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**CULTURAL RESOURCES INVESTIGATION  
OF THE  
MELVILLE PLAZA SHOPPING CENTER  
DEVELOPMENT PROPERTY  
STATEN ISLAND, NEW YORK  
CEQR NO. 94DCPO28R**

by

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## MANAGEMENT SUMMARY

Documentary research, informant interviews and field reconnaissance were carried out within the Melville Plaza Shopping Center property located on Richmond Avenue and Richmond Hill Road, Staten Island, New York. No prehistoric cultural resources were found within the project area. The landscape within the property has been extensively altered and disturbed, therefore its potential for containing evidence of prehistoric occupation is extremely low.

One structure is present within the study area, a small wooden shed built after 1981. This structure is not architecturally or historically significant and does not meet the criteria for eligibility for inclusion in the National Register of Historic Places.

A 19th century farmstead known as the Alston-Decker-Rettle House was formerly located at the northern end of the property near Richmond Hill Road. This structure was removed from the site after 1981. No physical evidence of the house or other structures was found. The site of the farmstead has been highly disturbed by the construction of sewer lines and manholes. A few historic period artifacts were found at widely scattered locations, but these specimens are not of historic research value or significance.

The development property lacks physical integrity and research potential. The proposed construction of the shopping center upon this site will have no impact upon any cultural resources.

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# I. INTRODUCTION

## A. PROJECT DESCRIPTION

Melville Realty Co, Inc. proposes to construct a new shopping center within a 6.38 acres parcel of land located on Richmond Avenue and Richmond Hill Road in Staten Island, New York. The proposed shopping center will consist of two adjoining one-story masonry structures with a total building area of 63,805 square feet. The structures will be occupied by Marshall's and Linen-N-Things (Vaccaro 1994a). The project will also include the construction of parking areas, curbs, a concrete walk and a fenced loading area.

This report presents the results of Phase IA cultural resources investigation conducted within the proposed development property. This study was conducted in accordance with the New York City Landmarks Preservation Commission guidelines for archaeology and the CEQR regulations. The CEQR project number is 94DCPO28R. The objectives of this cultural resources investigation was to gather historical and archaeological data in order to locate and identify prehistoric and historic cultural resources that may exist within the proposed project area.

## B. STUDY AREA LOCATION

The proposed Melville Plaza Shopping Center is located on Richmond Avenue and Richmond Hill Road Staten Island, New York. It is listed on the Borough of Richmond tax map as Block 2400, Lots 25 and 83. The project area is bounded on the north by a gas station, an abandoned sewage treatment plant and Richmond Hill Road, on the east by Richmond Hill Boulevard and a condominium, on the south by open private land, and on the west by Richmond Avenue.

The location of the project site is indicated on the Arthur Kill New York - New Jersey quadrangle, United States Geological Survey map, 7.5' series photo revised in 1981 (FIGURE 1). The project area is also shown on the tax map (FIGURE 2).

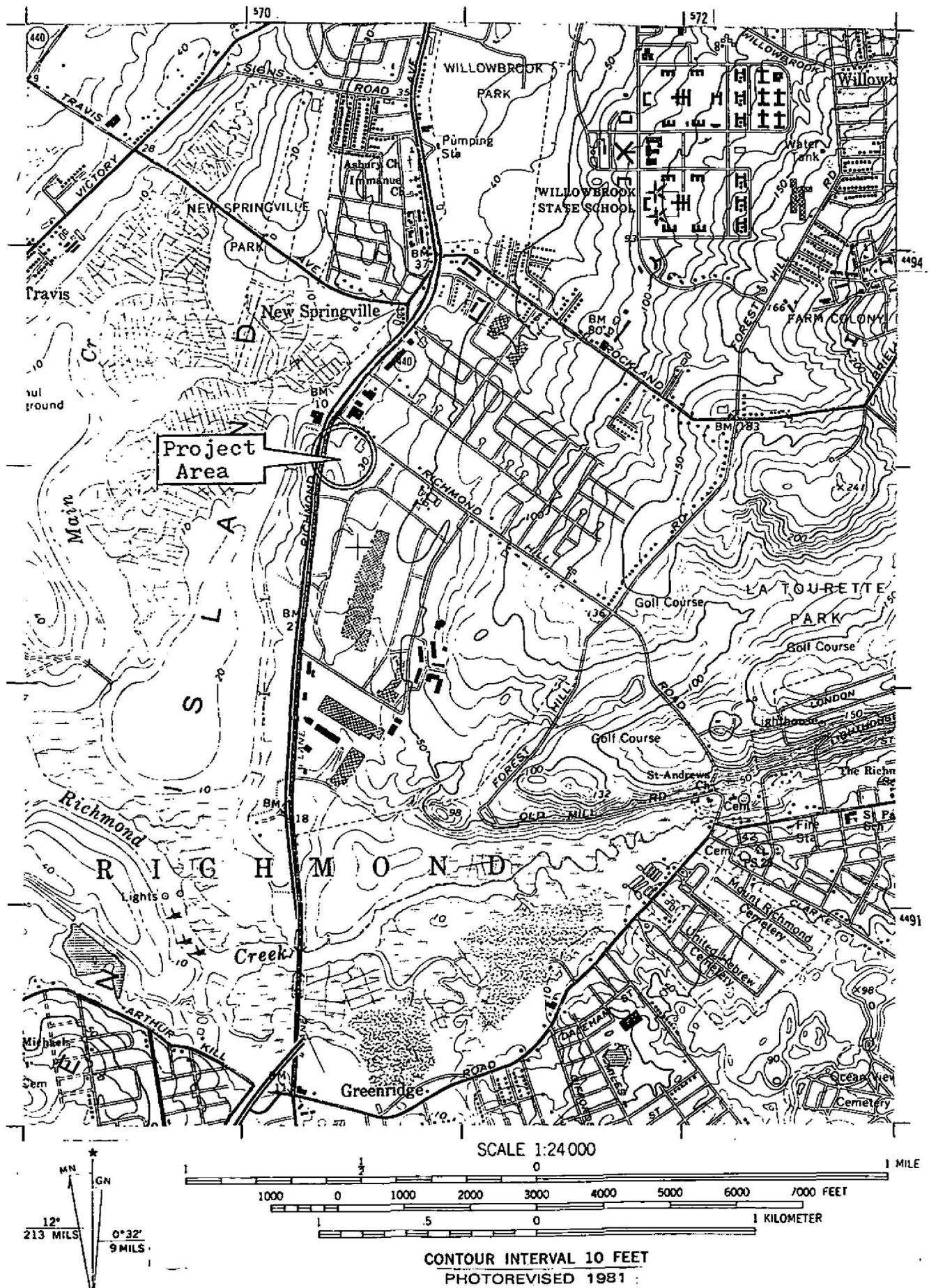


FIGURE 1: Portion of U.S.G.S. map Arthur Kill N.Y.-N.J. quadrangle showing location of project area.

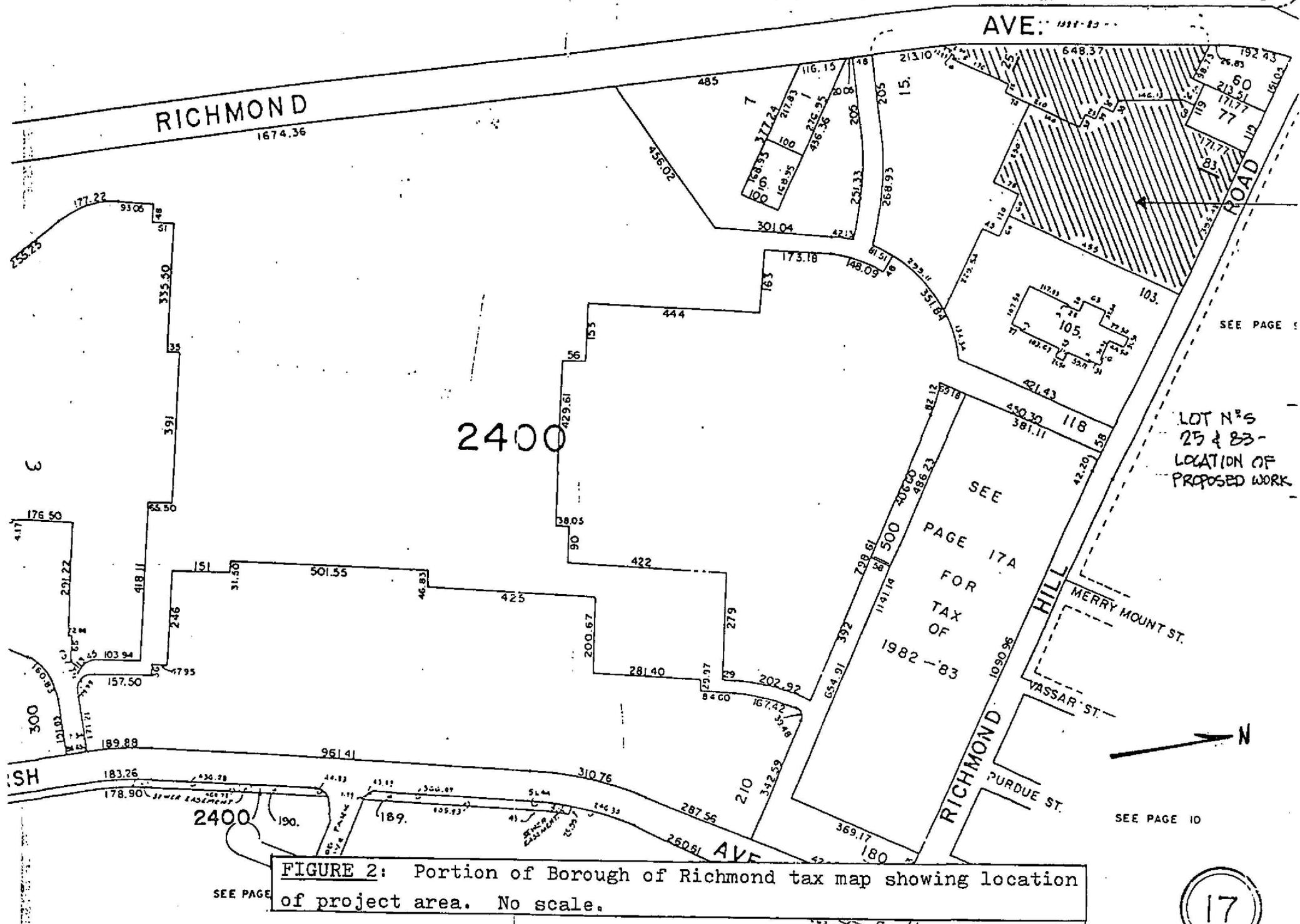


FIGURE 2: Portion of Borough of Richmond tax map showing location of project area. No scale.

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## II. ENVIRONMENTAL SETTINGS

The environmental history and current setting of the Melville Plaza Shopping Center project is described below and reflects information from published studies, maps, informants and our own observations made in the field. The environmental variables considered here are important because they significantly influence the nature, distribution, use and preservation of prehistoric archaeological sites.

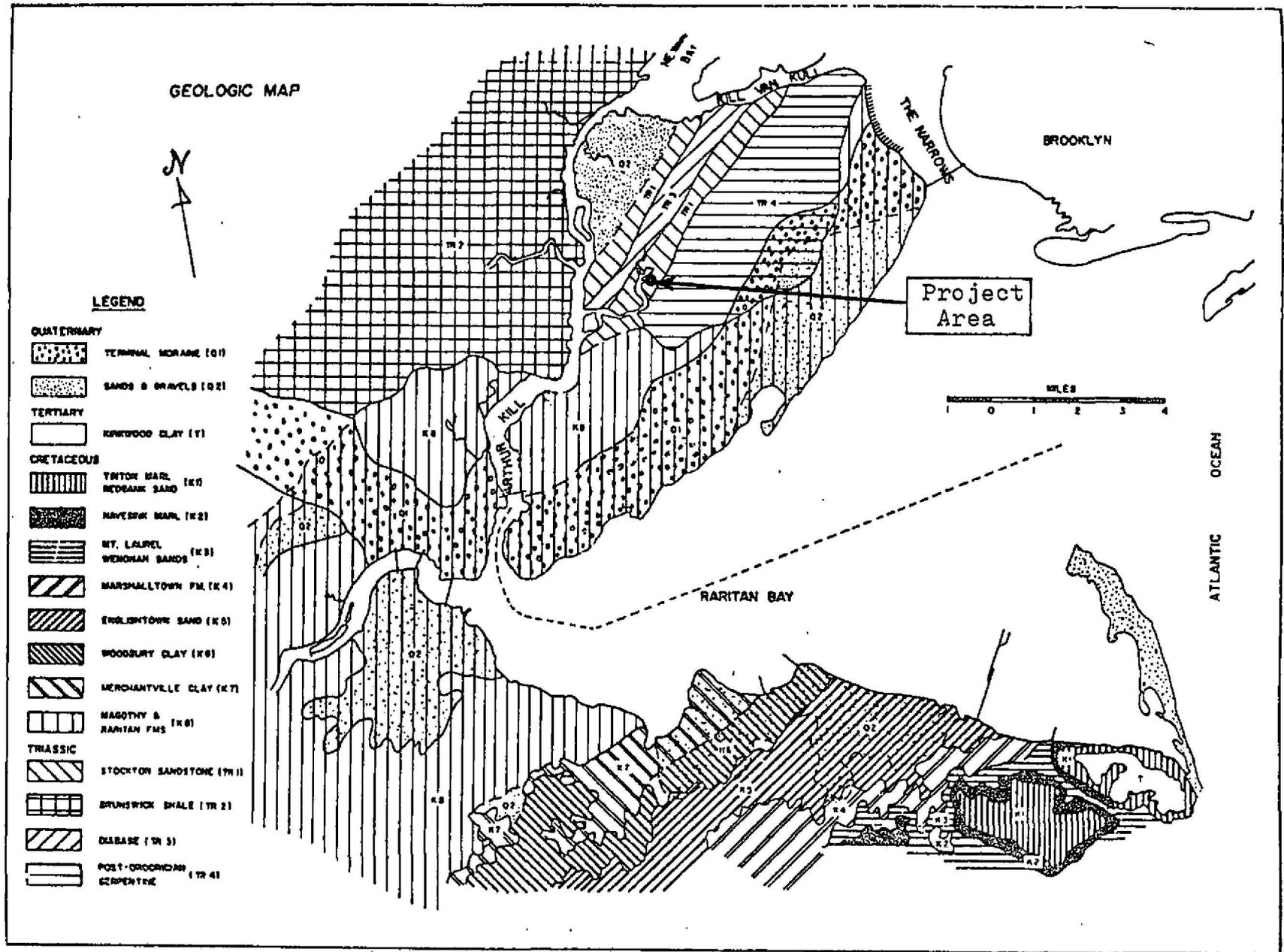
### A. TOPOGRAPHY AND WATER SUPPLY

The present topography of the project area can be characterized as flat with a gentle slope from south to north. The on-site elevations range from thirty feet above mean sea level along the southern end of the property, to sixteen to eighteen feet at its northern end. There are no streams, springs or ponds within the property. However, the 1911 Borough of Richmond Topographic Survey shows a "Ditch" extending across the southwestern corner of the property. This ditch crossed Richmond Avenue and extended into a salt meadow located west-northwest of the project area. It undoubtedly drained the adjacent agricultural land; it no longer exists.

### B. GEOLOGY AND SOILS

The Melville Plaza Shopping Center property lies within the Coastal Plain physiographic province (Schubert 1968). The bedrock geology is sedimentary Stockton Sandstone of the Triassic Period (FIGURE 3). An intrusion of Palisades Diabase lies adjacent to, and west of the Stockton Sandstone - project area.

Continental glaciation affected the surface geology of Staten Island as a glacier advanced and receded over the landscape at least three times during the last million years. The last glacial period, called the Wisconsin episode, ended in the area about 14,000 years ago. During this period, the advancing and retreating ice sheet combined with the action of lowered sea levels to cause the cutting and erosion of sediments of the coastal plain. The southern limit of the Wisconsin ice sheet is indicated by the terminal moraine which



**FIGURE 3:** Geologic Map of Staten Island showing location of project area. Adapted from Draft Environmental Impact Statement, Staten Island Project, Distrigas of New York Corp. 1973.

extends along the shore of Raritan Bay and the Arthur Kill (Distrigas 1973: 2-13). As the ice melted and finally retreated, it left behind glacial till and outwash sediments consisting of sands, silts, and gravels. Therefore, the region's surface features and deposits are of post glacial origin, that is, they began forming approximately 14,000 years ago.

### **C. FLORA AND FAUNA**

The project site is in an area that has undergone extensive landscape change and development. Once a rural farming area, the property today is surrounded by paved roads, commercial, and residential structures.

The terrestrial habitats of the surrounding region formerly consisted of salt marshes-meadows, fresh water marshes, swamps and floodplain, and uplands and flats. However, much of these natural landforms and their associated vegetation no longer exist due to extensive land filling (e.g. Fresh Kills) and development (e.g. Staten Island Mall).

The Melville Plaza Shopping Center property is an upland area. The vegetation presently found on the site is typical of disturbed places. A few trees are present within the property, including Black Locust, Gray Birch, a Mulberry, an Ash, young Quaking Aspen, and Willows on the perimeter of the site. Several specimens of Ailanthus or Tree of Heaven (Ailanthus altissima) were found, but this tree is not native to the area as it was brought over from Asia. Small stands of reed grass or phragmites (Phragmites communis) are present along with Japanese Knotweed (Polygonum cuspidatum), a shrub-like weed from Asia. Finally, the site also contains wild grasses, ragweed, golden rod, chicory, Queen Ann Lace, aster, vetch, thistle, Burdock, red clover, poison ivy, elderberry, sedges, wild onion, boneset, bind weed, Rose of Sharon, common mullein, yarrow, bladder campion, daisy fleabane and St. Johns wort.

No fauna was observed within the property.

### **D. HISTORIC LAND USE**

Since the first European settlers arrived in the area, the impact of human activity upon the landscape has been continuous. Documentary sources indicate that much of the land in the area was exploited for its timber resources. Wood was needed for the construction of homes, outbuildings, tools, furniture

and for fuel. Extensive areas were logged to meet these needs and to clear the land for homesteads and agriculture. The development of the Melville Plaza Shopping Center property is described in detail in the historical background section of this report.

Several major landscape disturbances have taken place within the property in recent decades. These disturbances are discussed in the field survey section of this report.

### **III. BACKGROUND RESEARCH: NATIVE AMERICAN RESOURCES**

#### **A. REGIONAL PREHISTORY**

The prehistoric archaeological record of Staten Island consists of four time periods of cultural history. The earliest known human occupation of this area is referred to as the Paleo Indian Period (c. 10,000 - 8,000 B.C.). The Paleo Indians were hunter-gatherers who roamed widely in search of food in a rapidly changing environment in which a tundra-like landscape was succeeded by open parkland vegetation. Their settlement pattern consisted of small temporary camps and their tool kits contained Clovis fluted points, a diagnostic Indian artifact.

The Archaic Period (c. 8,000 - 1000 B.C.) is divided into Early, Middle and Late periods. It is characterized by a change in settlement and subsistence patterns which included an increased dependence on small game, fish, shellfish, and plant food resources in a developing modern holocene environment. The settlement pattern of the Archaic people indicates larger and relatively more permanent habitation sites. The period from c. 1700 - 1000 B.C. is referred to as the Terminal Archaic and represents a gradual change in Archaic lifestyles and the development of Woodland Period traits. This change included the production and use of radically different broad-bladed projectile points and steatite or stone bowls.

The Woodland Period (c. 1000 B.C. - 1600 A.D.) is also divided into Early, Middle, and Late Periods. It is characterized by the use of ceramic vessels and the development of horticulture including the cultivation of corn, beans, squash and tobacco.

The settlement of New Amsterdam (New York) by the Dutch in the early 1600's initiated the Contact Period between the Indians of Staten Island and the Europeans. The Contact Period (c. 1600 A.D. - 1750 A.D.) represents the time of final Indian habitation of the region and their extensive contacts with European settlers, traders, and travelers. As these contacts increased and continued, the Indians began to acquire European-made tools, ornaments, and other items of material cultural.

## **B. PREHISTORY OF THE PROJECT AREA**

In prehistoric times, Staten Island was extensively occupied and used by Native American peoples. This fact was amply demonstrated in the early twentieth century by archaeologist Alanson B. Skinner of the American Museum of Natural History who located and studied more than twenty-five "important" prehistoric sites on Staten Island (Skinner 1909: 43-45). This early effort succeeded in identifying a wide range of prehistoric site types. Subsequent investigations in the region have been conducted by several museums, colleges and universities, avocational archaeologists, and various cultural resource management consulting firms (see for example Lenik 1992).

A search of the New York City Landmarks Preservation Commission cultural resource site records, the Staten Island Institute of Arts and Sciences prehistoric sites records, and other relevant literature revealed no sites within the boundaries of the project area. Several local individuals were questioned, but none knew of any sites or prehistoric cultural material within the property. However, a number of prehistoric sites have been recorded in the vicinity of the project area, and are summarized in the table on the following page:

**TABLE 1: PREHISTORIC SITES IN  
THE VICINITY OF THE PROJECT AREA\***

<u>Site Name</u>	<u>Location</u>	<u>Type and Cultural Remains</u>	<u>Cultural Period</u>
New Springfield	Near southeast corner of Rockland Avenue and Richmond Avenue	Campsite; shell middens burials, iron proj. pts.	Woodland, Contact
Bulls Head	North of Victory Blvd., west of Richmond Ave.	unknown	unknown
Long Neck	Linoleumville; W.N.W. of proj. area	shell middens	unknown
Unnamed	No. side Fresh Kills Cr.	campsite	Woodland
Unnamed	Between Fresh Kills Cr. and Wild Ave., west of Route 440	shell midden	unknown
Richmond	Near Ketchum's Mill Pond on Simonson's Brook	Large campsite; grooved axes, other "relics"	Probably Late Archaic
Richmond Hill	So. of the junction of Forest Hill Road and Old Mill Road	campsite; projectile pts.	Early Archaic
Ketchum's Mill	So. of Old Mill Road	Campsite; "spearheads, arrowheads, scrapers chippage."	Archaic and Woodland

\* SOURCES: Anderson 1976:66; Lenik 1983, 1989; Parker 1922; Ritchie and Funk 1971: 53-55; Skinner 1909.

As the table above illustrates, prehistoric peoples lived in the vicinity of the project area. The recorded archaeological sites were primarily small campsites and are located well outside of the proposed Melville Plaza Shopping Center project area.

## **IV. HISTORY OF THE PROJECT AREA AND ITS ENVIRONS**

The Melville Plaza is proposed for construction at a crossroads active from the 18th century - possibly the 17th century - forward.

### **A BRIEF SUMMARY OF THE SETTLEMENT OF STATEN ISLAND**

Euro American settlement of Staten Island was attempted by the Dutch prior to the British acquisition of New Amsterdam in 1664. The island was purchased from the Indians in 1630 by Michael Pauw. Efforts to settle the island failed and Pauw sold it to the Dutch West India Company in 1635. The Company sold the land rights to David Pietersz De Vries in 1639. De Vries was successful in establishing a settlement, but growing hostilities between the Dutch and the Indians resulted in Governor Kieft's war in 1643; the De Vries settlements failed. The Dutch and Indians skirmished for ten more years. In 1657, the Dutch prevailed and repurchased Staten Island from the Indians. By 1661, a small group of settlers of French and Dutch origins settled at South Beach on the northeastern shore of the island.

The Dutch ceded their New World colonies to the English in 1664, gaining control again for one year 1673-74. In 1670, English Governor Lovelace made a treaty with the Indians extinguishing all Indian rights to Staten Island. English settlement was encouraged with an eye toward keeping Staten Island part of New York, not the Jerseys (Baugher et al. 1989: 40-41). Labadist missionaries traveling through Staten Island in 1679 observed that "there are now about a hundred families on the island, of which the English constitute the least portion, and the Dutch and the French divide between them about equally the greatest portion. They have neither church nor minister and live rather far from each other" (Danker and Sluyter 1867: 142).

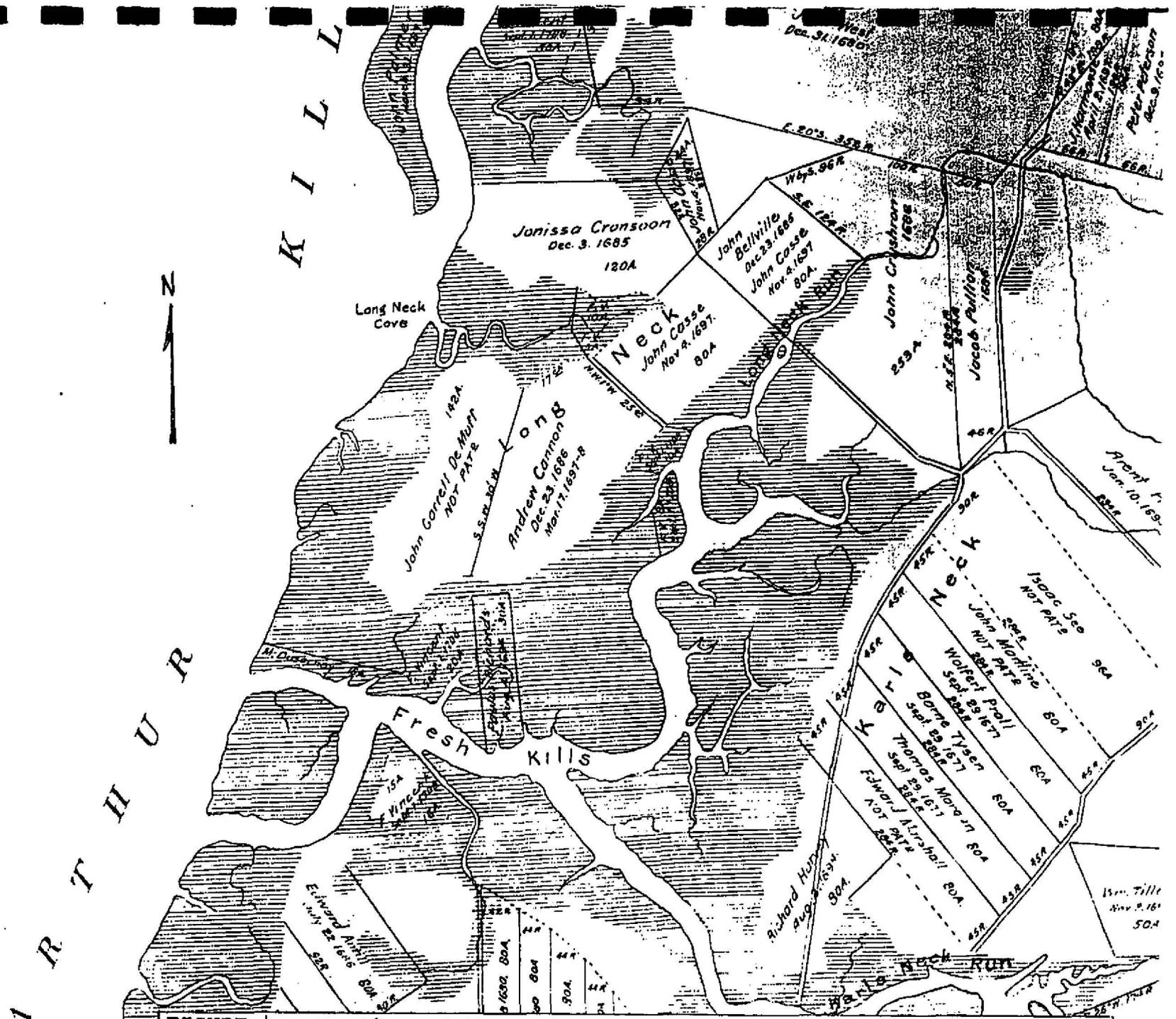


FIGURE 4: Portion of Frederick Skene's 1907 "Map of Richmond County, New York Showing Colonial Land Patents from 1660 to 1712." Scale: 1,500 feet = 1 inch.

## THE FIRST LAND TRANSACTION IN THE PROJECT AREA

After the Lovelace Treaty, land sales on Staten Island began in earnest. The treaty having extinguished all Indian claims, settlers had only to patent their land rights by purchase and registration of purchase. The project area came under official patent in 1677 as part of an eighty acre parcel of "upland" purchased and patented by Wolfert Jansen Prall. Wolfert had settled at Esopus in 1663 and is reported to have owned 94 acres at Karle's Neck in 1696 adjoining the lands of T. Morgan. Wolfert died in 1702 and his estate was administered by Paul Prall (Leng & Davis 1930: vol. II, p. 940). The Skene 1907 map tentatively reconstructing the early patents of Staten Island clearly shows the 80 acres as one of five similar and parallel lots each 45 rods wide and 284 rods long (FIGURE 4). This map placement contradicts the Leng and Davis description, giving Prall 80 acres rather than 96 and placing his lot between John Martline and Barne Tysen. On the Skene (1907) map Thomas Morgan's lot adjoins Barne Tysen's. Prall, Tysen and Morgan all patented their land on September 29, 1677. Martline, Isaac See to his northeast, and Edward Marshall adjoining Morgan did not patent their lands. A deed in Book A of the Richmond County deeds records a sale of land April 29, 1696 by "Wolfred Praule" to John and Agnes DePew (B 238). A second deed written the same day records the sale of land by the DePews to Wolfred Praule (B331). The cramped and illegible hand of the deed clerk prevents learning more about this pair of transactions other than that they occur in the area of Karle's Neck and concern upland and meadow. the name of Barne Tysen can be made out as part of a boundary description.

In the years that follow, down into the twentieth century, the surnames Tysen, Morgan and DuPuy (DePew) are prominent as landholders in this part of Staten Island. The Pralls acquire much land north and west of the project area as well as in Richmondtown. The persistence of these four families throughout most of the settled history of this area underlines the continuity and evolution of an agricultural lifestyle into the early twentieth century.

This particular area was attractive for settlement for two reasons. The first was agricultural; the combination of arable uplands and accessible salt marsh supported both cultivation and animal husbandry. The second was the wide branch of the Fresh Kill which wound its way through the marsh to the foot of the gentle rise across which these early farm lots were surveyed. This point, just off

the northwest corner of Wolfert Prall's lot, was a natural place for a dock. Small sloops and the American evolved "periaugers," a vessel with no keel, but heavy leeboards, two masts and two large sails (Morris 1900: 261) could sail this far inland here at the center of Staten Island. From this dock the Arthur Kill, New Jersey, Newark Bay, New York Harbor -- and all connecting waters were accessible.

## **THE PROJECT AREA IN ITS ISLAND CONTEXT**

The history of Staten Island is a history of villages and hamlets. The villages grew on the uplands, some of them necks of land surrounded by tidal creeks. Historians Charles W. Leng and William T. Davis compiled a map in 1907 entitled "Map of Staten Island (Motanucke, Monocknong, Aquehonga, Eghquaous, Staaten Eylant, Cherry Island, Isle of Mines) with Ye Olde Names & Nicknames" (FIGURE 5). This useful document provides a firm footing from which to begin to explore the historic uses of the project area and its environs. On the western side of the island near the project area the Fresh Kill splits into two branches; the project area is near the eastern edge of the marsh surrounding the northern branch, now known as the Main Branch. The southern branch, called Karle's Neck Creek, becomes Richmond Creek. Karle's Neck Village and Cuckoldstown were two early villages in this area. Karle's Neck Village came to be called New Springville after a spring at the edge of the marsh. Cuckoldstown became Richmond, the site of the first Richmond County courthouse. The project area took on the name Springville Dock (not shown on the map) as well as the name Robbin's Corners (Leng 1907 map, FIGURE 5).

Richmond is an early settlement which developed east of the study area just over a set of hills variously called Kite or Heiffer Hill, Old Fort, Lookout Place, or Crocheron's Hill, and Richmond or Latourette's Hill.

The present day intersection of Richmond Avenue and Richmond Hill Road, as we observed above, is an historic intersection. Researchers investigating Richmond have compiled a history of road development in this area from the Richmond County Road Records (Baugher et al. 1989: 92-93). Richmond lay on an old Indian footpath which is present day Richmond Road and was the original "King's Highway," the official post road for Staten Island. A 1679 reference calls this a "tolerable good road" (Ibid.: 92). In 1705, a road was laid out from Richmond to Karle's Neck to a dock on a branch of the Main

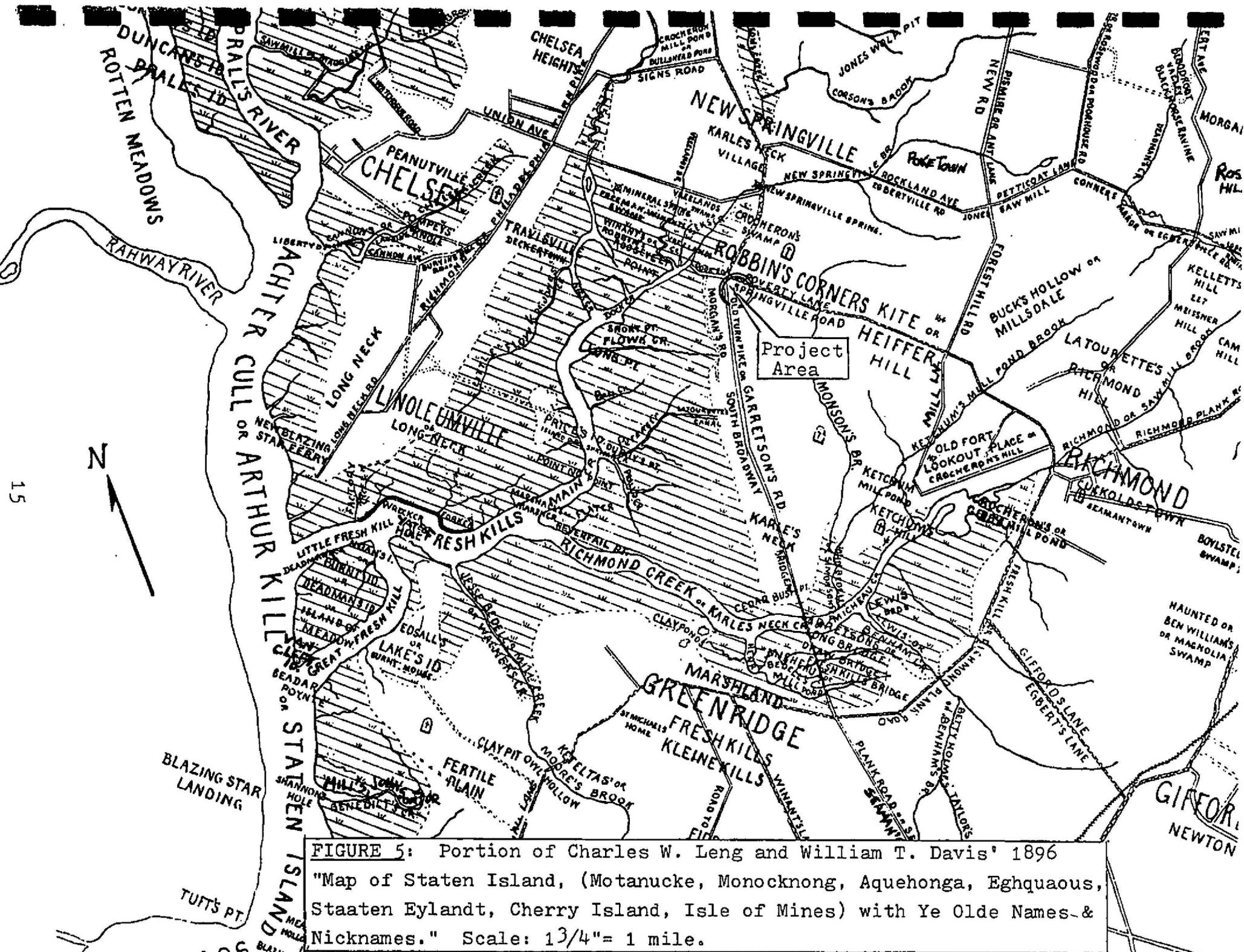


FIGURE 5: Portion of Charles W. Leng and William T. Davis' 1896 "Map of Staten Island, (Motanucke, Monocknong, Aquehonga, Eghquaous, Staaten Eylandt, Cherry Island, Isle of Mines) with Ye Olde Names & Nicknames." Scale: 1 3/4" = 1 mile.

Branch; this road is known today as Richmond Hill Road. The dock on the Main Branch gave access to the Arthur Kill and nearby New Jersey where settlements had begun in the 1600s at Elizabethtown and Newark. The Leng and Davis map sensibly describes this as the Springville Road, but gives the alternative name, Poverty Lane.

Richmond Avenue in its earliest form connected Springville Dock to New Springville and ran north through Graniteville to Port Richmond. On the Leng and Davis map it is called "Church, Plank, Stony or Port Richmond Road" in its north portion and Old Turnpike or Garretson's Road to the south. Once a bridge had been built across Richmond Creek, this road ran to the island's east shore at Eltingville.

## **CARTOGRAPHIC, ARCHIVAL AND DOCUMENTARY EVIDENCE CONCERNING THE DEVELOPMENT OF THE STUDY AREA**

Staten Island is fortunate in the care taken by many of its inhabitants, past and present, to preserve and document its history. Several histories of the island exist. The Staten Island Historical Society and the Staten Island Institute of Arts and Sciences have also published many journals and books on the history of the island; they both maintain extensive archives as well. Within this array of written resources we find several general references to this area, but no detailed writing of its history. These are tidbits to be set against a quick sketch of Staten Island's history.

Like all of New York, the early settlements on Staten Island were caught up in the backwash of English politics. James, Duke of York, was the proprietor of New York. In 1685, he became King of England, James II. Several governors administered his colonial property. Edmund Andros was governor in 1677 when the patents were issued in the study area. He was replaced by Thomas Dongan in 1683. Under Dongan, the County of Richmond was chartered in 1683. In 1686, Dongan recalled all of the Staten Island patents. In 1688, the English overthrew King James and in 1689 the "Leisler Rebellion" swept the colonies. It was over by 1691 and the colonies settled down under the rule of William and Mary. In 1694, all of the Staten Island patents were reconfirmed (Baugher et al. 1989: 42-46). Put in this context, the 1696 deeds exchanged between Wolfert Prall and John DePew may reflect the official recording of land exchanges which took place during this time of political uncertainty.

In the calm that prevailed by 1700, settlement on Staten Island continued. The English welcomed settlers of many backgrounds -- Dutch, French, Walloon -- as long as they were willing to abide by English rule. A County Jail was built at Richmond in 1706. In 1729, Richmond became the county seat and the First County Courthouse was built here. The English Church of Saint Andrew was established there in 1712 (Baugher et al. 1989: 49-51; Leng & Davis 1930: 229). As Richmond grew in importance, the road between Richmond and Springville Dock and the study area would have also grown in importance.

During the Revolutionary War, Staten Island was occupied by the British. The army arrived in 1776, establishing a headquarters on the north shore, but deploying units throughout the island. Earth-work fortifications were built at strategic points and the local populace was called upon to feed and support the army. An eyewitness reported "The soldiers in general behaved at first very well, paying for everything they took; but when they came back from Jersey they stole everything they could lay their hands on" (Leng & Davis 1930: 173). Staten Island nestled close to the Jersey shore affording the British refuge and a point of attack. Its dense salt marshes and forests hid American patriots slipping in from Jersey to eavesdrop in Staten Island taverns. An earth-work was built on Crocheron's Hill northwest of Richmond (Ibid.; 174).

The Courthouse at Richmond was burned during the war. Afterwards court sessions were held in homes and taverns until a new courthouse was built in 1792. Richmond and Staten Island took some time to recover from occupation. An announcement in the New York Journal Patriot Register, February 2, 1793 reported that the Town Dock for Richmond, which was at Wood's Mill, could now accommodate vessels of forty ton burden (Baugher et al. 1989: 56).

The War of 1812 was over by 1815. This victory seemed to solidify the American nation and Staten Island benefited from this spirit of enterprise. American industry was free of the shackles of British trade rules and immigrants brought with them knowledge of machinery and how to organize a factory.

Transportation improved. By 1860, the Staten Island Railroad was running from the north shore to the center of the island. The Court House Station was a mile from Richmond; a stage met the train, blending the modern with the old (Ibid.; 64-65).

In the late nineteenth century Staten Island experienced the same influx of immigrants felt by the rest of New York. Irish workers in particular came to meet the needs of the island's industries.

Leng and Davis note that the population of Staten Island more than doubled in the first quarter of the twentieth century, going from 60,093 in 1896 to 147,000 in 1927. Taxes, they say, are splitting up the large farms and estates causing the disappearance of woods and swamps (Leng & Davis 1930: Vol. I, 383).

Well into the twentieth century, however, Staten Island was less industrialized and urbanized than the rest of New York City. As late as 1925, the island was accessible by ferries only. That year the Port Authority authorized building two new bridges to connect the island to New Jersey, one the Tottenville-Perth Amboy Bridge and the other the Howland Hook-Elizabethport Bridge. A group calling itself the Hudson County Bridge Committee began a campaign to authorize a third bridge, this one between Bayonne and Port Richmond (Hudson County Bridge Committee 1925: n.p.). The Bayonne Bridge was built, but it was 1964 before a bridge, the Verrazano Narrows Bridge, connected Staten Island to another part of New York City. The construction of this bridge brought urbanization to Staten Island.

## **STORIES ABOUT THE PROJECT AREA: KARLE'S NECK, NEW SPRINGVILLE AND SPRINGVILLE DOCK**

The Leng and Davis map identification of Springville Dock as Robbin's Corners comes from the tale of a notorious highwayman. Robbin's house was in New Springville, Bayles relates in 1887, but it was demolished "many years ago." "It stood at the corner of the roads leading to Richmond and Port Richmond (which is to say Richmond Hill Road and Richmond Avenue) facing the latter. Robbins was English by birth, dissolute in his habits and the terror of the county!" His wife was the daughter of Widow Mary Merrill and Robbins carried out many of his depredations in disguise (Bayles 1887: 212). Leng and Davis contradict their map and the Bayles account in their 1930 account. Robbin's Corners is at the corner of Richmond Avenue and "Petticoat Lane," now Rockland Avenue (Leng and Davis 1930: Vol.I, 349). They also report that his mother-in-law was so disgusted with him that she contrived to leave her

money to her daughter but not to "her present husband, Nathaniel Robbins" (Leng and Davis 1930: 195).

Leng and Davis report that the Great Swamp, a fresh water wetlands, once extended a distance of two miles from Graniteville to New Springville. Sometime before 1850 a ditch was constructed which was later, after the enactment of a special legislative act in 1862, connected to Palmer's Run and Willow Brook. This ditch served a dual purpose of supplying more water for factories and draining the agricultural land near Springville (Leng and Davis 1930: Vol.I, 9).

Springville is an old settlement on Karle's Neck, probably begun in the 17th century. In 1836, Smith called it Karle's Neck Village. It is "on the edge of Great Swamp and the woods to the east are moist and dense". The woods have three sections, Jones' Wolf Pit Section, Foxhole Section, and Big Whitewood Section (Ibid.: Vol.I, 350).

## **CARTOGRAPHIC EVIDENCE AND FAMILY NOTES FROM THE PROJECT AREA**

As we have demonstrated, specific information about the development and events of the study area are lacking in the written histories. There is abundant cartographic documentation, however, which we shall trace, adding some additional family notes as the families appear.

### **PATENT MAP, SKENE 1907**

We begin with Wolfert Prall (FIGURE 4.), noting that Wolfert dies in 1702, leaving Paul Prall to administer his estate. "The earliest mention of the (Prall) family on Staten Island was in 1674 when a parcel of land on Long Neck was granted to Prall by Governor Andros" (Leng and Davis 1930: Vol. II, 940). The Pralls were believed to be Walloons (Ibid.). Long Neck reaches west from New Springville. Numerous Pralls appear in that area on the maps through the years, but they do not appear on any map of the study area after the patent map.

Also present in the project area environs on the patent map is Barne Tysen. Thys Barentsen was one of nineteen petitioners to settle on Staten Island in 1661 under Dutch rule. His son Barne Tyson obtained a land grant in 1677 (Leng and Davis 1930: Vol.II, 963).

## **REVOLUTIONARY WAR PERIOD, MCMILLEN 1933; ANGLO-HESSIOS 1780-83**

No 18th century maps of this section of Staten Island predate the Revolution. Several were made during the occupation. In 1933, Loring McMillen produced a composite map of Staten Island during the Revolution (FIGURE 6.). This map draws on the Taylor and Skinner Map of 1781, the Hessian map c. 1777, and the Plan du Camp de Hessian dans Staten Island 1780-83. McMillen's map places no structure within the project area along Richmond Hill Road. Only two houses are shown on the length of this road which clearly stretches from St. Andrew Church at Richmond to the branch of the Fresh Kill. The first house is near Richmond. The second is on the northern side of this road, just west of its intersection with Richmond Avenue. The word "Wood" is attached to the house by an arrow. Across the stream is an unlabelled dot. These buildings are near the dock and recall the reference to the Richmond Town Dock being at Wood's Mill (see above.)

Richmond Avenue is represented as a substantial road north of the Richmond Hill Avenue intersection, but as a trail south of this point. Six houses line this trail; the names from north to south are, Decker, Decker, Pue, Pue, Tyson, Pue. The trail does not seem to join the road from Richmond to Carl's Neck, but leads to the Fort. The Anglo-Hessian map (FIGURE 7.), appears to be the source for McMillen for these names and locations. Its scale is a bit different, making it appear that the Fort is closer to Richmond Hill Road. On the legend the Fort is described. McMillen translates the French: "Two redoubts with several wooden houses and most part stone houses each of the houses has an orchard."

Bayles states that the Decker family is "by far the most numerous, as well as one of the oldest, on the island. Its progenitor was Johannes De Decker, who arrived April, 1655" (Bayles 1887: 526). A long list of descendants and marriages follows including these Decker women: Elizabeth who married Moses Wood in 1769 and Leah who married Jacob Depue in 1796.

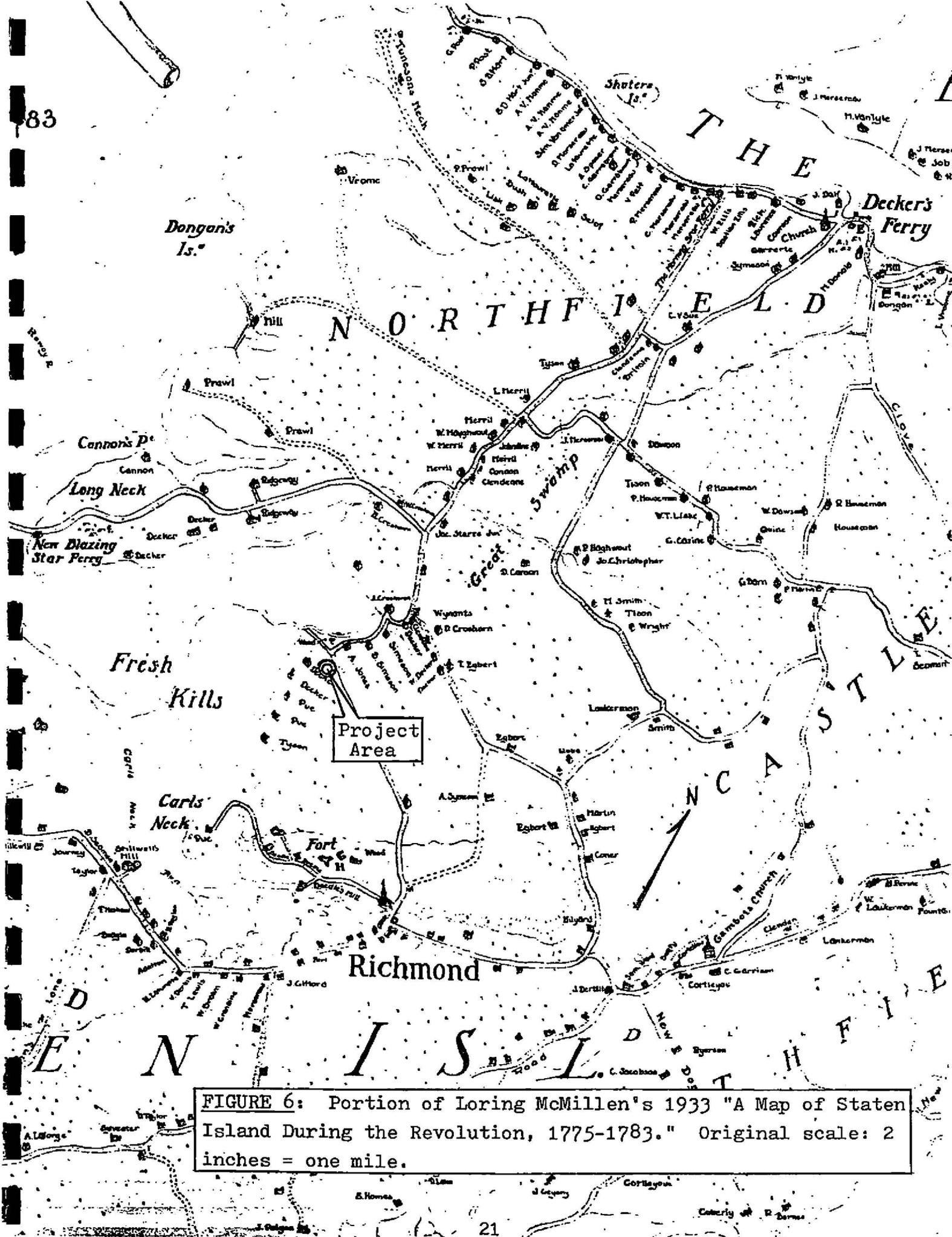


FIGURE 6: Portion of Loring McMillen's 1933 "A Map of Staten Island During the Revolution, 1775-1783." Original scale: 2 inches = one mile.

FIGURE 7: Portion of 1780-1783 "Plan (No. 31) du Camp Anglo-Hessios dans Staten Island (Baie de New York) de 1780 a 1783." No scale.

H-6



## **SPRONG AND CONNOR 1797**

"A New and Correct Map of the County of Richmond" was drawn in the year 1797 under official request by Sprong and Connor. We studied several reproductions of this map including a copy drawn in the 1930s by Loring McMillen. Richmond Hill Road appears running from Richmond to the dock with one house indicated just past its junction with Richmond Avenue. Neither the south trail extension of this road nor any of the other houses from the Revolutionary period maps are shown. No structures appear to be represented within the project area.

## **UNITED STATES COASTAL SURVEY MAP 1845**

This map, published in 1845, was surveyed in 1836-39 (FIGURE 8.). It is the first map to give a clear view of the original topography of the study area. The corner which interests us appears just below the word "Springville." As on the earlier maps, Richmond Hill Road and Richmond Avenue North come together in a crisp right angle. Richmond Hill Road appears to extend westerly, then curve southerly, becoming Richmond Avenue and running around the base of a hill and along the edge of the marsh. Within this curve are a number of hedgerows denoting the extent of cultivated fields and several darker rectangular symbols. Close examination of an original copy of this map revealed that buildings are indicated within many of these darker rectangles. Beginning at the point where Richmond Avenue and Richmond Hill Road meet, there are four buildings indicated along the southern branch of the road where there were six houses on the Revolutionary period maps. None of these appear to have been within the project area. On Richmond Hill Road, however, within the first of two dark rectangles containing buildings, there appears a structure which was within the project area. We can date this house, therefore, to post-1783 and pre-1836. This map does not provide names of resident families. The project area at this point was in cultivation with a house on Richmond Hill Road. The project area was on the lower slope of a small hill overlooking the marsh and the dock area.

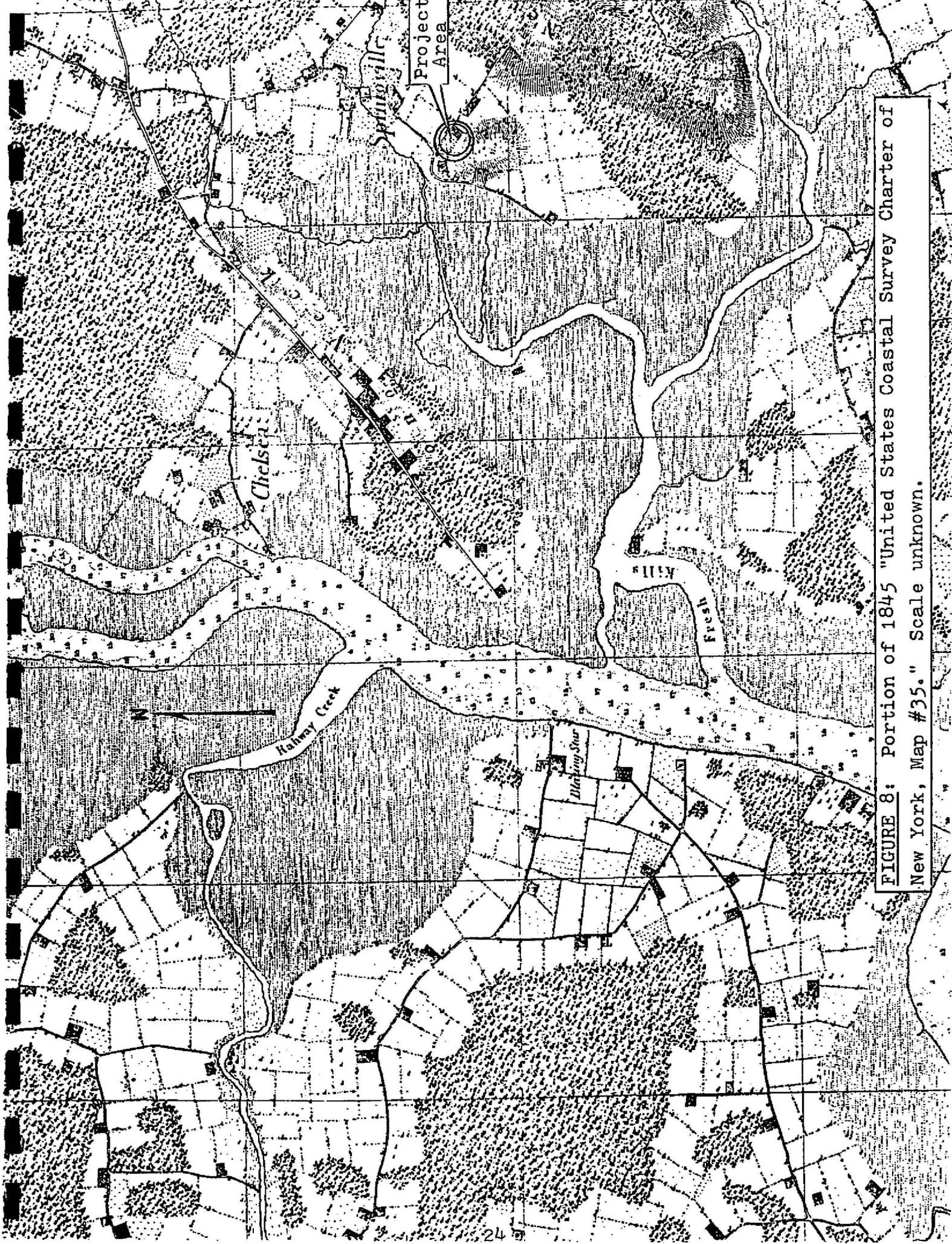


FIGURE 8: Portion of 1845 "United States Coastal Survey Charter of New York, Map #35." Scale unknown.

## **BUTLER 1853**

An atlas published in 1853 combines the best of the Coast Guard and the old maps (FIGURE 9.). It shows terrain, and names the families associated with the houses. Again, the corner is shown to be on the lower slope of a hill.

Richmond Avenue is described as a plank road and Richmond Hill Road is shown to be a major road. The southern portion of Richmond Avenue is dotted in, indicating that it is less traveled. Seven houses now line this road, from north to south: J. Dupuy, P. Morgan, N. Dupuy, Van Buskirk, D. Latourette, J. Morgan, and a nameless house where the road bends. A factor which will change the character of this road has been added to the south. The road splits, one branch running as it did on the Anglo-Hessios map, to the area of the British fort, and the other continuing south to meet a plank road which crosses Richmond Creek.

Growth is also apparent along Richmond Hill Road. Five houses now line the south side of this road near the corner. The J. Alston or the Dupuy house appear to be that which we noticed on the 1845 map as within the project area; exact placement is hard to determine. The others are: D. Dupuy, R. Decker, and (Mrs. C.?) Decker. Across this street, no houses are indicated, but just off Richmond Avenue is a new Decker house not present on the 1845 map.

## **WALLING 1859**

The H.F. Walling map (FIGURE 10.) demonstrates the effect of the new bridge over the Richmond Creek. Richmond Avenue now runs a straight southern course from Richmond Hill Road to this bridge. The houses which appeared to the east of the road on the 1853 map, are now all west of the road. In fact, a new road has been constructed between these houses and the hill. This road is most likely a plank road like the portions which it connects. Only five of the seven houses from the 1853 map survive this change. The J. Dupuy house is now occupied by Mrs. Dupuy and the P. Morgan house by Mrs. Morgan. These houses are on a portion of the old road, now an extension of Richmond Hill Avenue which will become known as Dock Road. The N. Dupuy house is now gone; the Van Buskirk house is now P. & C. Van Buskirk, D. Latourette has become De La Tourette and J. Morgan is unchanged. The nameless house is gone. Changes have happened along Richmond Hill Road as well. As this corner takes on a semblance of its present form, it becomes



FIGURE 9: Portion of 1853 James Butler "Map of Staten Island or Richmond County, N.Y." No scale.

1. Mrs. Morgan
2. Mrs. Dupuy
3. P. & C. Van Buskirk
4. De La Tourette
5. J. Morgan
6. A.S. Simonsons Est.
7. D. Dupuy
8. R. Price
9. L. Lakes Est.
10. J. Alston
11. W. Decker
12. W. Laight
13. S. Decker
14. W. Dupuy

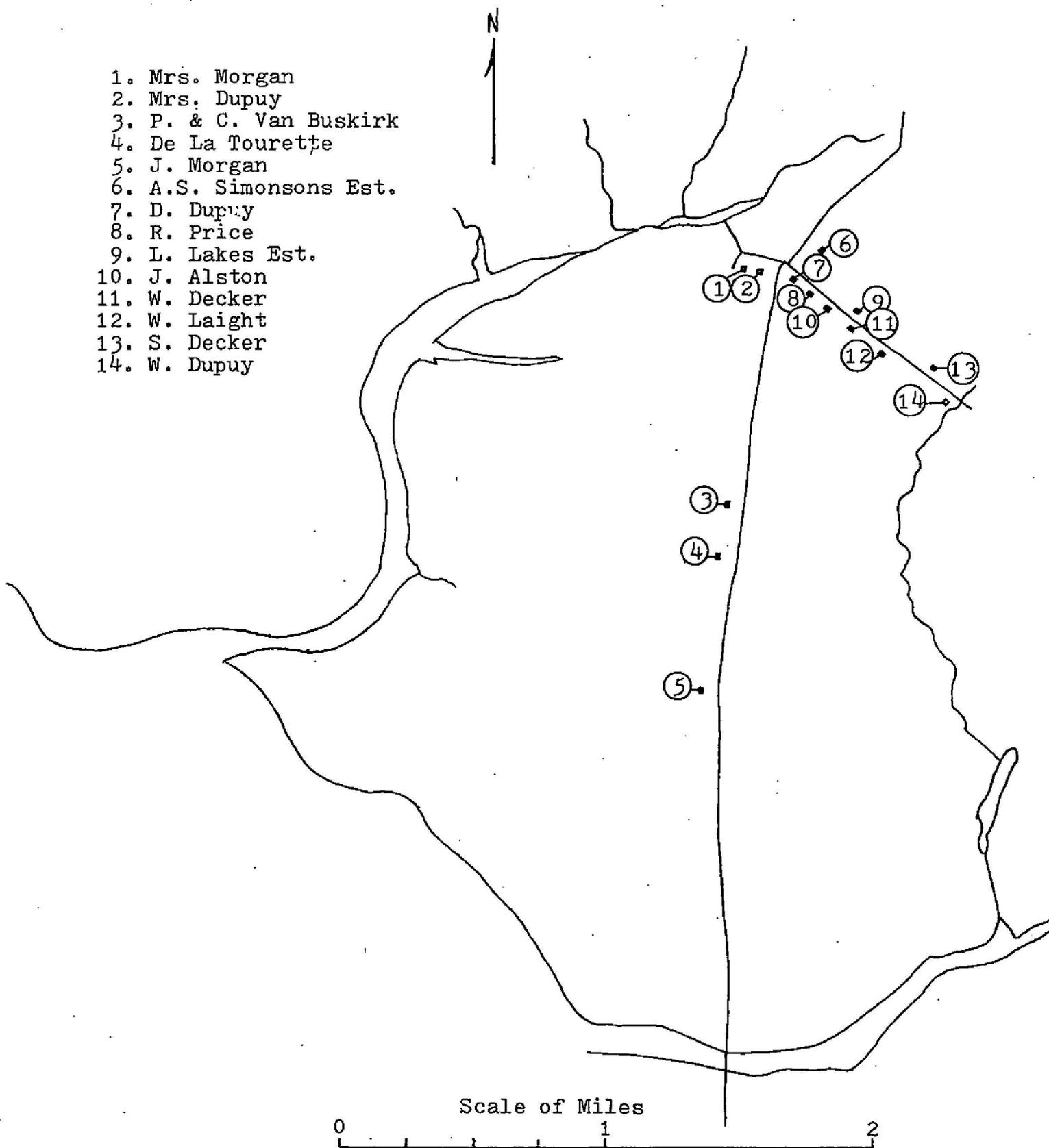


FIGURE 10: Portion of H.F. Walling's 1859 "Map of Staten Island, Richmond County, New York."

clear that the D. Dupuy house was in the area of the present sewage plant and gas station and out of the project area. The Dupuy house is now the R. Price house and either this house or the J. Alston house (or both) were within the project area. The R. Decker house is now the W. Decker house, and the (Mrs. C?) Decker house is now W. Knight house. Across the street are two new houses, the L. Lakes Est. facing the space between J. Alston and W. Decker, and the S. Decker house east of the W. Knight house. These houses appear to be relatively close together on small lots leading us to speculate about the alternative name for Richmond Hill Road, Poverty Lane.

### **COLTON 1866**

Six years later, this map shows only two changes. D. Price now inhabits the L. Lakes Est. house and a B. Dupuy house has appeared where the N. Dupuy had been on the 1845 map.

### **U.S. COASTAL SURVEY 1867**

This map is an update of the 1845 map (FIGURE 8.) and, like it, shows landscape features. It is the first map for this area which uses contour lines, showing that the hill is actually a small knoll, the summit of which is well out of the project area, but the lower slope reflects a gentle rise to the east. This map, as minute as its detail is, shows enough of the hedgerow/property lines to make it clear that it is the Alston house which is within the project area, not the Dupuy or R. Price house. It is also clear that the houses on the south side of Richmond Hill Road are on small lots.

### **DRIPPS 1872**

This map reinforces the clustering of small lots at this corner. The Mrs. Dupuy and Mrs. Morgan lots, the B. Dupuy, the D. Dupuy lot and the R. Price lots are all small lots divided off from the farms. The Alston house, within the project area sits on a larger lot. No structure appears in the Richmond Avenue side of the project area, although the basic property outline is becoming apparent.

## **J.B. BEERS 1874**

This first issue of the Beers Atlas for Staten Island defines the pattern we have noted developing. A number of small house lots have been carved out of the farms at the corner. J. Morgan, R. Price and J. Parr hold what are house lots. J. Alston has four acres, a small farmstead, and W. Decker holds land on each side of Alston, apparently living in the eastern house. The western W. Decker property is part of the project area, but contains no structure. the smallest lot of all is right at the corner, the former D. Dupuy house, now nameless. B.N. Dupuy has acquired 50 acres south of the project area upon which there are a new cluster of buildings. This is the first map to name Springville Dock.

## **J. B. BEERS 1887**

Springville Dock is once again prominent as a place name on this map (FIGURE 11.). Property changes are apparent. B.N. Dupuy has continued to acquire land. . Decker now owns all the small lots at the corner including the four acre Alston lot with the house in the project area. A tear in the map running through a lot on the northern side of Richmond Hill Road makes it difficult to see a new structure, the Hillyea house. This long, narrow lot was apparent on the 1867 Coast Guard map, but contained no building then.

## **ROBINSON 1898**

Eleven years later, this atlas reveals continuing ownership/occupancy changes among the same primary families. The D. Price house on the north side of Richmond Hill Road is shown with no owner indicated and a reduced lot. Next to it, the Hillyea house has acquired a barn and become part of a larger lot owned by O.W. Simonson. At the corner, what was the Foster house on the 1887 map, is now occupied by D. N. Melvin. S. Decker owns the cluster of small corner lots, but Catherine Decker now owns the 4.84 acres with the house in the project area. A barn is also shown on this property. B.N. Dupuy has given way to Geraldine, Victor, and Gilbert Dupuy, although Anson Vreeland holds the land on which the B.N. Dupuy buildings stand. What was the Van Buskirk property south of the project area has now come into the possession of an older family name, David J. Tysen. It is interesting to compare this map with the patent

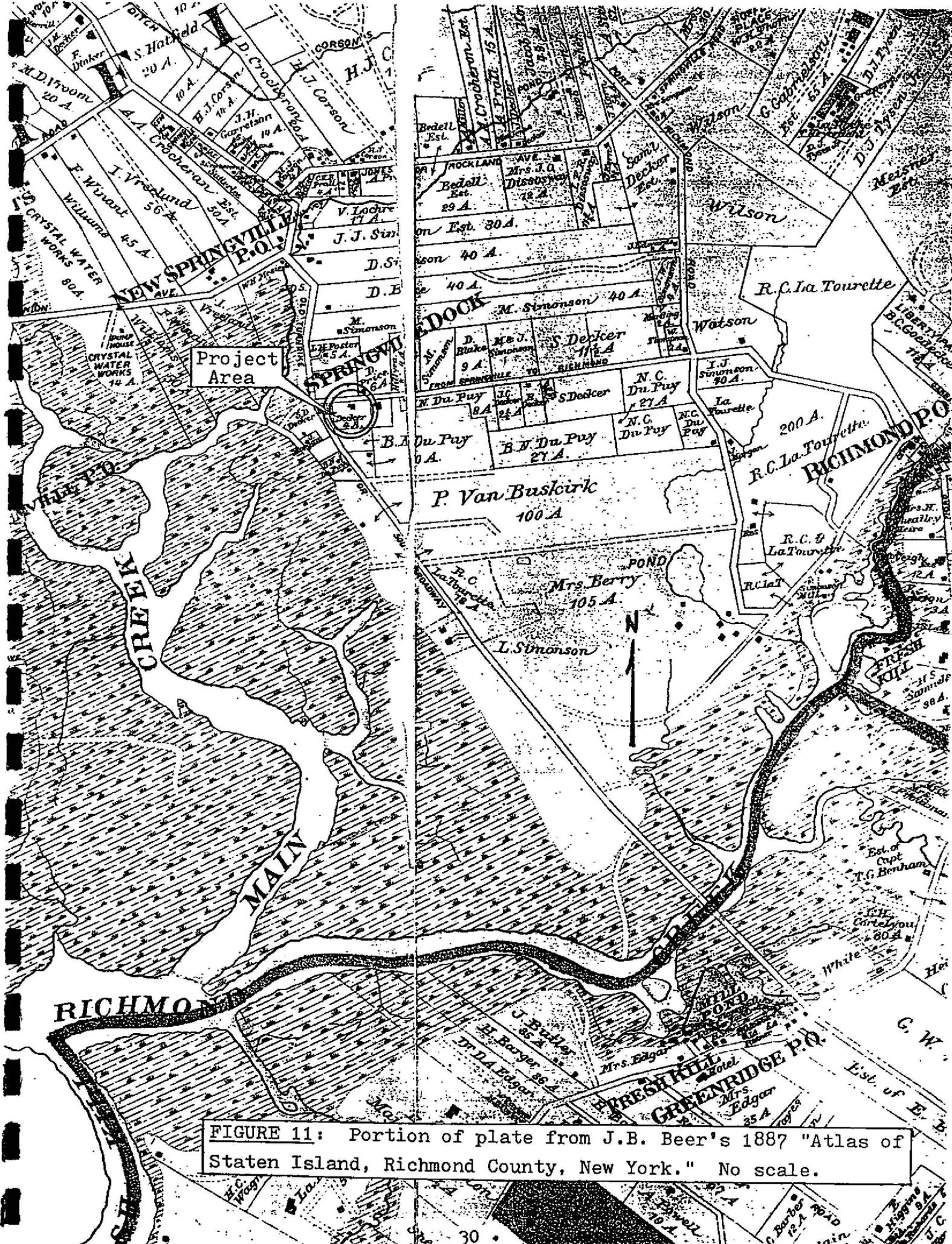


FIGURE 11: Portion of plate from J.B. Beer's 1887 "Atlas of Staten Island, Richmond County, New York." No scale.

map (FIGURE 4.) and observe how the original lot boundaries are still influencing the division of land.

The Simonson family has appeared on many of these maps, north of the project area in New Springville going back to the Revolutionary Period maps where the name is spelled "Simenson."

D.N. Melvin became the superintendent of the American Linoleum Company in 1874. This enterprise was begun in 1873 in the village first known as New Blazing Star Ferry, formerly part of Long Neck Village. The area came to be known as Linoleumville due to the success of this company. The founder, Joseph Wild, bought the patent from Frederick Walton to make a floor covering comprised of linseed oil and ground cork. Melvin came from Scotland and is credited with inventing the process used in making inlaid linoleum. Leng and Davis tell us that he "lived from many years on the Old Stone Road, near New Springville" (Leng and Davis 1930: Vol. 1, 635-636; Morris 1900: 471).

## **UNITED STATES GEOLOGICAL SURVEY 1900**

This map continues the tradition of the Coastal Survey maps, providing topographical information. It gives little new information about the study area, only confirming that the topography is yet unchanged under the years of agricultural use.

## **ROBINSON 1907**

This map is more detailed than the 1898 Robinson, but the actual changes detailed are minor. D. Price has replaced O.W. Simonson on Richmond Hill Road and Geo. Borgstede has replaced Anson Vreeland. J. A. Morgan appears in Mrs. Morgan's old house which had gone through ownership by Dupuys and Deckers. The house within the project area is still owned by Catherine Decker. No new structures are indicated within the project area.

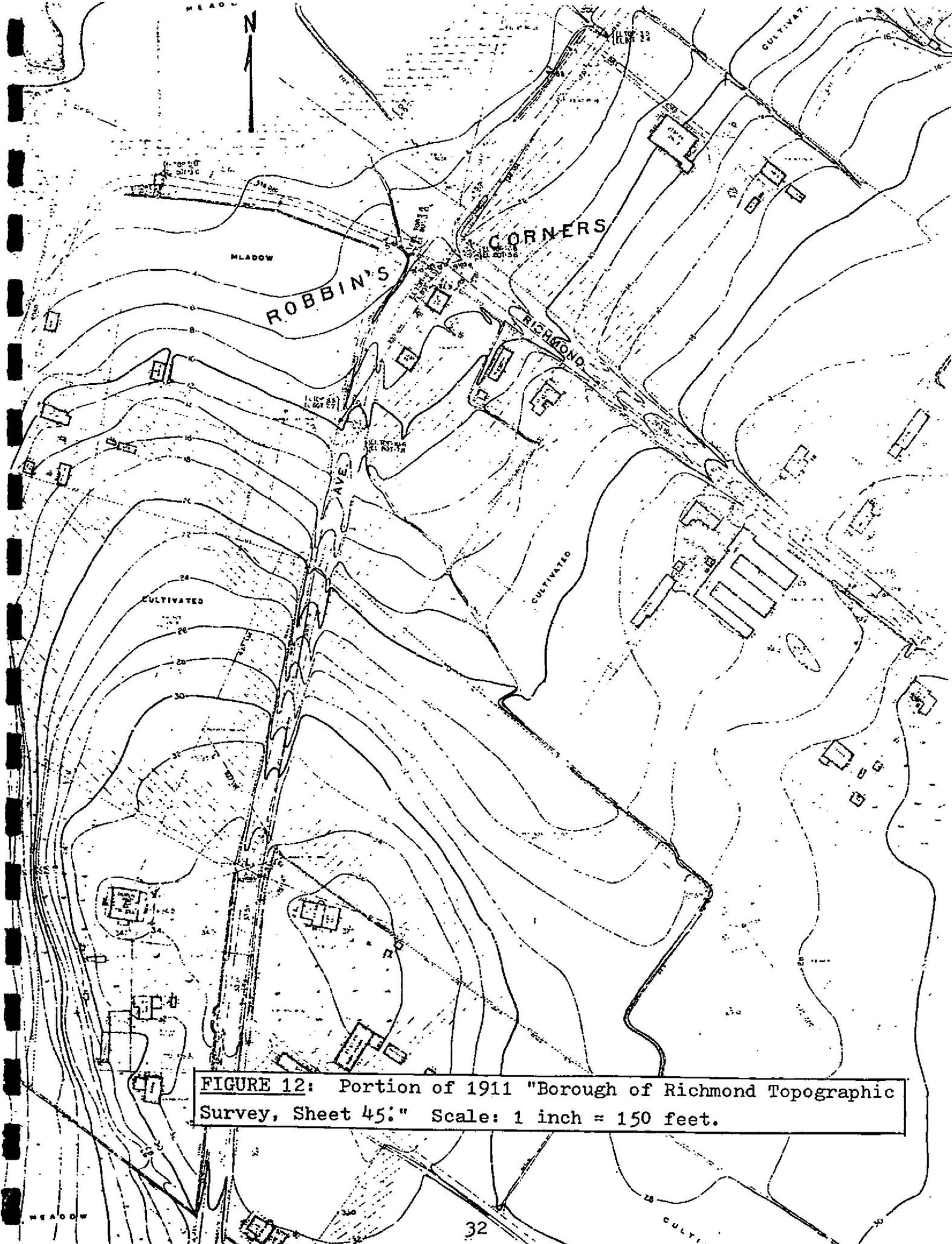


FIGURE 12: Portion of 1911 "Borough of Richmond Topographic Survey, Sheet 45." Scale: 1 inch = 150 feet.

## **BOROUGH OF RICHMOND, TOPOGRAPHICAL SURVEY 1911**

In 1911, a detailed survey was made of the entire island. This map, which does not provide ownership information, does detail the state of the land at this point in time (FIGURE 12.) The corner of interest is called Robbin's Corners after the old highwayman. The land within the project area rises slowly from a low of 10 feet above sea level at the corner to a high 26 feet above sea level on Richmond Hill Road. The rise along Richmond Avenue is smaller, reaching only 14 feet at the project areas' southern edge. The Catherine Decker house sits on the 26 foot plateau. It is a two story, "L"-shaped frame building. A rectangular barn sits directly south of the house. A new structure on the Catherine Decker lot has the shape of a backwards "E". This is labeled "hot house." It appears that this structure was within the project area at the extreme northeastern corner. The land is marked "Cultivated" and a drainage ditch is also shown partially within the project area. Most of the buildings at Robbin's Corners and New Springville are frame houses, barns and sheds. Several farms at New Springville have clusters of greenhouses. The hot houses and greenhouses indicate commercial farming enterprises. The project area is still agricultural, but it is providing food for those areas which have become urban and industrial. The dock road appears to no longer go to a dock. It bends south, following the old road to the southern farms.

## **BROMLEY 1917**

The map of this portion of Staten Island in the Bromley 1917 Atlas provides a new name at the Catherine Decker house (FIGURE 13). The house, barn, and hot houses now belong to Christian Rettle; this new ownership may date to the construction of the hot houses. A new, large, barn or shed has been added to the complex, still within the project area. The Bromley map is the most recent map upon which resident names appear. There are still Deckers and Dupuys and Tysens, but they are outnumbered by newcomers: Rettle, Borgstede, Haughwout, Schneider, and Cortelyou.

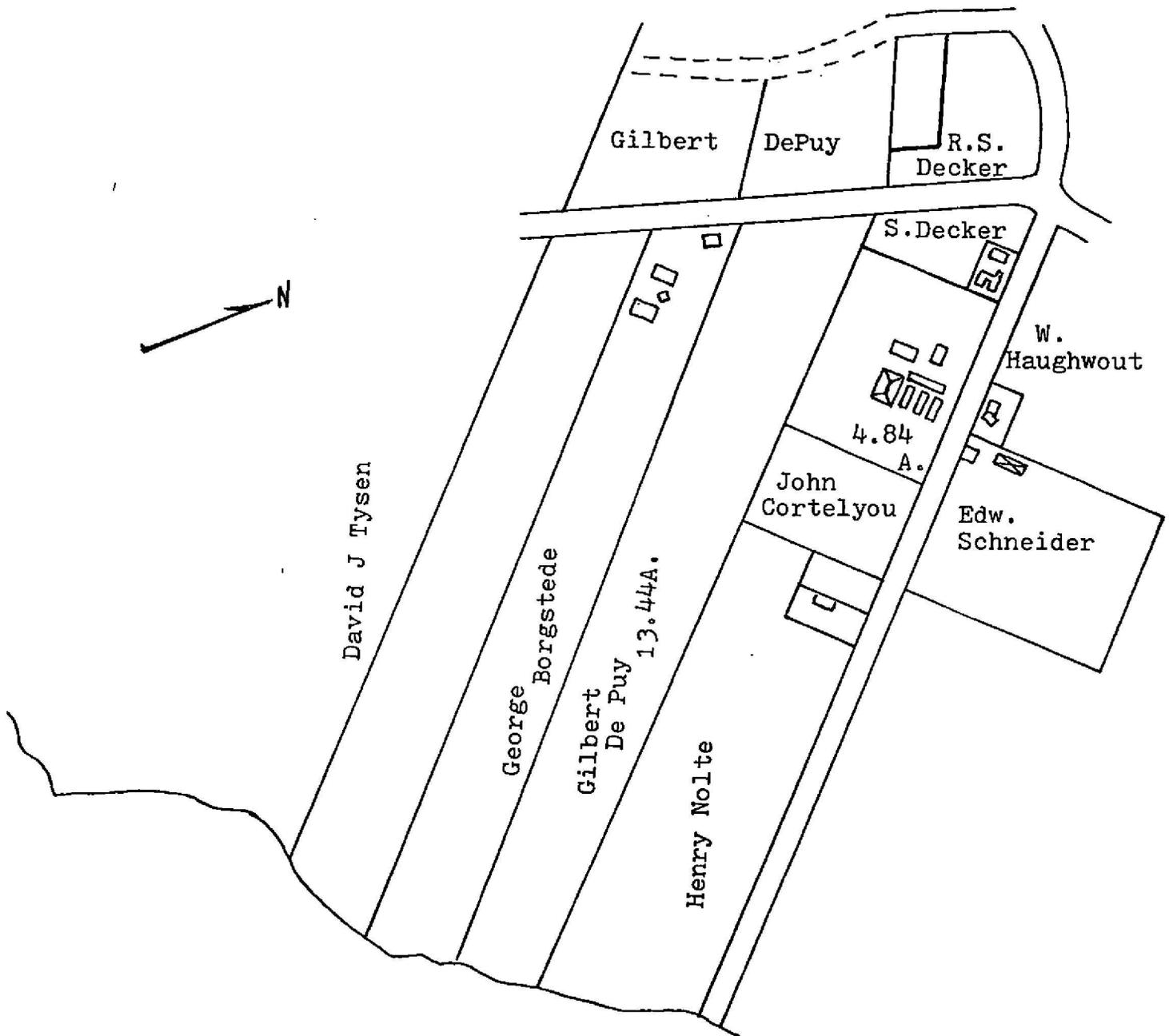


FIGURE 13: Portion of Plate 40, 1917 Bromley "Atlas of the City of New York, Borough of Richmond, Staten Island, Vol. One, Wards 1,2,3," Scale: 400 feet to the inch.

## **SANBORN INSURANCE MAP 1937**

The Sanborn company first mapped Staten Island for insurance rating purposes in 1898. The project area warranted no interest until 1937 as it was primarily agricultural in nature. Sanborn maps concentrate on describing structures. This map confirms the presence in 1937 of the buildings shown on the 1917 Bromley map (FIGURE 13.). No new structures occur within the project area and none have been removed.

## **SANBORN INSURANCE MAP 1951**

Again, this map confirms that no buildings have been added to or removed from the project area.

## **HAGSTROM ROAD MAP 1962**

Hagstrom maps of this era do not indicate most domestic and commercial structures, providing instead, road, street, and major destination information. This map provides the first evidence of an interesting development to the south of the study area. Staten Island Airport with a "V" shaped double runway now occupies much of what was the Tysen and Dupuy farmland. One runway paralleled Richmond Hill Road. South of the airport is an "Open Air Theatre."

## **UNITED STATES GEOLOGICAL SURVEY 1966**

The shape of a runway cut into the green area is the only indication that an airport was here. A number of buildings indicated along the field on Richmond Avenue may be hangers (FIGURE 14.). There are also a number of structures within the area of the "Open Air Theatre." Within the project area the house and hot houses still appear, although no barns are indicated.

The Staten Island Institute of Arts and Sciences had several photographs on file showing planes and buildings at the Staten Island or New Springville Airport in the 1960s. An aerial photograph at the headquarters of the Greenbelt shows the airport and some buildings.

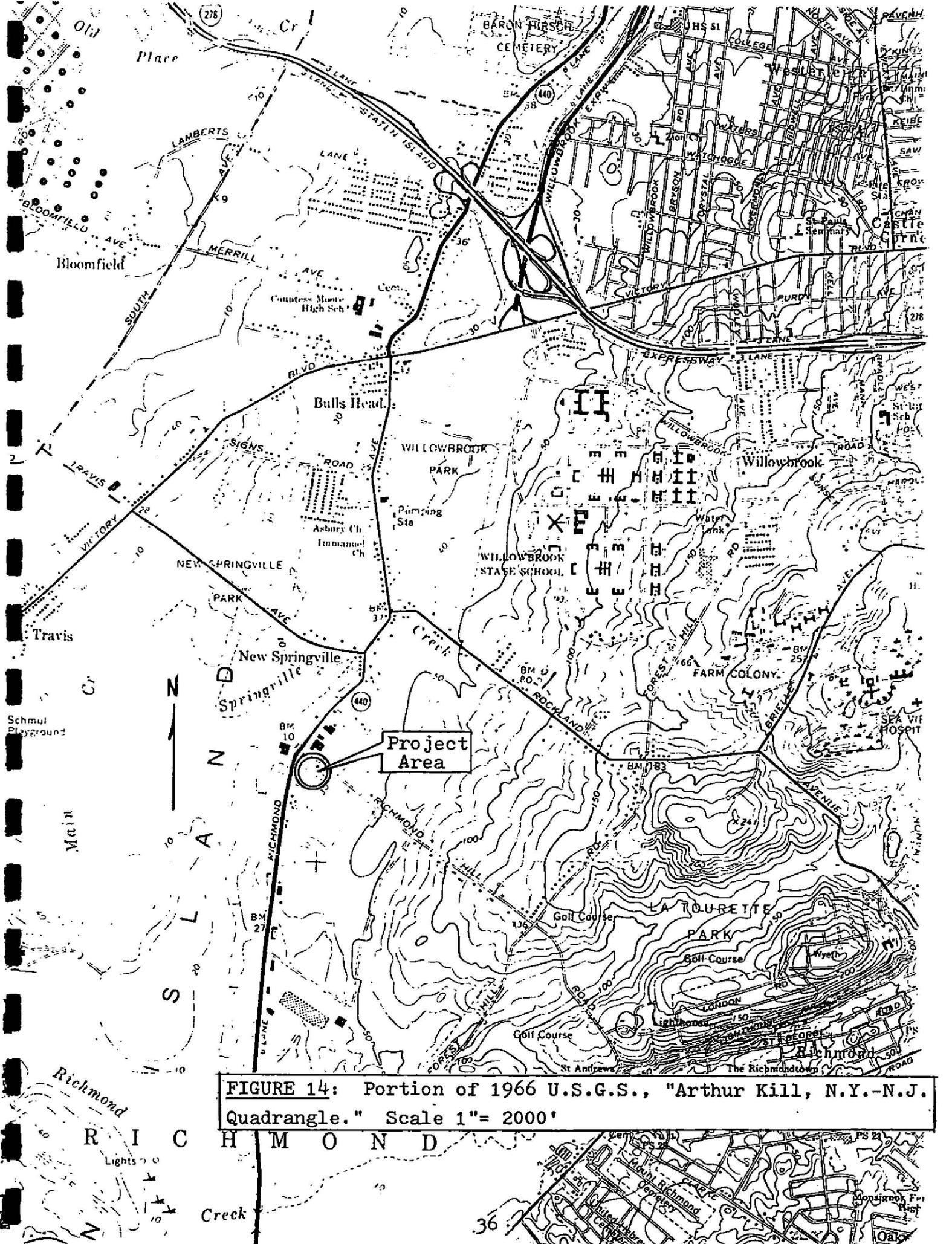


FIGURE 14: Portion of 1966 U.S.G.S., "Arthur Kill, N.Y.-N.J. Quadrangle." Scale 1"= 2000'

Creek

36

Oak

## **HAGSTROM ROAD MAP 1968**

This map repeats the airport and open air theater information of the 1962 Hagstrom. A second airport opposite the open air theater is called the "Donovan Hughes Airport."

## **SANBORN 1978**

This Sanborn Atlas is kept in the Staten Island Topographical Bureau in Borough Hall. It is updated by the Sanborn Company by pasting in patches depicting changes on the appropriate pages of the atlas. It is not clear when each change patch was added to the atlas. It is very difficult to interpret. In its current form, the Staten Island Airport has been replaced by the Staten Island Mall. At the corner of Richmond Avenue and Richmond Hill Road the current filling station and the sewage plant are indicated. The small frame building standing south of the filling station and within the project area does not appear. The house, barns, and hot houses once within the project area are gone and no buildings appear in their places. To the east is a three part structure called "F.P. Cond." with a rectangle labeled "Pool" to the south. These changes are all indicated by patches. Topographical Bureau staff commented that the 1978 date is meaningless when dating the patches.

## **UNITED STATES GEOLOGICAL SURVEY 1981 REVISED**

This revision (FIGURE 1.) of the 1966 U.S.G.S. map (FIGURE 14) does not show the changes noted on the Sanborn 1978 atlas, leading us to conclude that those changes, specifically the removal of the house, barns, and hot houses, and the construction of the "F.P. Cond." occurred after 1981 and were pasted into the 1978 Sanborn Atlas between 1981 and June 1994.

## **SUMMARY OF HISTORIC STRUCTURES AND LAND USE WITHIN THE PROJECT AREA**

In the course of our research, we have examined various historic documents, historical accounts, and twenty-five historic maps depicting the

project area from 1783 to 1981. As early as 1677, the project area was owned by a member of the Prall family, one of the early families in this area. The land passed into the Depew (Dupuy) family by sale or exchange in 1696. The attractions of this area were the arable uplands, the salt marshes, the accessible branches of the Fresh Kill, and the timber for construction.

From the earliest settlement this was an agricultural area. Map evidence through the 18th and early 19th century demonstrates both the continuity of agricultural pursuits and the persistence, generation by generation, of several dominant families. The project area was also important because of the dock on the branch of the Fresh Kill. A road from Richmond to this dock intersected the road to Port Richmond here; these roads came to be Richmond Hill Road and Richmond Avenue, respectively.

The bridging of Richmond Creek in the 1850s linked Port Richmond to the southern shore of the island and changed traffic patterns in the area, causing Richmond Avenue to shift eastward. It now runs behind houses which once faced it, bringing it into its present day position as a boundary of the project area. About the same time, a number of small house lots, too small to farm, began to develop. Ownership stayed within the primary old families, indicating that these may first have been dwelling lots for elderly members of these families. Later, these may have become rental units; these small lots may explain the name Poverty Lane as the local folkname for Richmond Hill Road.

At the beginning of the 20th century, this was still an area of family farms and house lots, owned primarily by descendants of families present here for two centuries. By 1911, however, structures appear -- hot houses and greenhouses -- which indicate a change to commercial farming; and new names begin to outnumber old names.

Map evidence supports the persistence of commercial farming through most of this century. Today, north of the project area in New Springville on Richmond Avenue, a pick-your-own strawberry farm represents the agricultural past. In the 1960s, two new types of land use came into being south of the project area. Two airports took over the fields of the Tysen and Dupuy farms. A bit further south a drive in theater was built.

In the 1970s and 1980s the airports and drive-in gave way to the Staten Island Mall and part of the Fresh Kill landfill.

## **SUMMARY OF STRUCTURES WITHIN THE PROJECT AREA**

The first structure documented within the project area is a house present on the 1845 U.S. Coastal Survey map surveyed in 1836-39 (FIGURE 8.).

### **OWNERSHIP:**

The Butler Atlas of 1853 indicates that this house belongs to J. Alston (FIGURE 9.). The 1887 Beers map documents a change of ownership (FIGURE 11.); the house is now marked "Decker." On the 1898 Robinson map "Catherine Decker" is the owner. The 1917 Bromley map is the last to indicate ownership (FIGURE 13); Christian Rettle owns the property. This was the Alston-Decker-Rettle house.

### **ADDITIONAL STRUCTURES:**

On all maps which we examined which were published between 1836 and 1898, only one house is indicated. The Robinson 1898 places a barn behind the house. This barn is present on the 1907 Robinson map as well. On the 1911 map (FIGURE 12.), the hot houses first appear and on the Bromley 1917 map, a second barn has been added (FIGURE 13.). All of these buildings were still standing in 1981 as indicated by the most recent map we examined (FIGURE 1.). As no map shows the one building now present on the property, we conclude that it was constructed after 1981.

## V. FIELD RECONNAISSANCE

The field work on this project was conducted in June 1994 and consisted of an intensive pedestrian reconnaissance of the property including the recording and analysis of landscape features. The field conditions during the time of this study ranged from fair to good. In some areas, ground surface visibility was low due to heavy vegetation cover, while in other sections it was excellent as the ground surface was bare.

There is one standing structure within the project area. A frame shed is located near the northwest corner of the property facing Richmond Avenue. This wooden structure measures ten feet by eight feet in plan, has vertical siding, and a gable roof with asphalt shingles. There is a door on its northeast side that opens onto a small deck with a railing. The shed is boarded up and abandoned. This small frame building was formerly associated with the now-abandoned sewage treatment area (Voils 1994, personal communication).

The entire land surface within the project area has been severely altered and disturbed. No topsoil, humus, or loamy soils are present on the property. The ground surface is rough and uneven, which indicates that extensive grading has taken place. Vehicle wheel ruts are present throughout the site. According to Voils (1994, personal communication), the landscape has been "graded over several times."

There is abundant evidence of extensive subsurface landscape disturbance along the northern and eastern sides of the property. A sewerline, twelve inches in diameter, extends from Richmond Boulevard on the east along the northern end of the property and parallel to Richmond Hill Road. This sewer line lies within a ten feet wide easement. Near the north-central point of the property, the sewer line turns west and extends into the abandoned sewage treatment plant adjacent to the northwest corner of the site. This latter section is now abandoned (Wohl & O'Mara 1993).

Another sewer line, ten inches in diameter, extends along and parallel to the southeastern two-thirds of the property line. This ten inch line then turns north, extends for approximately 165 feet, and turns north-west parallel to Richmond Hill Road. Manholes are visible along the northern and eastern sides of the property.

Extensive subsurface ground disturbance has taken place within the southeastern corner of the property. A storm sewer is located within this section. Also, an existing water main is present below ground as well (Wohl & O'Mara 1993).

Some landfilling and dumping has taken place along the eastern side of the property. Piles of earth, chunks of concrete, pieces of macadam and telephone poles are present here. Also, bluestone gravel is on the surface in one area and large boulders, which appear to have been moved, are scattered throughout the area. Large concrete blocks, large boulders and the remains of a cement truck load have also been dumped in a pile at the north-central portion of the property.

A chain link fence extends along the north, and west sides of the property. Large boulders, which have been moved from their original location, are present on the ground surface at the south-western side of the property.

A strong brown to reddish colored subsoil is visible throughout the entire property. An occasional outcrop of bedrock is visible within the site as well. Modern roadside trash is widely scattered over the landscape.

No prehistoric artifacts or features were found during our reconnaissance investigation. However, a few historic era artifacts were found scattered throughout the property, including a piece of window glass, two fragments of flat thick glass, a piece of clear bottle glass, three fragments of dark green bottle glass, a piece of pink colored pressed glass, a ceramic tile fragment, four pieces of whiteware ceramic, and one fragment of blue transfer printed whiteware. These specimens of material culture date from the late 19th to 20th centuries.

As the foregoing discussion indicates, the entire landscape of the project area has been extensively altered and disturbed.

## **VI. CONCLUSIONS AND RECOMMENDATIONS**

The documentary research, informant interviews and field reconnaissance of the proposed Melville Plaza Shopping Center property have failed to locate any evidence of prehistoric occupation within the project area. Our investigation has clearly established that the landscape within the project site has been extensively disturbed by construction activity, excavation, grading and filling. Therefore, we conclude that the project site has extremely low potential for containing evidence of prehistoric occupation.

The small wooden shed-like structure located near the northwest corner of the property is associated with the nearby sewage treatment plant, which is now abandoned. The shed was built after 1981. We conclude that this structure is not architecturally or historically significant and lacks research potential.

The nineteenth century Alston-Decker-Rettle House was formerly located at the northern end of the project area near Richmond Hill Road. Our research has determined that this structure and other associated outbuildings were removed from the site after 1981. We found no physical evidence of the house or other structures on the project site. The landscape in the area in which the house formerly stood has been highly disturbed by machine excavation for and construction of several sewer lines and manholes, as well as grading of the land surface.

The historic period artifacts found in the course of this investigation are primarily of twentieth century origin. They can be characterized as widely scattered trash or roadside litter. The few artifacts found are lacking in association-context and are not significant specimens of material culture.

In conclusion, this cultural resources investigation has determined that the proposed construction of the Melville Plaza Shopping Center will have no impact, direct or indirect, upon any cultural resources. The archaeological sensitivity of the property is extremely low.

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## **APPENDIX A: ACKNOWLEDGEMENTS**

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