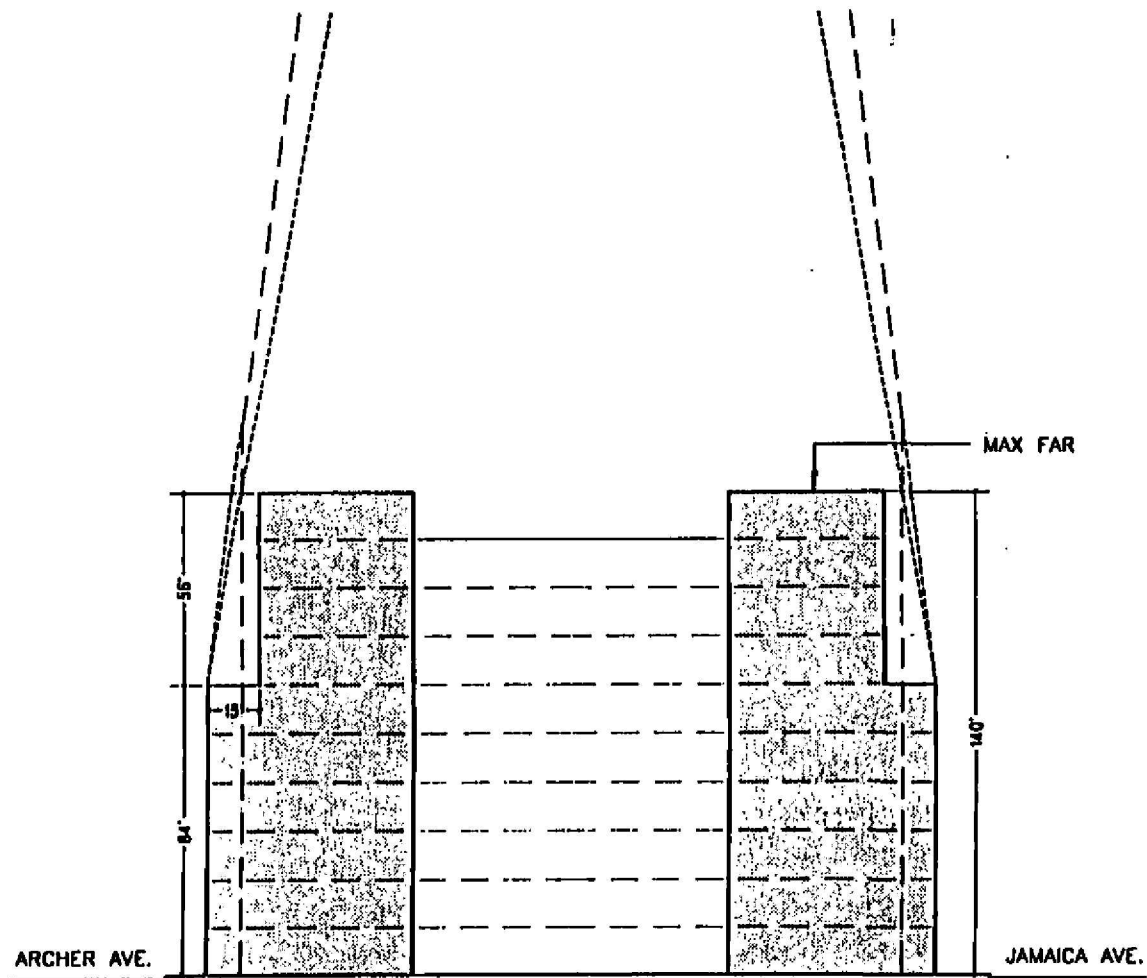
SECTION

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Figure 8-4



**QUEENS FAMILY COURT AND
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JAMAICA QUEENS, NEW YORK**

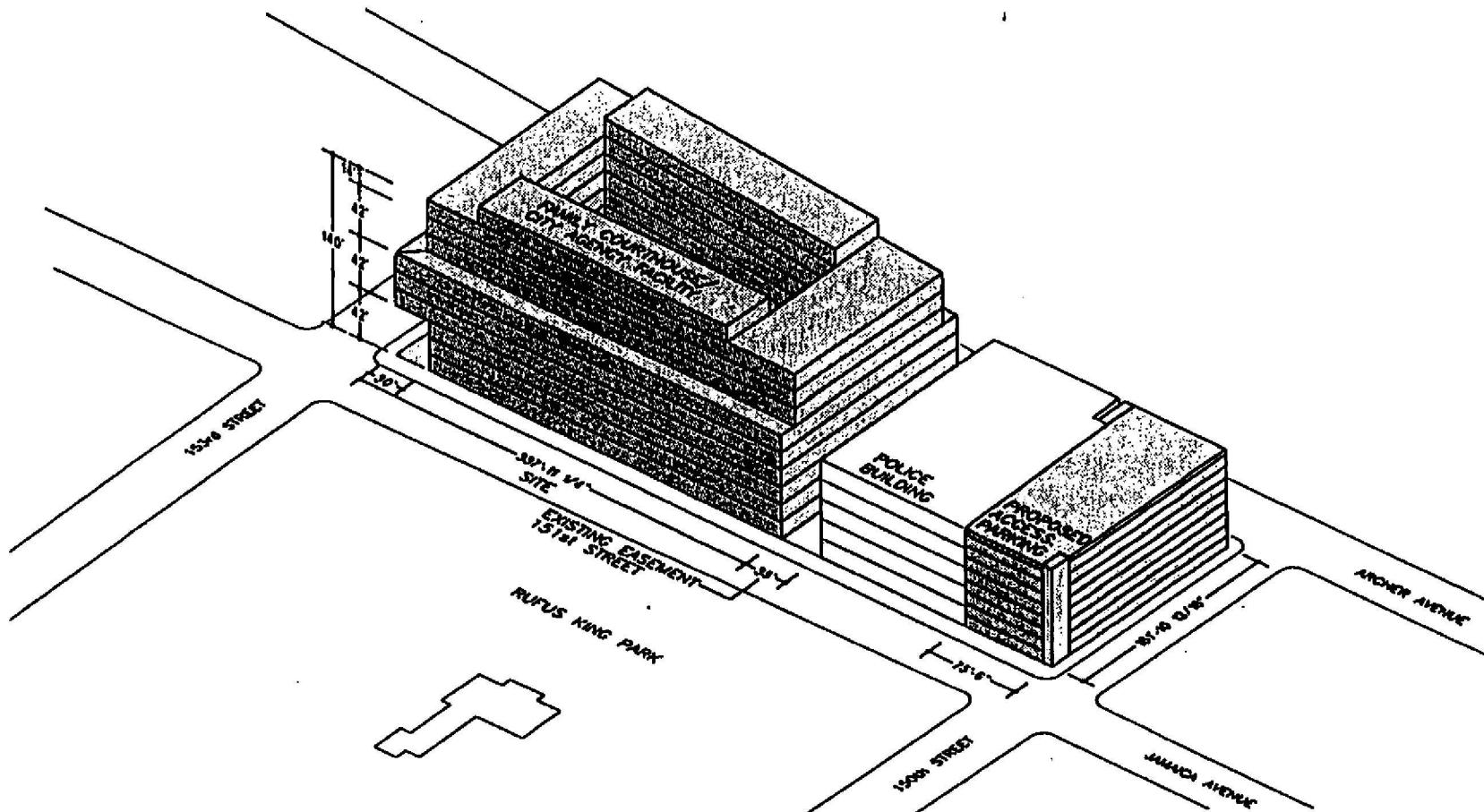
SECTION

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Figure 8-5



**QUEENS FAMILY COURT AND
FAMILY COURT AGENCIES FACILITY
JAMAICA QUEENS, NEW YORK**

BUILDING ENVELOPE

PEI COBB FRIED & PARTNERS/GRUZEN SAMTON



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Figure 8-6

uniform. The continuation from the Addabbo building on the east through to the existing low rise commercial buildings on the westerly side of 150th street would be established. Similarly, the Archer Avenue frontage of the court complex and the parking garage would be built to the lot line. Although less uniform along this frontage, most other structures are also built to the lot line.

The addition of the proposed project will create a building streetwall where one presently does not exist. The addition of this streetwall will increase the sense of enclosure surrounding the King Manor Museum. This streetwall condition however, surrounding a public park, is neither unprecedented or out of character in a major downtown center. The existing Police Forensic Laboratory, located adjacent to the proposed project and directly across the street from the King Manor Museum, is a streetwall building of considerable size. Additionally, the Addabbo Federal Building located one block east of King Park is also a streetwall building of substantial size. The Jamaica Avenue frontage of the project site was occupied by streetwall buildings as late as the early 1970's. Additionally, the proposed zoning for the site, as well as the existing zoning allow streetwall buildings.

The functional requirements and the program for the proposed facility require that the building footprint be maximized on this site. This necessity has resulted in a streetwall building. If the building footprint were minimized, and the building was setback from Jamaica Avenue, functional inefficiencies would be created within the facility. This would also require the building to be taller, possibly creating shadow, neighborhood character and urban design impacts significantly in excess of the proposed worst-case streetwall facility. Given the surrounding urban context; the fact that the King Manor Museum is located more than 200 feet from the Jamaica Avenue frontage of the project site; the existence of the LIRR viaduct along Archer Avenue that already blocks views to the south from King Manor Museum; the functional requirements of the proposed projects user tenants; and the historical precedent for the project site; the completion of a continuous streetwall along the Jamaica Avenue frontage of the project site will not create an adverse impact on the immediate setting of the King Manor Museum.

With respect to building heights, it is expected that the Addabbo building would be approximately the same height as the proposed courthouse and agency building. This new structure in turn, would be taller than the existing Police Forensics Laboratory building. The new parking structure would be somewhat shorter, and thus, there will be a continuous diminution of building heights along Jamaica Avenue from the peak of the Addabbo building to the lowest side, the existing commercial uses on the westerly side of 150th Street. The new Family Court and Family Court Agency Facility would be visible from the south side of the LIRR viaduct; the views would be significantly constrained by the intervening viaduct.

There are no view corridors of significance in the area of the proposed project. The most important views within the study area are Rufus King Park and the Rufus King Mansion, which are easily seen along Jamaica Avenue. The building and parking structure which comprise the project would not alter the views into Rufus King Park or of the Rufus King Mansion. For a eastbound pedestrian, the new Courthouse building would limit views of the Glorious Resurrection Church along Jamaica Avenue.

The proposed project would not result in any alterations to the street grid. The street bed of 152nd street has never been improved. No alterations are proposed at 153rd Street or 150th Street. The implementation of the proposed project would not adversely impact the urban design character of the area.

4. REVISED HAZARDOUS MATERIALS CHAPTER OF DEIS (12.0 HAZARDOUS MATERIALS)

Non-invasive site reconnaissance was conducted on October 1, 1996 and March 11, 1997. The site reconnaissance consisted of inspecting the property and properties in the vicinity. Access to the interior of the three existing structures was provided for the Court House site. Access into the building on the Parking Garage site was denied.

Court Facility Site

The three on-site structures appear on maps as individual structures that consist of two one-story brick buildings and a two-story brick building. These structures have common walls and are currently used by one merchant who has removed many of the interior walls; therefore, the structures functionally exist as one. The larger one-story brick building contains a basement that runs the entire length and width of the building. The two-story brick building contains an unoccupied and dilapidated apartment on the second floor. The three buildings are shown in Figure 12-1. The remainder of the site is currently a parking lot and covered with bituminous paving.

As illustrated in Figure 12-1, the three buildings are designated as follows:

- Building #1: One-story brick building, containing a basement;
- Building #2: Two-story brick building, containing a dilapidated apartment on the second floor;
- Building #3: One-story brick building.

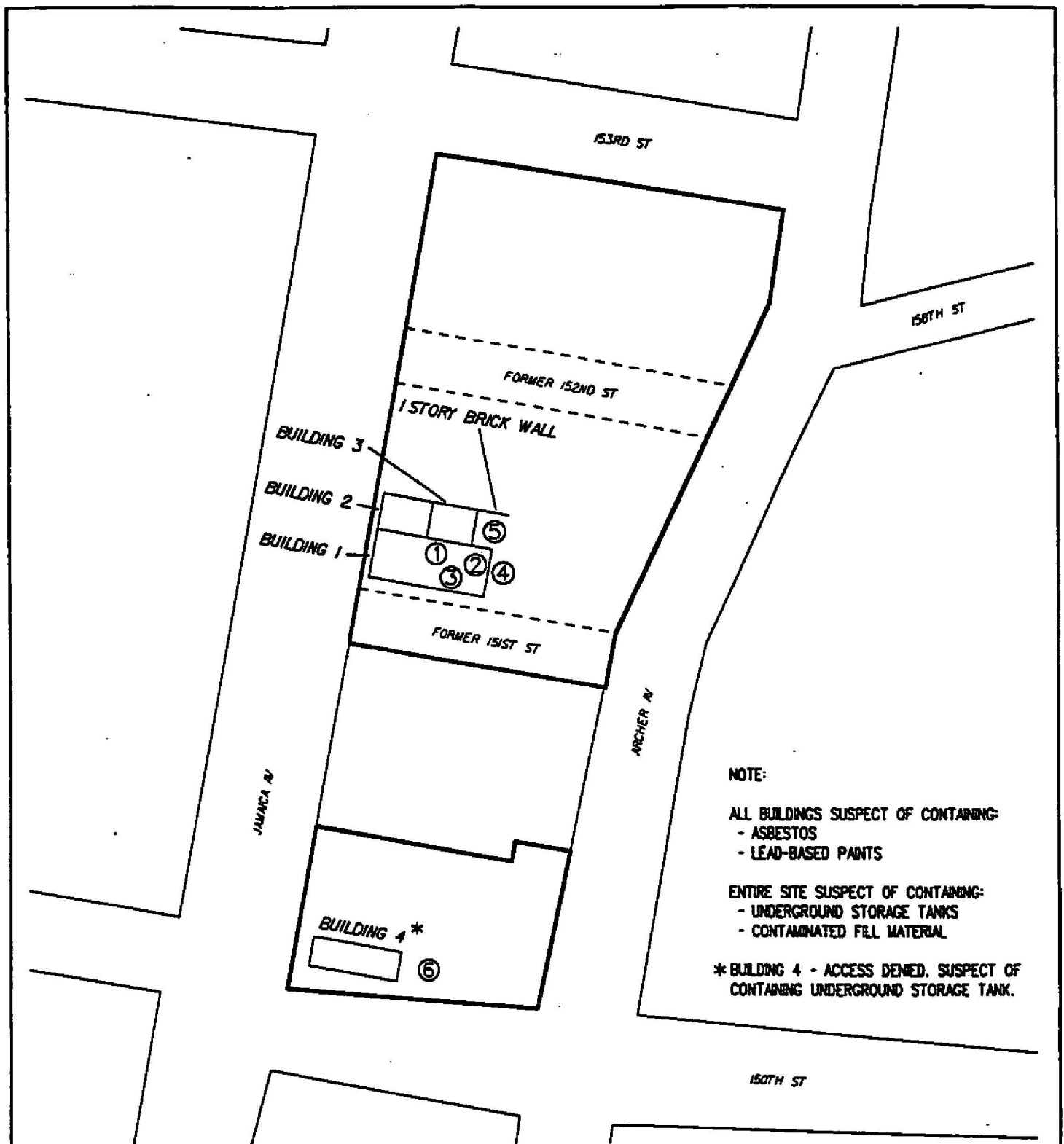
Parking Garage Site

This portion of the project site contains a two-story brick structure that is vacant. The building has deteriorated to such a state that an interior inspection may be prohibited. The remainder of the site is vacant and currently used for parking associated with the NYPD Forensic Lab. As illustrated in Figure 12-1, this building has been designated as Building #4.

Historical Conditions

An historical issue that poses a potential threat of contamination, on both the Courthouse and Parking Garage sites, is the possibility of abandoned underground storage tanks. As shown on the Sanborn Fire Insurance Maps that were reviewed for the years 1886, 1887, 1891, 1901, 1911 (Court House site only), 1925, 1942, 1951, 1981, 1992, 1993, and 1995, various buildings have previously been located on the project site. The potential that some of the many buildings could have contained underground storage tanks for heating purposes is significant.

An indication that underground tanks may have been abandoned is that boring logs conducted on the Court House site for geotechnical purposes reveal that the first 10 feet of material consists of asphalt paving, fill and bricks, in addition to natural soil materials. This finding indicates that the previously existing structures may not have been removed completely. Demolition occurred and foundation remnants may remain as basements were filled with construction material. It is important to note, however, that no indication was given on the five boring logs that oil-contaminated soil was encountered.



NOTE:

ALL BUILDINGS SUSPECT OF CONTAINING:
 - ASBESTOS
 - LEAD-BASED PAINTS

ENTIRE SITE SUSPECT OF CONTAINING:
 - UNDERGROUND STORAGE TANKS
 - CONTAMINATED FILL MATERIAL

* BUILDING 4 - ACCESS DENIED. SUSPECT OF CONTAINING UNDERGROUND STORAGE TANK.

LEGEND

- 1. OIL BURNING FURNACE
- 2. OIL BURNING FURNACE (PREVIOUSLY COAL)
- 3. ABOVE GROUND STORAGE TANK
- 4. AREA OF SUSPECTED UNDERGROUND STORAGE TANK
- 5. DEBRIS
- 6. DEBRIS



NOT TO SCALE

**QUEENS FAMILY COURT AND
 FAMILY COURT AGENCIES FACILITY
 JAMAICA QUEENS, NEW YORK**

AREAS OF CONCERN



EDWARDS AND KELCEY ENGINEERS, INC.
 90 WEST STREET, SUITE 1100
 NEW YORK, NEW YORK 10006

Figure 12-1

Surrounding Uses of Environmental Concern

Government agency records were reviewed for petroleum and hazardous materials storage, hazardous materials spills, and illegal dumping activities. The government records were searched for a ¼-mile radius around the subject site. The ¼-mile radius search was conducted for the purposes of determining problem sites that could impact the project site due to migrating contamination through soil, groundwater and/or air. The following is a summary of federal and state agency databases that were searched and the results.

Federal Records Review

- National Priorities List (NPL)
- Federal Superfund Liens (NPL Liens)
- Resource Conservation and Recovery Information System (RCRIS)
- Comprehensive Environmental Response, Compensation and Liability Information System List (CERCLIS)
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERC-NFRAP)
- Corrective Action Report (CORRACTS)
- RCRA Administrative Action Tracking System (RAATS)
- Hazardous Material Information Reporting System (HMIRS)
- PCB Activity Database System (PADS)
- Resource Conservation and Recovery Act Generators List (RCRA)
- Treatment, Storage, and Disposal Facilities List (TSD)
- Emergency Response Notification System (ERNS)
- Toxic Chemical Release Inventory System (TRIS)
- Toxic Substances Control Act (TSCA)
- Material Licensing Tracking System (MLTS)
- Record of Decision (ROD)
- Former Manufactured Gas Sites (coal gas)
- Superfund Consent Decrees (Consent)
- Facility Index System (FINDS)

The federal database search revealed that there are no sites within a ¼-mile radius of the project site that pose a threat to the project site.

State Record Review

- Inactive Hazardous Waste Disposal Site (SHWS)
- Landfill/Solid Waste Disposal Facilities (LSW)
- Underground Storage Tanks (UST)
- Leaking Underground Storage Tanks (LUST)
- Aboveground Storage Tanks (AST)
- Solid Waste Facility/Landfill Sites (SWF/LF)

The state database search revealed that there are sites within a ¼-mile radius of the project site that are listed. Three properties within a ¼-mile contained leaking underground tanks. However, according to the database search, the problems have been resolved and migrating contamination has not occurred.

Local Record Review

A records search from the NYC Building Department and NYC Fire Department was requested for the purposes of obtaining information regarding underground storage tanks and other items of potential liability. The results of these requests are as follows:

- New York City Building Department - No records found.
- NYC Fire Department - No tanks are known on court facility site. Response regarding parking garage has not yet been received.

12.1 Existing Condition

Court Facility Site:

In addition to the historic environmental condition relating to the potential for abandoned underground storage tanks, existing conditions are present that also pose a potential threat. These conditions are as follows:

- Underground storage tank (suspected)
- Aboveground storage tank
- Asbestos-containing material
- Lead-based paints
- Contents of an old coal-burning furnace (converted to oil)
- Oil-burning furnace
- Fill material

A summary of these conditions are as follows:

Suspected Underground Storage Tank

An underground storage tank is suspected of being located off the south or rear wall of Building #1 (see Figure 12-1). Pipes, typical of those used for underground storage tank venting, were observed rising from the ground, however, a filler-neck was unable to be located. It is assumed at this time that a tank is present. In this general location, an old coal-burning furnace is present in the basement that has been converted to oil. The vent pipes may be associated with the exhaust of the furnace; however, this is unlikely due to the presence of a chimney that would serve for exhaust purposes.

Aboveground Storage Tank

An aboveground storage tank is located on the west wall of the basement of Building #1. The tank is assumed to be 550 gallons in size and is enclosed in brick on all sides, including the top. The condition and integrity of the tank are unknown because of its entombed condition within the brick. A strong fuel odor was present. The specific source of the odor, however, is unknown.

Asbestos-Containing Material

Asbestos-containing material is suspected of being located throughout the structures. Specifically, the floor tiles and tile glue located on the first floor of all three buildings may contain asbestos, as well as the insulation material located on pipes on the ceiling of the basement of Building #1 and the first floor. The shingles on the roof of the three buildings may also contain asbestos.

The floor tile, tile glue and roof shingles are suspect of containing asbestos due to their age, which appears to be at least 20 years old. Typically, until its ban in the 1970s, asbestos was a constituent of these materials. Currently, the glue and insulation material do not appear to be "friable", which is a condition of crumbled, pulverized, crushed or exposed asbestos which is capable of being released into the air by hand pressure. The roof was inaccessible due to unsafe structural conditions.

Lead-based Paints

Due to the age of the building, lead-based paints are assumed to be located throughout.

Old Coal-burning Furnace

The contents of the old coal-burning furnace in the basement of Building #1, which has been converted to oil and currently welded shut, is suspect of containing residue or ash on the interior that may be considered hazardous for disposal purposes.

Oil Burning Furnace

An oil burning furnace is located on the west wall of the basement in Building #1. The furnace contains an oil pump and piping. This apparatus currently contains fuel oil.

Fill Material

Boring logs indicate that fill material exists in the upper 10 feet of material. The source of the fill material and specific contents is unknown.

Miscellaneous Hazards

Various paints, adhesives and glues are present; however, products are stored properly in their containers. These materials are used off-site for installation purposes.

Parking Garage Site:

Although access to the interior of the building was denied, assumptions regarding the existing conditions of the site can be made concerning the following:

- Underground storage tank
- Aboveground storage tank
- Asbestos-containing material
- Lead-based paints
- Fill material

Underground Storage Tank(s)

In addition to the potential of abandoned tanks in the subsurface of the site, the existing building is suspect of containing an underground storage tank. Vent pipes or a filter neck were not located.

Aboveground Storage Tank

An aboveground storage tank is suspect of being located within the building. Vent pipes or a filter neck were not located.

Asbestos-containing Material

Asbestos-containing material is suspect of being located throughout the building. The structure may contain floor tile, tile glue, pipe insulation and roof shingles, all of which typically would contain asbestos due to the age of the building.

Lead-based Paints

Due to the age of the building, lead-based paints are assumed to be located throughout.

Fill Material

At this time, an assumption of the subsurface condition is made to be similar to those conditions found at the Courthouse site; therefore, the source of fill material and specific contents is unknown.

Existing Site Geology and Soil Classification

Geologic conditions underlying this site are similar to those found beneath Long Island. The Embayed Section of the Atlantic Coastal Plain is generally characterized by eastward dipping, unconsolidated sediments, ranging in age from the Cretaceous (75 million years) through the Pleistocene (up to present). The Cretaceous deposits, which form the lowest and oldest unconsolidated deposits on Long Island, overlie crystalline metamorphic and igneous Precambrian bedrock. The Cretaceous sediments are part of the Raritan Formation and the Monmouth Group, which are represented by the Magothy Formation on Long Island. These formations generally consist of interbedded clays, silty clays, sand, and gravel deposits.

Nineteen boring logs were conducted at the courthouse site on September 21 and 22, 1996 to a depth ranging from 60 to 100 feet (the logs were conducted by Municipal Testing Laboratory, Inc.). The boring logs are included in the Phase 1 Environmental Assessment in Appendix B for review. In summary, the first 10 feet of material below the project site consists of asphalt paving, miscellaneous fill, gravel, bricks, and sand. The material beyond the 10 foot depth is a mix of sand, cobbles, gravel, and silts which is a typical subsurface profile for the Atlantic Coastal Plain.

The area immediately surrounding the site can be characterized as level to gently rolling. There is little evidence left of the area's natural topography due to the extensively built environment. Elevation of the site averages 18 meters (60 feet) above mean sea level.

Surrounding Uses

The surrounding area was investigated for the purposes of determining if land uses exist that could impact the project site with regards to hazardous materials. It was found that the project site is surrounded by retail, institutional and open space uses. No industrial and/or manufacturing uses exist in the immediate vicinity that would present a potential impact.

Surrounding Uses of Environmental Concern

Government agency records were reviewed for petroleum and hazardous materials storage, hazardous materials spills, and illegal dumping activities. The government records were searched for an area within a ¼-mile radius around the project site. The ¼-mile radius search was conducted for the purposes of determining problematic sites that could impact the project site, due to migrating contamination through soil, groundwater and/or air; none were found. The complete database and associated mapping is included in the Phase 1 Environmental Assessment in Appendix B.

According to these sources, there is no evidence of environmental investigations, citations, warnings, violations, indictments, penalties, settlements or other actions regarding noncompliance of the project site.

12.2 Future Without the Project

In the future without the project, the sites would remain in their current use. This alternative would not result in any potential contamination impacts as identified in the Phase 1 Environmental Assessment.

12.3 Proposed Project

The Proposed Project would require that potential hazards be handled in accordance with all applicable local, state and federal regulations prior to construction of the proposed project. The four structures would be demolished, therefore requiring that all environmental issues be resolved. Prior to demolition of the Courthouse site buildings the suspected underground storage tank adjacent to the south wall of Building #1 would need to be removed, the oil-burning furnaces would need to be removed, asbestos abatement would occur, the aboveground storage tank would need to be removed, and the miscellaneous paints and adhesives would be disposed of properly.

~~At this time, a records search by the NYC Fire Department is being conducted, which may contain records for existing and/or removed underground storage tanks. The NYC Building Department contained no records of tanks. Federal and state records indicate that none are known to be present; however, records of and tracking underground tanks are a relatively recent practice. Many of the early buildings from 1886 to the 1930s probably used coal for heating; however, a progression to fuel oil became prevalent thereafter.~~

~~If records indicate that underground tanks are present or are suspected to be present, all applicable local, state and federal regulations will be followed. If no records exist to confirm the presence or absence of tanks, additional steps, such as a geophysical investigation may be prudent.~~

~~Potential significant adverse impacts exist on this site. Impacts may occur from both human and environmental exposure to contaminants. This includes on-site occupants, off-site occupants and construction workers in addition to the natural resources, and exacerbating existing environmental contamination.~~

Based on discussions with NYC Department of Environmental Protection (NYCDEP), it has been determined that a Phase II Environmental Assessment in the form of soil sampling and ground-penetrating radar would be performed on the project site prior to construction activities commencing. The NYCDEP has requested site-specific analyses to be conducted on soil material within the upper ten feet. These are Priority Pollutant Metals (methodology 6010) and Semivolatile Organics (methodology 8270). Ground-penetrating radar will be conducted in an attempt to determine if abandoned underground storage tanks are located on the site.

A remediation plan, if found to be necessary, would be approved by the NYSDEC and NYCDEP prior to implementation. The plan would set forth all protocol to occur in compliance with the local, state, and federal laws and regulations governing these activities. The Resource Conservation and Recovery Act (RCRA) and the New York State Standards Applicable to Generators of Hazardous Waste (Title 6, Chapter III, Part 372), specifically regulated generation, transportation, and disposal of hazardous material. All excavated soils would be properly staged on-site. Waste-classification procedures would be conducted and if resulting in an exceedance of the RCRA standards, an EPA Generator Number would be obtained, as

required by RCRA. The remediation plan, if required, would be implemented prior to construction activities on the affected portion of the proposed development site.

It is not anticipated that dewatering of the project site would be necessary. However, in the instance that it may be required, approval and a NYSDEC State Pollutant Discharge Elimination System (SPDES) permit would be obtained. DASNY would comply with the NYSDEC recommended procedures in dealing with dewatering.

All applicable federal, state and local standards and procedures would be adhered to; therefore, no significant adverse impacts are anticipated.

12.4 Mitigation

Underground Storage Tanks

~~If no records to confirm removal of tanks can be located prior to the commencement of construction activities, the probability of encountering abandoned underground tanks is considered high. Additional steps, in the form of a Phase II Environmental Assessment, may be prudent to determine if potential tanks exist. A Phase II investigation could include the use of geophysical tools such as magnetometers, ground penetrating radar, ground conductivity survey, and seismic refraction surveys. These tools could locate metal objects, indicating potential underground tanks.~~

~~If geophysical tools indicate a location of a potential tank(s), either sampling of the subsurface area can be conducted or excavation would need to proceed with anticipation of encountering a tank.~~

~~If records and geophysical tools are inconclusive regarding the presence or absence of an underground tank at this location of the property, an assumption must be made that tanks are present. Disturbance of the site should anticipate encountering underground storage tanks. All procedures pursuant to local, state and federal regulations would need to be followed. A Sampling Plan, Health and Safety Plan, Remedial Action Plan and a Disposal Plan would be submitted to the NYSDEC, who has primary responsibility for oil investigations and remediation within the State of New York, for approval prior to site work beginning.~~

Above Ground Storage Tank Storage Tanks

~~Based on the recommendations of the Phase II Environmental Assessment and in consultation with NYCDEP, storage tank removal procedures pursuant to local, state and federal regulations would be followed. These procedures include proper removal and disposal of the oil within the tank and the piping system connecting it to the furnace(s).~~

Asbestos-Containing Material

~~Prior to demolition work on the buildings, a survey to determine whether or not these suspected items actually contain asbestos is required by NYCRR Part 56. The required inspection is to be performed by a certified inspector and could include review of historical documents and sampling. If the building survey concludes that asbestos is present, no demolition work can be conducted until completion of an asbestos remediation program.~~

Lead-based Paints

~~The State of New York does not require lead abatement practices prior to demolition; however, the Occupational Safety & Health Administration (OSHA) promulgates safety practices for the~~

demolition contractors to follow for the protection of the demolition workers. A standard practice within the City of New York is to minimize fugitive dust emissions. This would occur through sealing the building during the lead abatement process, to prevent fugitive dust from escaping. All local State and Federal control measures will be adhered to.

Old Coal-burning Furnace

Upon building demolition, the furnace would need to be removed and disposed of in accordance with local, state and federal regulations, which would include drainage of the fuel oil within the furnace itself and pipes leading to the fuel source and proper disposal.

Oil Burning Furnace

Removal of the furnace in accordance with local, state and federal regulations, which would include drainage of the fuel oil within the furnace itself and pipes leading to the fuel source. Proper disposal of the fuel oil would follow.

Fill Material

The contents of the fill material is suspect. The material would be disposed of in accordance with local, state, and federal regulations.

Miscellaneous Hazards

Various paints, adhesives and glues are stored in the buildings. These materials would be disposed of in accordance with the manufacturers recommendation.

5. WRITTEN COMMENTS

Persons and Agencies That Provided Written Comments on the DEIS

1. Julian Adams, New York State Office of Parks, Recreation and Historic Preservation
2. Daniel Pagano, New York City Landmarks Preservation Commission
3. Adelle Klein, Sholom & Zuckerbrot Realty, Inc.
4. Peter Magnani, Queens Deputy Borough President
5. Naim Rasheed, New York City Department of Transportation



Bernadette Castro
Commissioner

New York State Office of Parks, Recn
Historic Preservation Field Services Bu
Peebles Island, PO Box 189, Waterford

Post-it® Fax Note	7671	Date	# of pages
To	Jack Horvath	From	Frank Vinci
Co./Dept.		Co.	
Phone #		Phone #	
Fax #		Fax #	

July 22, 1997

Frank Vinci
29 July 1997
Frank Vinci
Senior Project Manager
Dormitory Authority of the State of New York
161 Delaware Avenue
Delmar, NY 12054-1398

Dear Mr. Vinci

Re: DASNY

Draft Environmental Impact Statement
Proposed Queens Family Court
Queens, Queens County
96FR1392

Thank you for requesting the comments of the Office of Parks, Recreation, and Historic Preservation (OPRHP) for the Draft Environmental Impact Statement (DEIS) on the proposed Queens County Family Court Agencies Facilities. We understand that this DEIS has been submitted under the provisions of the State Environmental Quality Review Act (SEQRA) and have made comments for that purpose. However, since this project involves Dormitory Authority (DASNY) bonds, we have begun our review in accordance with the provisions of Section 14.09 of the New York State Parks, Recreation, and Historic Preservation Law and also include comments for that purpose.

We are concerned with the impacts that the new building will have in relation to the existing setting of the King Manor house. The existing setting is fairly low rise, with fairly open site lines from the house itself, in particular from the front of the house. It is true that the house is in an urban setting, and that has been its' situation for some time. However, the new Family Court Building will create a "streetscape wall" of unprecedented height directly to the front of the house. This must be addressed in the context of Section 14.09 review. It may be possible to mitigate this through setback, material, and color. However, Section 14.09 must be formally begun and the impacts addressed.

The following comments are included for inclusion in the Final Environmental Impact Statement (FEIS) as part of the SEQRA review.

Regarding the identification of historic resources in or near the primary study area, we concur with most of what is described in the DEIS, with the following corrections:

Prospect Cemetery, at 159th Street and Beaver Road, was determined to be eligible for listing on the State and National Registers of Historic Places in 1996 (see enclosed Resource Evaluation).

Jamaica Long Island Rail Road Station Complex, at Sutphin Boulevard and Archer Avenue, was determined to be eligible for listing on the State and National Registers of Historic Places in 1987 (see enclosed Eligibility Attachment).

Regarding the potential impact on the historic resources, we make the following comments:

The Queens Family Court, at 89-14 Parsons Boulevard, was identified in the DEIS as eligible for listing on the State and National Registers of Historic Places; however, there was no discussion of the impact of the project will be on the building, specifically the vacating of the building by the courts.

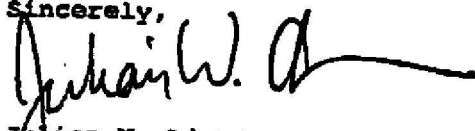
King Manor, Jamaica Avenue. There should be a clarification of the boundaries of this National Historic Landmark property in the DEIS. We have contacted the National Historic Landmark program to ask this very question but, in the meantime, it is safe to assume the boundaries include at least the immediate setting of the house along Jamaica Avenue. In any event, the new construction will alter the setting of the King Manor by creating a large unprecedented street wall directly across from the house and park.

Regarding the Appendix A: Phase 1A Archeological Assessment, we make the following comments:

We have reviewed the Phase 1A archeology report for the Queens Family Court. We accept the report and concur with the recommendation for Phase 1b testing.

If you have any questions, please call me at (518)237-8643, ext. 282.

Sincerely,



Julian W. Adams
Historic Sites Restoration Coordinator

JWA:122889



New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peelies Island, PO Box 189, Waterford, New York 12188-0189

518-237-0643

RESOURCE EVALUATIONDATE: 04/01/96STAFF: Peter ShaverPROPERTY: Prospect CemeteryMCD: QueensADDRESS: 159th St. & Beaver Rd., JamaicaCOUNTRY: QueensPROJECT REF: 95PR1631USN: 06101.000139, 201, 202

I. Property is individually listed on SR/NR:
name of listing: _____

Property is a contributing component of a SR/NR district:
name of district: _____

II. Property meets eligibility criteria.

Property contributes to a district which appears to meet eligibility
criteria. Pre SRB: Post SRB: _____

SRB date

Criteria for Inclusion in the National Register:

- A. Associated with events that have made a significant contribution
to the broad patterns of our history;
- B. Associated with the lives of persons significant in our
past;
- C. Embodies the distinctive characteristics of a type,
period or method of construction; or represents the
work of a master; or possesses high artistic values; or
represents a significant and distinguishable entity
whose components may lack individual distinction;
- D. Have yielded, or may be likely to yield information
important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

Based on the information on file, Prospect Cemetery meets Criteria A and C
and Criteria Consideration D as a rare surviving example of a settlement era
cemetery in Queens County. Begun c. 1668 it is the oldest extant cemetery
in Queens, contains the graves of prominent local families and Revolutionary
War veterans, contains outstanding examples of funerary art from the 18th
and 19th centuries, and contains a distinctive Romanesque Revival private
chapel/mausoleum (a.k.a. Chapel of the Sisters) built in 1857.



New York State Office of Parks, Recreation and Historic Preservation
The Governor Nelson A. Rockefeller Empire State Plaza
Agency Building 1, Albany, New York 12238

ELIGIBILITY ATTACHMENT

UMTA (Agency)

Jamaica Station Complex (Project Name)
Improvements
Jamaica, Queens County (Location)

Attachment of

I. X Property appears NR/SA eligible. PRE SRB POST SRB

SPECIFIC CRITERIA:

- A. Associated with events that have made a significant contribution to the broad patterns of our history; OR
- B. Associated with lives of persons significant in our past; OR
- C. Embodies the distinctive characteristics of a civic period, or method of construction; OR represents a significant and distinguishable entity whose components may lack individual distinction; OR
- D. Have yielded, or may be likely to yield, information important in pre-history or history.

II. Property appears to be within the boundaries of a potential historic district. PRE SRB POST SRB (map attached)

 Property contributes does not contribute (to the historic district).

DISCUSSION:

III. ADDITIONAL COMMENTS:

The Long Island Railroad station complex at Jamaica is historically and architecturally significant as a large, distinguished example of early 20th century railroad architecture which recalls an important episode in the long island railroad company's development and illustrates the region's rapid growth. Its main station and office building, large passenger platform area and towers are the primary contributing components of the complex. The railroad station and office building is particularly distinguished and exhibits many distinctive design characteristics including rusticated stone ground floor with classically inspired details, brick sheathed upper floors with decorative

Jamaica Station Complex Improvements

Page 2

August 10, 1987

patterns, spandrels and cornices, and an overhanging flat roof with bracketing and modillions. The control towers display some of the same high quality materials as the main station and present a picturesque architectural composition which is enhanced by a paneled oriel window and distinctive hip roof with deep overhang and modillions. The passenger platform area also exhibits distinctive features including broad flat roofs supported on piers and an open steel truss system with curved brackets.

Rec'd 7/29/97 gmt

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
100 Old Slip, New York, NY 10005 (212) 487-6800

ENVIRONMENTAL REVIEW

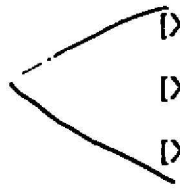
DASNY/SEQRA-Q
PROJECT NUMBER

05/08/97
DATE RECEIVED

PROJECT

QUEENS FAMILY COURT

Within
Study
area



- No architectural significance
- No archaeological significance
- Designated New York City Landmark or Within Designated Historic District
- Listed on National Register of Historic Places
- Appears to be eligible for National Register Listing and/or New York City Landmark Designation
- May be archaeologically significant; requesting additional materials

COMMENTS

The archaeological documentary study is accepted. LPC review of the study indicates that there is potential for the recovery of remains from 18th Century, 19th Century and Native American occupation on the project site. Accordingly we recommend that a field testing scope be prepared for LPC review. The scope of work for field testing shall establish the level of effort, research issues, and potential significance of archaeological resources. It shall also set forth how the work will be accomplished and what tests the as-yet unidentified resources should meet to be considered significant. Upon LPC approval of the field testing scope, the archaeological field testing program shall be implemented. This is necessary to clarify these initial findings and provide the threshold for the next level of review, if such review is needed (City Environmental Quality Review 1993). Provide three bound copies of the report to the Commission for the public record.

Daniel Pagano
SIGNATURE

07/17/97
DATE

CC: SHPO

Sholom & Zuckerbrot
Established 1962

OFFICE OF THE
CHAIRPERSON

AUG - 5 1997

Phone (718) 392-6959
Facsimile (718) 937-6546

August 4, 1997

Mr. Joseph Rose
Chairman
City Planning Commission
22 Rode Street
New York, NY 10007

TO: <u>FOR YOUR INFORMATION</u>	✓ <u>FOR YOUR INFORMATION</u>	✓ <u>FOR YOUR INFORMATION</u>	✓ <u>FOR YOUR INFORMATION</u>
ROUTING: <u>J. O'Neil, R.S. [unclear]</u>	✓ <u>FOR YOUR INFORMATION</u>	✓ <u>FOR YOUR INFORMATION</u>	✓ <u>FOR YOUR INFORMATION</u>
REMARKS: _____	_____	_____	_____

WHEE	ROBBY	WEL
ANDERSON	LAPP	WESTBERG
BAKER	LEOPOLD	WOODS
BARTH	LEVINE	ZAGOR
BENNETT	LOPEZ	
BROOKS	LYNN	
COOPERSON	MEYER	
FELIX	MICHAELS	
GOLDMITH	ROMERO	
HORVICK	✓ PARRIS	
KELLY	PHILLIPS	
KORNER	STANLAMAN KEARNS	

RE: Proposed Family Court House In Jamaica

Dear Mr. Rose:

It has come to my attention that the new Family Court House may have additional office space of approximately 100,000 sq. ft. for governmental agencies.

As a very active broker in downtown Jamaica who has leased over 200,000 sq. ft. of office space within the past several years, I feel that this would only add to the already unused office space in the downtown business section of Jamaica. Presently on the market there is approximately 605,000 sq. ft. of tenable office space. Please note the attached schedule which details the available space.

After examining the draft of the environmental impact statement it appears to me that in Sect. 2 Project Purpose & Need, that the agencies who will be housed in this proposed additional office building are presently in office buildings in Jamaica owned by private tax paying landlords. These buildings would then be untenanted and add significantly to the unused office space in this community.

In my opinion, adding additional office space would only contribute to the present glut and furthermore, due to the cost of new construction, could not afford to be competitive with present rental prices.

I would be happy to provide you with any additional information regarding the above. Please do not hesitate to contact me if I can be of service.

Very truly yours,

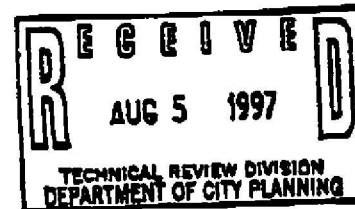
Sholom & Zuckerbrot Realty Corp.

Adelle Klein

Adelle Klein
Managing Director

Encl.

cc: Katherine N. Lapp Criminal Justice Coordinator
Randy Lewis, Deputy Mayor of Finance and Economic Dev.



10-WINSALES LETTERS-AUGUST 1997-DO NOT LIA
Kaufman Astoria Studios 35-11 35th Avenue Long Island City, NY 11106
Industrial Office Retail Investment Sales Financing



Phone (718) 392-5959
Facsimile (718) 937-6546

VACANT OFFICE SPACE DOWNTOWN JAMAICA BUSINESS CENTER

<u>BUILDING NAME</u>	<u>TENANTABLE SQ. FT.</u>
Stuart Building - 163-18 Jamaica Ave.	40,000
90-01 Sutphin Blvd.	2,000
Vanguard - 89-02 Sutphin Blvd.	5,000
90-27 Sutphin Blvd.	36,000
91-14 Merrick Blvd.	66,000
Parking Violations Bureau 162nd. Street	15,000
88-11 165th Street	157,000
89-31 161st Street	10,000
Jamaica Savings Bank 161st Street	10,000
JW Mays 168-25 Jamaica Ave.	90,000
91-10 146th Street	18,000
Bar Bldg. - 161-21 Jamaica Ave.	24,000
Present Family Court	122,000
TOTAL SQ. FT.	605,000



**QUEENS BOROUGH PRESIDENT'S TESTIMONY ON NEW QUEENS FAMILY
COURT APPLICATIONS**

CITY PLANNING COMMISSION

PUBLIC HEARING

WEDNESDAY, AUGUST 6, 1997 - 10:30 A.M.

MY NAME IS PETER MAGNANI, QUEENS DEPUTY BOROUGH PRESIDENT. I AM PLEASED TO BE HEAR TODAY BEFORE THE CITY PLANNING COMMISSION TO EXPRESS THE SUPPORT OF THE QUEENS BOROUGH PRESIDENT FOR THE NEW FAMILY COURT AND AGENCY BUILDING WITH ACCESSORY PARKING IN JAMAICA. THE CONSTRUCTION OF THIS ALMOST \$82 MILLION-DOLLAR FACILITY WILL BOTH SIGNIFICANTLY IMPROVE THE PROVISION OF SERVICES TO THE PUBLIC AS WELL AS SUPPORT LONG-TERM REVITALIZATION EFFORTS IN DOWNTOWN JAMAICA.

BEFORE YOU ARE THE SEVERAL AMENDMENTS AND ZONING CHANGES REQUIRED TO FACILITATE DEVELOPMENT OF THIS SITE WITHIN THE JAMAICA CENTER II URBAN RENEWAL AREA. JAMAICA AND ITS CONTINUED REVITALIZATION HAVE BEEN OF PRIMARY IMPORTANCE TO THE BOROUGH PRESIDENT. FOR OVER TWO DECADES, ALL LEVELS OF GOVERNMENT HAVE TARGETED MILLIONS OF DOLLARS OF INVESTMENTS INTO THIS HISTORIC AREA WHICH SERVES AS A SUB-REGIONAL PUBLIC AND COMMERCIAL DISTRICT FOR THE BOROUGH OF QUEENS. SOME OF THE MOST DRAMATIC AND VISIBLE EXAMPLES OF THESE PUBLIC INVESTMENTS ARE THE NEW ARCHER AVENUE SUBWAY, NEW CIVIL COURT CURRENTLY NEARING COMPLETION ON SUTPHIN BOULEVARD, AND THE JOSEPH P. ADDABBO FEDERAL OFFICE BUILDING.

THE CITY AND BOROUGH CAN NOW BEGIN TO SEE THE FRUITS OF ITS SUPPORT OF JAMAICA, WHICH IS A STRONG AND HEALTHY RETAIL HUB. NEW STORES THRIVE IN THE JAMAICA ENVIRONMENT. THE PROPOSED MAGIC JOHNSON THEATER AND RETAIL COMPLEX ARE SIGNS THAT NEW PRIVATE SECTOR INTEREST AND CONSTRUCTION CAN RETURN, UNDER CERTAIN CONDITIONS, TO JAMAICA AS WELL. WE RECOGNIZE THAT THERE ARE RELATED PARKING NEEDS. THE BOROUGH PRESIDENT IS ACTIVELY WORKING ON THE RESOLUTION OF THESE PARKING ISSUES.

HOWEVER, AFTER NEARLY THIRTY YEARS, DESPITE DESIGNATION AS A COMMERCIAL SITE WITHIN THE JAMAICA CENTER II URBAN RENEWAL PLAN, THE SITE BEFORE YOU HAS NOT ATTRACTED THE INTEREST OF ANY DEVELOPERS. THIS HAS LED THE BOROUGH PRESIDENT TO CONCLUDE THAT THE NEW 300,000 SQUARE FOOT FAMILY COURT WOULD REPRESENT THE HIGHEST AND BEST USE FOR THIS UNDERUTILIZED SITE. THE NEW COURT FACILITY WOULD ALSO BE IN CLOSER PROXIMITY TO THE OTHER COURTS AND RELATED FACILITIES IN THE JAMAICA CENTER.

THE NEED FOR A NEW FAMILY COURT IN QUEENS HAS BEEN LONG RECOGNIZED AS CRITICAL. QUEENS FAMILY COURT IS CURRENTLY HOUSED IN THE FORMER QUEENS BOROUGH PUBLIC LIBRARY BUILDING, WHICH IS FUNCTIONALLY AND OPERATIONALLY INADEQUATE TO MEET THE REQUIREMENTS OF A MODERN COURT SYSTEM. THAT BUILDING'S CONFIGURATION AND THE RELATIVELY CONSTRAINED SIZE OF THE LOT ON WHICH IT IS LOCATED PRECLUDE EXPANSION OR RECONFIGURATION OF THE EXISTING BUILDING. A NEW FAMILY COURT FOR QUEENS WAS INCLUDED IN THE 1992 NEW YORK CITY COURTS CAPITAL PROGRAM MASTER PLAN AS ONE OF THE PRIORITY RECOMMENDATIONS.

THE URBAN RENEWAL PLAN MODIFICATIONS, ZONING CHANGES, AND RELATED ACTIONS BEFORE YOU WOULD ALLOW THE DEVELOPMENT OF A 300,000 SQUARE FOOT QUEENS FAMILY COURT AND RELATED AGENCY BUILDING. SUFFICIENT COURT PARTS, HEARING ROOMS, AND REQUIRED SUPPORT FUNCTIONS WILL BE HOUSED IN A NEW, STATE-OF THE ART STRUCTURE. THE BUILDING'S DESIGN WILL BETTER SERVE THE PUBLIC BY ALLOWING COMPLIANCE WITH CURRENT SECURITY STANDARDS, PROVIDING A MORE HUMANE ATMOSPHERE FOR THE PROCESSING OF LEGAL MATTERS INVOLVING DOMESTIC AND JUVENILE AFFAIRS, AND LEADING TO MORE EFFICIENT INTER-AGENCY COMMUNICATION.

IN ADDITION, THE CONSTRUCTION OF A PARKING GARAGE WILL MEET NEEDS OF THE NEW FAMILY COURT. THE JAMAICA AVENUE FRONTAGE OF THAT GARAGE WILL PROVIDE 1600 SQUARE FEET OF RETAIL SPACE, PROVIDING FOR A LIVELIER STREET ACTIVITY AND PROVIDING LOCAL BUSINESS OPPORTUNITIES AND MUCH NEEDED SERVICES FOR THE FACILITY'S USERS.

IN ALL THIS PROPOSED FACILITY WILL BE A BOON FOR DOWNTOWN JAMAICA AND WILL PROVIDE GREATLY IMPROVED SERVICES TO A VULNERABLE POPULATION. WE ARE PLEASED TO SEE THAT THIS MUCH-NEEDED PROJECT IS MOVING AHEAD AND URGE THE CITY PLANNING COMMISSION TO ACT UPON THESE APPLICATIONS EXPEDITIOUSLY AND POSITIVELY.



**New York City
Department of Transportation**
Christopher R. Lynn, Commissioner

Transportation Planning &
Traffic Operations Division
40 Worth Street
New York, New York 10013

DRAFT

TO: Annette Barbaccia, Director
Mayor's Office of Environmental Coordination

FROM: Desiree Maple, Project Manager
Naim Rasheed, Director
Office of Project Analysis & CEQA

DATE: August 21, 1997

SUBJECT: Queens Family Court and Family Court Agencies Facilities
Draft Environmental Impact Statement (DEIS)

We are currently reviewing the above referenced Draft Environmental Impact Statement (DEIS) and request the following information in order to complete our review:

- The consultant should indicate in the DEIS the actual peak hour (e.g. 8:00-9:00AM) for each peak period (AM, Midday, and PM) analyzed.
- The consultant should include the mitigation measures from other EISs/EASs in the study area in the No Build analyses. The following mitigation measure is proposed for the Jamaica Center:
Jamaica Avenue and 150th street provide eastbound right turn lane and the addition of an 11 seconds of leading westbound phase.
- The mitigation measures recommended in the DEIS are being reviewed by DOT's Signals Division, Borough Engineering, and Highway Design in order to determine the feasibility of implementing these measures in the Build year 2001.

Upon receipt of the above referenced material we will continue our review of this project. If you have any questions, please contact me at (212) 442-7707 or Desiree Maple at (212) 442-7697.

cc: D/C J. McDonald, B/C W. Baier

**6. TRANSCRIPT OF JOINT CITY PLANNING COMMISSION ULURP/
DORMITORY AUTHORITY OF THE STATE OF NEW YORK DEIS
PUBLIC HEARING**

COPY

-----x
In the Matter of :
QUEENS FAMILY COURT AND FAMILY COURT :
AGENCIES FACILITY :
Draft Environmental Impact Statement :
-----x

City Hall
Manhattan, New York

August 6, 1997
10:32 a.m.

B e f o r e:

JACK D. HOMKOW,

Environmental Manager
Dormitory Authority of the
State of New York

ROY ALLEN & ASSOCIATES, INC.
521 Fifth Avenue, 17th Floor, New York, New York 10175
(212) 840-1167

A P P E A R A N C E S:

For the New York City Planning Commission:

Joseph Rose, Chairman

Victor G. Alicea, Vice-Chairman

Amanda M. Burden, A.I.C.P.

Irwin G. Cantor, P.E.

Alexander Garvin

Anthony I. Giacobbe, Esq.

William J. Grinker

Brenda Levin

Edward T. Rogowsky

For Edwards & Kelcey:

Daniel J. Baer, AICP

Jim Dowling, AICP
Project Manager

Toby Kizner, AICP
Senior Planner

P R O C E E D I N G S

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3
4 THE CLERK: Calendar Nos. 43,
5 44, 45, 46 and 47 are applications to facilitate
6 construction of a new Queens Family Court within
7 the Jamaica Center II Urban Renewal Area.

8 CHAIRMAN ROSE: We have one
9 speaker to answer questions.

10 Mr. Dowling.

11 MR. DOWLING: Good morning.

12 My name is Jim Dowling. I'm with
13 Edwards & Kelcey, Engineers. We are consultants
14 to the Dormitory Authority.

15 And I am here today just to
16 answer questions concerning the Environmental
17 Impact Statement if there are any.

18 CHAIRMAN ROSE: Are there any
19 questions?

20 (No response.)

21 CHAIRMAN ROSE: Thank you very
22 much.

23 Any further speakers on this
24 matter?

25 (No response.)

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CHAIRMAN ROSE: There being none, the hearing is closed.

Also, if I may, just to be clear, this is also a hearing on the EIS of this project, No. 43 etc.

(At 10:34 a.m. the proceedings were concluded.)

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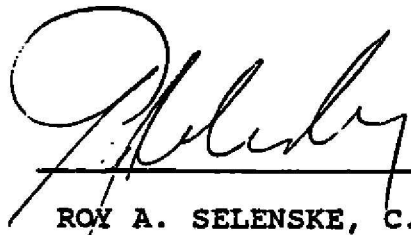
STATE OF NEW YORK)

) SS.

COUNTY OF NEW YORK)

I, ROY A. SELENSKE, a Certified Shorthand
(Stenotype) Reporter and Notary Public within
and for the State of New York, do hereby certify
that the foregoing pages 1 through 4 taken at
the time and place aforesaid, is a true and
correct transcription of my shorthand notes.

IN WITNESS WHEREOF, I have hereunto set my
name this 8th day of August, 1997.



ROY A. SELENSKE, C.S.R.

* * *