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Cross Harbor Freight Movement Project:
Phase Ia Archeological Assessment
Proposed Maspeth Rail Yard
Maspeth, Queens County,
New York



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**CROSS HARBOR FREIGHT MOVEMENT PROJECT:
PHASE 1A ARCHEOLOGICAL ASSESSMENT
PROPOSED MASPETH RAIL YARD
MASPETH, QUEENS COUNTY, NEW YORK**

Prepared for

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MANAGEMENT SUMMARY

John Milner Associates, Inc. (JMA) conducted Phase 1A archeological assessments for selected components of the Cross Harbor Freight Movement Project on behalf of AKRF, Inc. and the New York Economic Development Corporation (NYCDEC). The component of the project discussed in this report is a proposed rail freight yard in the vicinity of Maspeth and Newtown Creeks in Maspeth, Queens County, New York. The Area of Potential Effect for the proposed rail yard (the Project Area) includes approximately 150 acres of land, and an additional nine acres of proposed landfill within the current waterways of Maspeth and Newtown Creeks. The existing 150 acres of land within the Project Area are currently occupied by a variety of commercial and light industrial facilities, built upon ca. 1930s and 1940s deposits of landfill that extend between 2 and 27 feet below the existing ground surface.

JMA identified a number of potential archeological resources within the proposed Maspeth Rail Yard Project Area. These potential resources include a previously recorded Native American village site, one eighteenth-century farmhouse site, two mid-nineteenth-century upper-class residences, and mid-nineteenth-century commercial sites. Based on the results of previous archeological assessments conducted within the Project Area, the entire Project Area is covered with a layer of twentieth-century landfill that extends between 2 and 27 feet below the present ground surface. Repeated episodes of construction and industrial development in the early- and mid-twentieth-century have resulted in variable degrees of sub-surface disturbance across the entire Project Area. It is reasonable to assume that large portions of the Project Area have been subjected to extensive disturbance and cannot be considered archeologically sensitive.

The section of the larger Project Area most likely to contain undisturbed archeological deposits is the southeastern portion of Block 2575 (located north of Maspeth Avenue and west of Rust Road). A small upland area or rise was located in this area prior to the introduction of fill and episodes of industrial construction in the early-twentieth century. This upland would have been one of the two most favorable locations for Native American habitation within the Project Area (the other is on the former Furman's Island, now extensively disturbed). Additionally, this landform was the site of the eighteenth-century Way-Mott farmstead, the c. 1819 Garritt Furman mansion, and the associated Way-Mott family cemetery. In 1950, thirteen burials were removed from the Way-Mott cemetery and re-interred in Prospect Park. A previous cultural resources survey of the LIRR right-of-way located immediately east of this area determined that only about two feet of fill are present in the areas immediately adjacent to Maspeth Avenue. The construction of more recent commercial facilities may have resulted in disturbance or destruction of archeological resources within this area, however this cannot be confirmed given available information. Given that this limited area has the potential to contain a prehistoric site, and was the location of an eighteenth-century farmstead, a nineteenth-century mansion, and a nineteenth-century cemetery, JMA recommends that a Phase 1B archeological field investigation be conducted within this portion of the Project Area.

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1.0 INTRODUCTION

1.1 PURPOSE AND GOALS OF THE INVESTIGATION

John Milner Associates, Inc. (JMA) conducted Phase 1A archeological assessments for selected components of the Cross Harbor Freight Movement Project on behalf of AKRF, Inc. and the New York Economic Development Corporation (NYCDEC). The project is intended to improve rail freight operations across Upper New York Harbor between New Jersey and New York. The information and conclusions contained in this report are intended to assist AKRF, Inc., NYCDEC, the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) in evaluating the project's potential effects on archeological resources.

The purpose of the Phase 1A archeological assessment is to identify previously recorded archeological sites in the vicinity of the project's area of potential effect. The Phase 1A assessment also evaluates the likelihood that previously unrecorded archeological resources may be located within the Project Area. All research, fieldwork, and report preparation were conducted in accordance with the New York Archaeological Council's *Standards for Cultural Resources Investigations and the Curation of Archaeological Collections* (NYAC 1994), recommended for use by OPRHP.

1.2 PROJECT LOCATION AND DESCRIPTION

The goal of the Cross Harbor Freight Movement Project is to reduce traffic on a regional scale in New York by facilitating freight operations by rail and to create redundancy of the existing bridge and tunnel network. The proposed improvements could involve the implementation of an enhanced rail float system in the harbor or the construction of a freight tunnel from Staten Island or New Jersey to the Bay Ridge Line of the Long Island Railroad (LIRR) in Brooklyn. In addition to the No Action alternative, three alternatives for the project are currently under consideration. These alternatives include proposed enhancement of transportation systems management, proposed enhanced float operations, and proposed construction of rail freight tunnels.

The component of the project discussed in this report is a proposed rail freight yard in the vicinity of Maspeth and Newtown Creeks in Maspeth, Queens County, New York. The Maspeth Rail Yard represents only a portion of the proposed improvement alternatives that comprise the entire project (Figure 1). Archeological sensitivity assessments concerning other components of the project are not included in this report.

The proposed Maspeth Rail Yard is located in the vicinity of the confluence of Newtown and Maspeth Creeks in Queens County, New York (Figure 2). The Area of Potential Effect for the proposed rail yard (the Project Area; Figure 3) includes approximately 150 acres of land, and an additional nine acres of proposed landfill within the current waterways of Maspeth and Newtown Creeks (Figure 3). The Project Area is defined on the west by Newtown Creek, and on the north and east by Rust Road (or 56th Road) and the Long Island Railroad (LIRR) tracks. The southern perimeter of the Project Area follows Grand Avenue west from Rust Road for approximately 400 feet and then runs generally northwest to a point immediately south of the confluence of Newtown and Maspeth Creeks (Figure 3). The Project Area includes all of Blocks 2529, 2552, 2554, and 2575; and portions of Block 2600 (Lots 70, 80, and 92; portions of Lots 1 and 95).

Block 2602 (Lots 102, 115, 125, 145, 150, 155, 160, 170, 180, and 190), Block 2603 (Lots 67, 87, 96, 105, 110, 116, and 130), and Block 2610 (Lots 43, 44, 45, 46, 80, 88, 91, 94, 119, 357, 412, 440, 505, 524, 530, 550, and 9999; and portions of Lots 336 and 385) (Figure 4). Most of the Project Area is currently occupied by active commercial and light industrial facilities.

1.3 ORGANIZATION OF THE REPORT

Section 2 of this report provides information concerning the environmental and cultural contexts of Queens relevant to assessing the archeological sensitivity of the proposed Maspeth Rail Yard. An overview of the paleo-environmental and geological history of Queens (Section 2.1) is followed by a review of the periods of prehistoric (i.e., before approximately 1500 AD) human occupation of Queens by Native American peoples (Section 2.2). A discussion of the Colonial era occupation of the region by European immigrants is followed by a brief historic period (nineteenth and twentieth centuries) context for the Maspeth area (Section 2.3).

Section 3 describes the research methods used by JMA to construct the cultural contexts, historic background information, and archeological assessments presented in the report.

The results of JMA's research are presented in Section 4. Section 4.1 provides a discussion of previously recorded archeological sites that are reported to be located in the vicinity (within approximately one-mile) of the proposed Maspeth Rail Yard. Available information concerning potential wrecks or other submerged cultural resources in Maspeth Creek is presented in Section 4.2. Section 4.3 provides a detailed review of the historic residential and industrial development that occurred within the Project Area in the nineteenth and twentieth centuries. The results and conclusions of previous archeological assessments conducted within portions of the Project Area are summarized in Section 4.4. Observations concerning the existing conditions within the Project Area are presented in Section 4.5.

Conclusions and recommendations regarding the potential prehistoric and historic archeological sensitivity of the proposed Maspeth Rail Yard are presented in Section 5.

2.0 ENVIRONMENTAL AND CULTURAL CONTEXTS

2.1 ENVIRONMENTAL SETTING AND HISTORY

The geology and topography of Queens was largely shaped by the recession of the glaciers at the end of the Pleistocene, starting ca. 18,000 B.P. (Before Present). After 18,000 B.P. global temperatures gradually warmed and the glaciers began the slow process of melting and retreating northward. The Ronkonkoma Moraine, an enormous deposit of mixed sands, silts, clays, and boulders deposited ca. 15,300 B.P., marks the final advance of the glaciers. The Ronkonkoma Moraine forms the southern side of Long Island extending from Lake Success at the border of Queens and Nassau Counties to Montauk Point (Boesch 1997:4; Snow 1980). A few centuries later the retreating ice paused again, depositing a second band of sediments identified as the Harbor Hill Moraine. The Harbor Hill Moraine extends southwest across Queens from Little Neck Bay, across Brooklyn and Staten Island and into New Jersey (Wolfe 1995:460).

The moraines formed a dam for the glacial melt-water running south from the ice sheets, resulting in the formation of Glacial Lake Flushing. Lake Flushing covered most of present-day Manhattan and the Bronx, and the northwest quarter of Queens. Lacustrine and fluvial sediments associated with Lake Flushing and its drainages immediately underlay the ground surface across most of Queens (Boesch 1997:3). Lake Flushing drained at about 12,500 B.P. when the Harbor Hill Moraine was breached. After 12,500 B.P. the former lakebed would have been a marshy plain characterized by small hills and rises overlooking the ponds and marshes (Boesch 1997:3).

During the Pleistocene, vast quantities of water were trapped as ice in the glaciers. As a result, sea levels were considerably lower than at present and large tracts of the continental shelf were exposed as dry-land (Cantwell and Wall 2001:37; Snow 1980:105). At the height of the glaciation, sea levels were at least 90 meters below their present level (Funk 1991:52) and the coast was located as much as 120 miles east of its current position (Cantwell and Wall 2000:14). The retreat of the glaciers initiated a period of dramatic topographic and ecological change, including a rapid rate of sea-level rise beginning ca. 14,000 B.P. By 6,000 years ago sea levels were only about 9 meters below their current position, and continued to rise at a slower rate reaching about 2 meters below present by 2,000 B.P. (Funk 1991:52).

In the late glacial and early-post glacial period, the landscape of Queens would have been characterized by tundra vegetation supporting a diversity of fauna including mammoth, mastodon, caribou, horse, giant beaver, sloth, elk, moose, and peccary (Funk 1976; Ritchie 1980; Snow 1980; Wolfe 1995:461). After 12,000 B.P., the tundra environment gradually came to include more cold-adapted evergreen species. This environment has been characterized as 'open park-like woodlands', constituted primarily of spruce, pine, and later fir with a ground cover of lichens, and small quantities of deciduous species (Snow 1980:114). Palynological evidence indicates that vegetative and corresponding faunal communities changed concurrently with the warming climate. A pine-birch-adler forest complex was established by 9,000 B.P. and was followed by generally more temperate deciduous forest complexes (Snow 1980). These forests achieved an essentially modern character, with corresponding faunal communities, by about 4,000 B.P. (Boesch 1997:11-12; Funk 1991:52).

2.2 PREHISTORIC CULTURAL CONTEXTS

The prehistory of Eastern North America is commonly divided into three major temporal periods: Paleo-Indian, Archaic, and Woodland. These periods are each characterized by distinctive subsistence practices, social organization, settlement systems, and material culture. The definition of these cultural systems and an explanation for changes in culture through time provide a structure upon which archeological research questions can be framed. Archeologists continually debate many details regarding chronology, adaptation, and culture change but a generally accepted outline of regional prehistory is presented here.

2.2.1 THE PALEO-INDIAN PERIOD, CA. 12,500 TO 10,000 B.P.

Radiocarbon age estimates of sites associated with Paleo-Indian fluted points indicate that human beings first occupied the northeastern United States about 13,000 B.P. (Levine 1990). The distinctive lithic (stone) components of Paleo-Indian assemblages include long, fluted projectile points and a variety of end scrapers, side scrapers, knives, graters, and perforators (Fiedel 2000; Funk 1976). Paleo-Indian peoples probably lived in small, mobile bands and their choice of settlement seems to have been conditioned by access to upland forest resources, low-lying swamp areas, medium to large sized drainages, and high-quality lithic sources (Fiedel 2000; Funk 1976).

Evidence for Paleo-Indian occupations in the New York City region comes from scattered surface finds of fluted projectile points on Staten Island and Long Island. The Port Mobil Site on Staten Island is the best known Paleo-Indian site in the New York City area. Twenty-one fluted points and more than 120 stone tools have been recovered from the vicinity of this site, now located in an extensively disturbed oil-tank farm that in the early Holocene would have been a high point of land overlooking the Arthur Kill (Cantwell and Wall 2001:41). A fluted projectile point has also been recovered from an unidentified location in the Bayswater section of Queens (Boesch 1997). Mammoth and mastodon teeth recovered from the continental shelf by fisherman indicate that the exposed portions of the continental shelf were inhabitable in the early post-glacial period (Snow 1980:105). Archeologists assume that numerous Paleo-Indian and Early Archaic period sites in the New York City area were located off of the present coastline, and were subsequently inundated by the post-glacial rise in sea levels (Funk 1991:57; Cantwell and Wall 2001:38).

2.2.2 THE ARCHAIC PERIOD, CA. 10,000 TO 2,700 B.P.

The Archaic Period subsumes a diverse group of hunting and gathering cultures that occupied North America throughout the dramatic environmental changes of the early Holocene. Archaic cultures in the Northeast are generally characterized as small, mobile social groups, and their sites are usually small and lacking permanent structures, fortifications, extensive storage pits, and elaborate mortuary remains (Ritchie 1980:32). Archaic settlement and subsistence practices in southeastern New York were organized around seasonal movements between coastal and inland areas with a reliance on both woodland and aquatic resources (Tuck 1978).

The Early Archaic Period (ca. 10,000 to 8,000 B.P.) is poorly represented in the Northeast generally (Snow 1980:157), perhaps due to relatively unfavorable or inhospitable climatic conditions during the period (Funk 1976). Early Archaic sites are identified based on the presence of diagnostic Kanawha, Le Croy, Stanly, Hardaway, and Palmer projectile points, in association with a variety of scrapers, choppers, and ground stone woodworking tools (Ritchie and Funk 1971; Snow 1980:161-163).

The Middle Archaic (ca. 8,000 to 6,000 B.P.) is often characterized as a period of adaptation to the emerging temperate climatic conditions of the Holocene, including the exploitation of a wide variety of floral and faunal species similar to those of the modern era (Snow 1980:182-183). Middle Archaic sites in the Northeast are identified by diagnostic Neville, Stark, and Merrimack projectile point types. Several new technological innovations appeared during this period including stone gouges and axes, large ground stone semi-lunar knives, notched net-sinkers and plummets, and ground stone spear-thrower (or atlatl) weights (Dincauze 1971; Snow 1980:184).

The Late Archaic Period (ca. 6,000 to 3,000 B.P.) in southeastern New York is identified by the presence of distinctive narrow stemmed projectile points (Tuck 1978). Local variants of this tradition include Lamoka, Wading River, Sylvan Lake or Sylvan Stemmed, Taconic, and Bare Island projectile points (Fiedel 1986; Ritchie 1971). The foraging economy of the Late Archaic was based on the scheduled exploitation of specific seasonally available resources, including an emphasis on marine resources as evident from large shell middens on coastal and riverine sites (Funk 1991:54-55; Ritchie 1980:142).

The Terminal Archaic (or Transitional Period, ca. 3,500 to 2,700 B.P.) is characterized by technological innovations and subsistence practices that are often viewed as precursors to developments that occurred in the subsequent Woodland Period. In southeastern New York, distinctive Orient Fishtail projectile points serve as a diagnostic marker of this period, along with carved steatite (or soapstone) vessels and elaborate mortuary practices (Ritchie 1971, 1980; Snow 1980:239-244).

Archaic Period sites in New York City tend to be located along the East and Hudson Rivers, and Archaic sites have been identified in Lower Manhattan, the Bronx, and on Ellis Island. Early and Middle Archaic artifacts have been recovered in Queens at sites located on the high ground bordering Little Neck Bay. Late and Terminal Archaic sites have been identified on uplands near bays, inlets, estuaries, and interior streams along the north shore of Queens (Boesch 1997). During the Archaic Period, sea levels were lower than present and many sites are located on uplands adjacent to areas that would have been estuarine marsh but have been subsequently inundated (Lenik 1992).

2.2.3 THE WOODLAND PERIOD, CA. 3,000 B.P. TO EUROPEAN CONTACT

The Woodland Period is often distinguished from earlier prehistoric periods by significant changes in technology (notably the widespread production and use of ceramics), more intensive subsistence practices (often including the domestication of plants), increasing trends towards sedentism and larger settlements, and changes in social organization (Ritchie 1980:179-180; Versaggi 1999). Woodland sites are distinguished from earlier periods by the appearance of fired clay ceramic vessels in the archeological record.

During the Early Woodland Period (ca. 2,700 to 2,000 B.P.) Native American groups continued the hunting, gathering, and fishing practices of the Terminal Archaic, supplemented by an increase in shellfish collecting as evidenced by large shell middens located on sites near the coast or estuaries (Funk 1976; Snow 1980:283). Rossville points serve as a diagnostic artifact for Early Woodland occupations in coastal New York, and are usually recovered in association with shell middens. Vinette I pottery, a thick grit-tempered ware decorated on interior and exterior surfaces with impressed cordage or fabrics, represents one of the earliest ceramic traditions in the region (Ritchie 1980; Tuck 1978).

The Middle Woodland Period (ca. 2,000 to 1,000 B.P.) in eastern New York is characterized by changes in social and economic organization, including increasing trends towards sedentism and long-distance exchange of smoking pipes and lithic materials. Diagnostic artifacts from the Middle Woodland include Fox Creek stemmed and lanceolate projectile points, Jack's Reef points, Greene points, and a variety of decorated pottery styles (Funk 1976; Kostiw 1995; Ritchie 1971; Snow 1980:276).

In southeastern New York, the Late Woodland Period (ca. 1,000 to 400 B.P.) is divided into the Bowman's Brook and subsequent Clasons Point Phases. These cultures are known from large village sites near tidal pools and small coves, often characterized by numerous pits for cooking, storage, and the disposal of refuse (Ritchie 1980:269), as well as smaller activity sites. The Late Woodland economy in coastal New York seems to have been primarily oriented to marine resources, supplemented by horticulture and seasonal hunting and gathering (Ritchie 1980:268-270). Diagnostic artifacts for the period include Levanna and Madison style projectile points and distinctive types of pottery including Bowman's Brook Incised and Stamped, East River Cord Marked, Munsee Incised, Castle Creek Beaded, and Wickham Punctate and Incised (Ritchie 1980:270-272).

The appearance of pottery in artifact assemblages serves as the diagnostic marker of Woodland occupations, and pottery fragments recovered from sites with earlier components suggests continued use of previously utilized locales during the Woodland Period (Lenik 1992). Sites with Middle and Late Woodland components are the most numerous identified in New York City. Late Woodland settlements include both large village sites and smaller interior sites. These settlements were dispersed throughout the city, at locales such as Archery Range, Ward's Point, Washington Heights-Inwood, Clasons Point, Bowmans Brook, and Aqueduct. Many of these locations continued to be occupied throughout the early period of European Contact (Boesch 1997; Cantwell and Wall 2001:114-116).

2.3 HISTORIC PERIOD CULTURAL CONTEXTS

In the Late Woodland and Early Contact periods, the Lower Hudson Valley and coastal areas of New York were inhabited by Munsee-speaking groups of the larger Lenape (or Delaware) cultural group of Native Americans (Burrows and Wallace 1999:5; Cantwell and Wall 2001:120; Goddard 1978; Snow 1980:96). The Munsee generally lived in multi-family longhouse structures about 20 feet wide and up to 100 feet long. These houses were usually arranged as loose clusters in hamlets as opposed to nucleated villages. In addition to speaking a similar dialect of the Eastern Algonkian language, Munsee groups generally shared similar modes of subsistence, settlement, social organization, and forms of material culture (Goddard 1978; Grumet 1995:26; Snow 1980:97-99). In the early-seventeenth-century, the fur trade served as the primary motivation for Dutch colonization of the Lower Hudson Valley. Interactions with the Dutch and participation in the fur trade resulted in rapid and dramatic changes in the economy, social relations, and material culture of local Delaware groups (Burrows and Wallace 1999:11-13; Goddard 1978).

2.3.1 CONTACT AND COLONIAL PERIODS

Scholars variously identify the seventeenth-century Delaware inhabitants of Brooklyn and Queens as the Canarsee, Matinecock, and Rockaway Indians. These designations are frequently mislabeled as 'tribes', but more likely represented social groups based on common identification

with localities, kinship, relations, or shared totems (Boesch 1997; Goddard 1978). Contact Period settlements are recognized in the archeological record by small quantities of European manufactured goods, such as metal kettles, tools, projectile points, ornamental brass cones, glass beads, bottles, jugs, and cloth among larger quantities of Native American material culture and refuse (Cantwell and Wall 2001:122-123). Within New York City, close to eighty Native American habitation sites have been documented, along with the locations of agricultural fields and a network of trails that connected the individual settlements (Burrows and Wallace 1999:6). In the early-seventeenth-century, Munsee communities in Queens included Rockaway (sandy place), Matinecock (at the lookout point), Maspeth (bad water place), and Jamaica (beaver place) (Grumet 1995). Archeological sites with Contact Period components in Queens have been reported at the Yameco (or Jameco [Jamaica]), Little Neck Village, Maspeth, Sanford's Point, Wilkins, Duryea Farm, College Point, and Linnaen Gardens sites (Beauchamp 1900; Boesch 1997; Bolton 1934; Parker 1920).

The government of Holland formally established the colony of New Netherlands in 1614, claiming exclusive rights to trade on all lands between the Connecticut and Delaware Rivers. The seat of government for this new colony was at New Amsterdam, a small Dutch fort located in Lower Manhattan. In 1621 the charter for the colony was transferred to the Dutch West India Company, an armed mercantile association formed to serve as the agents of Dutch colonialism in the New World (Burrows and Wallace 1999:19-21). The introduction of European diseases resulted in the decimation of Native American populations. These losses were compounded by casualties in wars both among Native groups and with the colonists (Brasser 1978; Goddard 1978). Snow (1980:34) estimates that prior to European contact, the total Munsee population in the Lower Hudson and Delaware valleys was between 24,300 and 51,300 people; he estimates the post-epidemic population for the same region to be only 4,500 people.

In 1642 a small group of the original Plymouth colony settlers established a settlement in Maspeth at the head of Newtown Creek, within the traditional territory of the Mespat Indians. These English colonists were lead by Reverend Francis Doughty, a dissenting clergyman from Cohannet (now Taunton, Massachusetts). Doughty received a land grant from William Kieft, Director-General of the New Netherland colony, for 13,222 acres in Newtown. This land grant is the earliest recorded deed for Long Island. In 1643 the Mespat Indians attacked the English settlement in retribution for attacks against Mohican and Mattinecock settlements in Connecticut. The English settlement was abandoned in 1644, and nine years later the English established a new settlement further inland at what is now Elmhurst. The Dutch surrendered the New Netherlands colony to the English in 1664, and the English continued to secure land titles from Munsee groups in the region (LIH 1998; Munsell 1882:329-334; Riker 1852:13-20; Seyfried 1995:753).

English migrants from Brooklyn and Long Island City re-settled the Maspeth area in the eighteenth century. Judge Joseph Sackett built a manor house on the English Kills (south of the Project Area) in 1725 (later referred to as the Clinton Mansion). This house was used as the headquarters for General Warren during the British occupation of Newtown during the Revolutionary War. The British capture of New York in 1776 was reportedly planned in the Clinton Mansion at Maspeth (LIH 1998).

2.3.2 NINETEENTH AND TWENTIETH CENTURIES

Following the Revolutionary War, large areas of marshland in and around Maspeth were drained and made suitable for agriculture (Munsell 1882:329). The number of settlers in the vicinity of the Project Area remained relatively sparse through the early-nineteenth century. DeWitt Clinton,

governor of New York from 1817 to 1823, moved to Maspeth in the 1790s (BT 1889; LIH 1998). Clinton's residence was located on Flushing Avenue immediately south of the Project Area.

Residential and commercial development of Maspeth began in earnest in the mid-nineteenth century. In 1852 real estate developers purchased two large farms and subdivided them into streets and lots, laying out a residential community from 59th Place to 69th Street, and from 55th Drive to Grand Avenue. Mount Olive cemetery was opened the same year. The principal industrial concern in Maspeth in the early-nineteenth century was an oilcloth manufactory established in 1836. In the 1850s an animal carbon factory (used for the production of black carriage paint) was established on Newtown Creek. After the Civil War industrial development continued with the construction of fertilizer works, lumber yards, linoleum factories, and rope walks, and the largely English Quaker population began to be replaced by German immigrants (LIH 1998; Munsell 1882:379; Riker 1852:257-258; Seyfried 1995:753).

In the twentieth century Maspeth became more ethnically diverse. The population in the 1990s was predominantly Catholic of European descent, with large numbers of Koreans, Puerto Ricans, and Dominicans. The residents of the area are predominantly working class. The essentially suburban character of the neighborhood has been maintained due to isolation afforded by the Long Island Expressway and the belt of cemeteries that form the northern border of Maspeth. Industrial operations continue to thrive in the area (Seyfried 1995:753-754).

Detailed discussions of residences and early commercial ventures within the Project Area are provided in Section 4.3 of this report.

3.0 RESEARCH METHODS

3.1 ARCHIVAL RESEARCH

JMA conducted site files research to identify previously recorded archeological sites in the vicinity of the Project Area. The review included examination of the site files of the New York State Museum (NYSM), the Office of Parks, Recreation, and Historic Preservation (OPRHP), and the New York City Landmarks Preservation Commission (LPC; summarized in Boesch 1997). Early-twentieth-century references concerning the archeology of New York City were examined in order to identify archeological sites that previously existed in Queens (e.g., Beauchamp 1900; Bolton 1934; Parker 1920). More recent cultural resources surveys from the vicinity of the Project Area were examined at the OPRHP and LPC (e.g., AKRF 1991; Boesch 1997; HPI 1986, 1989, 1990, 1991). JMA examined regional syntheses of prehistory (e.g., Cantwell and Wall 2001; Funk 1976; Ritchie 1980; Snow 1980) to construct Native American cultural contexts for the Project Area.

JMA also examined National Oceanic and Atmospheric Administration (NOAA) navigation charts depicting Newtown and Maspeth Creeks (NOAA 1990) to identify known submerged wrecks in the vicinity of the Project Area. The NOAA (2002) Automated Wreck and Obstruction Information System (AWOIS) was also consulted for information pertaining to wrecks in the vicinity of the Project Area.

JMA examined historic maps from the collection of the Queens Borough Public Library Long Island Division and New York Public Library Map Division to determine if historic structures or features were formerly located in the vicinity of the Project Area. Cartographic sources examined by JMA included the City of New York Topographical Bureau survey depicting property ownership in Maspeth ca. 1800 (CNYTB 1935; Figure 5), the 1852 Riker survey of Newtown (Figure 6), the Walling (1860) *Map of the City of New York* (Figure 7), the Beers (1873) *Atlas of Long Island* and (1886) *New Map of Kings and Queens Counties* (Figures 8, 9), and the Wolverton (1891) *Atlas of Queens County* (Figure 10). Historic topographic surveys were examined to document episodes of landfill and disturbance in the Project Area, including the 1891 and 1898 USGS 15-minute quadrangles (Figures 11, 12) and CNYTB 1910 and 1929 surveys (Figures 14, 15). Late-nineteenth and early-twentieth-century insurance atlases consulted for the Project include the Bromley (1909; Figures 13a, 13b) and Hyde (1929 [corrected through 1955]; Figures 16a, 16b, 16c) atlases of Queens.

JMA reviewed histories of the Long Island Railroad that describe construction and/or improvements to the LIRR freight system (e.g., Reifschneider 1925; Seyfried 1961; Smith 1958). Additional regional histories and secondary sources (e.g., Burrows and Wallace 1999; Jackson 1995; Munsell 1882; Riker 1852) were used to construct historic contexts for the Maspeth area.

3.2 FIELD RECONNAISSANCE

JMA personnel conducted a field reconnaissance of the proposed Maspeth Yard Project Area on June 3, 2002. The purpose of the field reconnaissance was to assess the degree of previous ground disturbance and evaluate the potential for archeological resources to be present within the Project Area. Documentation included recording observations, and photographing significant or informative landscape features.

4.0 RESULTS

4.1 PREVIOUSLY RECORDED ARCHEOLOGICAL SITES

In the early-twentieth-century, archeologists recorded the former locations of prehistoric and Contact Period Native American sites in New York City (e.g., Beauchamp 1900; Bolton 1934; Parker 1920). It was recognized at the time that many of these sites were being (or would be) destroyed by urban development and construction activities across the city (Bolton 1934:131). The most comprehensive early index of archeological sites in the state is Arthur C. Parker's (1920) *The Archaeological History of New York*. Parker's site locations were based on informant interviews and it was not possible for him to field check each reported site location (Parker 1920:471). Archeologists regard Parker's site location information as general, if imprecise, indications of the presence of a site (or sites) in a given area (Sullivan 1992:6).

Numerous sources document the existence of an Archaic, Woodland, and/or Contact Period archeological site (or sites) located within the proposed Maspeth Yard Project Area. In the LPC *Archaeological Evaluation and Sensitivity Assessment of the Prehistoric and Contact Period Aboriginal History of the Borough of Queens, New York City* (Boesch 1997), Site # 13 is described as a "habitation site at head of Newtown Creek... probably located along Maspeth Creek near its confluence with Newtown Creek... [with] Woodland and Contact Period components" (Boesch 1997). The map accompanying the LPC report locates Site #13 within the current Project Area, south of the LIRR tracks, north of Maspeth Avenue, and east of 49th Street. The description and location of the site provided by Boesch (1997) were based on earlier accounts of a Native American village at Maspeth. The location of LPC Site #13 corresponds to the location of NYSM Site #9447, described as a Woodland or Contact Period village with shell middens. NYSM Site #9447 is based on Parker's (1920) discussion of village sites at the head of Maspeth Creek.

In *The Annals of Newtown*, Riker (1852) recounts the end of the Native American occupation of Newtown in the mid-seventeenth-century, and describes artifacts recovered from the Maspeth area during the nineteenth century:

"It is probable that most [Native Americans] vacated the town at about the period of their last sale to the whites [c. 1666], though there is evidence that scattering ones remained for a number of years later, some of whom had their wigwams at Mespeth Kills. But the memory of theses has long since perished. Occasionally an exhumed relic reminds us that they once lived. The rude implements which they used in the pursuits of peace and the prosecution of war, are the only existing mementos of the red men of Newtown. These consist chiefly of stone axes and arrowheads, and arrows of reed. The late Judge Furman, of Maspeth, had a handsome collection of them, procured in that neighborhood" (Riker 1852:73).

Ralph Solecki investigated sites in the Maspeth Creek area in the 1930s, and indicated that a "large site was situated near the Furman burial plot on Maspeth Creek" (Solecki 1941, cited in HPI 1986:20). The Furman property included a large portion of the Project Area (CNYTB 1935; Riker 1852; Walling 1860; Beers 1873, 1886; Wolverson 1891; Figures 5, 6, 7, 8, 9, 10). According to HPI (1986:28) the Furman cemetery is erroneously labeled as a "reservoir" on historic maps of the area (e.g., Bromley 1909; Figure 13). The cemetery is also depicted on the

Hyde (1929 [revised through 1955]) insurance atlas (Figure 16b). Solecki's verbal description also indicates that the site was located within the current Project Area. Stan Wisniewski, who surveyed the area with Ralph Solecki in the 1930s, provides additional information regarding the site (or sites) at Maspeth Creek:

"The region between Maspeth Avenue and the creek to the north, and the sloping ground south of Maspeth Avenue produced hundreds of artifacts when Ralph Solecki and I visited the area in the early 1930s. At that time, Maspeth Avenue cut through a sandy embankment in this vicinity, and seemingly terminated at the ongoing dumping that was taking place on the swampy ground east of Furman's Island. [The filling in of the Shanty Creek marsh.] A variety of Archaic type projectile points, as well as knives and scrapers, surfaced during the several years we explored this area. A small shell midden existed on the bluff south of Maspeth Avenue, and a small pit of oyster shell was excavated on a slope north of the Avenue, none of which, to my knowledge, produced anything of significance. Only two small ceramic sherds of Indian origin were found during this period - indication of a rather short occupation by the Woodland Period people. A round, well worn grinding stone indicated the presence of agriculture in the area. A notched stone adze and a broken gouge were signs that dugouts were made and used in the nearby creek waters" (Wisniewski 1986:14, quoted in HPI 1986:21).

The location and topographic information provided in Wisniewski's account correspond to landforms and features within the proposed Maspeth Yard Project Area as depicted on late-nineteenth and early-twentieth-century topographic maps (USGS 1891, 1898; CNYTB 1910, 1929; Figures 11, 12, 14, 15). Wisniewski's description of archeological finds provides evidence that prehistoric deposits were extant within the Project Area as late as the 1930s.

Archeologists have documented a number of archeological sites in the immediate vicinity (within one-mile) of the Project Area. Parker (1920:672) describes a "village site on the Maspeth hills at the head of Newtown Creek". The NYSM designates this site as NYSM Site #4536, and locates the site generally southeast of, and adjacent to, the Project Area. Bolton (1934:150; LPC Site #28. Boesch 1997) also describes a village site "near the head of Maspeth Creek, and east of Mount Zion cemetery, situated on rising ground, overlooking the extensive marsh meadows bordering Newtown Creek." The location information from these early-twentieth-century sources is unclear as to the precise location of this village site (or sites). Boesch (1997) identifies LPC Site #69 as an Archaic and Woodland Period site, located east of 59th Street in Maspeth and north of Maspeth Avenue (approximately 1,000 feet east of the Project Area). The OPRHP records the St. Michael's site (Site # A081.01.0109), an unspecified prehistoric site, in this same location. Boesch (1997) describes LPC Site #46, located immediately west of Mount Olivet cemetery, as a Contact Period habitation or campsite with a hearth dated to ca. 1650, kaolin pipe bowls, and lithic (stone) artifacts.

The Wyckoff Onderdonk House (OPRHP Site A081.01.0108) is located approximately 3000 feet south of the Project Area on Flushing Avenue. The site was the former location of a house built c. 1660 by Handrick Barenz Smidt, and sold to the Onderdonk family in 1821. A number of excavations at the site have documented buried structural-foundation remains and archeological deposits associated with various periods of occupation (Happel 1975; HPI 1986:42, 1991:24). The site was listed on the National Register of Historic Places in 1979. The house was reconstructed between 1980 and 1982 following a disastrous fire (Dolkart 1998:224).

4.2 PREVIOUSLY RECORDED UNDERWATER CULTURAL RESOURCES

NOAA nautical charts depict submerged wrecks at two locations within Maspeth Creek, immediately adjacent to the Project Area (NOAA 1990, Figure 17). No records pertaining to these wrecks were located in the AWOIS database (NOAA 2002). JMA contacted Mr. Stephen Varry, Operations Branch, Office of Coast Survey on June 7, 2002 to request any information possessed by the NOAA regarding these wrecks. According to Mr. Varry, the larger obstruction labeled "wrecks" and indicated with a rectangular dotted-line (Figure 17) appears on navigation charts in their files as early as 1950. The smaller obstruction, labeled "wk" and indicated with an oval dotted-line (Figure 17), does not appear on any charts earlier than the 1990 NOAA chart. No additional information concerning the specific nature of these obstructions or wrecks was available.

4.3 PREVIOUS ARCHEOLOGICAL SURVEYS

JMA identified four parcels within or immediately adjacent to the Project Area that have been previously assessed for the presence of archeological resources (Figure 19). Background information in these previous reports was utilized to construct the history of the Project Area presented in Section 4.4 (e.g., AKRF 1991; HPI 1986, 1989, 1990, 1991). Furthermore, these reports contain more detailed information regarding the extent of previous disturbance that characterize portions of the Project Area. The results, conclusions, and recommendations from each of these previous archeological assessments are briefly summarized below.

4.3.1 BLOCK 2600

Two previous Phase 1A archeological assessments have been prepared for Block 2600, Lots 70, 80, 92, and 95 (HPI 1986, 1991; see JMA Figure 19). This eight-acre area includes the southern bank of Maspeth Creek and what was formerly the northern end of Furman's Island. Previous archeological surveys were conducted on this parcel in association with a proposed resource recovery facility (HPI 1986) and a proposed sludge management facility (HPI 1991). These reports provide a detailed history of the development of Furman's Island and the adjacent areas, and include interview data from informants that witnessed landfill operations in the area from the 1930s through 1960s. The field reconnaissance conducted for these assessments resulted in the following observations:

"A deep (approximately 20 feet) excavation here showed clearly the levels of fill, with a thick layer of bricks, that had been deposited... Soil boring logs from neighboring parcels were analyzed for the ongoing DOS [Department of Sanitation] foundation construction, indicating an extremely uneven landfill over-mantle, between 3 and 28 feet below grade, in the immediate vicinity of the sludge site. Fill materials, described as at least 40 years old, included sand, gravel, cloth, plaster, wood, bricks, rubber, plastics, concrete, metal, and glass" (HPI 1991:26).

These previous assessment reports (HPI 1986, 1991) conclude that although early-twentieth century archeologists observed prehistoric archeological materials in the vicinity of Furman's Island, subsequent landfill and construction activities have resulted in excessive disturbance to

the parcel. According to HPI (1991:28) the degree of previous disturbance precluded the possibility that undisturbed archeological deposits were present on the parcel.

4.3.2 BLOCK 2610, LOT 119

A Phase 1A archeological assessment was prepared for Block 2610, Lot 119 (HPI 1989; see JMA Figure 19) in association with a proposed forty-foot diameter concrete shaft (Shaft 19B) to be built as a component of a City water supply tunnel. Soil borings conducted as a component of the Shaft 19B project indicated that the depth of artificial fill on the Lot extended at least 12 feet and up to 27 feet below grade, with an average water table between 8.8 and 9.2 feet below grade (HPI 1989:16). HPI (1989:18) concluded that prehistoric archeological deposits could potentially be located below the layers of fill that were introduced during the twentieth century. Due to the logistical difficulties and expense of testing for such resources at such extreme depths and below the current water table, HPI recommended that an archeologist be on site to monitor the initial stages of water shaft excavation.

4.3.3 BLOCK 2575, LOT 26

A preliminary archeological review was prepared for Block 2575, Lot 26 (HPI 1990; see JMA Figure 19) in advance of possible development of the parcel by the NYC Department of Environmental Protection (DEP). Boring data included in the report document a layer of artificial fill extending between 10 and 23 feet below grade, overlaying a lens of peat between 3 and 5 feet thick reflecting the original marsh topography of the area. HPI (1990:7) concluded that the depth of introduced fill, coupled with the high water table in the area, makes testing for potential prehistoric resources impossible.

4.3.4 BLOCK 2575, LOTS 52 AND 54; BLOCK 2610, LOTS 119 AND 505

An archeological sensitivity assessment was prepared for Block 2575, Lots 52 and 54, and Block 2610, Lots 119 and 505 (HPI 1999; see JMA Figure 19) in association with proposed utilization of the property for freight operations by the New York and Atlantic Railway. Boring data reviewed in this report indicate that a layer of artificial fill covers the entire property, however the depths of fill are highly variable within the HPI 1999 survey area. The majority of the property is covered in layer of fill that extends from 10 to 16 feet (or more) in depth, including all of the survey area located more than 500 feet north of Maspeth Avenue and the southern portion of the HPI 1999 survey area (see JMA Figure 19). Two of the soil borings, located in the immediate vicinity of Maspeth Avenue, indicated a fill layer only about two feet in depth underlain by layers of sand and clay. The report concluded that the area immediately adjacent to Maspeth Avenue could be less disturbed than the surrounding areas and has the potential to contain intact Native American archeological deposits from the prehistoric and/or contact periods (HPI 1999:13).

4.3.5 BLOCK 2529

An archeological sensitivity assessment was prepared for Block 2529 (AKRF 1991; see JMA Figure 19) in association with possible development of the property as a component of the NYC DEP Long Range Sludge Management Plan. Block 2529 was the former site of the Phelps Dodge Refinery (previously Laurel Hill Chemical Works and Nichols Copper Refinery). Boring data included in the report indicate that the entire site is covered with artificial fill to depths between 10 and 20 feet below grade. The entire parcel was extensively developed with industrial facilities in the late-nineteenth and twentieth centuries. The Phelps Dodge Refinery closed in 1984 and the

property was leveled in the 1990s. The report concludes that the only potential archeological resources on the property are associated with the c. 1880s chemical works and later copper refinery (AKRF 1991).

4.4 HISTORY OF THE PROJECT AREA

The Project Area is located at the confluence of Maspeth and Newtown Creeks. In the seventeenth through nineteenth centuries, this area was sparsely settled and used primarily for agricultural purposes. Industrial development around Maspeth Creek began in earnest in the late-nineteenth century, and by the mid-twentieth century the area around Maspeth Creek was thoroughly transformed by landfill, grading, and commercial construction.

4.4.1 EARLY HISTORIC SETTLEMENT (CA. 1650–1850)

In the 1640s European colonists constructed a few scattered farmsteads on Newtown Creek. These early pioneers began converting the lands to agricultural purposes:

“At the head of the Kill of Mespat, or Newtown Creek, ... Hans Hansen, familiarly called Hans the Boore, obtained a plantation of 200 morgen, or 400 acres. Descending the stream, Richard Brutnell, a native of Bradford, England, was seated on the hook, or point, at the entrance, and east side of Canapaukah Creek, now the Dutch Kills, where he had a farm of near an hundred acres; and, on the opposite side of the creek was the plantation of Tymen Jansen, who had been a ship-carpenter, in the employ of the West India Company; next to whom, northward, lay the land of Burger Jorissen, a respectable smith, from Silesia. Upon the northern border of Mespat, at what is now Fish's Point, Hendrick Harmensen, otherwise called Henry the Farmer, had a bouwery, or farm under cultivation” (Riker 1852:16).

The farms described by Riker (above) represent the earliest European settlement in the vicinity of the Project Area. A small Dutch settlement was established on Furman's Island (originally Smith's Island, later Maspeth Island) in the 1650s. Furman's Island is depicted on historic maps of the area (e.g., Figures 5, 6, 7, 8, 9, 10, 11, 12) but was joined to the mainland during landfill episodes associated with industrial development in the mid-twentieth century (CNYTB 1929; Hyde 1929 [revised through 1955]; Figures 15, 16b). The proposed Maspeth Yard Project Area includes the northern portion of Furman's Island. Nicasius De Sille received a patent for the island in 1656 and named the new settlement Aernheim. Solecki (1948) provides a brief history of Aernheim:

“No record of the settlers who occupied Arnhem [sic] exists, but we do know that several families were dwelling there in 1660 when the Dutch town of Boswyck (Bushwick) was laid out and founded. At that time, Governor Petrus Stuyvesant was concerned that the village of Arnhem would prove an impediment to the development of the new Dutch town, so he order the village destroyed and the houses torn down” (Solecki 1948:325, quoted in HPI 1986:26).

In the 1930s, the City of New York Topographical Bureau compiled historic deed and survey information and prepared a map depicting c. 1800 property ownership in the Maspeth area (CNYTB 1935; Figure 5). In the early-nineteenth century, most of the Project Area was within the property of Garrit Furman, who purchased the parcel south of Maspeth creek from Henry and

Jane Mott in 1815. The Mott family had acquired the property in 1784, when Dr. Henry Mott married Jane Way. Jane Way was a descendant of James Way, one of the earliest landowners in Maspeth (HPI 1986:27, 1991:16). James Way acquired a large estate on the English Kills in 1650 that included the ca. 1815 Furman property (Riker 1852:378). The Way farmhouse was a small, two-room dwelling located immediately north of Maspeth Avenue and west of the LIRR railroad tracks. This structure is depicted immediately east of the Furman house on the 1860 Walling and 1873 Beers surveys (Figures 7, 8). The Way farmhouse stood within the Project Area until about 1928 (HPI 1986:27, 1991:16).

Garrit Furman acquired the Way property in 1815. The Furman estate was composed of approximately 120 acres, including the area bounded by Maspeth Creek, 56th Road (Rust Road), Grand Avenue, and Newtown Creek, as well as Furman's Island (CNYTB 1935, Figure 5). Between 1817 and 1819, Garrit Furman built a two-and-a-half story, Federal-style mansion on the property. Garrit Furman passed away in 1848 and left his estate to his son William H. Furman. William Furman lived at Maspeth until about 1885, when he began spending more time at a summer residence in Smithtown, Long Island (HPI 1986:30-33). The Furman house is depicted on the 1852 Riker, 1860 Walling, and 1873 Beers maps of the area (Figures 6, 7, 8).

The Furman property also included the Way-Mott family cemetery, discussed previously as the "Furman burial plot" described by Solecki (1941) in relation to prehistoric archeological sites in the area (see Section 4.1). According to HPI (1986:28) the cemetery is erroneously labeled as a "reservoir" on the 1909 Bromley atlas (Figure 13). The cemetery is also depicted on the Hyde (1929 [revised through 1955]) insurance atlas (Figure 16b). The small family-plot cemetery contained thirteen graves and was enclosed by a granite wall with an iron railing. The cemetery was extant on the property as late as 1928. In 1950, thirteen burials were disinterred by members of the Flushing congregation of Quakers and relocated to Prospect Park Cemetery in Brooklyn (HPI 1986:27). The HPI report implies that all burials from the cemetery were removed at this time.

The Honorable James Maurice was also a prominent resident of Maspeth in the mid-nineteenth century. The Maurice residence was located within the Project Area, on the south side of Maspeth Avenue west of the Furman house. Maurice purchased eight acres from Garrit Furman in 1840 and constructed a mansion on the property in 1841, where he lived until his death in 1884 (BT 1889; HPI 1986:34). The construction of the house in Maspeth and James Maurice's political career are recounted in Munsell's (1882) biographies of prominent citizens in Queens County:

"In October 1840 he [James Maurice] purchased from Garrit Furman a few acres at Maspeth, and began the erection of a dwelling thereon, which was completed and occupied in 1841, and in which he still resides, with the surviving members of his father's family... In the fall of 1850 he made his first essay in political life, and was elected member of Assembly for Queens county on the Democratic ticket in November of that year, after a most exciting contest... In 1852 he received the nomination for representative to Congress from the first district, at the Democratic convention held at Syracuse in 1851, and took a prominent part in the debates and proceedings at that convention. He was elected a member of the XXXIII Congress by a very satisfactory majority over John A. King, afterwards governor, and served from March 4th 1853 to March 4th 1855" (Munsell 1882:383).

The Maurice residence is depicted on the 1852 Riker, 1860 Walling, and 1873 surveys of the Maspeth area (Figures 6, 7, 8). The residence of "J. Van Cott" located on the Furman property east of the Maurice house and south of Maspeth Avenue, is also depicted within the Project Area on the 1860 Walling survey (Figure 7).

4.4.2 EARLY COMMERCIAL DEVELOPMENT (CA. 1850 – 1900)

In 1836 Judge Furman constructed a road across his property and a toll bridge over Newtown Creek, and operated the venture as the Maspeth Avenue and Toll Bridge Company. The road [Maspeth Avenue] and toll bridge are depicted on the 1852 Riker, 1860 Walling, and 1873 Beers maps of the area (Figures 6, 7, 8). The Maspeth Avenue and Toll Bridge Company charter expired in 1866, at which point William Furman proposed to construct a railroad over his father's bridge. In 1867 the City of Brooklyn seized part of the road [Maspeth Avenue] in Williamsburgh and raised the grade of the roadway. The railroad venture was abandoned. In 1876 the Maspeth Avenue bridge was removed and a new bridge constructed over Newtown Creek at Grand Avenue (HPI 1986:34-35; Beers 1886; Wolverson 1891; Figures 9, 10).

The opening of Maspeth Avenue and the toll bridge over Newtown Creek in 1836 stimulated the earliest commercial and industrial development in the Project Area. The first industrial venture on Furman's Island was the fertilizer works established by Cord Meyer in 1852. Meyer was a German immigrant who purchased a tract of land on Newtown Creek from Judge Furman in the 1840s. Meyer expanded his business interests and became a partner in a sugar-refining firm, and by his death in 1891 his fortune was estimated at seven million dollars (BT 1889; HPI 1986:36; LIH 1998). Structures associated with the fertilizer works are depicted on the 1873 Beers atlas (Figure 8), and the "C. Myer Bone Works" or "fertilizer factory" are clearly indicated on the 1886 Beers and 1891 Wolverson atlases (Figures 9, 10). Industrial activities conducted at the fertilizer works on Furman's Island revolved around the burning of animal bones for the production of carbon:

"Cord Meyer established in 1852, on Newtown Creek, between Maspeth avenue and Grand street, a manufactory of animal carbon. It is used chiefly in the filtration of sugar. His business has grown to very large proportions, and besides manufacturing carbon he prepares a large portion of the ivory black used by carriage painters in New York city. A large part of the bones used comes from South America and Texas. The product of this manufactory amounts to about 200,000 pounds of carbon a month. The refuse is made into "drop black", used extensively as carriage paint" (Munsell 1882:379).

Another early venture on Furman's Island was the Lumber and Coal Yard of Covert and Sons. The lumberyard was operated by Charles Covert, later by his son George, from the 1850s until Charles Covert's death in 1873 (HPI 1986:37; Munsell 1882:384). The lumberyard is depicted on the 1860 Walling and 1873 Beers surveys, located immediately south of the Project Area on Furman's Island (Figures 7, 8).

Perhaps the most interesting early commercial enterprise within the Project Area was the "Shanty Creek Trout Pond" constructed ca. 1860 by William Furman. Furman was an avid fisherman and selected a five-acre parcel on his property, south of Maspeth Avenue, to construct a trout hatchery. The hatchery was an artificial stream fed by freshwater springs that fed into Newtown Creek. The springs were diverted into a series of S-shaped sluices with gravel and sand bedding for spawning. In 1868 Furman sold more than one ton of trout from his hatchery at Maspeth (BT

1889; HPI 1986:32; Seyfried 1961:30). The hatchery is described in a previous archeological survey conducted within a portion of the Project Area:

"In its final form, the trout hatchery took the shape of the letter S drawn twice and connected end on end. Furman tried to make the spawning race as "natural" as possible by duplicating mountain conditions and scenery. Every effort was made to screen off the stream from invading water rats and human poachers. By 1870 the Maspeth trout hatchery was nationally known and Furman became famous as the leading exponent of natural breeding, as opposed to milking adult trout and artificially fertilizing the eggs in indoor hatcheries. During this period the influx of visitors was often more than Furman could accommodate, and he began to discourage parties of the curious who came out on the horse cars from Brooklyn and used his estate as a picnic ground and sightseeing attraction" (HPI 1986:33).

The location and configuration of the trout hatchery is depicted on the 1873 Beers atlas (Figure 8) within the southeastern portion of the Project Area. Furman ceased operations at the trout hatchery around 1885 due to heavy losses in stock by poachers and the gradual pollution of the water from nearby industries (BT 1889; HPI 1986:33). The hatchery does not appear on the 1886 Beers, 1891 Wolverton, or 1909 Bromley atlases (Figures 9, 10, 13b). The artificial channels, although no longer maintained, persisted on the landscape until the early-twentieth century. The 1910 City of New York Topographic Bureau survey (Figure 14) depicts the network of abandoned channels between Maspeth and Grand Avenues.

The industrial development of the Maspeth Creek area accelerated due to the extension of railroad networks through Maspeth after the Civil War. The South Side Railroad organized the extension of its railroad from Bushwick to the East River in 1870. They constructed a rail line from Bushwick Junction along Newton Creek to Penny Bridge, where they connected with the former New York and Flushing Railroad line to Hunter's Point (Reifschneider 1925:15; Seyfried 1961:28-29; Smith 1958:58). The main line of the South Side along Newtown Creek is depicted on historic maps of the Project Area beginning with the 1860 Walling survey (Figure 7).

The South Side Railroad constructed a freight and manure depot at Maspeth and Newton Creeks between 1867 and 1874 (Reifschneider 1925:15; Seyfried 1961:5, 28-29). The South Side began by building a spur from its main line on Bushwick Avenue across Grand Avenue and Shanty Creek to Furman's Island. The purpose of the spur was to add freight volume to the railroad from the Covert and Sons lumberyard and the Cord Meyer fertilizer works (HPI 1986:37). An account of the construction of the freight depot at Newtown Creek is provided in Seyfried's (1961) *the Long Island Railroad, A Comprehensive History: Volume 1*:

"The problem of handling freight inspired the construction of a dock facility on Newtown Creek. The Brooklyn terminus at Bushwick was a mile from the waterfront and the single track line through crowded residential streets made freight car movement difficult; one of the most profitable viz. the handling of manure, was expressly forbidden as a health menace. In August 1868 the directors planned the spur to the new dock and in March 1869 a bill was introduced into the Legislature to permit such construction. Over the summer the single track spur was laid from the main line at about the present junction of Metropolitan and Flushing Avenues north to the dock just above where Maspeth Avenue used to intersect Newtown Creek before it was obliterated by the Navy

Yard. Whether there were cranes here for loading and unloading manure barges is uncertain" (Seyfried 1961:35-36).

The South Side Railroad spur to Furman's Island is depicted on the 1873 and 1886 Beers atlases (Figures 8, 9). The spur appears to have fallen into disuse during the 1880s or 1890s, likely due to the closure of the Covert and Sons lumberyard in 1873 and the Cord Meyer's fertilizer works in 1891 (HPI 1986:38). The railroad spur is not depicted on maps of the Project Area after 1886 (e.g., Wolverton 1891; USGS 1891, 1898; Figures 10, 11, 12).

The northern portion of the Project Area (i.e., the area located on the north bank of Maspeth Creek and the east bank of Newtown Creek) remained largely undeveloped until after the Civil War. In 1861, C.W. Walter and A. Baumgarten established the Laurel Hill Chemical Works on Newtown Creek. In 1875 the operation was taken over by G.H. Nichhols & Co. (Munsell 1882:376). The Munsell (1882) *History of Queens County* includes a drawing of the facility (Figure 18) and describes the industrial practices that occurred at the site:

"In 1872 their first oil of vitriol [sulfuric acid] works were erected. The acid gave such satisfaction that increased manufacturing facilities were required, and one factory after another was erected, until now the works comprise the largest plant for the manufacture of oil of vitriol in the United States.

Muriatic [hydrochloric], nitric and other acids are made in quantity, as well as Paris white and whitening.

The proprietors have recently purchased a copper pyrites mine in Canada, and intend taking the ores to Laurel Hill, extracting the sulphur in the manufacture of oil of vitriol, and smelting the copper in works about to be erected...

The buildings shown in the illustration [JMA Figure 18], where the business is now conducted, have all been erected by the present proprietors, the first plant erected by Walter & Baumgarten having been entirely removed. The present buildings cover one block, 200 by 300 feet on one side of the railroad and on the other side 200 by 240 feet, with a dock frontage on the creek of about 400 feet. The capacity of the works at present is the production daily of about 600 carboys of oil of vitriol, beside muriatic and nitric acid made from sulphuric acid as a base. The whiting works produce about 10,000 [barrels] annually. Forty thousands pounds of sulphur is burned daily in cold weather, less in the summer months. The business employs from sixty to seventy-five men steadily. The manufacturers are redeeming several lots now underwater, and contemplate a new dock on the creek, to cost from \$5,000 to \$6,000, on which they are to erect copper furnaces for smelting ore" (Munsell 1882:376).

The construction of the Chemical Works appears to have involved the earliest significant filling of the marsh and extension of the shoreline in the northern portion of the Project Area, as depicted in the difference in shoreline locations on the 1860 Walling and 1873 Beers surveys (Figures 7, 8). The construction of a copper smelting facility (as discussed by Munsell 1882:376, above) involved additional filling and modification of the shoreline. The early stages of landfill and footing construction for this facility are depicted on the 1898 USGS survey (Figure 12).

4.4.3 LATER INDUSTRIAL DEVELOPMENT (CA. 1900-PRESENT)

In the twentieth century the marshlands around Maspeth Creek were thoroughly transformed into an industrial area. Intense industrial development continued on the north bank of Maspeth Creek through the early-twentieth century. The landscape was thoroughly transformed by landfill and grading to accommodate the growing number of commercial enterprises. The 1909 Bromley atlas (Figure 13) depicts the expanded Nichols Copper Works (formerly Laurel Hill Chemical Works) on Newtown Creek, as well as the newly constructed National Enameling and Stamping Company on Maspeth Creek. The eventual extent of landfill and shoreline modification in the area is depicted on the 1909 Bromley atlas, CNTYB (1910, 1929) topographic surveys, and Hyde (1929 [revised through 1955]) atlas depicting the Maspeth creek area (Figures 13, 14, 15, 16a).

In a recent (1997) deposition before the Subcommittee on Finance and Hazardous Waste in New York City, Francis J. Principe (President of the West Maspeth Local Development Corporation) provided a construction history of the Nichols Copper Company lots:

"The history of this choice industrial property began in 1880, when George H. Nichols founded the Laurel Hill Chemical Works (known then as Nichols Copper Works) where copper was smelted and pesticides manufactured. The factory was located on the upland of the beach that was formed by the confluence of the north bank of Maspeth Creek with the easterly side of Newtown Creek, at the bottom of Laurel Hill. The then high water line of Maspeth Creek at that point ran from east to west through the center of the present site. In the 1880s Mr. Nichols and adjoining owner, Samuel Schefflin, obtained Grants to the land under water. That made it possible to enlarge the original site by filling in the areas of the Grants. The site again was enlarged by filling in further to the line of the U.S. Pierhead and Bulkhead Line that was established in 1920, and moved again in 1940, which when backfilled formed the present site of 23.17 Acres between the bulkhead line and the Long Island Railroad Right of Way... In 1920 the entire property was purchased by the Phelps-Dodge Copper Refining Corp. Subsequently, additional facilities were installed for smelting scrap copper and electrolytic copper refining (Principe 1997).

The Phelps-Dodge Refining Company acquired the Nichols Copper Works in 1920, and continued to expand the size of the lot (by extending the shoreline with landfill) and the scale of industrial operations on the property. The Hyde (1929 [revised through 1955]) atlas depicts the extent of construction at the Phelps-Dodge Refinery and Nation Enameling and Stamping Company in the mid-twentieth century (Figure 16a). Copper refining continued at the Phelps-Dodge facility into the 1980s. In 1984 the New York State Department of Environmental Conservation (DEC) issued a report declaring the property a "significant threat to the public health or environment" due to the high levels of lead, cadmium, arsenic, and other heavy metals identified in soil samples from the site. Due to the DEC report, Phelps-Dodge ceased all operations at the site. In the 1990s the facilities were demolished and the property leveled. Hazardous waste remediation and environmental clean-up activities have not been conducted at the site (AKRF 1991; Principe 1997).

Industrial development in the southern portion of the Project Area (i.e., south of Maspeth Creek) did not begin in earnest until the 1940s. In 1899 Lowell M. Palmer, an entrepreneur from Brooklyn, purchased the Furman Estate from William Furman's heirs for \$450,000 (HPI 1986:38). The extent of Palmer's property (approximately 57 acres) is depicted on the 1909

Bromley atlas (Figure 13). Lowell Palmer developed plans to create a freight terminal at Furman's Island comparable to the Bush Terminal on the Brooklyn Waterfront. In the early 1910s the Palmer Waterfront Company proposed a \$10,000,000 facility that would include an industrial park, canal network, and railroad terminal. The project was never constructed, possibly due to objections by the War Department, the excessive cost of the venture, and the general economic collapse resulting from World War I (HPI 1986:38-39).

During the 1910s and 1920s the City of New York began planning a street-grid for the Maspeth Area. The proposed "paper streets" are depicted on topographic surveys prepared by the City in the early-twentieth century (CNYTB 1910, 1929; Figures 14, 15). The 1910 survey (Figure 14) depicts the remnants of Shanty Creek and William Furman's trout hatchery. By 1929 the creek and canal network had completely silted in and no longer appear on the survey (Figure 15). The 1929 survey also depicts the Pier and Bulkhead lines relative to the existing shoreline on Maspeth and Newtown Creeks. The 1910 and 1929 surveys depict the relatively low-lying, marshy character of the area. This marshy landscape was dramatically altered in the subsequent decades as the area was filled and made more suitable for commercial development.

The first modern industrial facility built in the southern portion of the Project Area was the Liquid Carbonic Company, built in 1920 on the lot south of Maspeth Avenue between 55th Street and the Long Island Railroad. By 1929 this facility was operated by the Circle Wire and Cable Company (HPI 1986:39; Sanborn 1929 [revised through 1955]; Figure 16c). The land between 55th Street and Newtown Creek remained undeveloped until the 1940s. In the early 1940s the Aluminum Company built a plant on the 100 acre property west of 55th Street, in approximately the same location as the later Naval Shipyard Annex depicted on the 1929 [revised through 1955] Sanborn atlas (Figure 16b). During the construction of these facilities the federal government disregarded the City's proposed street grid, resulting in the generally irregular pattern of roadways that exist within the Project Area (HPI 1986:40). Since the 1940s numerous small commercial operations have been erected throughout the southern portion of the Project Area.

4.5 RESULTS OF FIELD RECONNAISSANCE

JMA conducted an archeological field reconnaissance of the proposed Maspeth Yard Project Area on June 3, 2002. Photographs of the Project Area are included as Plates in this report (Plates 1-12; see Figure 20).

The northwestern portion of the Project Area is the former Phelps Dodge Refinery on the north bank of Newtown Creek. The refinery was closed in 1984 following a NYSDEC report declaring the facility a threat to the environment and public health. The former industrial facilities on the property were removed in the 1990s and the entire property is enclosed within a chain-link fence. The ground surface is capped with concrete and gravel and relatively free of vegetation. Foundation elements and other indications of the former buildings on the property are visible on the ground surface (Plates 1, 2; Figure 20).

Railroad tracks owned by the Long Island Railroad (LIRR) define the northern and western perimeter of the Project Area (Figures 3, 20). These railroad tracks are currently active and include two grade crossings at Maspeth Avenue (Plates 3, 4) and at 49 Street (Figures 3, 20). The current LIRR tracks follow a railroad right-of-way originally established by the South Side Railroad in 1870 (depicted on Figures 8-13).

Selected views of existing conditions within the Project Area are provided in Plates 5-12 (see Figure 20). Most portions of the Project Area are currently occupied by active commercial and light industrial facilities. Small areas of vacant land are included in the rear and side areas of some of the commercial buildings. All of the streets within the Project Area are paved, and many of the commercial properties include paved parking areas or driveways for trucking, loading, and unloading purposes. Existing commercial enterprises within the Project Area include trucking companies, warehouses, beverage and food-product distributors, light manufacturing facilities, a Federal Express facility, a recycling facility, vacant properties, and parking lots.

Comparison of existing conditions with late-nineteenth and early-twentieth-century topographic maps of the Project Area (CNYTB 1910, 1929; USGS 1891, 1898; Figures 11, 12, 14, 15), coupled with geo-technical boring data presented in previous cultural resources assessments within the Project Area (AKRF 1991; HPI 1986, 1989, 1990, 1991, 1999; see Section 4.3) indicate that extensive deposits of landfill (between 10 and 27 feet deep) underlay the contemporary ground surface over the entire Project Area. The depth of landfill is visible along the banks of Newtown and Maspeth Creeks, where high retaining walls define the current embankments of these waterways (Plates 8, 9). The locations of former marsh areas, elevated areas, and other landforms depicted on early topographic maps (Figures 11, 12, 14, 15) are no longer apparent within the extensively modified and filled Project Area.

5.0 CONCLUSIONS

5.1 POTENTIAL ARCHEOLOGICAL RESOURCES

In the opinion of JMA, there is a potential for both prehistoric and historic archeological resources to be present within the proposed Maspeth Rail Yard Project Area:

- Archeologists in the early-twentieth century reported the presence of an archeological site (or sites) within the proposed Maspeth Rail Yard Project Area (Section 4.1). These reports variously indicate the presence of an Archaic Period site (Solecki 1941; Wizniewski 1986), Woodland and/or Contact Period village (Boesch 1997; Bolton 1934; Riker 1852; Parker 1920), and/or shell middens (Parker 1920; Wizniewski 1986) located on the elevated landforms at the confluence of Newtown and Maspeth Creeks. No Native American burials were reported in association with these sites.
- Given that most of the Project Area was characterized by inter-tidal marshland prior to the deposition of extensive quantities of landfill in the 1930s and 1940s, the probable locations of prehistoric sites within the Project Area were the slightly elevated areas located along the course of Maspeth Avenue on (the former) Furman's Island, and along Maspeth Avenue immediately west of Rust Road (see CNYTB 1910, 1929; Figures 14, 15). In the 1930s archeologists Ralph Solecki and Stan Wizniewski observed prehistoric materials in disturbed contexts that surfaced during construction and landfill activities within the Project Area (HPI 1991:12-13).
- In previous cultural resource assessments of lots within the Project Area, Historical Perspectives, Inc. (HPI 1986, 1989, 1991) concluded that the degree of previous disturbance associated with twentieth-century construction makes it highly unlikely that undisturbed prehistoric archeological deposits are extant within the former Furman's Island portion of the Project Area. However, a previous cultural resource assessment for the LIRR right-of-way immediately west of Rust Road (HPI 1999:13; see JMA Section 4.3.4) concluded that only two feet of fill are present over the former upland area located immediately north of Maspeth Avenue and west of Rust Road (see CNYTB 1910, 1929; Figures 14, 15). It is possible that this shallow layer of fill may have capped and preserved, rather than destroyed, archeological remains in this portion of the Project Area.
- The locations of a small number of nineteenth-century residences are documented on historic maps that depict the Project Area. These residences include the c. 1819 mansion of Judge Garritt Furman (later his son William Furman), and c. 1841 mansion of Judge William Maurice, a United States Congressman from 1853 to 1855, both located along Maspeth Avenue west of Rust Road (Riker 1852; Walling 1860; Beers 1873, 1886; Figures 6, 7, 8, 9). The Furman and Maurice residences were occupied until the 1880s. An earlier residence (the eighteenth-century Way-Mott farmhouse) was also located on Maspeth Avenue east of the Furman residence (Figures 7, 8). The Way-Mott residence was demolished in 1928. The Furman and Way-Mott residences appear to have been located on the same rise or upland area referred to above as the possible location of prehistoric activity in the Project Area.

- The Way-Mott farmstead included a small family plot cemetery, depicted on the 1909 Bromley atlas (Figure 13) as a "reservoir" and on the 1929 [revised through 1955] Hyde atlas as a "cemetery" (Figure 16b), from which 13 burials were exhumed and relocated in 1950: "the Quakers in January 1950 dug up the thirteen graves and transferred them to Prospect Park" (HPI 1986:27). It is unclear whether additional unmarked graves were present in the cemetery. HPI (1986:27) describes the cemetery as being surrounded by a granite wall with an iron railing. As depicted on the 1929 Hyde atlas (Figure 16b), the cemetery was rectangular and measured 43 feet by 37 feet. The cemetery was located approximately 200 feet north of Maspeth Avenue and approximately 350 feet west of Rust Road.
- Mid-nineteenth-century commercial and industrial sites within (or immediately adjacent) to the Project Area included the Maspeth Avenue Toll House (ca. 1836-1866) and Myer Bone Works/fertilizer factory (ca. 1852-1909) on Furman's Island (Figures 6, 7, 8, 9, 10, 13). William Furman's "Shanty Creek Trout Pond" (ca. 1860-1885), an artificial stream fed by freshwater springs that were diverted into a series of S-shaped sluices with gravel and sand bedding for spawning, was located within the Project Area south of Maspeth Avenue (Figures 8, 14). North of Maspeth Creek, the Laurel Hill Chemical Works (later Nichols Copper Works; Figure 18) was established in 1880 on an area of filled marsh that extends into Newtown Creek (Figures 8, 9, 10, 11, 12, 13). The Nichols Copper Company facility initiated the industrial transformation of the Maspeth Creek area.

In the 1930s and 1940s the landscape of the entire Project Area was dramatically altered by the deposition of massive quantities of landfill, extension of the shoreline into Maspeth and Newtown Creeks, and dredging of the channels in these waterways for shipping purposes. Since the 1940s the entire Project Area has been developed with a variety of commercial and light industrial facilities.

5.2 RECOMMENDATIONS

Archeological resources potentially present within the proposed Maspeth Rail Yard Project Area include a previously recorded Native American village site, one eighteenth-century farmhouse site, two mid-nineteenth-century upper-class residences, unmarked graves associated with a nineteenth-century family plot cemetery, and mid-nineteenth-century commercial sites. Based on the results of previous archeological assessments conducted within the Project Area, the entire Project Area is covered with a layer of twentieth-century landfill that extends between 2 and 27 feet below the present ground surface. Repeated episodes of construction and industrial development in the early- and mid-twentieth-century have resulted in variable degrees of sub-surface disturbance across the entire Project Area. Accordingly, it is reasonable to assume that large portions of the Project Area have been subjected to previous disturbance and therefore cannot be considered archeologically sensitive.

One portion of the larger Project Area stands out as being the most likely to contain undisturbed archeological deposits. This area is identified as an "Area of Potential Archeological Sensitivity" on JMA Figure 21, and includes the southeastern portion of Block 2575. A small upland area or rise was located in this area (i.e., north of Maspeth Avenue and west of Rust Road) prior to the introduction of fill and episodes of industrial construction in the early-twentieth century (see Figures 14, 15). This upland is one of the two most likely locations for Native American habitation within the Project Area (the other is on the former Furman's Island, now extensively

disturbed). Additionally, this landform was the site of the eighteenth-century Way-Mott farmstead, the c. 1819 Garritt Furman mansion, and the associated Way-Mott family cemetery.

A previous cultural resources survey of the LIRR right-of-way located immediately east of the former upland area (HPI 1999; see JMA Figure 19, JMA Section 4.3.4) determined that only about two feet of fill are present in the areas immediately adjacent to Maspeth Avenue. This shallow layer of fill may have capped and preserved archeological deposits in this area. The construction of the Liquid Carbonic Company facility, Naval Shipyard Annex (see Figure 16b), or other more recent commercial facilities may have resulted in the disturbance or destruction of archeological resources within this area. Given that this limited area has the potential to contain a prehistoric site, and was the location of an eighteenth-century farmstead, a nineteenth-century mansion, and a nineteenth-century cemetery, JMA recommends that a Phase 1B archeological field investigation be conducted within the area marked as "Area of Potential Archeological Sensitivity" on JMA Figure 21.

Given the logistical difficulties and expense associated with testing for potential sites underneath fill layers that extend up to 27 feet in depth (and below the water table), JMA does not recommend any archeological fieldwork in other portions of the Project Area at this time. In the opinion of JMA, the impact of proposed construction on potential archeological sites within the Project Area should be re-evaluated following the completion of more detailed construction plans for the proposed Maspeth Rail Yard. Previously surveyed portions of the Project Area (see Section 4.3; JMA Figure 19), with the exception of the area identified on JMA Figure 21, are known to be previously disturbed and should not be considered sensitive for archeological resources. Additional geo-technical boring data, from portions of the Project Area where such information is not currently available, would assist in verifying the extent of disturbance throughout the remaining portions of the Project Area. More detailed geo-technical data would allow for additional previously disturbed areas within the Project Area to be identified with greater confidence. When more detailed construction plans become available, the locations and depths of proposed disturbances should be evaluated relative to the site location and historic map information presented in this report.

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FIGURES

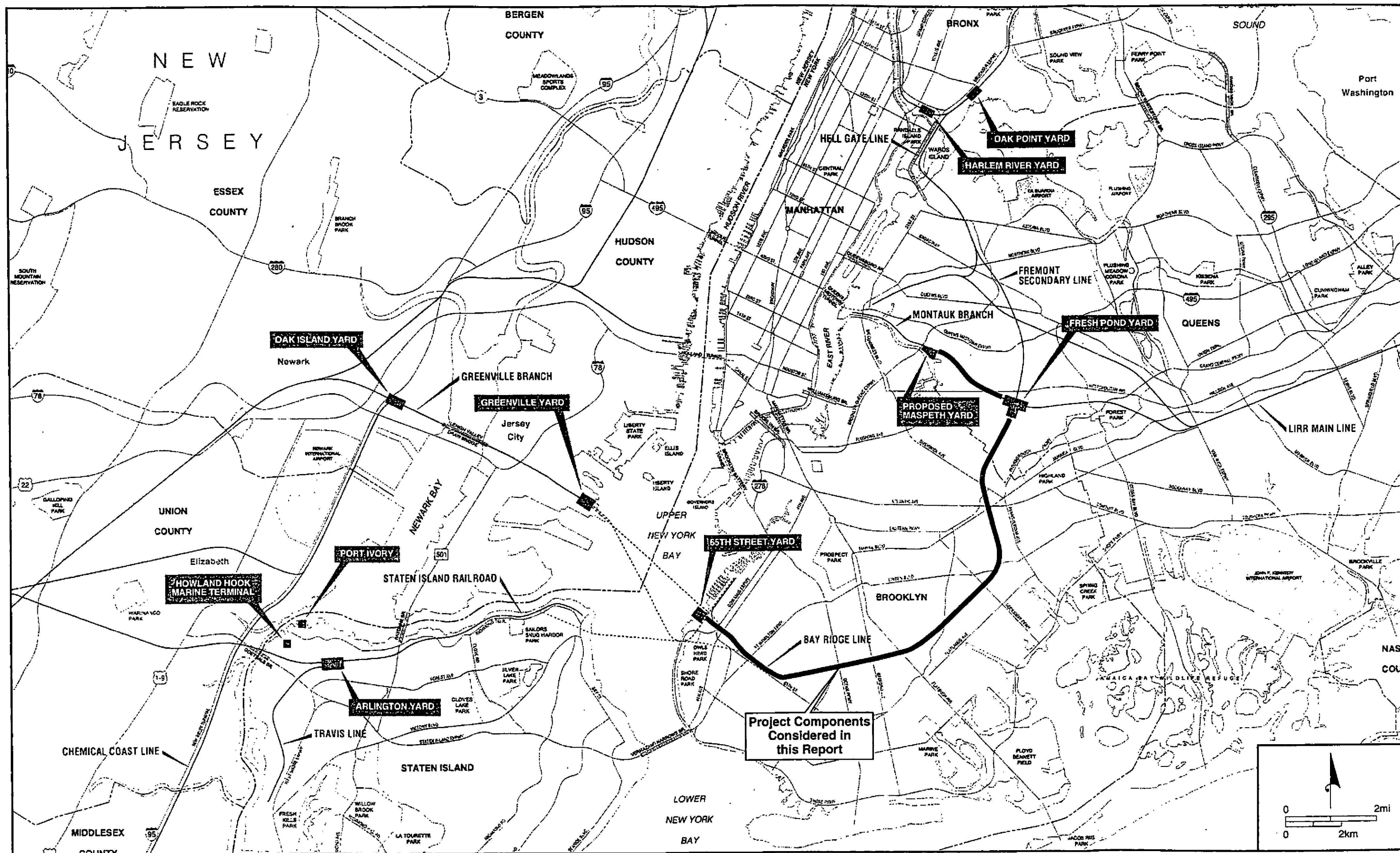


Figure 1. Project plans of the Cross Harbor Freight Movement Project showing the location of the Bay Ridge Line and western portion of the Montauk Branch of the Long Island Railroad containing overhead rail clearances discussed in this report.



Figure 2. Detail of the Brooklyn, NY 7.5-minute USGS (1995) quadrangle showing the location of the Project Area.

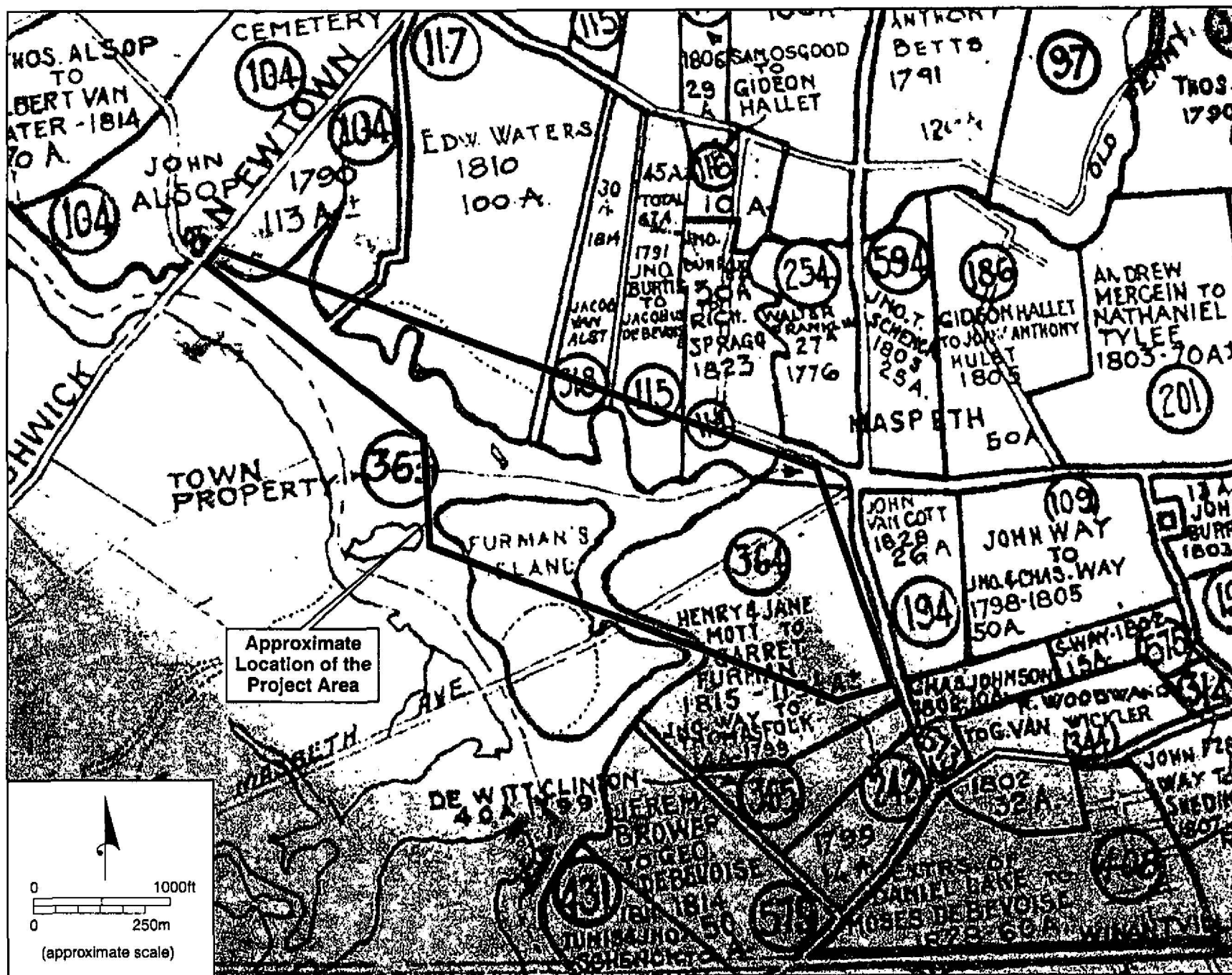


Figure 5. Detail of the City of New York Topographical Bureau (CNYTB 1035) survey depicting ca. 1800 property ownership in the Maspeth area.

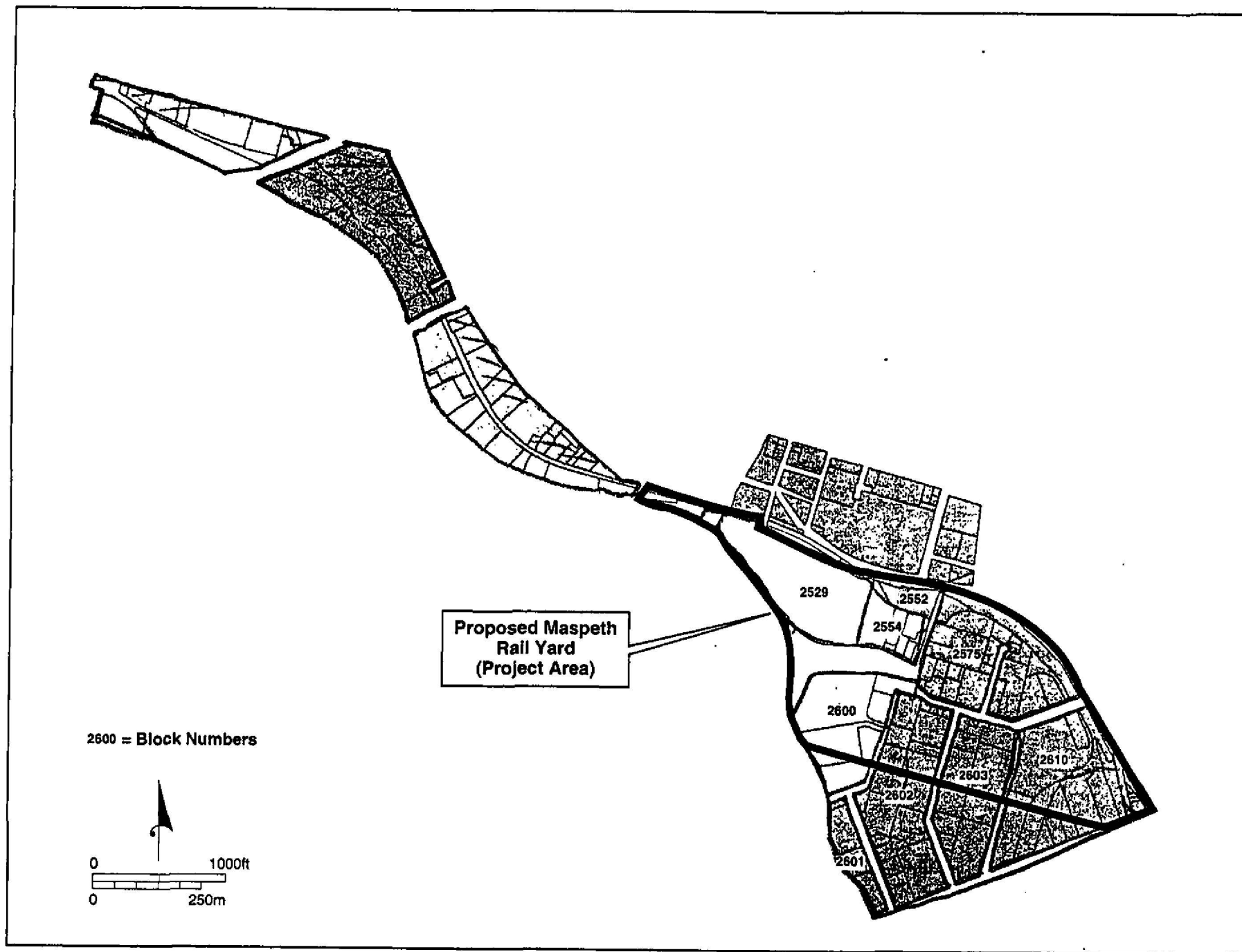


Figure 4. Block and lot map depicting the location of the Project Area.

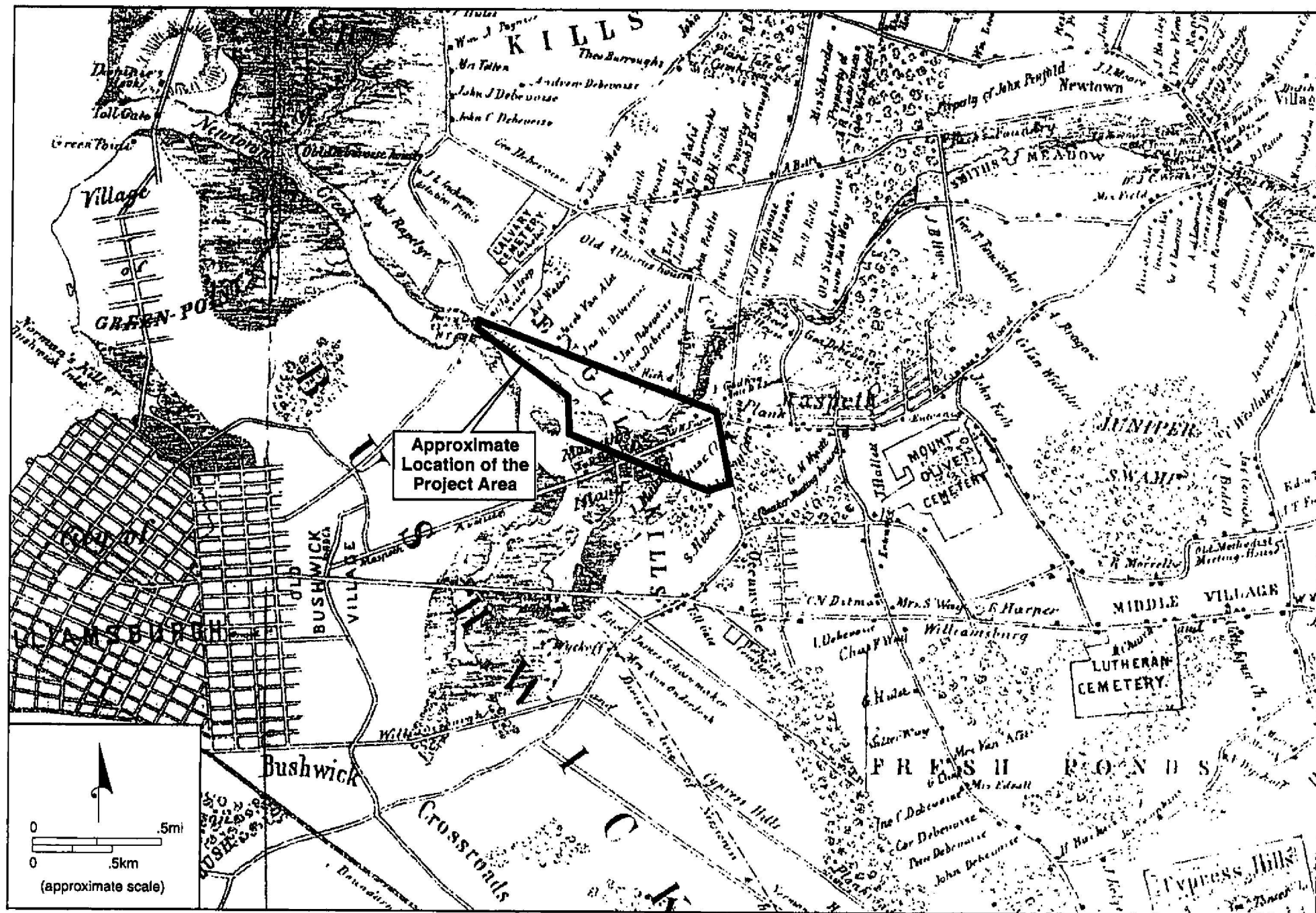


Figure 6. Detail of the 1852 Riker survey (in *The Annals of Newtown*) showing the location of the Project Area.

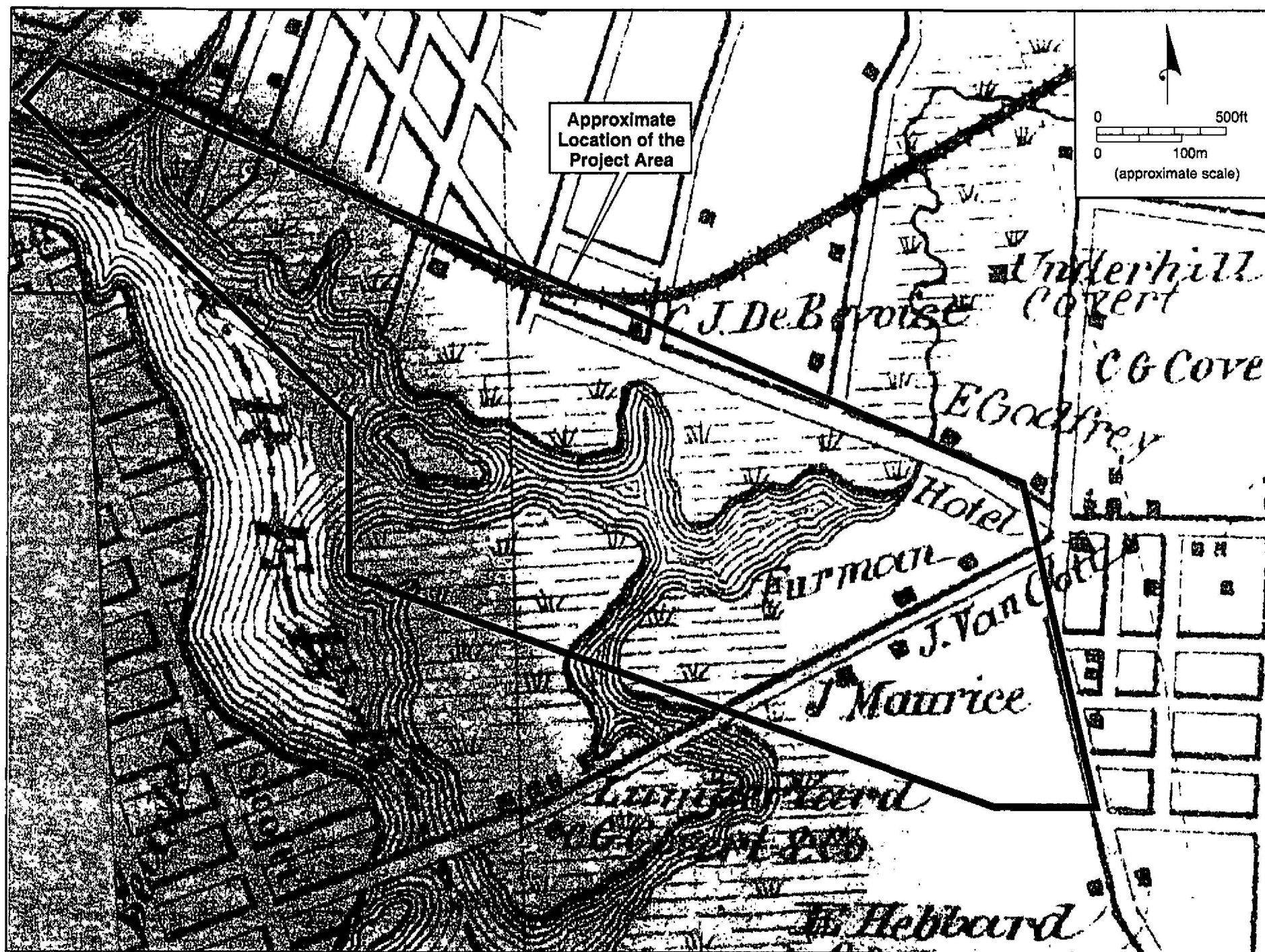


Figure 7. Detail of the Walling (1866) Map of the City of New York and Its Environs showing the location of the Project Area.

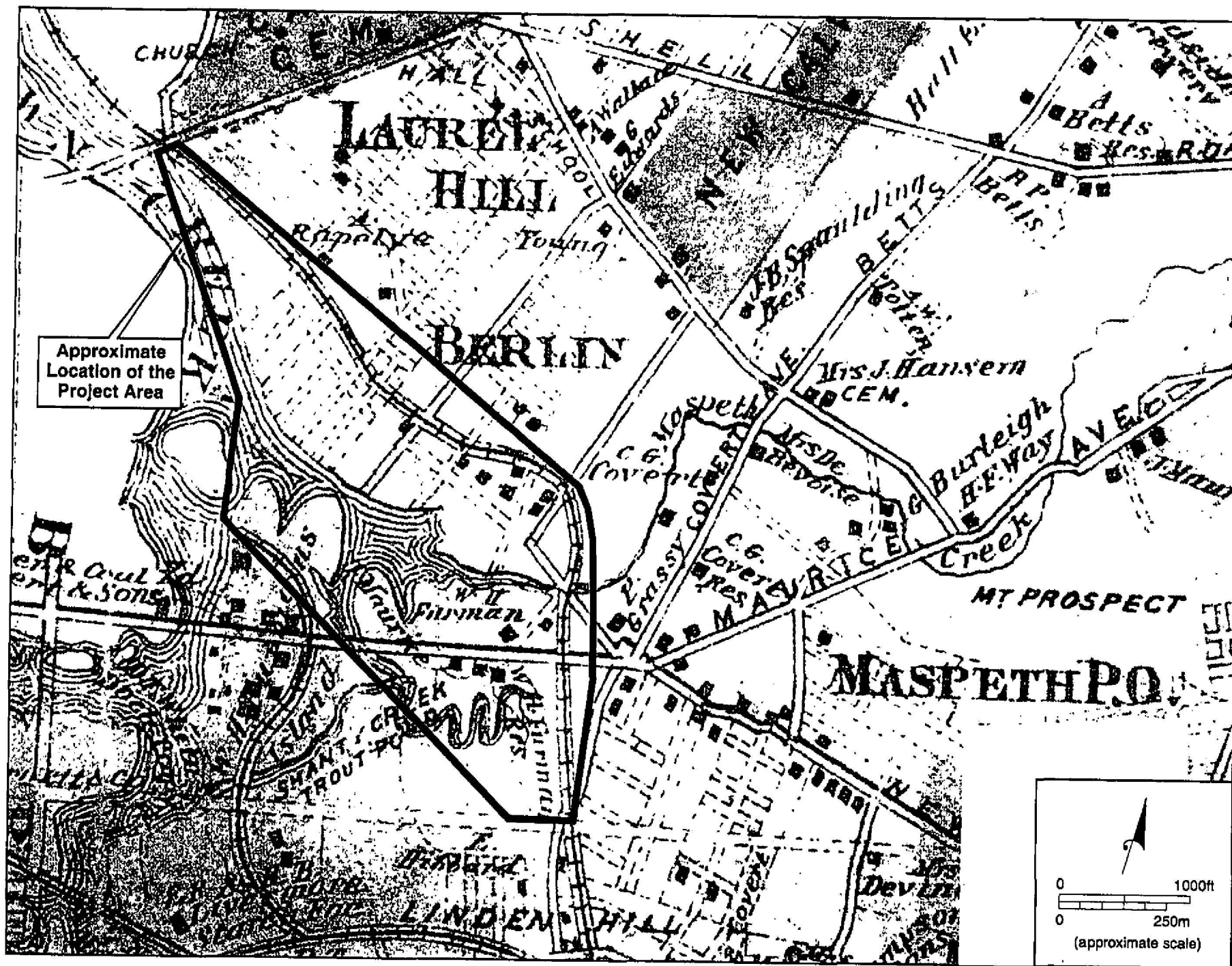


Figure 8. Detail of the Beers (1873) Atlas of Long Island showing the location of the Project Area.

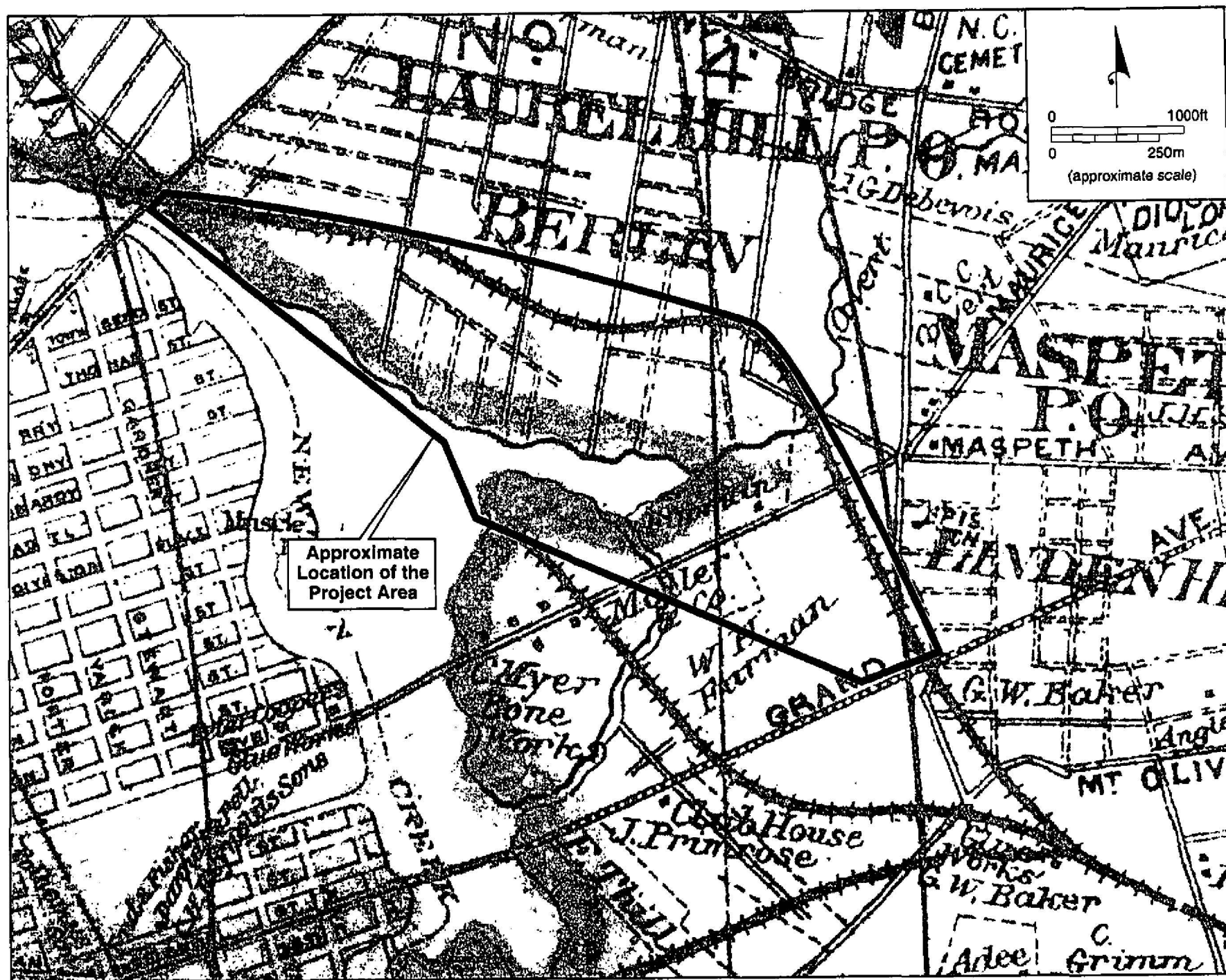


Figure 9. Detail of the Beers (1886) New Map of Kings and Queens Counties showing the location of the Project Area.

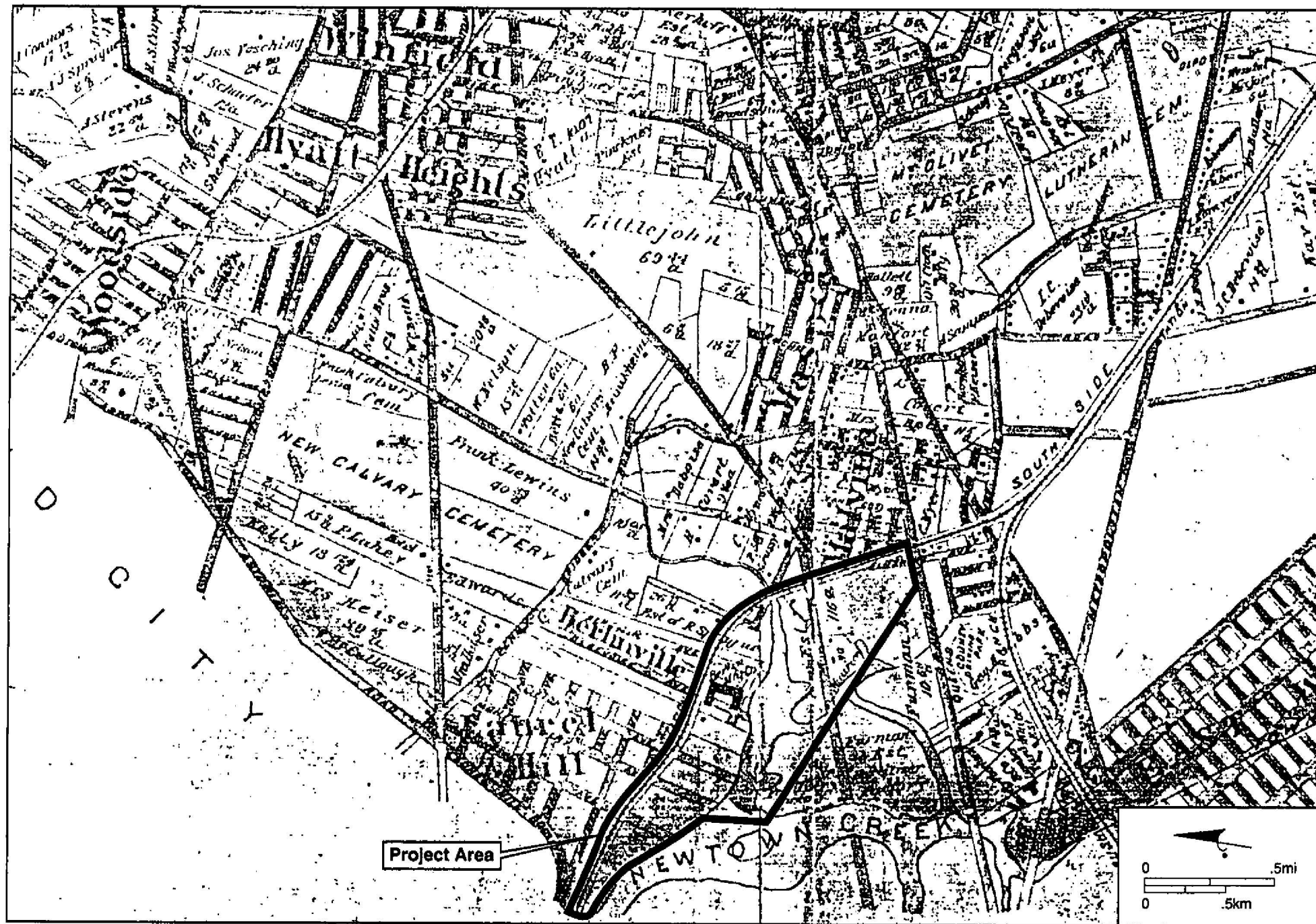


Figure 10. Detail of the Wolverson (1891) Atlas of Queens County showing the location of the Project Area.

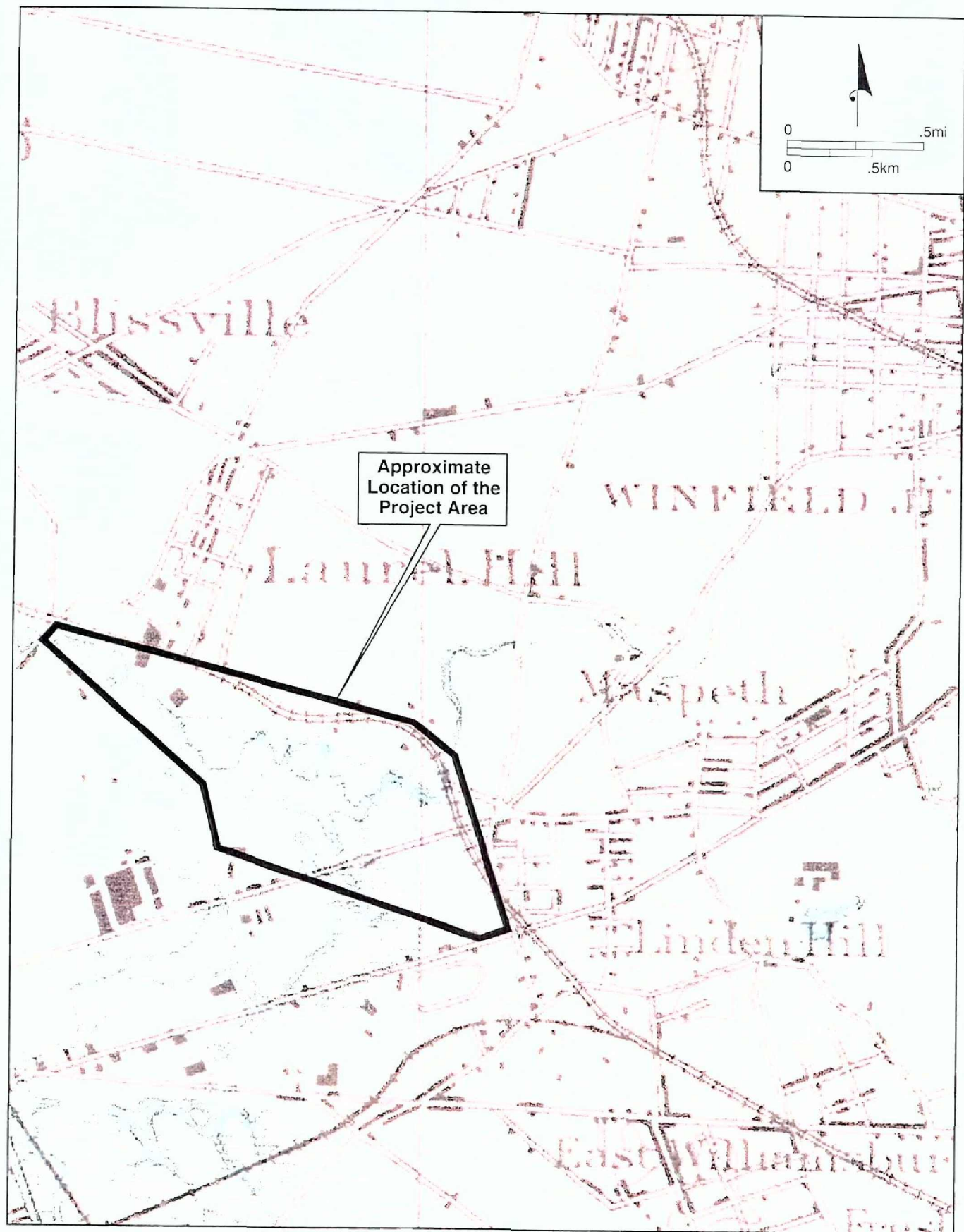


Figure 11. Detail of the 1891 Brooklyn, NY 15-minute USGS quadrangle showing the location of the Project Area.

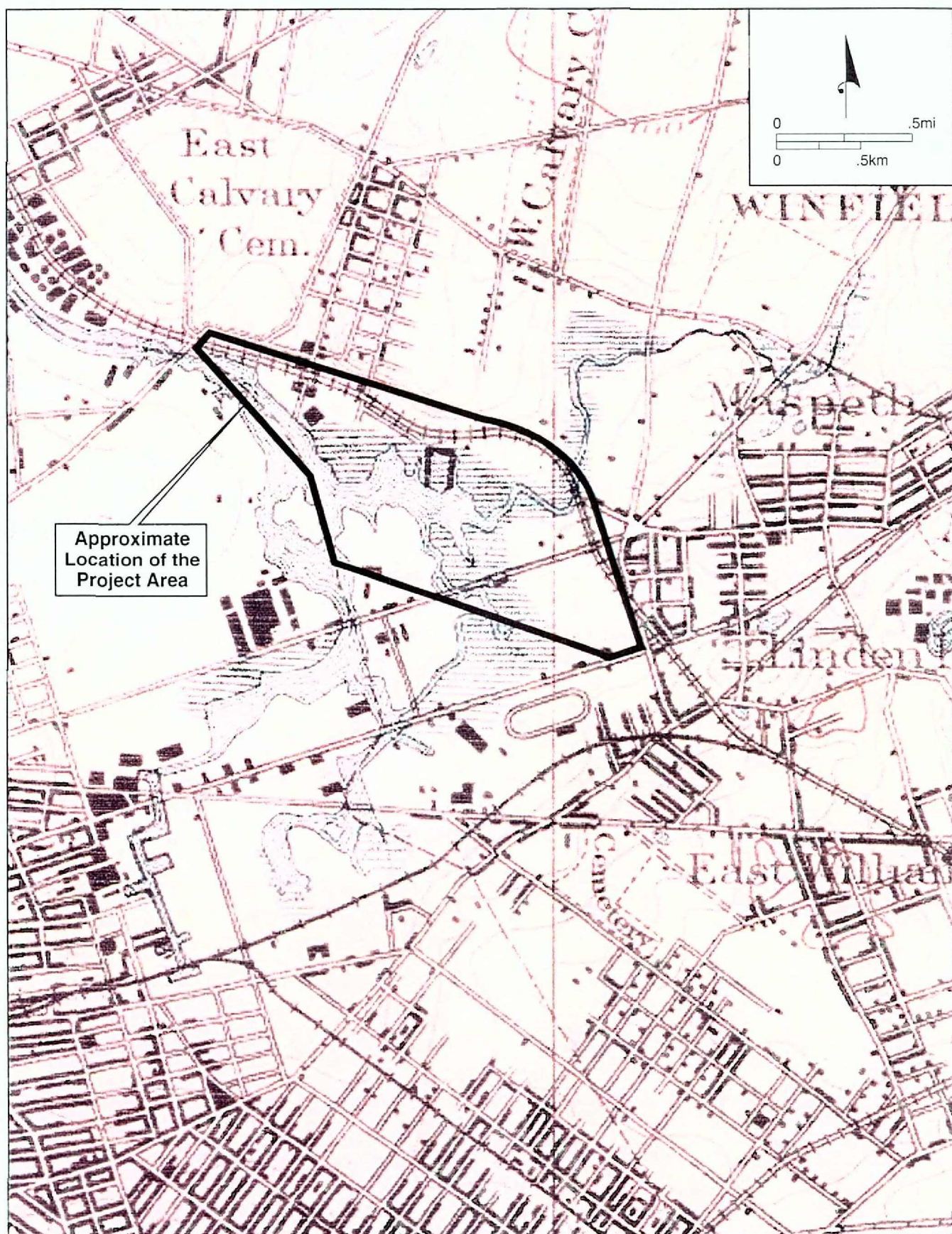


Figure 12. Detail of the 1898 Brooklyn, NY 15-minute USGS quadrangle showing the location of the Project Area.

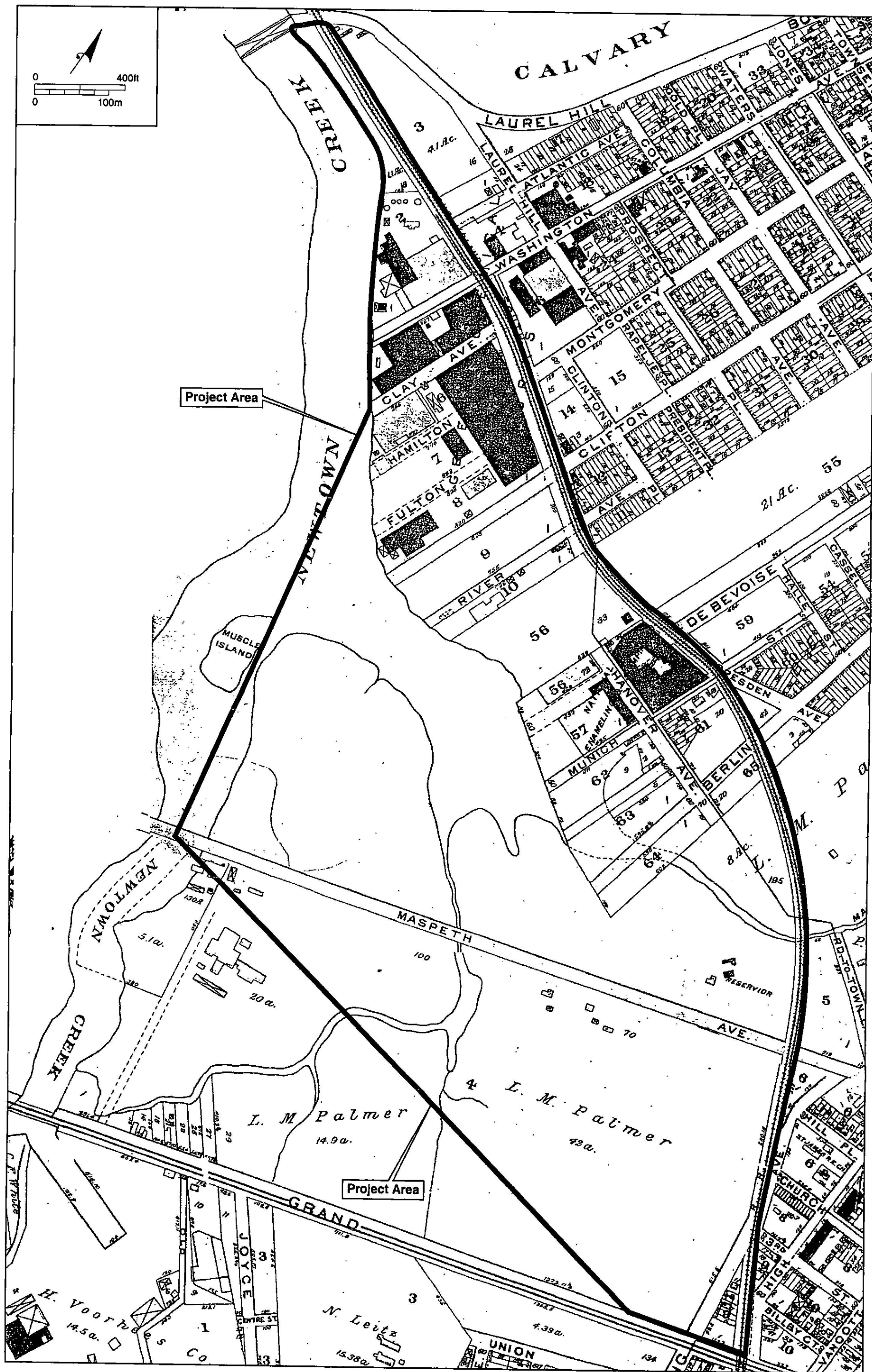


Figure 13. Detail of the G.W. Bromley & Co. (1909) Atlas of the City of New York, Borough of Queens showing the Project Area.

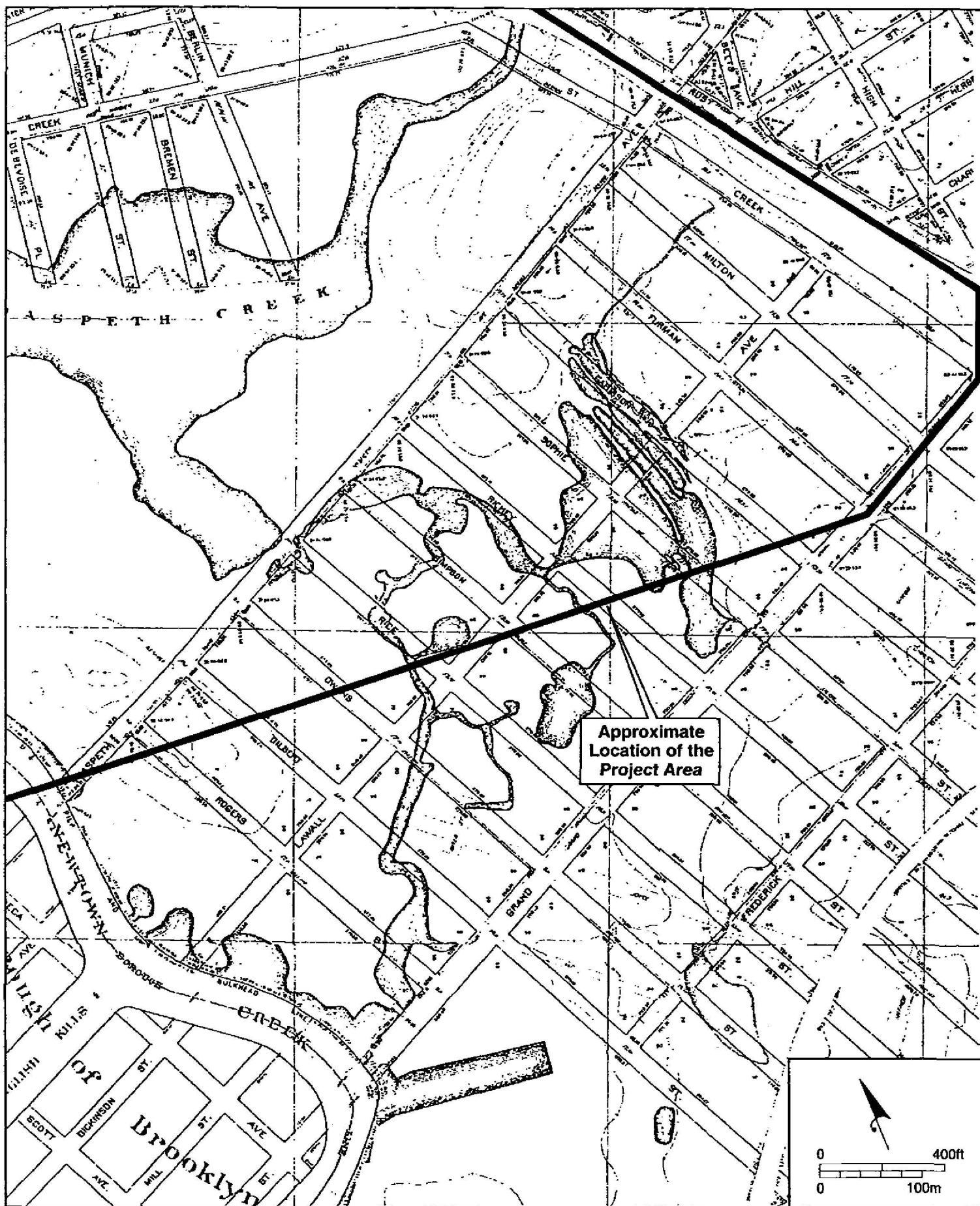


Figure 14. Detail of the City of New York Topographical Bureau (CNYTB 1910) survey depicting the early twentieth-century shoreline and topography in the vicinity of the Project Area.

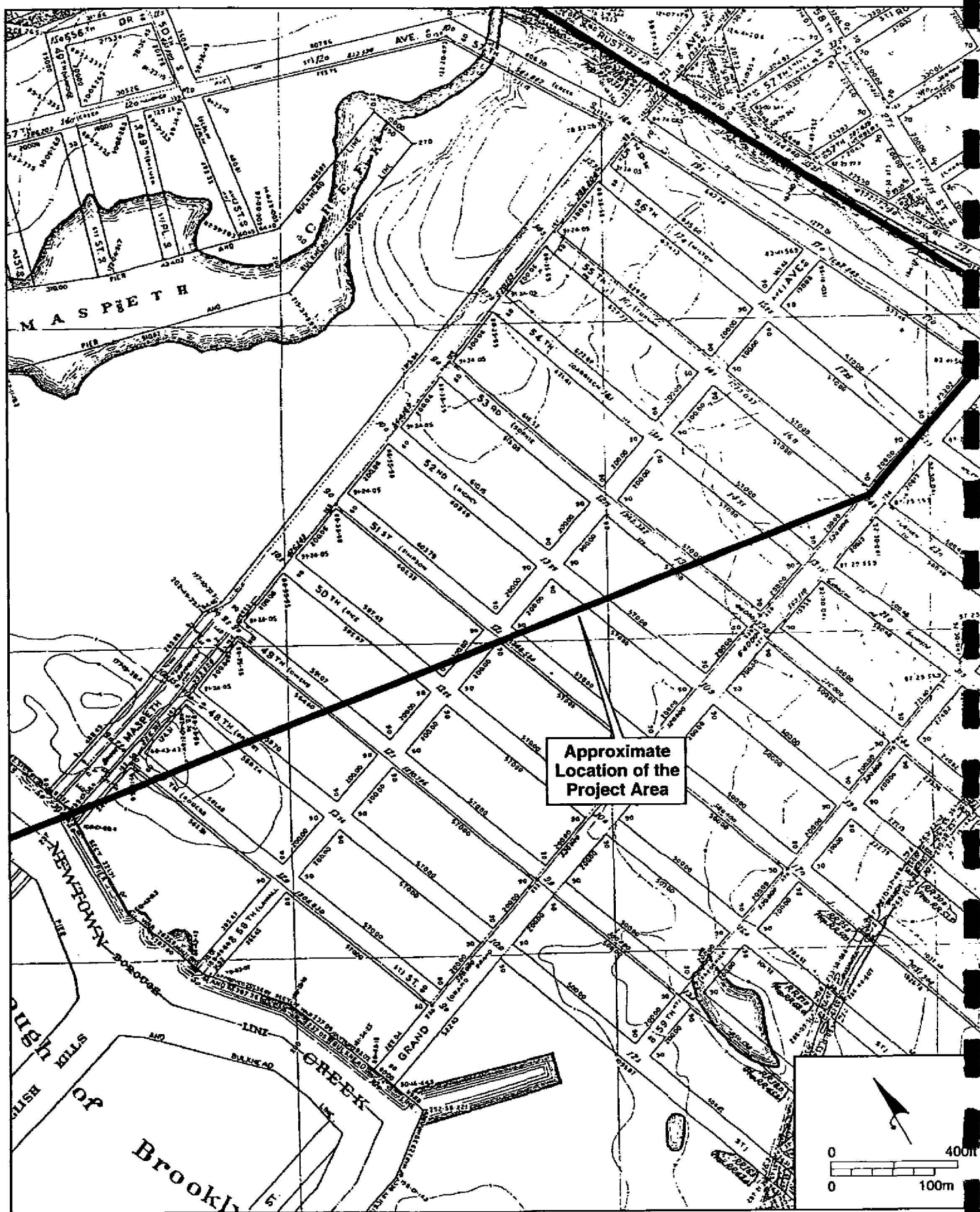


Figure 15. Detail of the City of New York Topographical Bureau (CNYTB 1929) survey depicting the landfill and shoreline modification in the vicinity of the Project Area.

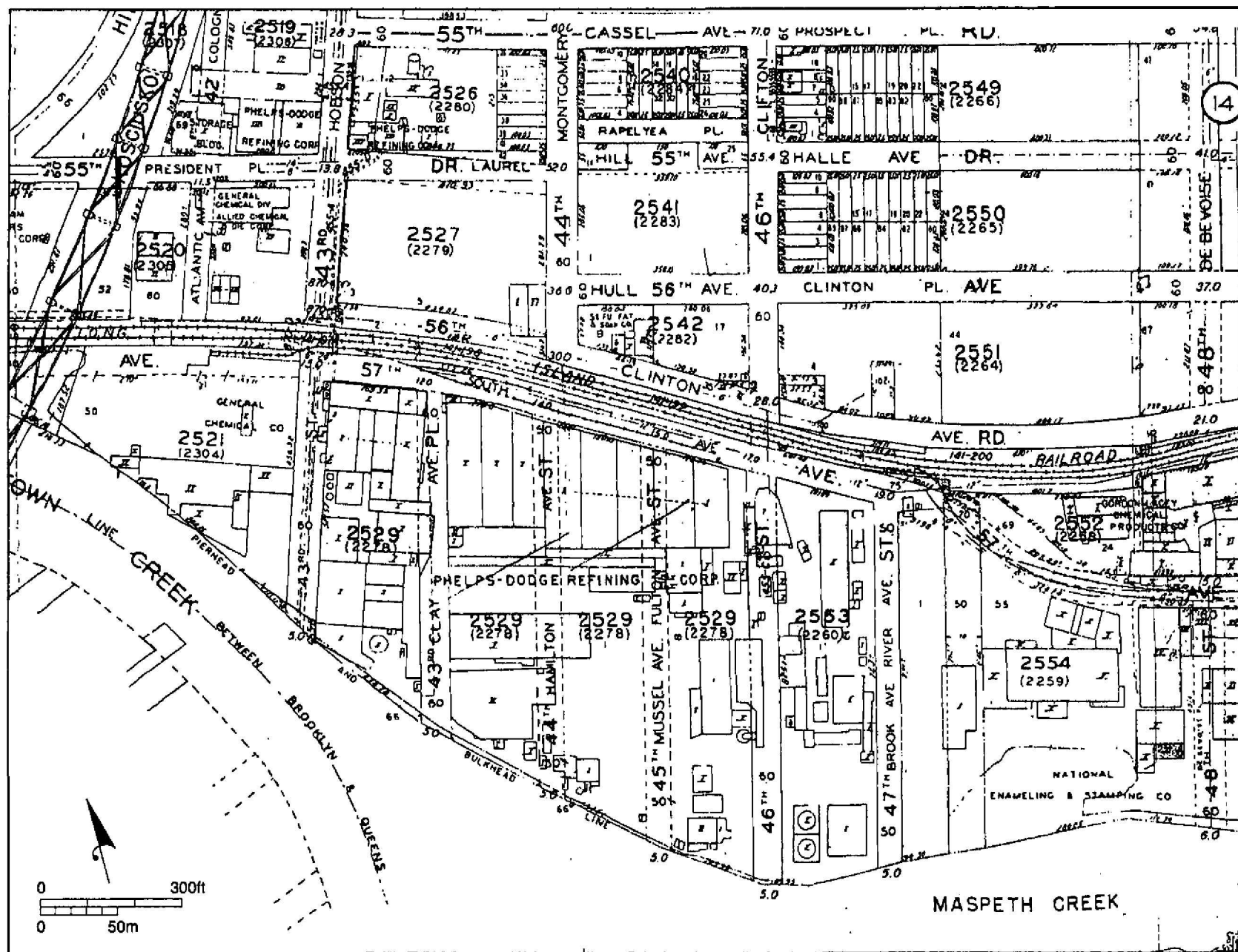


Figure 16a. Detail of the Hyde (1929 [revised through 1955]) insurance maps showing the northern portion of the Project Area.

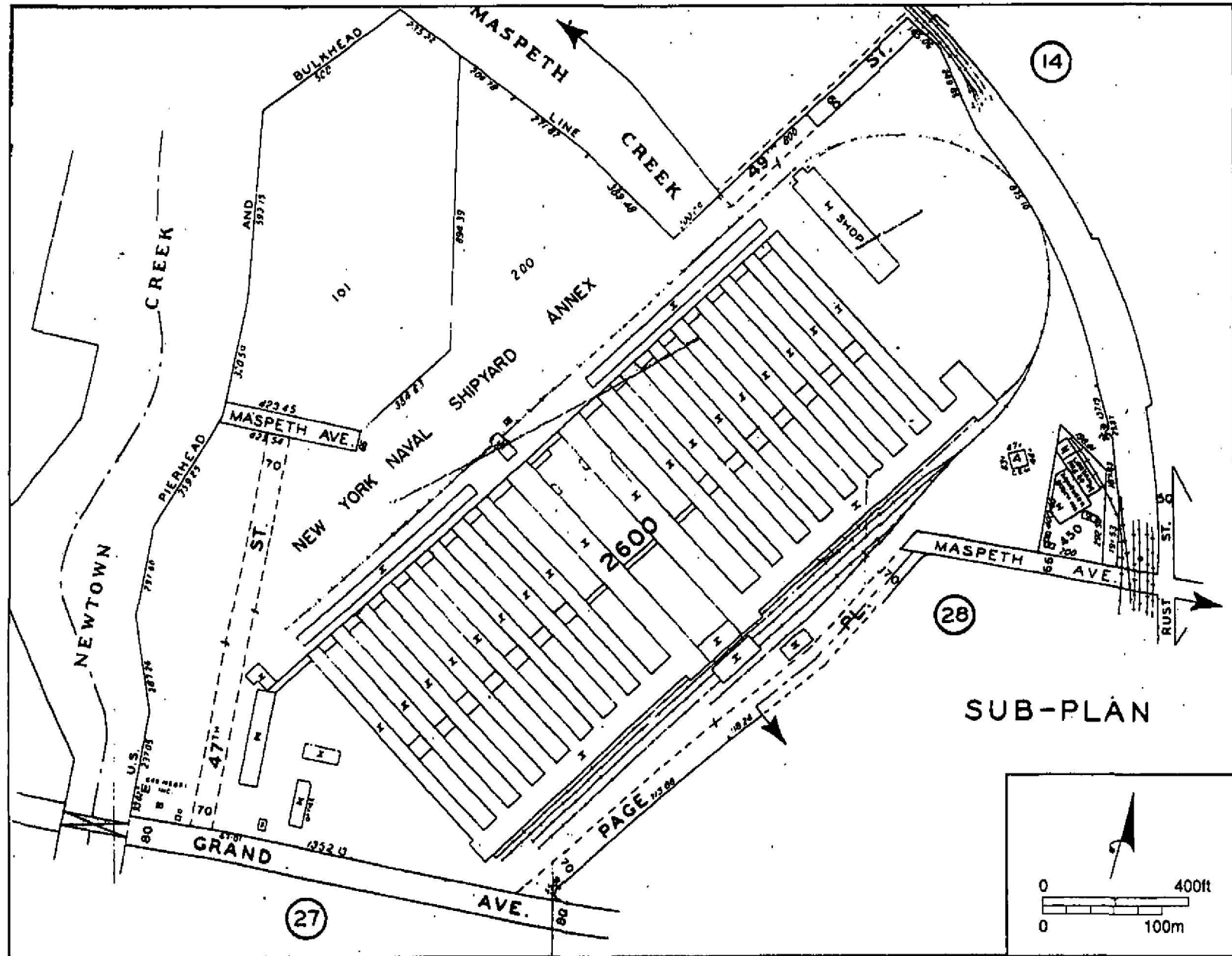


Figure 16b. Detail of the Hyde (1929 [revised through 1955]) insurance maps showing the southwestern portion of the Project Area.

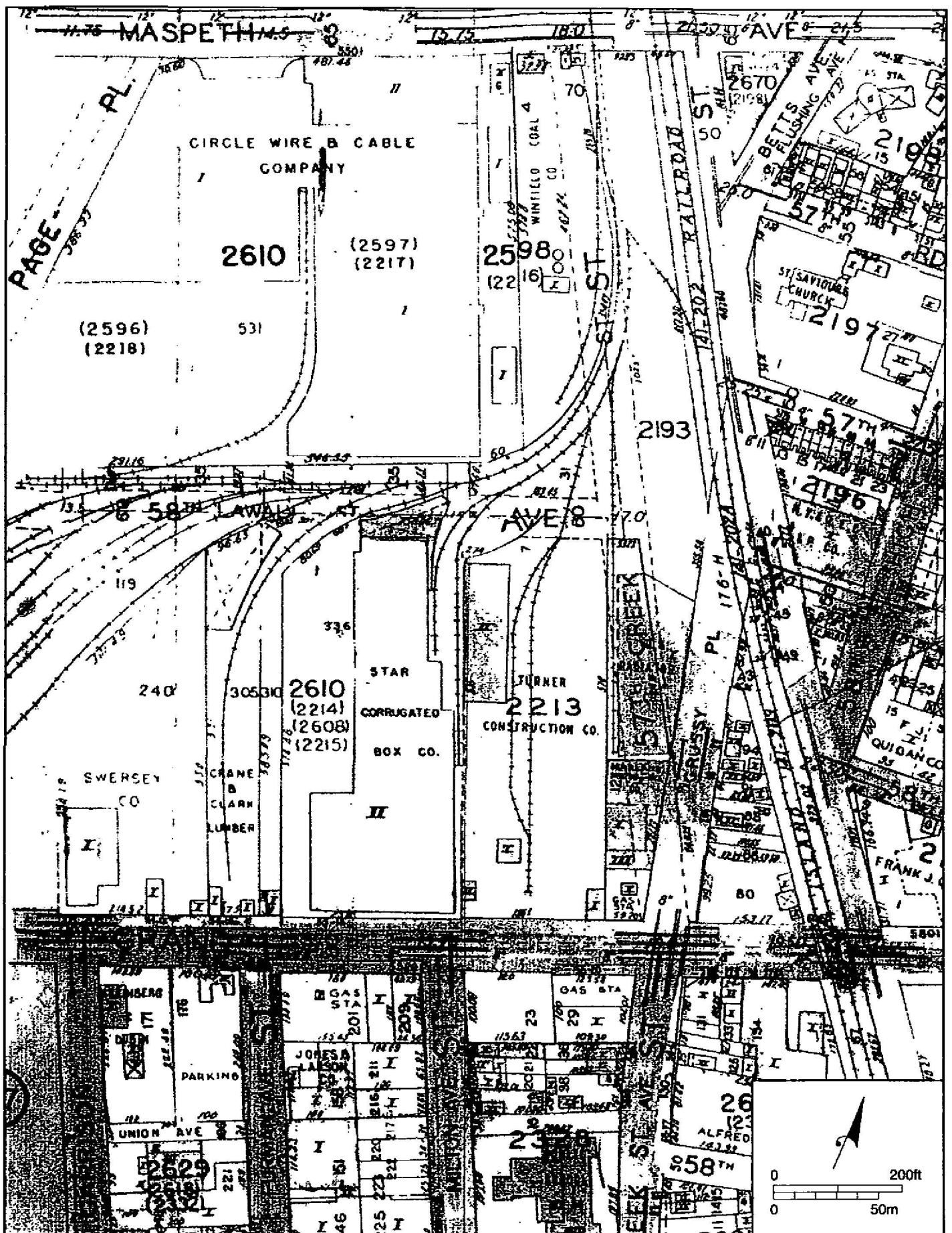


Figure 16c. Detail of the Hyde (1929 [revised through 1955]) insurance maps showing the southeastern portion of the Project Area.

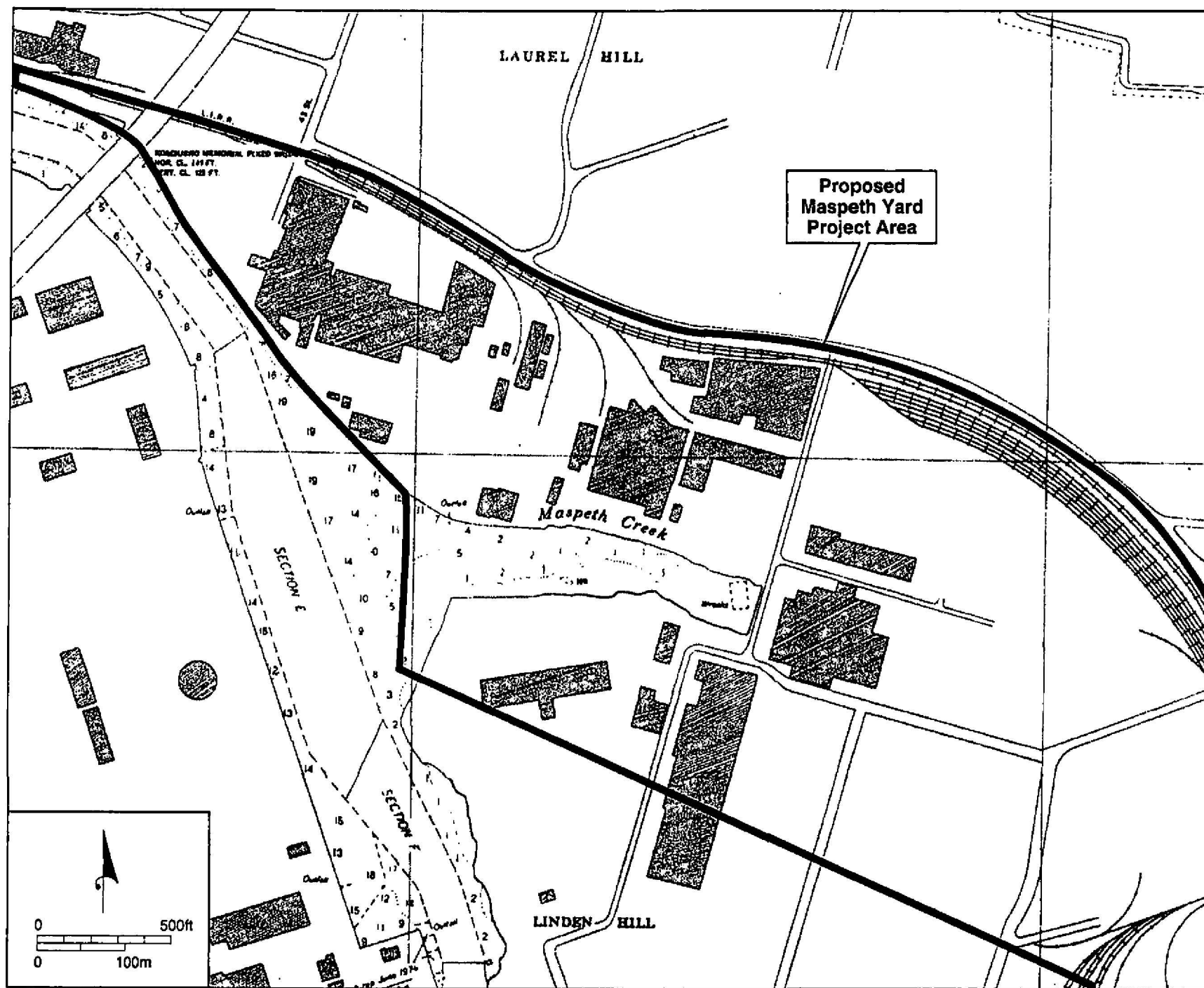


Figure 17. Detail of the Newtown Creek, East River NOAA (1990) nautical chart showing the location of wrecks in the vicinity of the Project Area.

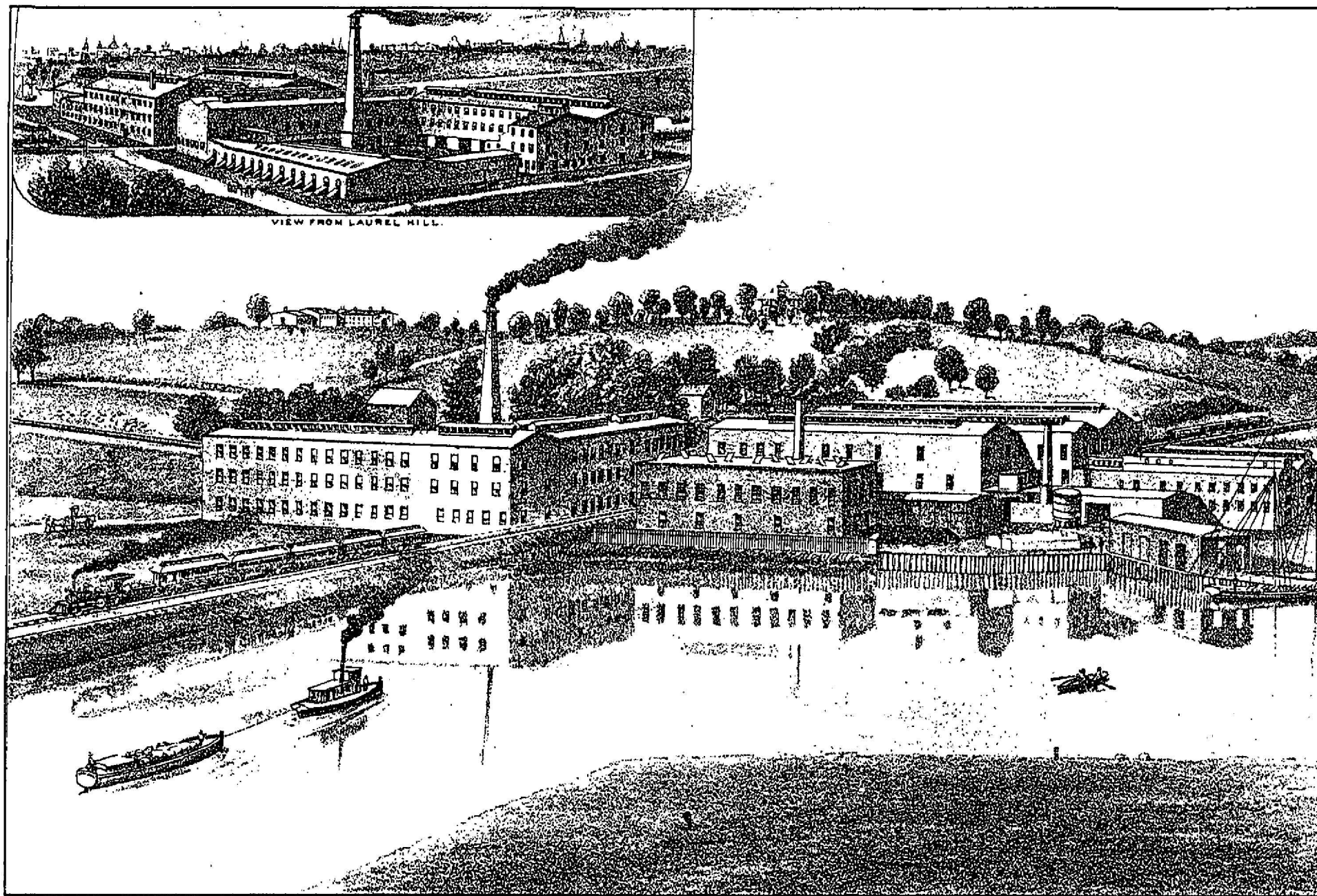


Figure 18. Drawing of the Laurel Hill Chemical Works (ca. 1881) in Maspeth, New York (Munsell 1882:377).

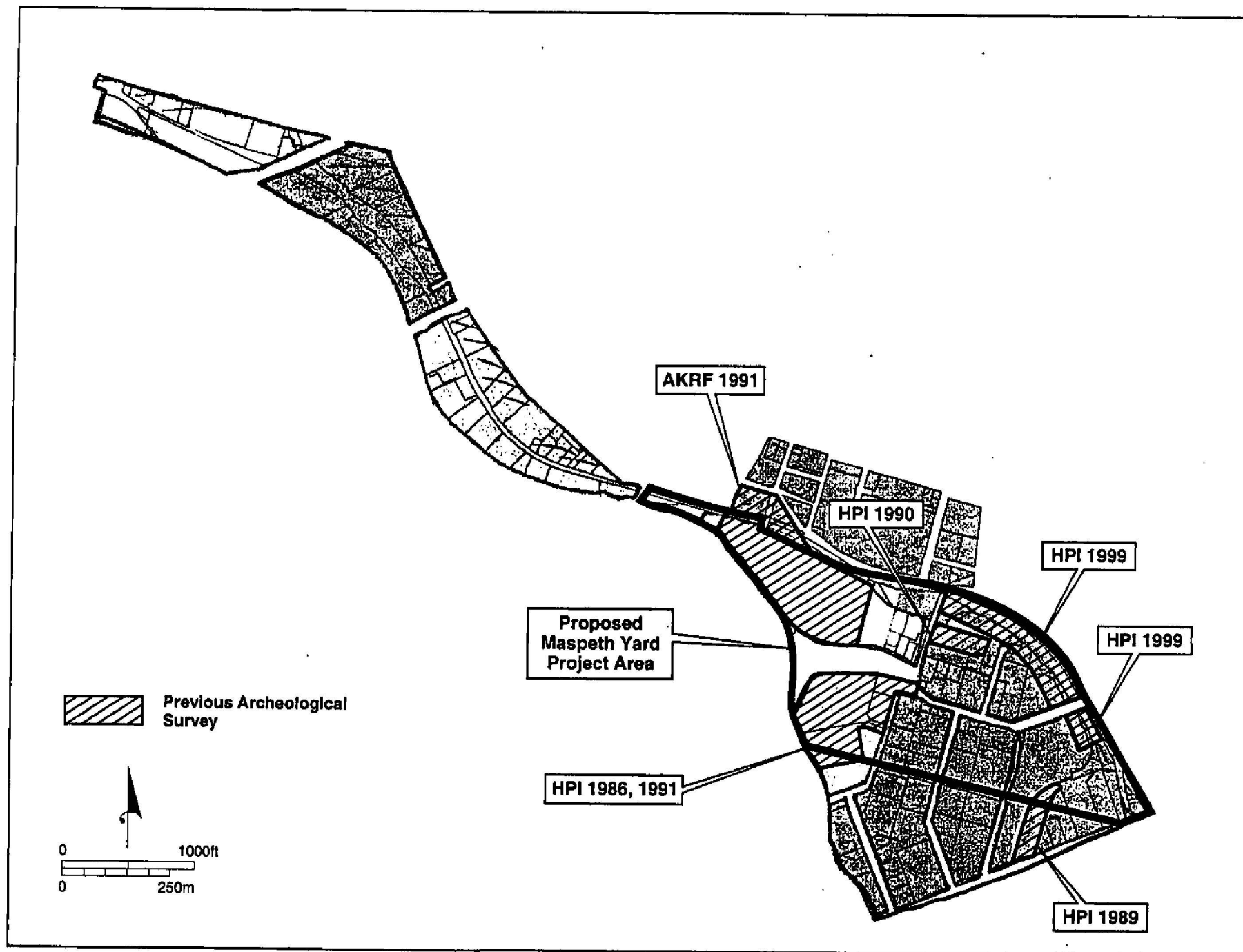


Figure 19. Block and lot map depicting the Project Area with the locations of previous archaeological surveys and assessments.

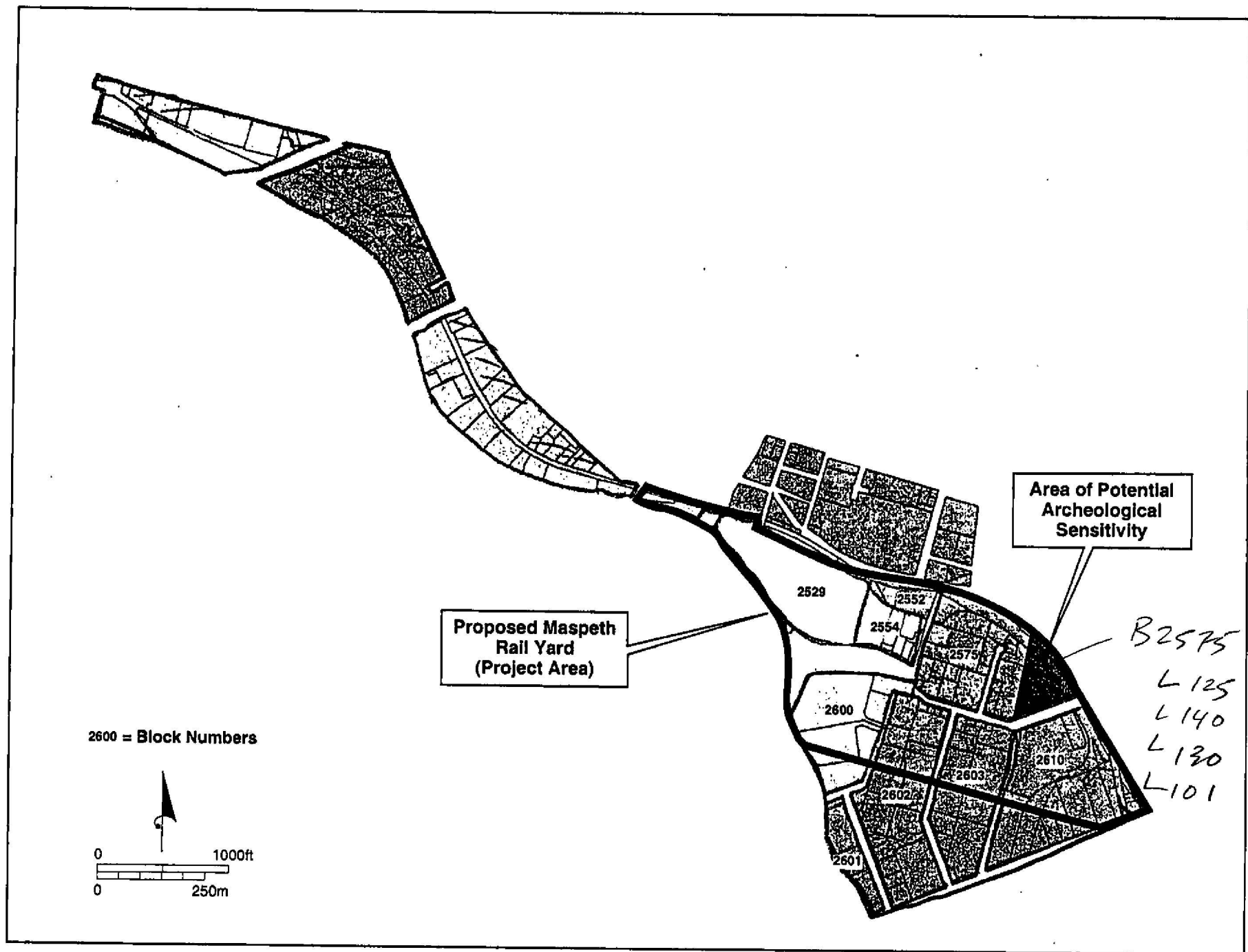


Figure 21. Area of potential archeological sensitivity within the Project Area

PLATES

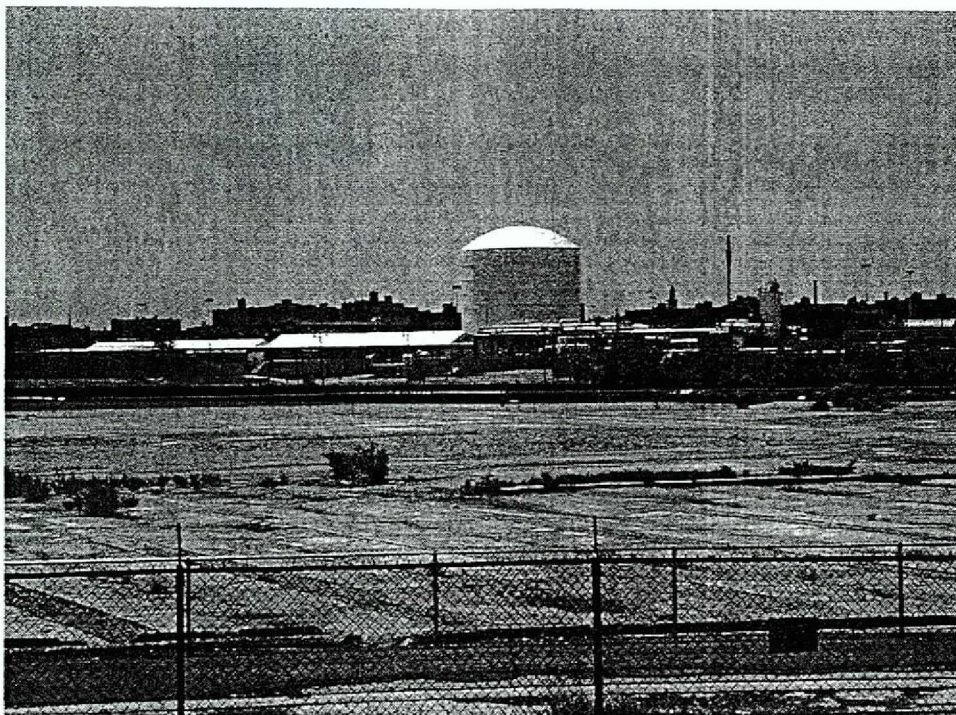


Plate 1. The former Phelps-Dodge Refinery site (with Newtown Creek in the background) from Rust Road; view to the south.

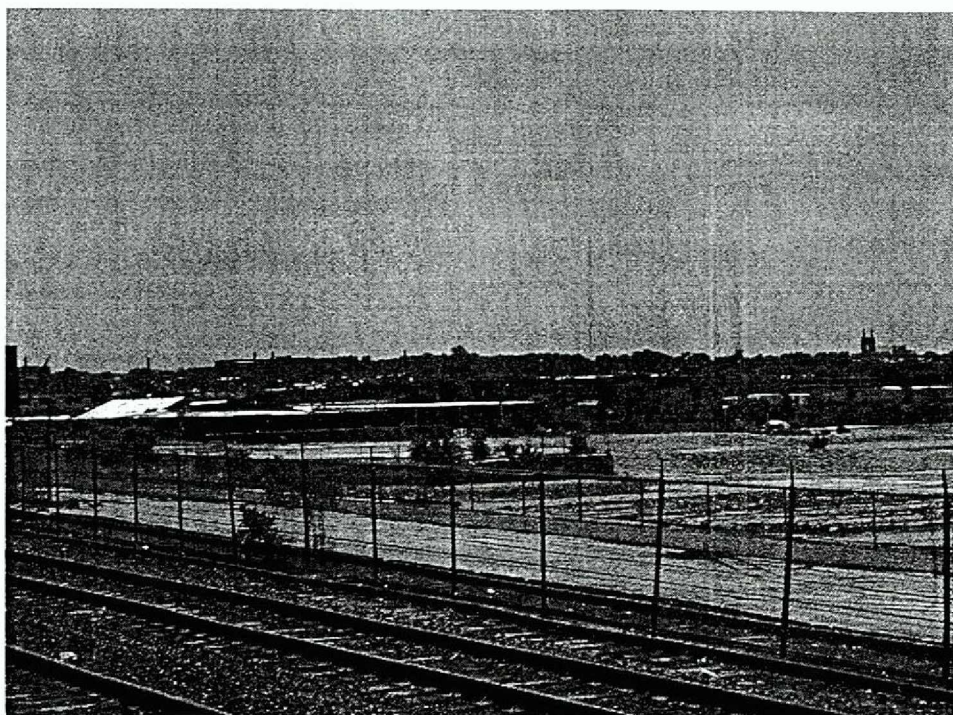


Plate 2. The former Phelps-Dodge Refinery site (with the Long Island Railroad tracks in the foreground) from Rust Road; view to the southeast.

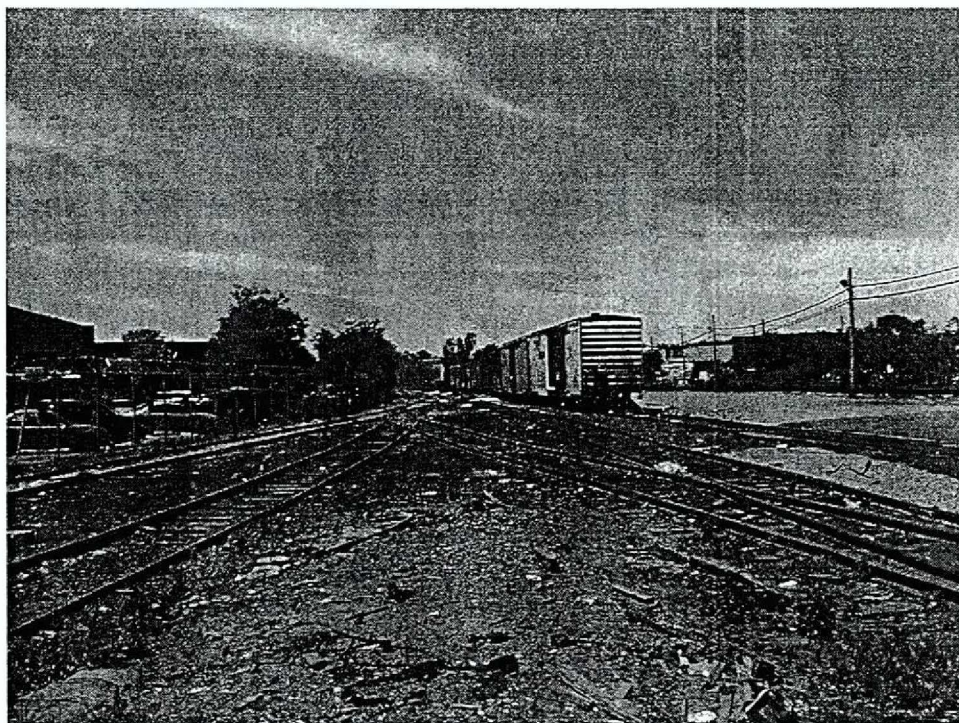


Plate 3. The Long Island Railroad grade crossing at Maspeth Avenue; view to the northwest.

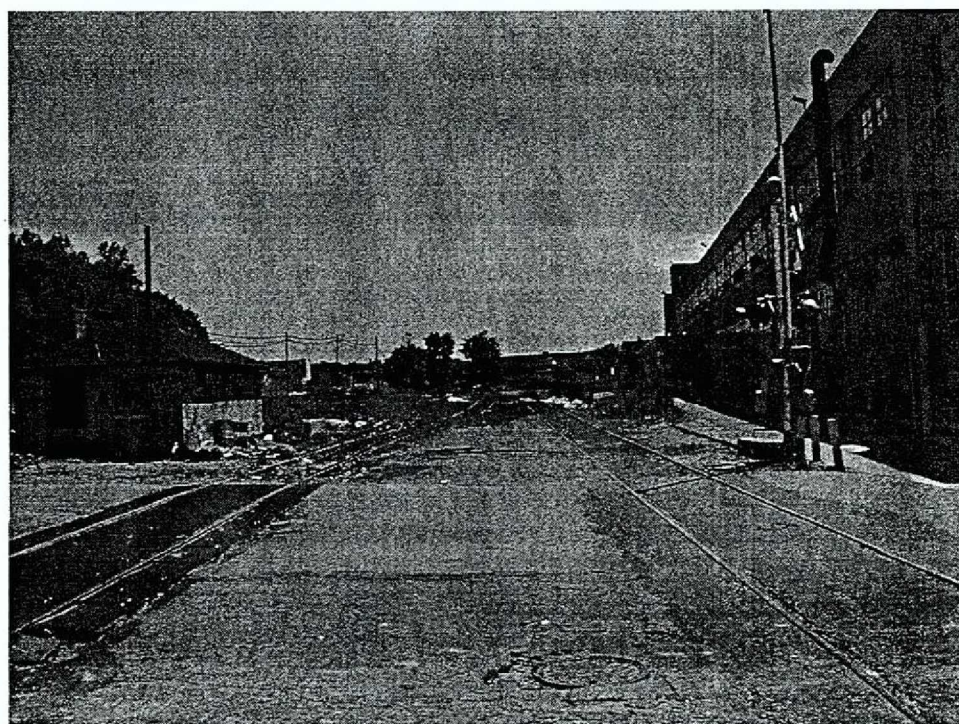


Plate 4. The Long Island Railroad grade crossing at Maspeth Avenue; view to the southeast.

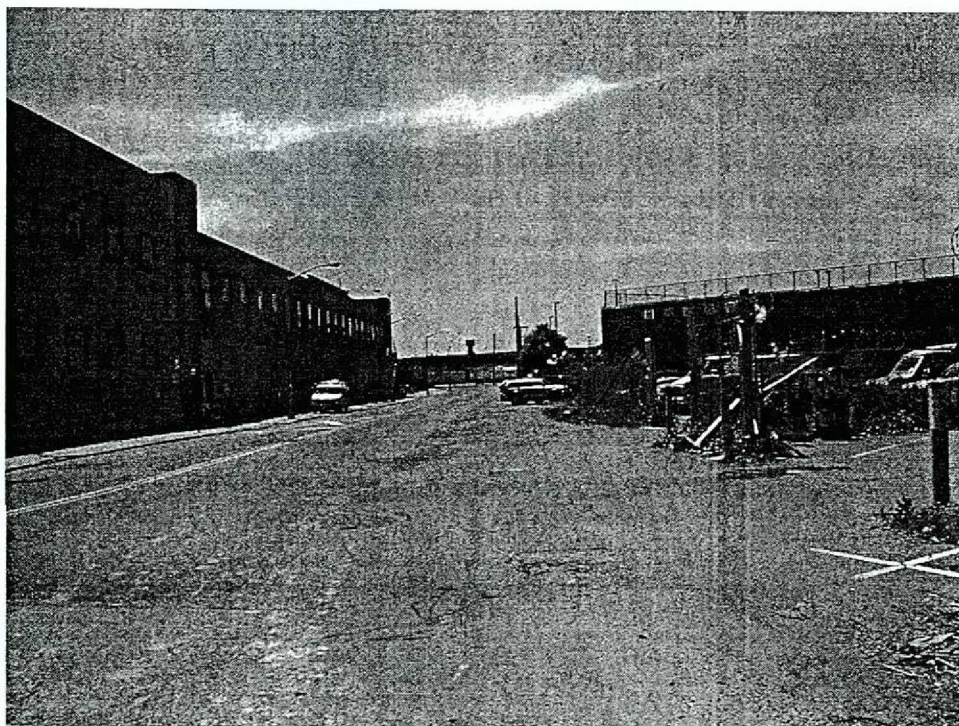


Plate 5. Commercial buildings on Maspeth Avenue; view to the southwest.

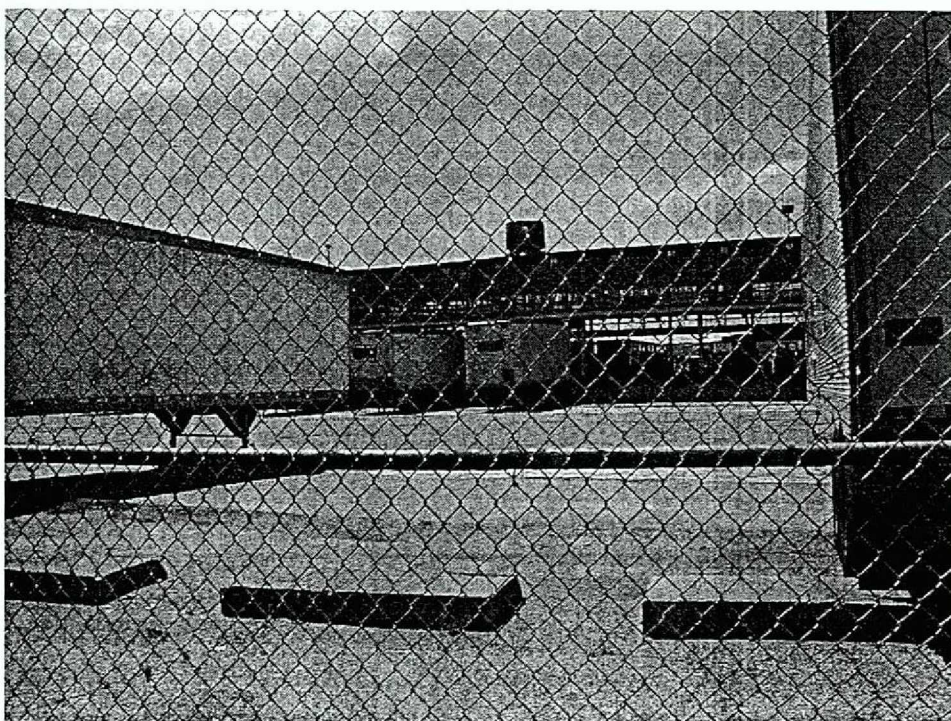


Plate 6. Terminal/warehouse facility at Maspeth Avenue and Page Place;
view to the southeast.

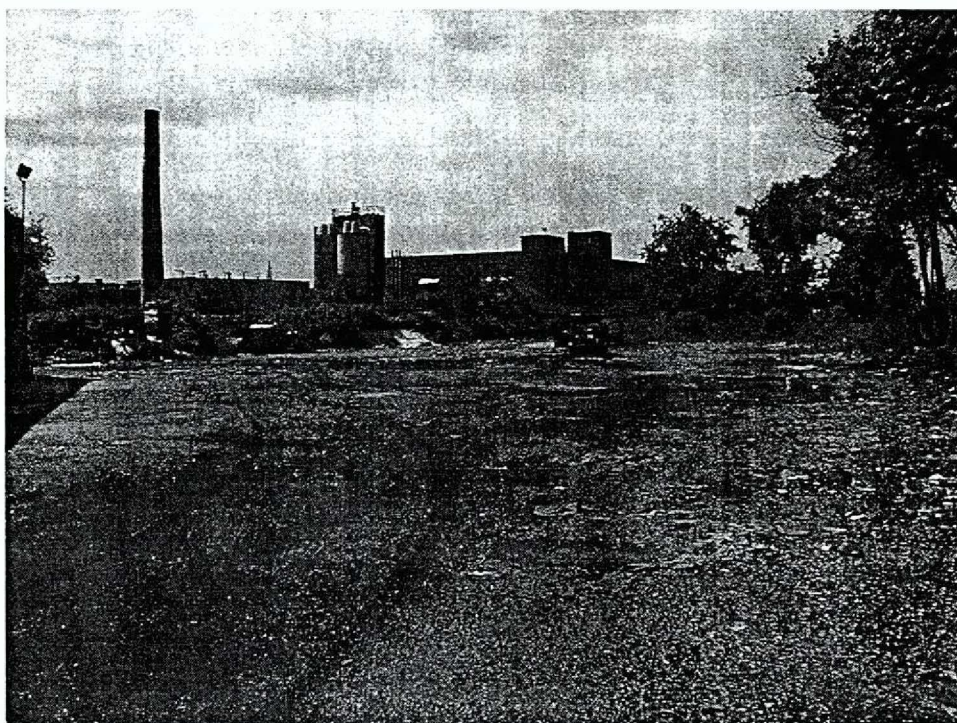


Plate 7. Southwestern portion of the Project Area from a vacant lot on Block 2610; view to the northwest.

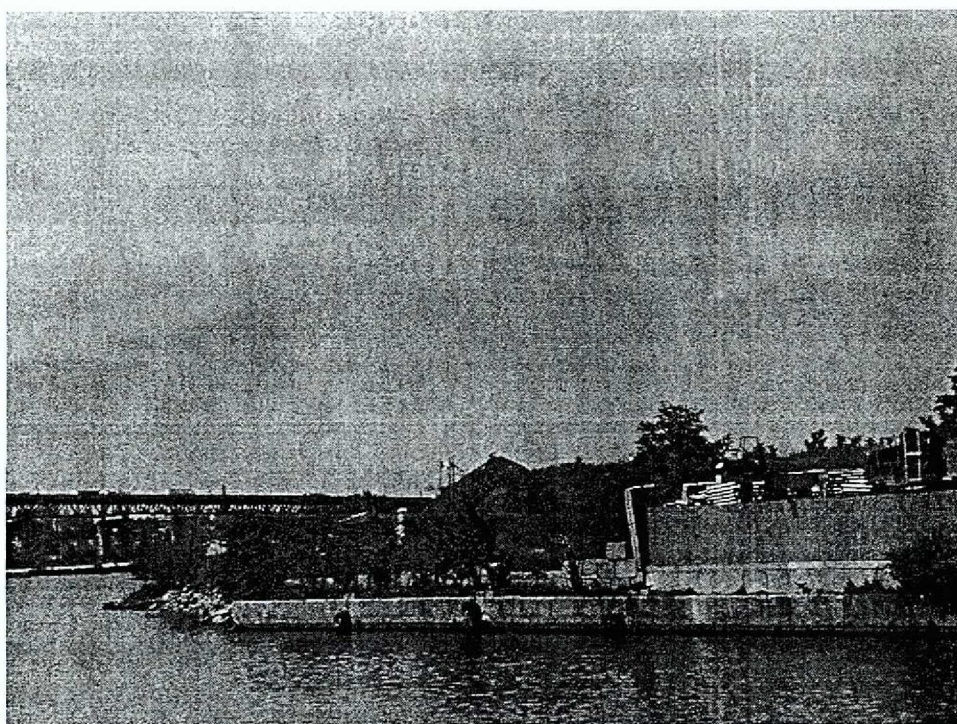


Plate 8. The eastern shoreline of Newtown Creek and the NYC Department of Sanitation facility on Furman's Island from Grand Avenue; view to the north-northwest.

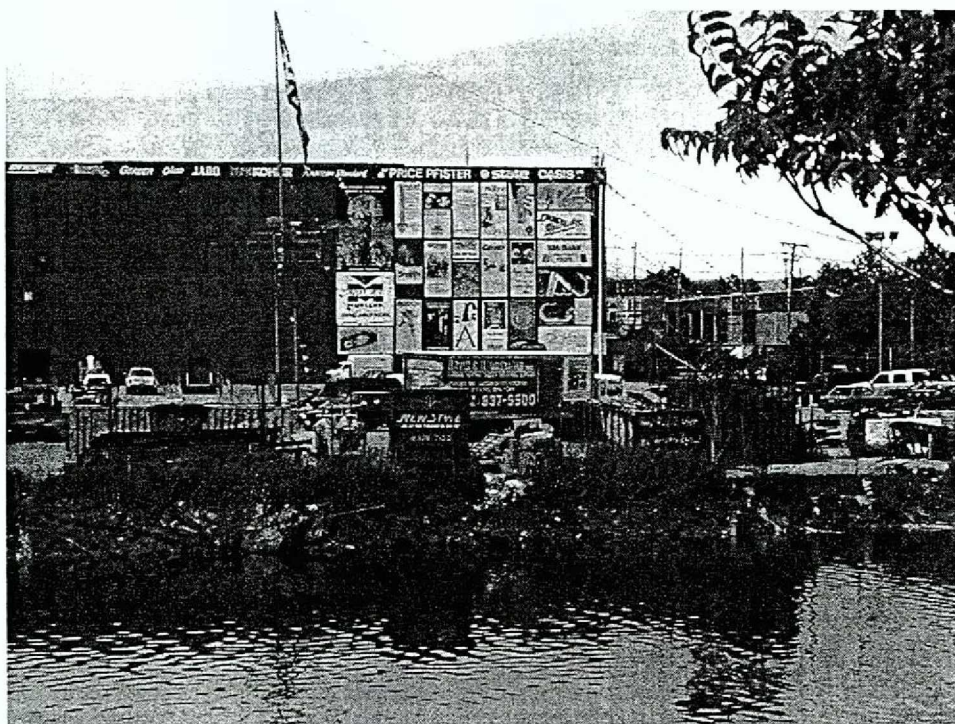


Plate 9. The north bank of Maspeth Creek with the Davis and Warsaw building in the background; view to the north.

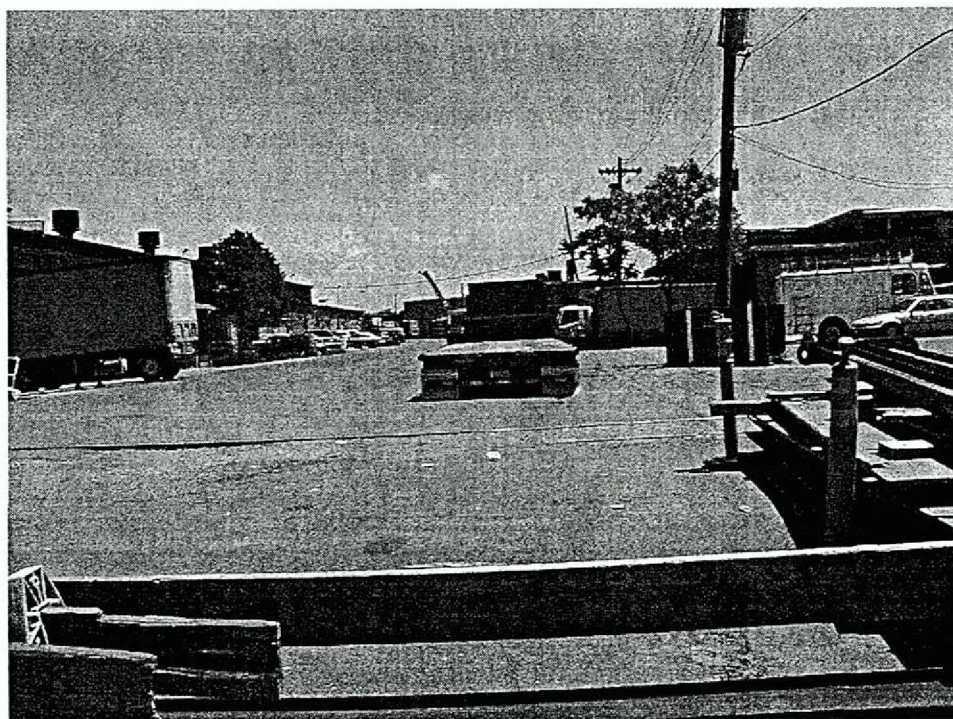


Plate 10. The Galasso Trucking property at Maspeth Avenue and 49 Street; view to the northeast.

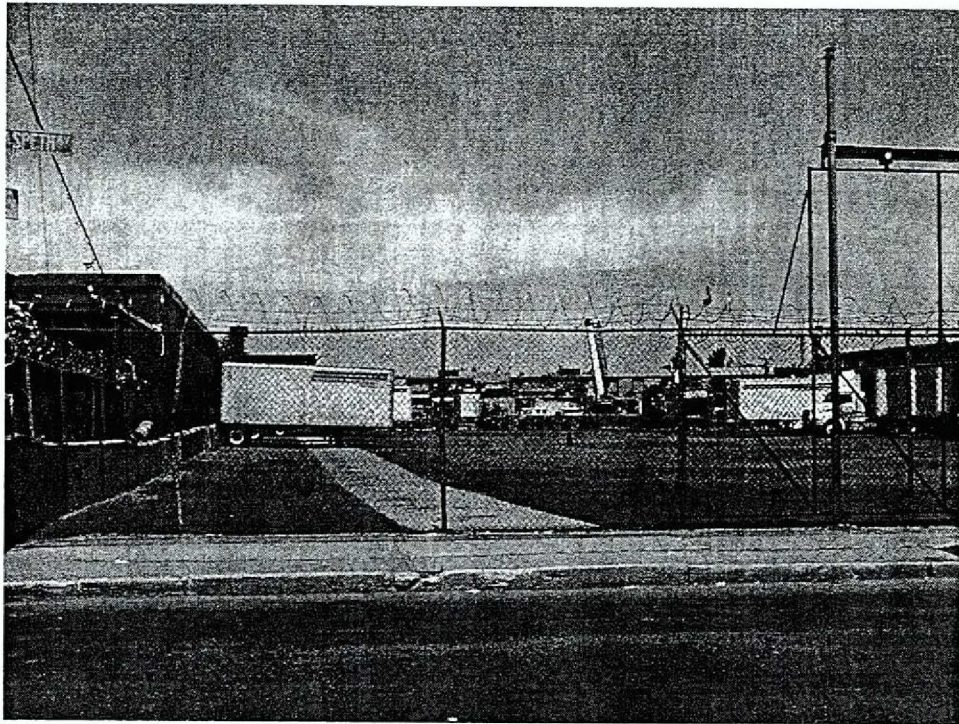


Plate 11. Terminal/warehouse facility on Maspeth Avenue and 49 Street;
view to the north.

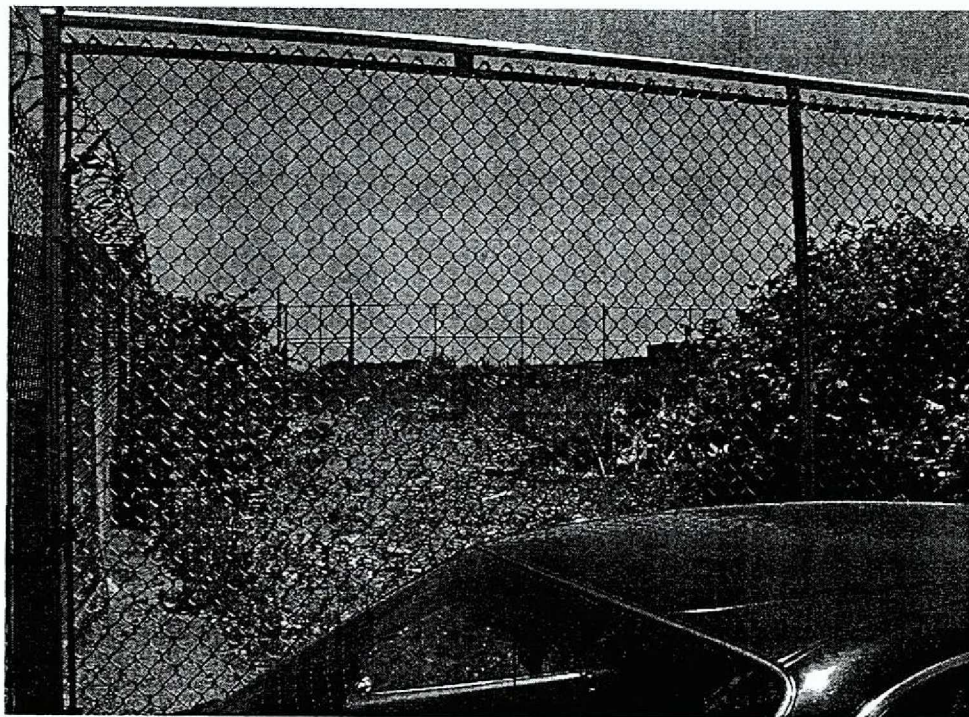


Plate 12. The NYC Department of Environmental Protection property
(Block 2575, Lot 26) from 49 Street; view to the east.



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name (if any) Summerfield United Methodist Church
Address or Street Location 104 Harbor Road
County Richmond Town/City New York Village/Hamlet: Mariners Harbor
Owner Summerfield United Methodist Church Address 104 Harbor Road, Staten Island, New York 10303
Original use Church Current use Church
Architect/Builder, if known _____ Date of construction, if known c. 1869

DESCRIPTION

Materials – please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input checked="" type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: Wood steeple

Alterations, if known: Modern metal windows at basement level Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Andrea Lodato address Allee King Rosen & Fleming, 117 East 29th Street, New York, New York 10016

Telephone: 212-696-0670 email Andrea.Lodato@akrf.com Date August 2002

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

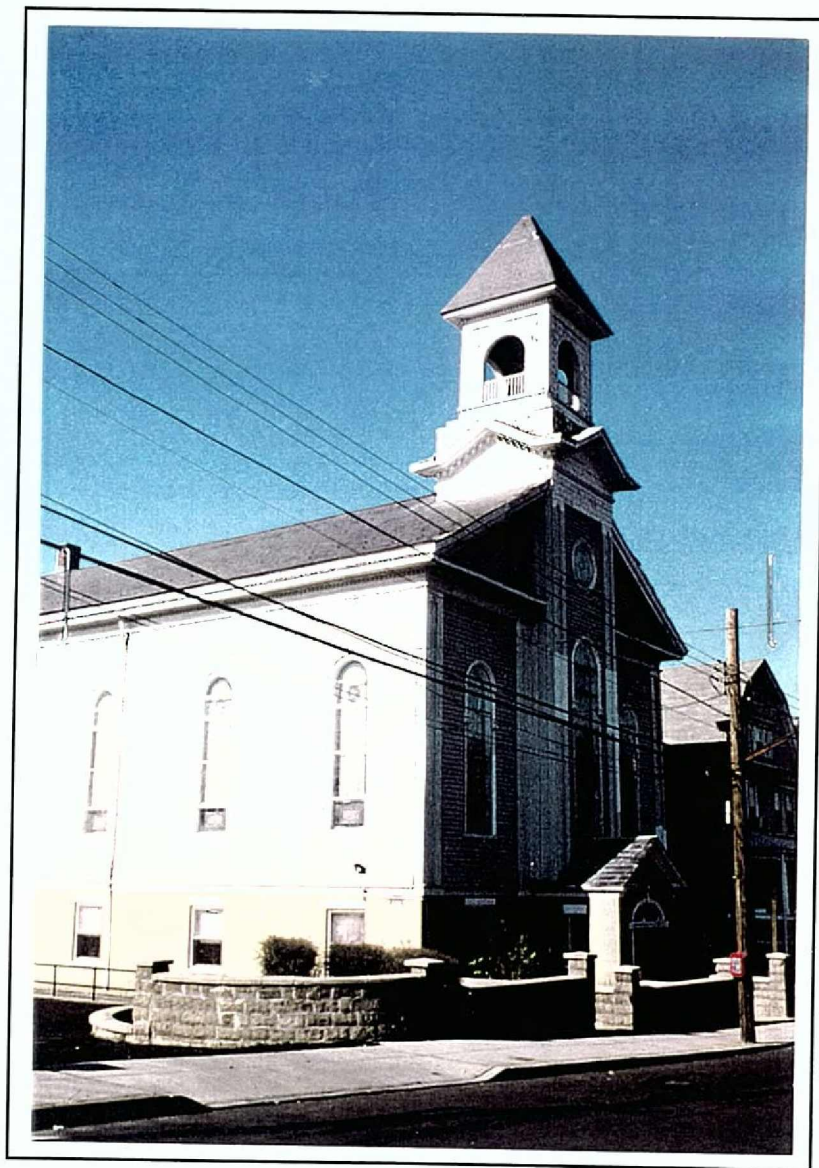
Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Summerfield United Methodist Church is located at 104 Harbor Road, on the west side of the street. The church was founded in 1839 on Harbor Road as the Methodist Episcopal Church at Mariners Harbor. The existing church was built in 1869, and at that time the church was called the Summerfield Methodist Episcopal Church.

The church is a frame building with Classical details. It has a front gabled roof, capped by a wooden steeple with a pyramidal roof. Decorative dentils are used at the cornice. The church has narrow, round-arched stained glass windows. The exterior is clad with vinyl siding and replacement windows have been installed at the ground floor.

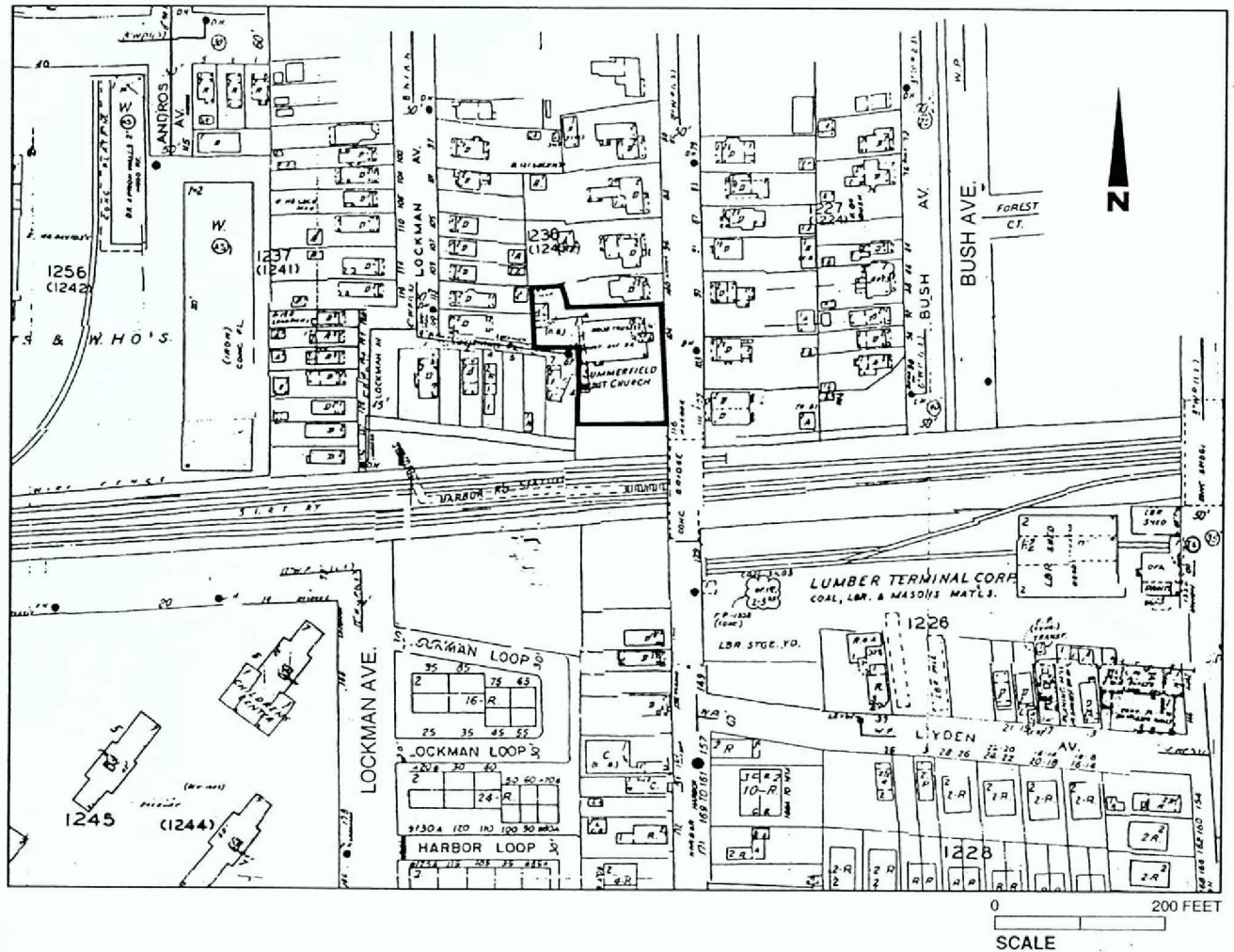
Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The building is important as a surviving example of a late 19th-century frame church constructed in the Mariners Harbor section of Staten Island.



CROSS HARBOR FREIGHT MOVEMENT PROJECT

Summerfield United Methodist Church
104 Harbor Road
View northwest



CROSS HARBOR FREIGHT MOVEMENT PROJECT

Summerfield United Methodist Church
104 Harbor Road



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name (if any) Staten Island Reformed Church
Address or Street Location 54 Port Richmond Avenue
County Richmond Town/City New York Village/Hamlet: Port Richmond
Owner Staten Island Reformed Church Address 54 Port Richmond Avenue, Staten Island, New York 10302
Original use Church Current use Church
Architect/Builder, if known _____ Date of construction, if known c. 1844

DESCRIPTION

Materials – please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: Wood steeple, wood frieze band

Alterations, if known: Reconstruction of tower, interior redecoration Date: 1929

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

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Maps

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Prepared by: Andrea Lodato address Allee King Rosen & Fleming, 117 East 29th Street, New York, New York 10016

Telephone: 212-696-0670 email Andrea.Lodato@akrf.com Date August 2002

PLEASE PROVIDE THE FOLLOWING INFORMATION

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Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The Staten Island Reformed Church is located at 54 Port Richmond Avenue, on the west side of the street. The church was built in 1844 and was designed in the Georgian Revival style. The church replaced three earlier churches that were located on the site. The Sunday School, designed by Oscar S. Teale, was built in 1898. Three cemeteries are located on the property – north, south, and west of the church. The church is located on the site of the first religious congregation on Staten Island, organized in 1663. A plaque on the site indicates that the north cemetery served as a burial place for Dutch settlers of the North Shore until 1696. The north cemetery is recognized as the oldest burial place in continued use in the state of New York.

Records on file at the Staten Island Department of Buildings indicate that the church tower was rebuilt in 1929, due to fire that destroyed the earlier tower. The new tower was to be built as the same size and height as the original. The records also indicate that the interior was redecorated at this time.

The church has a front-gabled roof, capped by a square, flat roofed tower. Two fluted Doric columns, flanked by brick pilasters, are located at the church entrance. The church has tall, narrow, rectangular stained glass windows and a wood frieze band. The Sunday School is two-stories, with paired one-over-one windows. It has a wood frieze band with dentils.

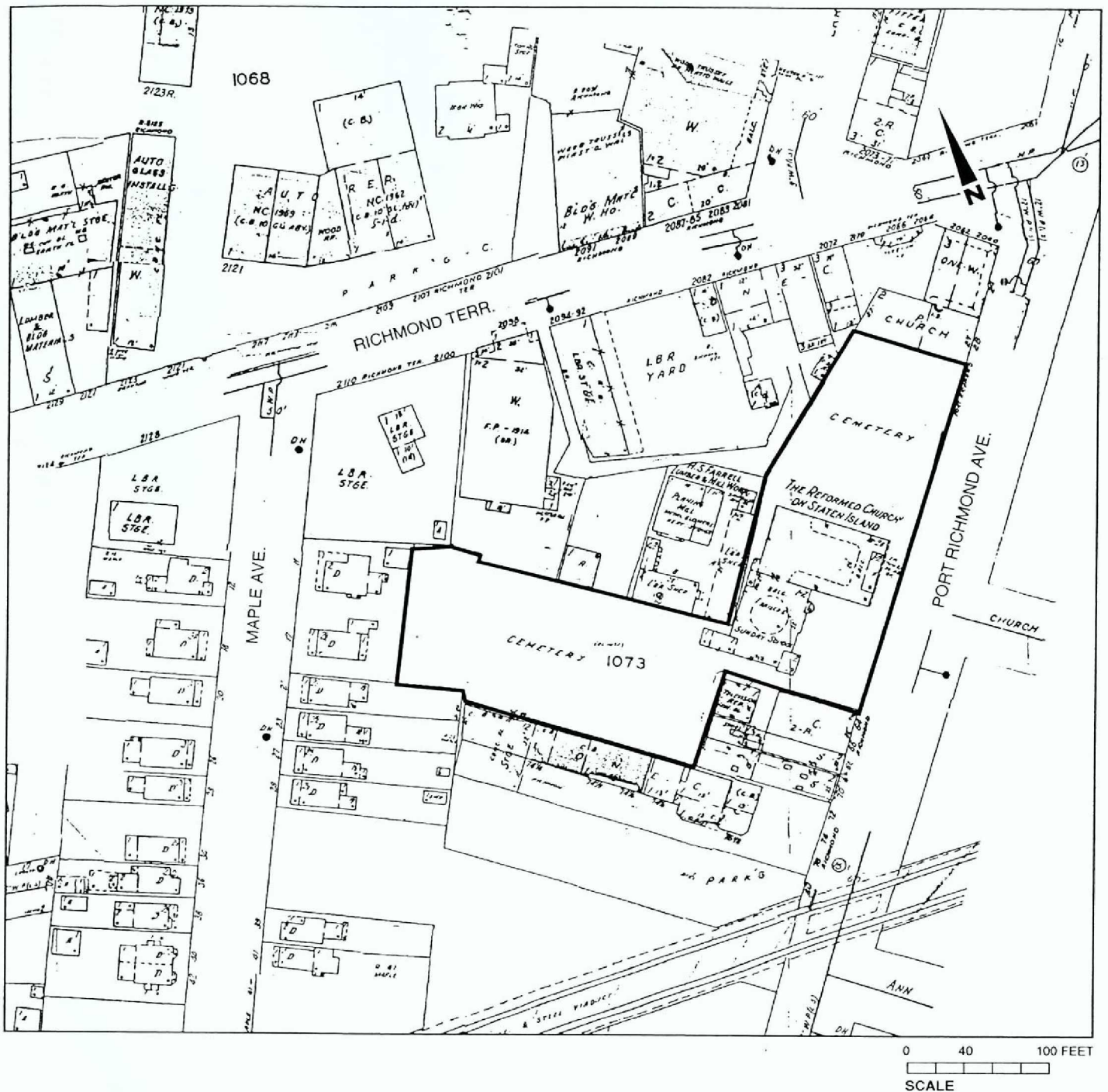
Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The building is important as an early 19th-century church constructed in the Port Richmond section of Staten Island. The site is also important as the location of the first religious congregation on Staten Island, and for the church's role in the development of the Port Richmond community.



CROSS HARBOR FREIGHT MOVEMENT PROJECT

Staten Island Reformed Church
54 Port Richmond Avenue
View facing northwest



CROSS HARBOR FREIGHT MOVEMENT PROJECT

Staten Island Reformed Church
54 Port Richmond Avenue



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name (if any) _____
Address or Street Location 125 Lake Avenue
County Richmond Town/City New York Village/Hamlet: Mariners Harbor
Owner Lake Avenue Industria Address 60 Sackett Street, Brooklyn, New York 11231-1412
Original use Factory Building/Industrial Current use Factory Building/Industrial
Architect/Builder, if known _____ Date of construction, if known between 1874 and 1917

DESCRIPTION

Materials – please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: Stone entrance door surround

Alterations, if known: Modern metal windows Date: _____

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

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Maps

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Prepared by: Andrea Lodato address Allee King Rosen & Fleming, 117 East 29th Street, New York, New York 10016

Telephone: 212-696-0670 email Andrea.Lodato@akrf.com Date August 2002

PLEASE PROVIDE THE FOLLOWING INFORMATION

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The building, located at 125 Lake Avenue, is a two-story, five-bay painted brick building. It has a flat-roof, arched brick window lintels, and decorative horizontal bands on the front façade. It has a stone entrance door surround. Based on historic maps, the building was constructed sometime between 1874 and 1917.

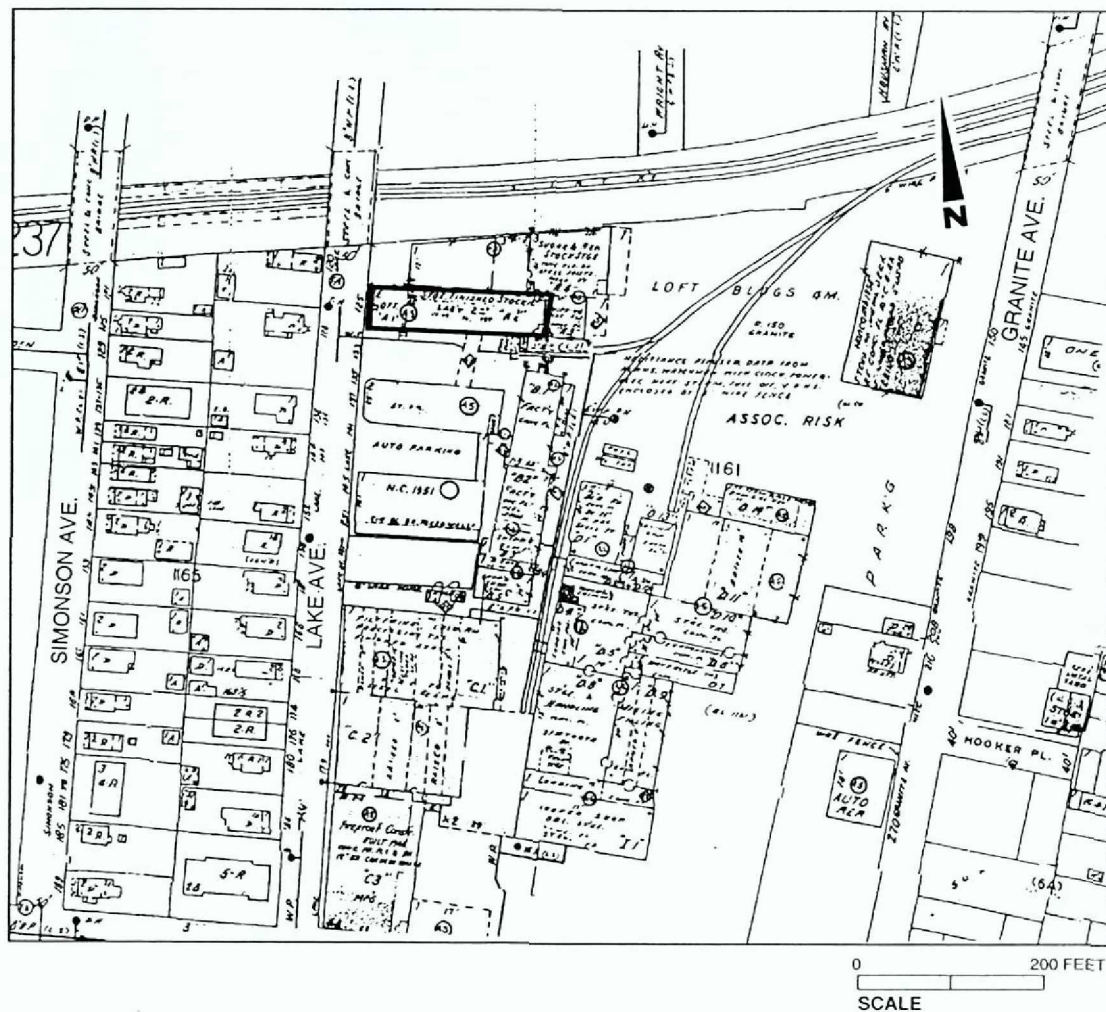
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The building is important as a surviving example of late 19th-century to early 20th-century industrial development in the Mariners Harbor section of Staten Island.



CROSS HARBOR FREIGHT MOVEMENT PROJECT

125 Lake Avenue
View facing southeast



CROSS HARBOR FREIGHT MOVEMENT PROJECT

125 Lake Avenue



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name (if any) _____
Address or Street Location 137 Lake Avenue
County Richmond Town/City New York Village/Hamlet: Mariners Harbor
Owner Lake Avenue Industria Address 60 Sackett Street, Brooklyn, New York 11231-1412
Original use Office Building/Industrial Current use Office Building/Industrial
Architect/Builder, if known _____ Date of construction, if known c. 1920-1940

DESCRIPTION

Materials – please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: Stone entrance door surround

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

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Prepared by: Andrea Lodato address Allee King Rosen & Fleming, 117 East 29th Street, New York, New York 10016

Telephone: 212-696-0670 email Andrea_Lodato@akrf.com Date August 2002

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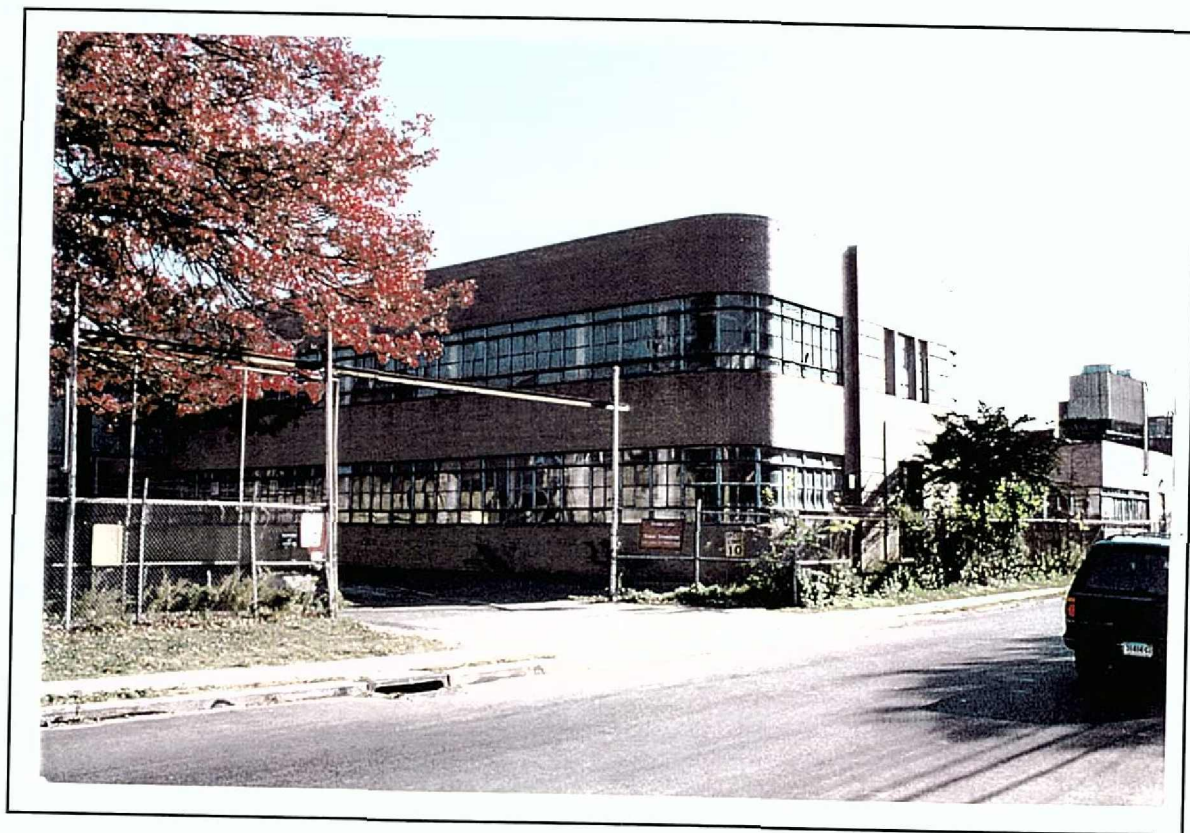
IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The building located at 137 Lake Avenue is a two-story brick Art Moderne building with a flat roof and curved corner façade. Horizontal bands of windows wrap around the building's curved façade on the first and second floors. The windows appear to be original, and consist of multiple panes. The two-story front entrance bay projects slightly, and is distinguished by recessed bands of brick and a stone entrance door surround. The building appears to have been constructed between 1920 and 1940.

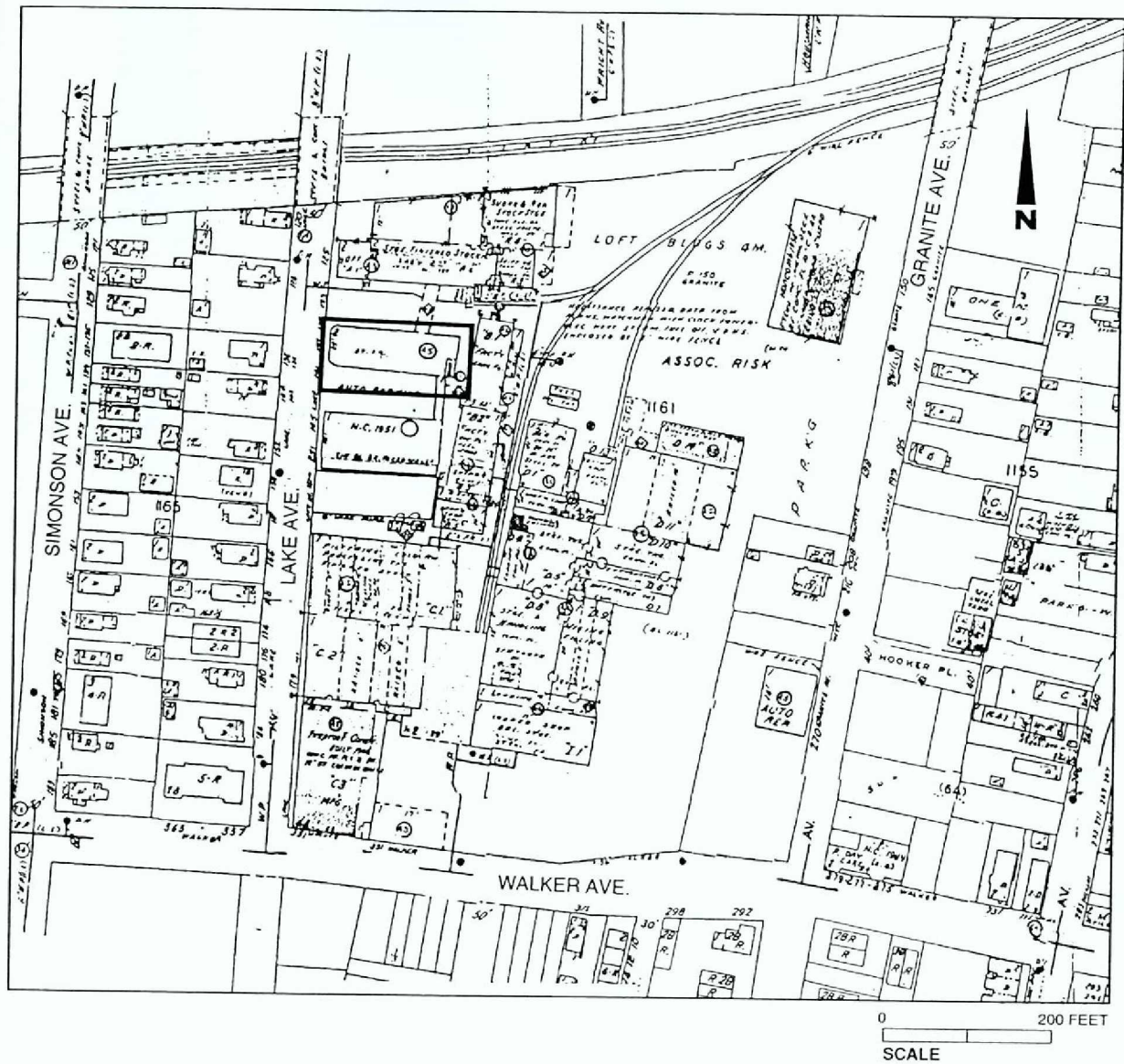
Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The building is important as a surviving example of early 20th-century industrial development in the Mariners Harbor section of Staten Island. It also is an interesting example of the Art Moderne style used for an office building/industrial use in this portion of Staten Island.



CROSS HARBOR FREIGHT MOVEMENT PROJECT

137 Lake Avenue
View facing southeast



CROSS HARBOR FREIGHT MOVEMENT PROJECT

137 Lake Avenue



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) Star Corrugated Box Company Building
Address or Street Location 55-15 Grand Avenue
County Queens Town/City Maspeth Village/Hamlet: _____
Owner Norampac, Inc. Address _____
Original use _____ Current use _____
Architect/Builder, if known _____ Date of construction, if known 1925

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input checked="" type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: The original windows on the first bay and sides of the building have been replaced with aluminum windows. In front of the third bay, the building has a modern extension of yellow brick with numerous gates for large vehicles. Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jennifer Morris address Allee King Rosen & Fleming, 117 East 29th Street, New York, New York 10016

Telephone: 212-696-0670 email Jennifer.Morris@akrf.com Date July 2002

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

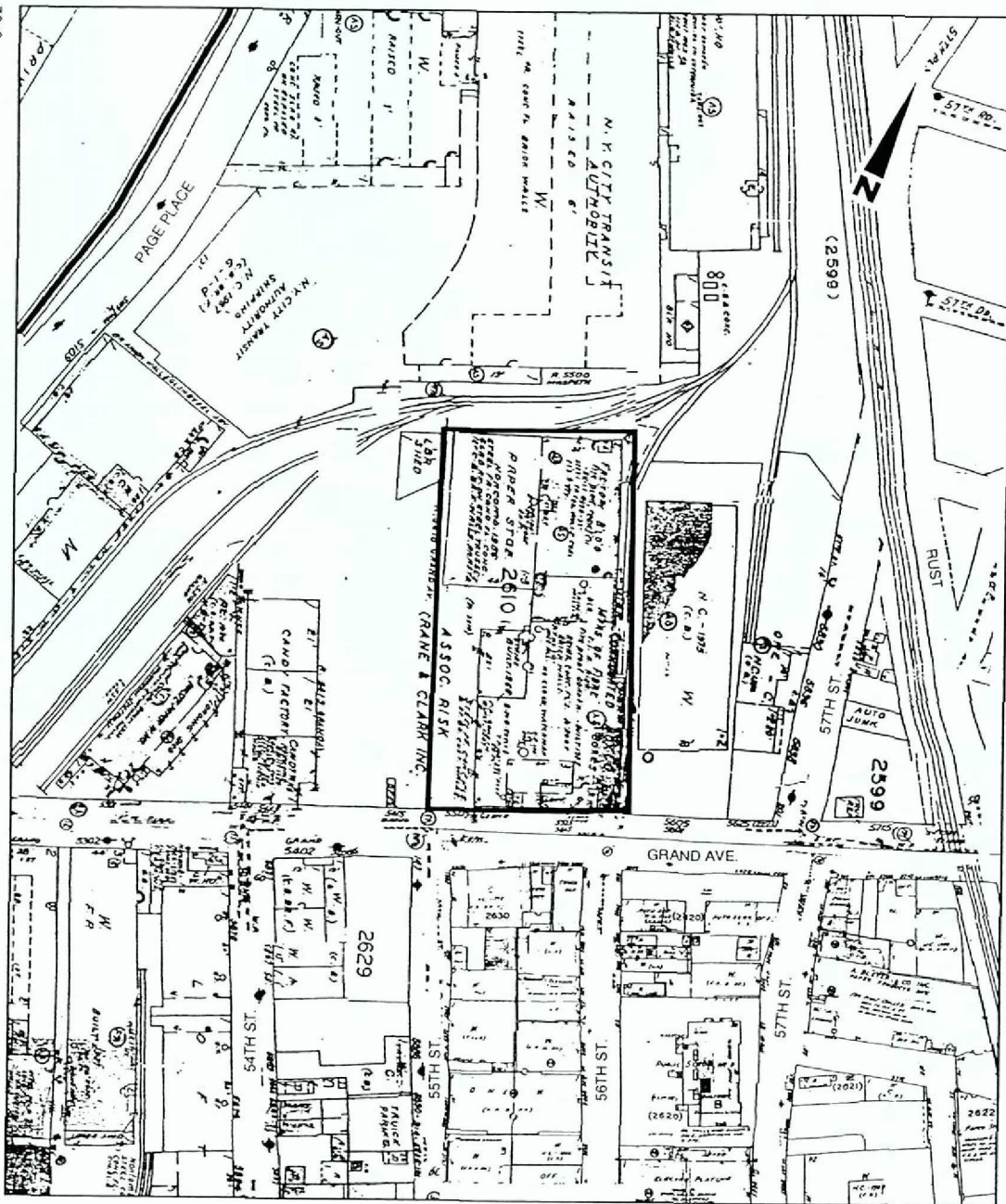
The Star Corrugated Box Company building is located on the north side of Grand Avenue between 55th and 56th Streets in Maspeth, Queens. The 2-story, yellow-brick building was designed with fortress-like details. The building is four bays wide. The second and fourth bays are slightly taller than the first and third; they each have four small windows, giving them the look of turrets. The top of the building is crenellated, and the crenellation is finished with stone. On the first and third bays, the window openings are much larger and have a factory aesthetic. On the first bay and sides of the building, the original windows have been replaced; however, the original narrow-paned steel casement windows are still apparent on the second story of the third bay. Between the windows and around the main door of the building, which is located on the first bay, there are brick pilasters extending from the building, topped with stone. In front of the third bay, the building has a modern extension of yellow brick with numerous gates for large vehicles. There is a plaque in the upper center of the façade with a crest and the date 1925. The building was owned by the Star Corrugated Box Company from 1925 until 2001, when the company and building were acquired by Norampac, a Montreal, Canada-based cardboard maker.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The building is a unique example of industrial architecture.



Star Corrugated Box Company Building, 55-15 Grand Avenue, Maspeth, Queens



Star Corrugated Box Company Building,
55-15 Grand Avenue, Maspeth, Queens

0 200 FEET
SCALE



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) _____
Address or Street Location 52-02 to 52-108 and 52-05 to 52-109 79th Street (between Grand and Calamus Avenues)
County Queens Town/City New York Village/Hamlet: _____
Owner Multiple Address Multiple
Original use Residential Current use Residential
Architect/Builder, if known Louis Allmendinger and Gustave Mathews Date of construction, if known 1936-37

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input checked="" type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input checked="" type="checkbox"/> other: <u>stucco</u>
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: Some through-wall air conditioners; most buildings have replacement aluminum windows and aluminum awnings over the entrance, but some of the original projecting door lintels still exist above or below the awnings Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jennifer Morris address Allee King Rosen & Fleming, 117 East 29th Street, New York, New York 10016

Telephone: 212-696-0670 email Jennifer_Morris@akrf.com Date July 2002

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

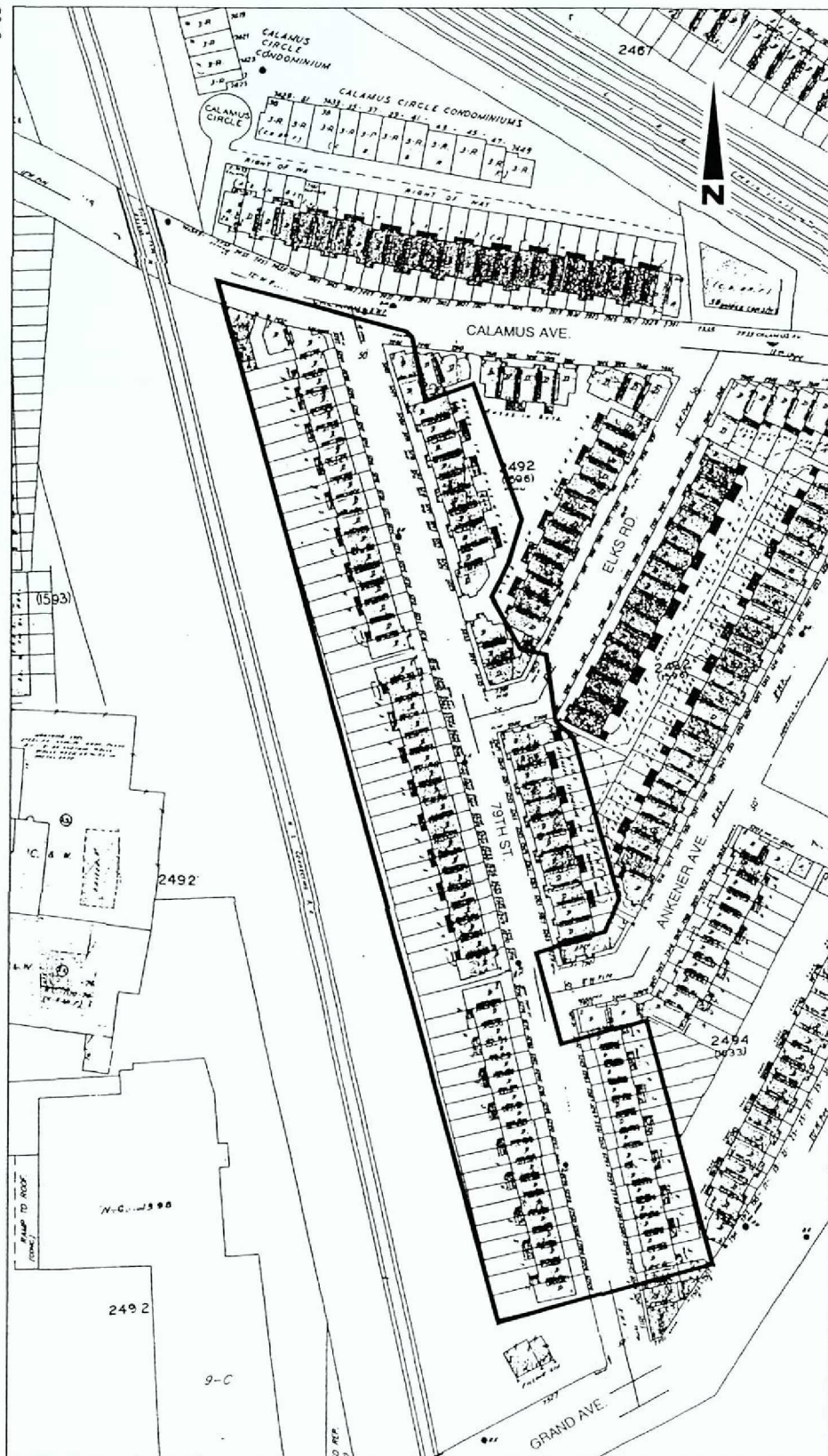
52-02 to 52-108 and 52-05 to 52-109 79th Street is a series of buildings on both sides of 79th Street between Grand and Calamus Avenues, located directly east of the New York Connecting Railroad in Queens. The buildings are attached two-story rowhouses with flat roofs, constructed of dark red Kreischer brick and stucco. They were built in 1936-37. The buildings have minimal ornamentation, but the use of stucco to denote the buildings' grouped entrances creates a strong graphic element. Some of the rowhouses have replacement aluminum windows and aluminum front door awnings. Behind the rowhouses are alleyways leading to rear garages, and there are gardens between the alley and the rail line on the west side of 79th Street. The rowhouses have narrow front yards, most of which have not been segmented by low walls or other dividers. The buildings were originally serviced by a steam plant in the middle of each block.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The rowhouses are alternately known as the "Mathews Company rowhouses" or "Mathews modal flats." They were designed and built by Louis Allmendinger and Gustave Mathews, who also collaborated on the development of rowhouses that are located within the S/NR-listed Woodbine-Palmetto-Gates and Seneca-Onderdonk-Woodward Historic Districts in the Ridgewood Multiple Resource Area. The Mathews Company was a family-run company that built a number of residential developments in Queens in the early 20th century. According to Robert Singleton, President of the Greater Astoria Historical Society (conversation of August 14, 2002), the Mathews Company held one quarter of all new building permits in Queens in 1916. The rowhouses on 79th Street were part of the last major development by the company. The earlier "Mathews modal flats" were three-story multiple-family dwellings with two apartments per floor; in comparison, this late development was designed as two-story single-family residences. The design of this Mathews development was apparently influenced by a trip to Germany taken by the Mathews family. Steamships, luxury liners, and the Modernist works of German architects were among the sources of inspiration (according to Mr. Singleton).



52-02 to 52-108 and 52-05 to 52-109 79th Street, Queens



52-02 to 52-108 and 52-05
to 52-109 79th Street, Queens

0 200 FEET
SCALE



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) _____
Address or Street Location 56-70 58th Street
County Queens Town/City New York Village/Hamlet: Maspeth
Owner 5670 58th Street Holding Company Address 56-41 56th Terrace, Flushing, NY 11378
Original use _____ Current use Commercial
Architect/Builder, if known _____ Date of construction, if known 1927

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input checked="" type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: Replacement aluminum windows; other windows filled with concrete block; replacement entry door, concrete ramp to entrance.

Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Jennifer Morris address Allee King Rosen & Fleming, 117 East 29th Street, New York, New York 10016

Telephone: 212-696-0670 email Jennifer_Morris@akrf.com Date July 2002

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The building at 56-70 58th Street is located on the west side of 58th Street between 56th Drive and Maspeth Avenue. It is currently occupied by three companies: Buckley & Doolittle, Motiv Importing Ltd., and Now Communications. The roughly rectangular, two-story building is faced in white brick and has a protruding bay on 58th Street. The building has decorative brick detailing, including arches around the second floor arched window openings, a modest cornice line, and a patternwork of squares and lines above the cornice line. The northern two-thirds of the roof is pitched; the remainder of the roof is flat. The windows and doors are replacement, and there are concrete lattice blocks within some of the window openings on the northern section of the building. There is a larger arched window opening in the protruding bay at the second level, surrounding by a line of brick detail. There is a concrete ramp leading to the front entrance from the side, and three shallow steps.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The building is unusual in this industrial area for its level of detail and design.



56-70 58th Street, Maspeth, Queens



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) _____

Address or Street Location 221 Elmwood Avenue

County Kings Town/City New York City Village/Hamlet: _____

Owner L. Robstfeld Address 221 Elmwood Avenue, Brooklyn, NY 11230

Original use Residence Current use Residence

Architect/Builder, if known _____ Date of construction, if known Before 1890

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input checked="" type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____

Roof:	<input checked="" type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal	<input type="checkbox"/> slate
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Foundation:	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
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Other materials and their location: Wood details that include porch columns, dormer windows, and enclosed porch

Alterations, if known: Various alterations, please see next page Date: Post 1939-1941

Condition: ☐ excellent ☐ good ☒ fair ☐ deteriorated

Photos

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Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

Prepared by: Nathan Riddle/Claudia Cooney address Allee King Rosen & Fleming, Inc., 117 East 29th Street, New York, NY 10016

Telephone: 212-696-0670 email Nathan.Riddle@AKRF.com/Claudia_Cooney@akrf.com Date August 2002

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The 3-story house at 221 Elmwood Avenue is located at the northwest corner of Elmwood Avenue and 3rd Street. It is approximately 30 feet from the Bay Ridge Branch of the Long Island Rail Road, which runs directly behind the property. The house is designed in the Second Empire style, in an asymmetrical composition with a two-story wing attached to the west façade. It is clad in scalloped wood shingles and has a concave Mansard roof with dormers. The three-story portion of the house has a one-story wrap-around wood porch supported by Ionic columns. Most of the porch, with the exception of the entryway, has been enclosed by wood and glass. The house previously had a tower that extended above the roofline facing Elmwood Avenue; the portion above the roof, originally capped by a Mansard roof with dormer windows, has been removed (please see attached tax record photo from 1939-1941). The tax photo also indicates that the house originally had a bracketed wood cornice that supported the roof; this appears to have been removed. In addition, the crawlspace beneath the porch, which was previously enclosed by wood screening, is now enclosed by brick.

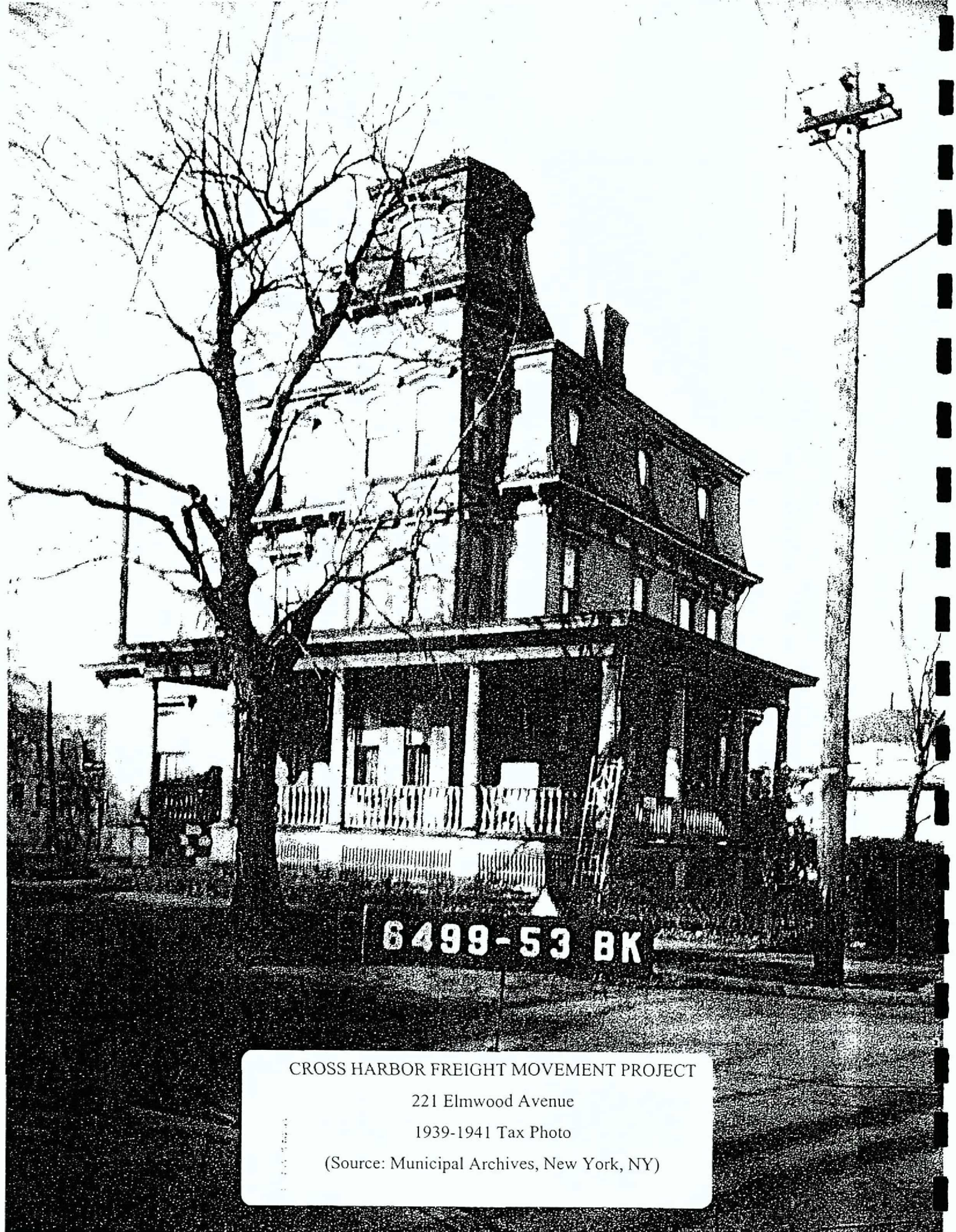
Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

Historic maps indicated that the house was built by 1890. The house predates the opening of the Brooklyn-Manhattan Transit (BMT) subway in 1908 and extension of the Interborough Rapid Transit (IRT) line into Midwood in 1920, which led to the rapid development of the previously underdeveloped neighborhood. The house is one of a few remaining late 19th century houses in the area, and recalls the late 19th century character of Midwood prior to 20th century development.



CROSS HARBOR FREIGHT MOVEMENT PROJECT

221 Elmwood Ave.
View facing northwest



CROSS HARBOR FREIGHT MOVEMENT PROJECT

221 Elmwood Avenue

1939-1941 Tax Photo

(Source: Municipal Archives, New York, NY)



HISTORIC RESOURCE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) _____

Address or Street Location 6223-6201 15th Avenue

County Kings Town/City New York City Village/Hamlet: _____

Owner American Stock Transfer & Trust Co. Address 40 Wall Street, 46th floor, New York, NY 10005

Original use Manufacturing/Commercial Current use Manufacturing/Commercial

Architect/Builder, if known _____ Date of construction, if known 1946

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input checked="" type="checkbox"/> brick	<input type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____

Roof: ☐ asphalt, shingle ☐ asphalt, roll ☐ wood shingle ☐ metal ☐ slate

Foundation: ☐ stone ☐ brick ☐ poured concrete ☐ concrete block

Other materials and their location: Glass block ribbon windows

Alterations, if known: Some new windows Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

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Maps

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Prepared by: Nathan Riddle/Claudia Cooney address Allee King Rosen & Fleming, Inc., 117 East 29th Street, New York, NY 10016

Telephone: 212-696-0670 email Nathan.Riddle@AKRF.com/Claudia_Cooney@akrf.com Date August 2002

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The three-story manufacturing building at 6223-6201 15th Avenue occupies the east blockfront on 15th Avenue between 62nd and 63rd Streets. The building, which was built between 1942 and 1946, is designed in the International Style. It has a horizontal orientation with a façade composed of alternating bands of buff brick and glass block ribbon windows. The building also has curved corners and a projecting metal canopy above the main entrance on 15th Avenue. The building has been altered through the insertion of new windows within the bands of glass block, and by the addition of a central mechanical penthouse on the roof.

Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The building is a relatively intact example of early International Style architecture in New York City. The application of the International Style to this building is unusual, since the building is located in a manufacturing/commercial district that is mostly characterized by mid-20th century buildings of an undistinguished design.



CROSS HARBOR FREIGHT MOVEMENT PROJECT

6223-6201 15th Avenue
View facing southeast



HISTORIC RESOURCE INVENTORY FORM

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& HISTORIC PRESERVATION
P.O. BOX 189, WATERFORD, NY 12188
(518) 237-8643

OFFICE USE ONLY

USN:

IDENTIFICATION

Property name(if any) _____
Address or Street Location Above Queens Boulevard, between 73rd and 74th Streets
County Queens Town/City New York Village/Hamlet: _____
Owner CSX Address 500 Water Street, Jacksonville, FL 32202
Original use Railroad bridge Current use Railroad bridge
Architect/Builder, if known A.C. Shand, chief engineer Date of construction, if known 1917

DESCRIPTION

Materials -- please check those materials that are visible

Exterior Walls:	<input type="checkbox"/> wood clapboard	<input type="checkbox"/> wood shingle	<input type="checkbox"/> vertical boards	<input type="checkbox"/> plywood
	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block
	<input type="checkbox"/> vinyl siding	<input type="checkbox"/> aluminum siding	<input type="checkbox"/> cement-asbestos	<input type="checkbox"/> other: _____
Roof:	<input type="checkbox"/> asphalt, shingle	<input type="checkbox"/> asphalt, roll	<input type="checkbox"/> wood shingle	<input type="checkbox"/> metal <input type="checkbox"/> slate
Foundation:	<input type="checkbox"/> stone	<input type="checkbox"/> brick	<input checked="" type="checkbox"/> poured concrete	<input type="checkbox"/> concrete block

Other materials and their location: _____

Alterations, if known: _____ Date: _____

Condition: ☐ excellent ☒ good ☐ fair ☐ deteriorated

Photos

Provide several clear, original photographs of the property proposed for nomination. Submitted views should represent the property as a whole. For buildings or structures, this includes exterior and interior views, general setting, outbuildings and landscape features. Color prints are acceptable for initial submissions.

Please staple one photograph providing a complete view of the structure or property to the front of this sheet. Additional views should be submitted in a separate envelope or stapled to a continuation sheet.

Maps

Attach a printed or drawn locational map indicating the location of the property in relationship to streets, intersections or other widely recognized features so that the property can be accurately positioned. Show a north arrow. Include a scale or estimate distances where possible.

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Telephone: 212-696-0670 email Jennifer_Morris@akrf.com Date August 2002

(See Reverse)

PLEASE PROVIDE THE FOLLOWING INFORMATION

IF YOU ARE PREPARING A NATIONAL REGISTER NOMINATION, PLEASE REFER TO THE ATTACHED INSTRUCTIONS

Narrative Description of Property: Briefly describe the property and its setting. Include a verbal description of the location (e.g., north side of NY 17, west of Jones Road); a general description of the building, structure or feature including such items as architectural style (if known), number of stories, type and shape of roof (flat, gabled, mansard, shed or other), materials and landscape features. Identify and describe any associated buildings, structures or features on the property, such as garages, silos, privies, pools, gravesites. Identify any known exterior and interior alterations such as additions, replacement windows, aluminum or vinyl siding or changes in plan. Include dates of construction and alteration, if known. Attach additional sheets as needed.

The New York Connecting Railroad (NYCRR) bridge over Queens Boulevard is a three-span arch structure. The arches each have a span of 64 feet and a rise of 14 feet, 6 inches. The two central piers of the bridge are located on the boulevard's wide traffic medians. The bridge is built of concrete molded to appear like masonry, with large keystones at the center of each arch. The two piers have insets for statuary, and the top of the bridge has a cornice with dentil molding. Large billboards have been attached to each side of the central arch, and small trees appear to be growing atop the bridge.

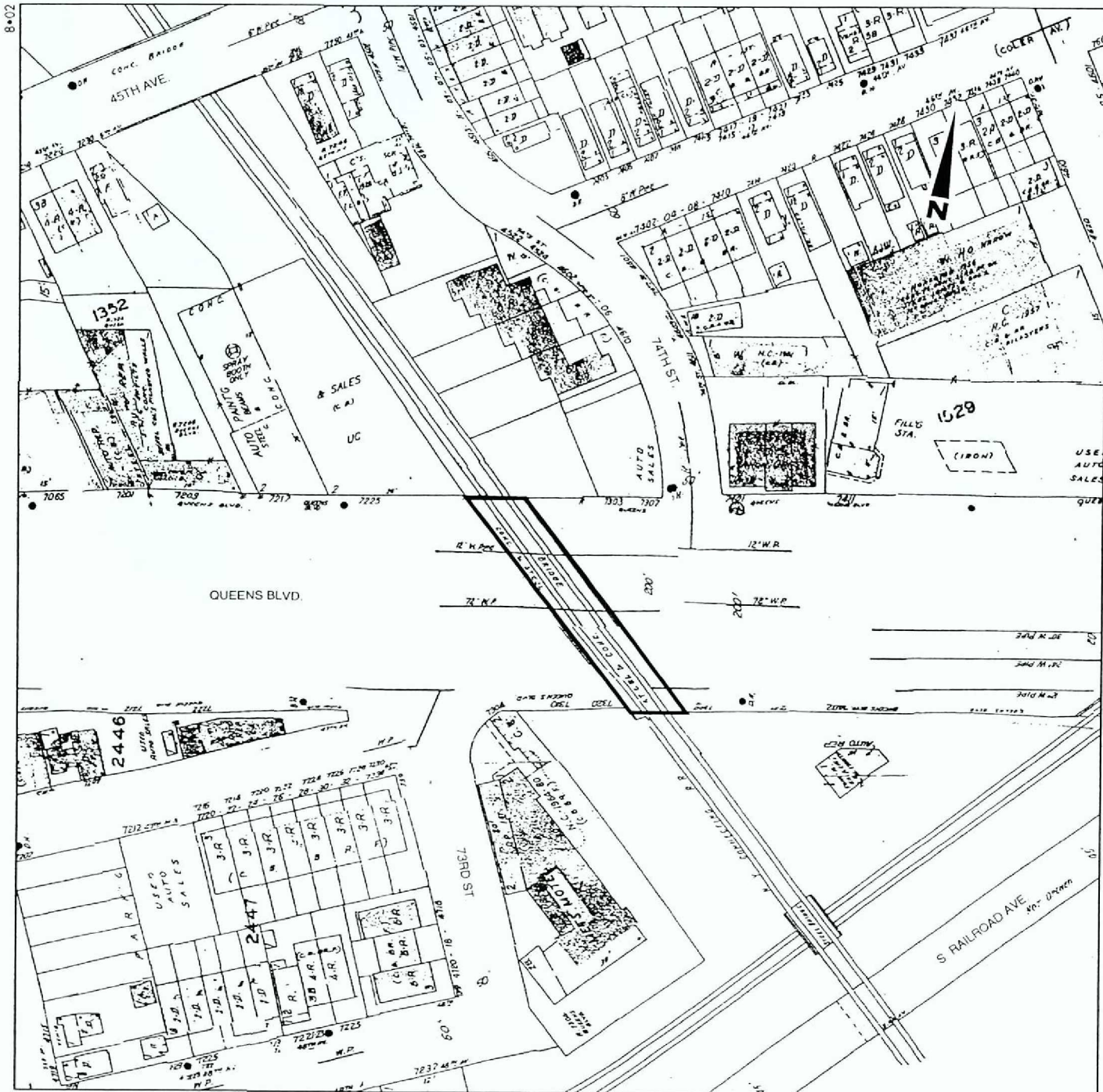
Narrative Description of Significance: Briefly describe those characteristics by which this property may be considered historically significant. Significance may include, but is not limited to, a structure being an intact representative of an architectural or engineering type or style (e.g., Gothic Revival style cottage, Pratt through-truss bridge); association with historic events or broad patterns of local, state or national history (e.g., a cotton mill from a period of growth in local industry, a seaside cottage representing a locale's history as a resort community, a structure associated with activities of the "underground railroad."); or by association with persons or organizations significant at a local, state or national level. Simply put, why is this property important to you and the community. Attach additional sheets as needed.

The NYCRR, now referred to as the Fremont Secondary, was built by the Pennsylvania Railroad and the New York, New Haven and Hartford Railroad. NYCRR was incorporated in 1892; the New Haven and Pennsylvania Railroads acquired the stock of the NYCRR in 1902, and by 1912 had started construction of the rail line. The 9-mile route opened in 1917 and extended from Fremont Tower at Fresh Pond Junction in Queens, where it connected with the LIRR Bay Ridge line, over the Hell Gate Bridge to the Port Morris crossing in the Bronx. From there it linked the LIRR with the New Haven Line just south of Oak Point Yard, thereby creating direct access between the New Haven line and Bay Ridge. The NYCRR was operated by the New Haven Railroad. In 1967 NYCRR became part of the merged Pennsylvania and New York Central (Penn Central) system. The electrified overhead of the Hell Gate-Bay Ridge freight line was dismantled in 1969.

The Queens Boulevard bridge is a good example of decorative railroad architecture. It appears to be the only intact bridge with decorative elements within the southern portion of the NYCRR. Other elements of the northern portion of the New York Connecting Railroad have already been determined S/NR-eligible; these are the Hell Gate Bridge, Wards Island Viaduct, Little Hell Gate Bridge, Randall's Island Viaduct, and Bronx Kill Bridge, a series of bridges, overpasses and viaducts 2.5 miles long that was designed by Gustav Lindenthal. The nearest resource, the Hell Gate Bridge, is approximately 3.2 miles northwest of the Queens Boulevard bridge.



New York Connecting Railroad Queens Boulevard Bridge, Queens



New York Connecting Railroad Queens Boulevard Bridge, Queens

0 200 FEET
SCALE