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Milner JMA

JMA 2003

# **Archeological Monitoring Report**

## **City Island Water Main Project Pelham Bay Park, Bronx County, New York**

*Prepared for*

***The New York City Department of  
Design and Construction  
Long Island City, New York***

***John Milner Associates  
Architects • Archeologists • Planners***

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*March 2003*

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**ARCHEOLOGICAL MONITORING REPORT**

**CITY ISLAND WATER MAIN PROJECT**  
**PELHAM BAY PARK, BRONX COUNTY, NEW YORK**

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Prepared for

**The New York City Department of Design and Construction**  
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**March 2003**

## MANAGEMENT SUMMARY

From October 31, 2002 to November 15, 2002 and from December 5, 2002 to December 6, 2002, John Milner Associates, Inc. (JMA) conducted archeological monitoring of construction associated with portions of the City Island Water Main Project (the Project) in Pelham Bay Park, Bronx County, New York. Monitoring was carried out on behalf of the New York City Department of Design and Construction (DDC), and was requested by the New York City Landmarks Preservation Commission (LPC). The Project includes the installation of a new water main within City Island Road along an approximately 1.2 mile route beginning at the intersection of City Island Road and Shore Line Road in Pelham Bay Park, ending at City Island Bridge, and returning along a parallel course.

Archeological monitoring by JMA for the Project included observation of trench excavation and visual examination of exposed sub-grade conditions (including trench walls and floors) for evidence of potentially significant archeological resources. Observed trench profiles and stratigraphy suggests that almost the entire route of the water line was previously disturbed during the construction of existing and former roadways. No archeological remains were found in clearly undisturbed contexts.

One feature was observed during the course of monitoring. It consisted of a 10 cm by 4 m band of shell (predominantly oyster shell) intermixed with a black (10YR 2/1) soil. The band of shell was both overlain and underlain by what appeared to be a disturbed stratum of mottled soils suggesting some form of re-deposition. No artifacts or bone were found within or near this band of shell. The shell deposit may extend south from the area in the trench wall where it was observed. Any future construction to the south of the monitored trench may intersect this shell deposit.

JMA recovered isolated ceramic and metal artifacts from a number of locations along the project route. All appeared to be associated with road fill. Remains of an earlier road surface were also noted at one location.

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## 1.0 INTRODUCTION

### 1.1 PURPOSE AND GOALS OF THE INVESTIGATION

From October 31, 2002 to November 15, 2002 and from December 5, 2002 to December 6, 2002, John Milner Associates, Inc. (JMA) conducted archeological monitoring of construction associated with portions of the City Island Water Main Project (the Project) in Pelham Bay Park, Bronx County, New York. Monitoring was carried out on behalf of the New York City Department of Design and Construction (DDC), and was requested by the New York City Landmarks Preservation Commission (LPC). Archeological monitoring was conducted in accordance with relevant portions of Section 6.5 of the LPC *Guidelines for Archaeological Work in New York City* (2002).

### 1.2 PROJECT BACKGROUND, DESCRIPTION AND LOCATION

The Project includes the installation of a new water main within City Island Road along an approximately 1.2 mile route beginning at the intersection of City Island Road and Shore Line Road in Pelham Bay Park, ending at City Island Bridge, and returning along a parallel course (Figure 1).

An archeological/historical sensitivity evaluation of the Project route was prepared in 2002 by Greenhouse Consultants (Roberts et al. 2002a). That report concluded that the Project area "is clearly sensitive to preserving evidence of its use during the prehistoric period" and that "Any evidence of such use could have been destroyed by twentieth century development, but may survive beneath the present surface." The report also noted that human remains had been recovered from archeological sites located within one mile of the Project area. The report recommended "archaeological testing of the project area prior to any construction activities" (Roberts et al. 2002a:12).

In March 2002, Greenhouse Consultants monitored the mechanical excavation of 21 test pits along the Project route. The purpose of the test pits was to study and identify the location of an existing (c.1953) water line to be replaced by the new water main. Test pits ranged in size from 3 ft. x 3.5 ft., up to 3 ft. x 158 ft., and from 3 to 6 feet in depth. Fourteen of the test pits encountered the water line and, with the exception of three test pits, only fill deposits were encountered. Test Pits 48, 49, and 59 encountered natural subsoil below twentieth-century fill deposits (Roberts et al. 2002b).

Although mid-nineteenth-century structures were at one time located in the vicinity of the Project route, all of the 32 artifacts recovered from the fill deposits in 18 test pits were dated to the twentieth century. No prehistoric or aboriginal artifacts were recovered.

As of October 30, 2002, DDC had not received a report detailing the results of the archeological monitoring of the test pit excavations. For this reason, JMA was retained to monitor all construction until the results of the March 2002 monitoring became available. Between October

31, 2002 and November 15, 2002, JMA monitors observed construction along approximately 3,000 feet of the Project route.

On November 15, 2002, LPC advised DDC that they had received and reviewed the results of the March 2002 test pit monitoring (Appendix A). LPC recommended that “the archeological monitoring for the subsurface work for the entire project be discontinued” and “that the project area north of City Island Road west of City Island Bridge where TP 48/49 and 59 were excavated . . . be archeologically monitored.” DDC again retained JMA to monitor construction of an approximately 800-foot long section of the project on December 5 and 6, 2002, which included the area of concern to LPC.



## 2.0 MONITORING PROTOCOLS AND METHODS

Archeological monitoring by JMA for the Project included observation of trench excavation and visual examination of exposed sub-grade conditions (including trench walls and floors) for evidence of potentially significant archeological resources. When any such resources were observed, the archeologists directed that construction activities be paused in the immediate area. The archeologists then examined the object(s) or feature to determine whether it was of archeological significance. Trench spoil was also examined to the extent possible, but such examination was limited, as excavated material was placed directly into trucks for transport off-site.

Potentially significant archeological remains were defined to include:

- evidence of a prehistoric and historic feature including post holes/molds, hearths, pits, walls, foundations, and other evidence of structural remains;
- human bone including articulated and disarticulated burials, graves, and other evidence of identifiable bone; and
- other evidence of prehistoric or historic period occupation including such items as shell, non-human bone, lithic debitage (chert and quartz flakes and chipping debris), and historic-period glass and ceramics.

The following were not considered potentially significant archeological resources:

- historic period artifacts found in clearly disturbed contexts;
- isolated artifacts other than possible human skeletal remains.

Monitoring protocol provided that whenever potentially significant archeological resources were observed *in situ* they were photographed, described in field notes along with a description of the circumstances of the discovery, and protected in place, when possible. If potentially significant resources were observed LPC staff would be contacted by telephone and no excavation would be permitted within 50 feet of the discovery until LPC determined an appropriate course of action.

Archeological monitors maintained a daily field-log that included information on soil conditions, stratigraphy observed, and any cultural material observed. Field notes were supplemented with drawings and photographs as necessary to insure that a thorough record of field activities was created.

Archeological technicians working under the supervision of a Registered Professional Archaeologist (RPA) conducted all monitoring. In addition, JMA arranged for a consulting forensic anthropologist to be on-call during the period of monitoring in the event that human remains were encountered.

### 3.0 RESULTS

The following discussion details the results of JMA's archeological monitoring of the installation of water mains in Pelham Bay Park.

#### **Week Ending November 1, 2002 (Sta. 115+00 – Sta. 118+20) (Figures 2 and 2a)**

At 7:00 AM on October 31, 2002, construction crews began work at the intersection of City Island Road and Shore Road, at Sta. 115+00. They excavated short trenches north and south of the intersection with City Island Road within Shore Road, and then proceeded to excavate east within City Island Road. At this portion of the Project area, construction activities associated with installation of the new water main included the excavation of a trench approximately 4.5 m long, 2 m deep, and 1.8 m wide. Excavated spoil was placed directly into dump trucks. Trench walls were shored and a pipe segment was lowered into the trench; the segment was then joined to the segment laid in before it. The trench was backfilled with sand and gravel, and then covered with asphalt (Plate 1, Plate 2).

The observed stratigraphic profile of the trench in the vicinity of the City Island Road/Shore Road intersection (Plate 3) can be described as follows: Stratum A (~0-25 cmbs)<sup>1</sup> consisted of the asphalt and cement road; Stratum B (~25-50 cmbs) consisted of a dark gray (10YR 4/1) gravelly silt with cobbles and rubble; and Stratum C (~50-200 cmbs) consisted of a dark yellowish brown (10YR 4/6) sandy, rocky soil with mottling of both lighter and darker soils. The homogeneity of the soil as well as the cement and rubble present throughout the profile suggests that the soil is fill probably associated with previous road construction. The streaked and mottled appearance of the lower two strata also suggests that the ground had been previously disturbed. The water table was encountered at approximately 2 m below the surface. With the exception of a feature and an anomaly in the stratigraphy, the profile within this stretch of the Project area remained consistent.

At approximately Sta. 115+60, monitors observed a 10 cm thick lens of shell and black (10YR 2/1) soil in the south wall of the trench within Stratum C at approximately 110 cmbs (Plate 4). The lens was designated Feature 1. The black soil extended 10 cm above and 10 cm below the shell, and the entire deposit was approximately 4 m long. A sample of the feature matrix was collected. A visual inspection of both the deposit while it was *in situ* and a later examination of the sample revealed no artifacts or faunal material other than the shell. The shell was predominantly oyster with a small percentage of scallop. Most of the shell was fragmentary, but some small complete valves were noted in the sample. Because the shell band did not extend any farther to the east (the direction in which construction was proceeding), and because it appeared to be located within a stratum that was probably disturbed, JMA did not recommend that work be halted for further investigation of the feature. LPC staff was contacted by phone and concurred with JMA's decision that no further work was required in regards to Feature 1.

At approximately Sta. 117+75 (Plate 5), monitors observed a 5 m wide band of very dark gray (10YR 3/1) silty sand in the south trench wall at approximately 140-200 cmbs. The band was designated Stratum D. Monitors concluded that this lens of darker soil was most likely fill associated with prior construction. No archeological or faunal remains were observed in association with Stratum D.

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<sup>1</sup> cmbs = centimeters below surface

Construction trenching encountered a bedrock outcrop at approximately Sta. 118+00 (Plate 6). It significantly slowed excavation, which proceeded to approximately Sta. 118+20 by the end of the day on November 1. In summary, no archeological or faunal remains (other than the shell in Feature 1) were observed during the week ending November 1, 2002.

**Week Ending November 8, 2002 (Sta. 118+20 – Sta. 131+10) (Figures 2 and 2a-2c)**

The construction crew finished excavating through the rock outcrop at 12:30 PM on November 4 at approximately Sta. 119+60. The stratigraphy changed at this point as the Stratum A (~0-25 cmbs) was underlain by Stratum C (~25-200 cmbs), a dark yellowish brown (10YR 4/6) sand with rocks, mottled with darker and lighter soils.

At approximately Sta. 120+75 monitors observed a small area (approximately 25 cm by 25 cm) of yellow soil at the base of the south wall of the trench within Stratum C. Shoring was laid against the wall before monitors were able to photograph or otherwise document this area.

Monitors noted another soil change at approximately Sta. 122+40. Stratum A (~0-25 cmbs) was underlain by a new soil type designated Stratum E (~25-200 cmbs). This soil was a very dark grayish brown (10YR 3/2) sand with rocks, mottled with darker and lighter soils.

At approximately Sta. 124+25, another bedrock outcrop was encountered. It extended for approximately 60 feet. Once the rocky area was passed, the trench was excavated to a depth of approximately 3 m below the surface. The soil underlying Stratum A (~0-25 cmbs) was designated Stratum F. Stratum F consisted of a homogenous, very dark gray (2.5Y 3/1) silty sand with rounded cobbles that extended from approximately 25 to 300 cmbs (Plate 7). Starting at Sta. 129+90, Stratum A was underlain by Stratum G, a dark olive brown (2.5Y 3/3) silty sand with rounded cobbles.

In summary, between November 4 and November 8, 2002, the trench was excavated from Sta. 118+20 to Sta. 131+10. No archeological or faunal remains were observed.

**Week Ending November 15, 2002 (Sta. 131+10 – Sta. 144+00) (Figures 2 and 2c-2e)**

Construction monitoring resumed on November 12. With one exception, from approximately Sta. 131+10 through Sta. 138+60, the modern road (Stratum A, ~0-25 cmbs) was underlain by Stratum G (~25-300 cmbs), a dark olive brown (2.5Y 3/3) silty sand with rounded cobbles. Between Sta. 137+00 and Sta. 137+20, Stratum A (~0-25 cmbs) was underlain by Stratum H (~25-150 cmbs), a strong brown (7.5YR 4/6) silty sand, and Stratum I (150-300 cmbs), a dark grayish brown (10YR 3/2) silty sand (Plate 8).

Monitors observed a significant change in the stratigraphic profile of the trench walls from approximately Sta. 138+60 to Sta. 144+00. Within this stretch, the stratigraphy can be described as follows: Stratum A (~0-25 cmbs) was underlain by Stratum J (~25-175 cmbs), a brownish yellow (10YR 6/8) silty sand with large cobbles. Beneath Stratum J was Stratum K (~175-200 cmbs), a dark band of asphalt and gravel. This stratum was interpreted as an earlier roadbed. Below the old roadbed lay Stratum I (~200-300 cmbs), a dark grayish brown (10YR 3/2) silty sand. This dark color may be attributed to the leaching of the asphalt into the underlying stratum. In some locations during this stretch, a layer of tar, gravel, red and yellow brick fragments, and

ash designated Stratum L was observed at approximately 250-270 cmbs. Monitors interpreted Stratum L as another former roadbed (Plate 9).

Several historic artifacts were found in soil excavated from the section of trench corresponding to the vicinity of the old roadbed. It was not possible to determine an association between a particular artifact and a particular stratum. The artifacts are all believed to be associated with the fill used during the construction of the modern road.

A complete ironstone bowl was found in excavated soil at approximately Sta.139+40 (Plate 10). This artifact was marked with the words "Edwin M. Knowles, China, 1[?]-8-2-1." The Edwin M. Knowles China Company was in operation from 1900 until 1963 (Lehner 1988:237-238). A fragment of ironstone including a portion of a footing was found in soil excavated at approximately Sta. 142+25 (Plate 11). The fragment contains a partial maker's mark reading "... Knowles . . . china . . . 8-2-1." Given the dates of operation of the Knowles pottery, it is likely that the bowl and ironstone fragment are associated with post-turn-of-the-century road fill

An iron object was found in excavated spoil at approximately Sta.139+60 (Plate 12). This object was a 33 cm long rod that curved to a hook on one end. It was 2.5 cm in diameter, and was heavily oxidized. Ironstone fragments were also found at approximately Sta. 141+90 and 142+10.

Finally, a small cylindrical-shaped soft-paste porcelain container was found at approximately Sta. 143+00 (Plate 13). The base of the container is stamped with the trademark for MacLaren's Imperial Cheese. This product was marketed by Alexander Ferguson MacLaren beginning in 1892 (Johnston 1903). Its presence is therefore chronologically consistent with post-turn-of-the-century deposition with road fill.

In summary, between November 12 and November 15, 2002, the trench was excavated from Sta 131+10 to Sta. 144+00. Six artifacts were found in disturbed contexts. No faunal remains were observed.

#### **December 5-December 6, 2002 (Sta. 236+00 – Sta. 243+50) (Figures 2 and 2f-2g)**

JMA was requested by NYCDDC to resume construction monitoring on December 5 and December 6. Construction on these dates included the area between Sta. 236+00 and a point just beyond Sta. 243+50. This stretch of trench included Test Pits 48, 49, and 59, and was identified in the report of the March 2002 test pit monitoring (Roberts et al. 2002b) as the area where "natural subsoil" rather than fill would be encountered. The trench along this stretch of the project was excavated to a maximum depth of 2.5 m. The profile can be described as follows: Stratum A (~0-25 cmbs) consisted of the asphalt and cement road, Stratum B (~25-100 cmbs) consisted of a dark gray (10YR 4/1) gravelly silt with cobbles and rubble, and below Stratum B, Stratum M (~100-250 cmbs) consisted of a dark grayish brown (2.5Y 4/2) silty sand with large boulders and cobbles.

A soil change was observed at approximately station 243+50. Beyond this point, Stratum B (~25-100 cmbs) was underlain by Stratum N (~25-250 cmbs), a 10YR 4/6 dark yellowish brown silty sand with large cobbles and rubble (Plate 14)

In summary, from December 5 through December 6, 2002, the trench was excavated from approximately Sta. 236+00 to Sta. 243+50. No archeological or faunal remains were observed.

## 4.0 SUMMARY AND CONCLUSIONS

From October 31, 2002 to November 15, 2002 and from December 5 to December 6, 2002, archeological monitors observed the installation of selected portions of a water main in City Island Road in Pelham Bay Park. Observed trench profiles and stratigraphy suggests that almost the entire route of the water line was previously disturbed during the construction of existing and former roadways. No archeological remains were found in clearly undisturbed contexts.

One feature (Feature 1) was observed during the course of monitoring. It consisted of a 10 cm by 4 m band of shell (predominantly oyster shell) intermixed with a black (10YR 2/1) soil located at the approximate location of station 115+60 (Plate 4). Feature 1 was both overlain and underlain by what appeared to be a disturbed stratum of mottled soils suggesting some form of re-deposition. No artifacts or bone were found within or near Feature 1. Feature 1 may extend south from the area in the trench wall where it was observed. Any future construction to the south of the monitored trench may intersect Feature 1.

JMA recovered isolated ceramic and metal artifacts from a number of locations along the project route. All appeared to be associated with road fill. Remains of an earlier road surface were also noted at one location.

## 5. REFERENCES CITED

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2002a Archaeological/Historical Sensitivity Evaluation, Proposed City Island Water Mains, Pelham Bay Park, Bronx, New York. Report prepared by Greenhouse Consultants Incorporated for Jacobs Environmental, Inc. Ms on file, New York City Landmarks Preservation Commission.

Roberts, William I., IV, Brian A. Stewart and Paula M. Crowley

2002b Archaeological Monitoring Report, Proposed City Island Water Mains, Pelham Bay Park, Bronx, New York. Report prepared by Greenhouse Consultants Incorporated for Jacobs Environmental, Inc. Ms on file, New York City Landmarks Preservation Commission.

United States Geological Survey [USGS 1995]

1995 *Flushing, N.Y.* 7.5-minute Series Topographic Quadrangle. US Department of the Interior, Geological Survey, Denver. Scale 1:24,000.

**FIGURES**

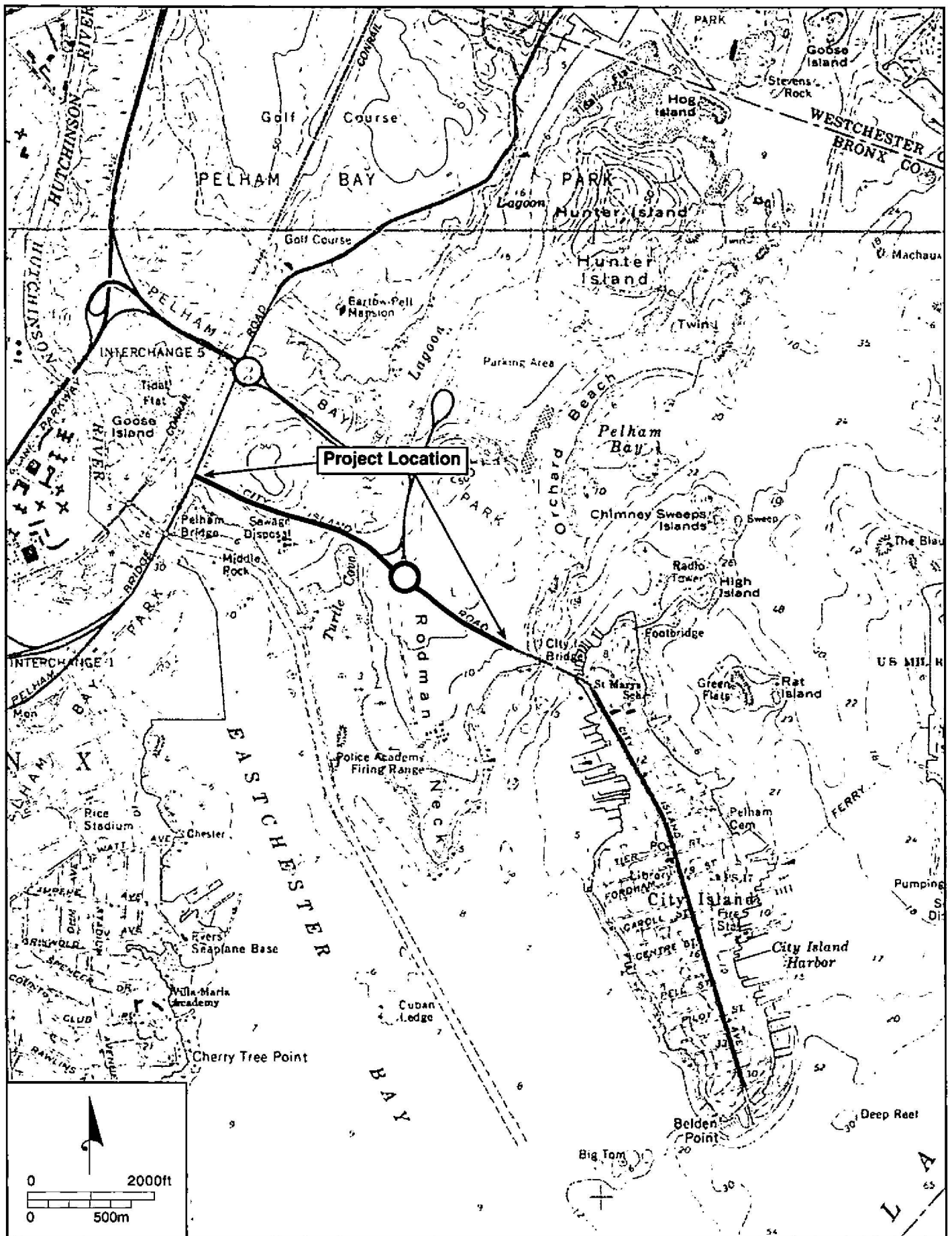


Figure 1. Detail of the *Flushing, N.Y.* (USGS 1995) 7.5-minute quadrangle showing the location of the City Island Water Main Project.



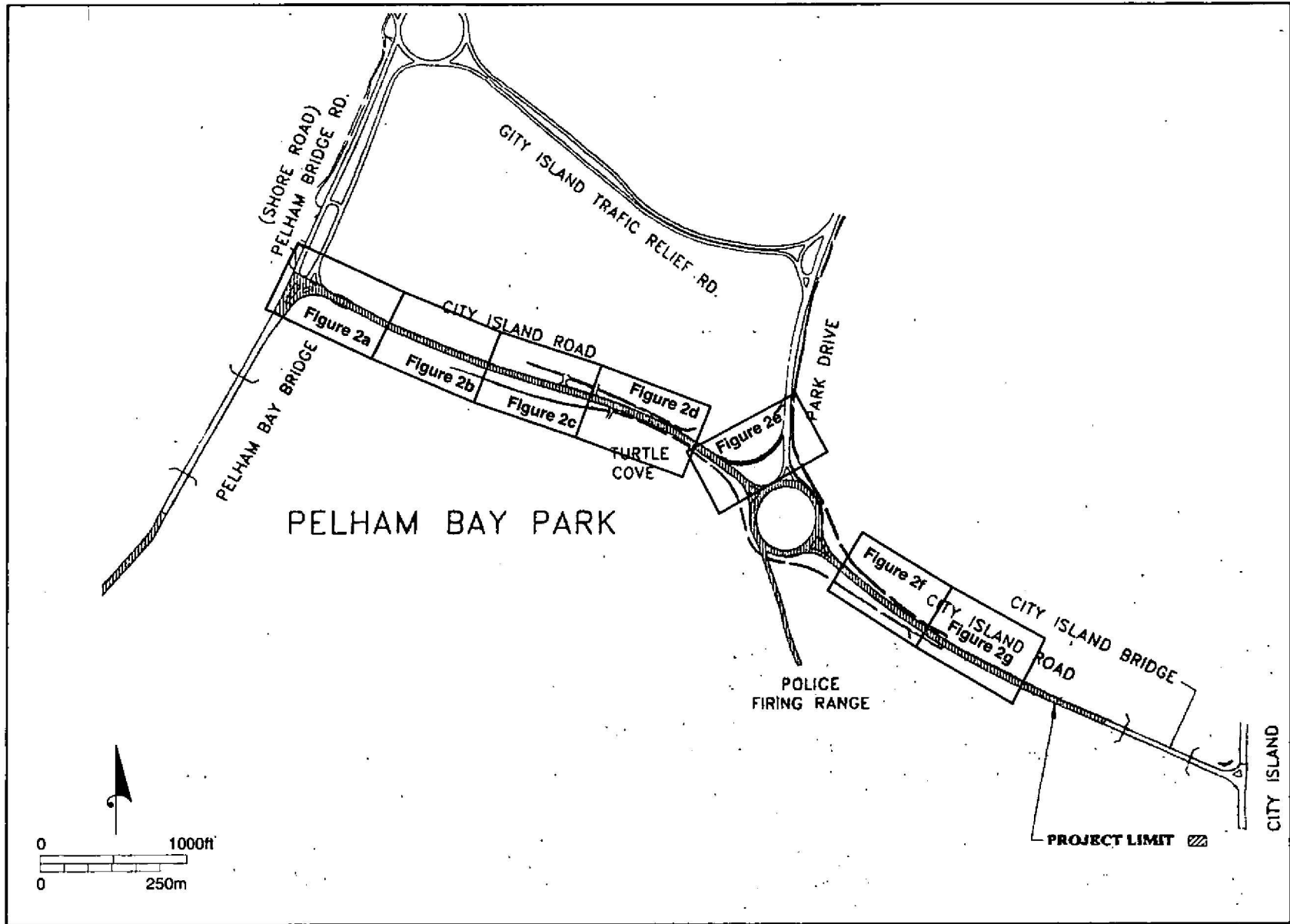


Figure 2. Project locator map showing the locations of detailed project plans (JMA Figures 2a-2g).

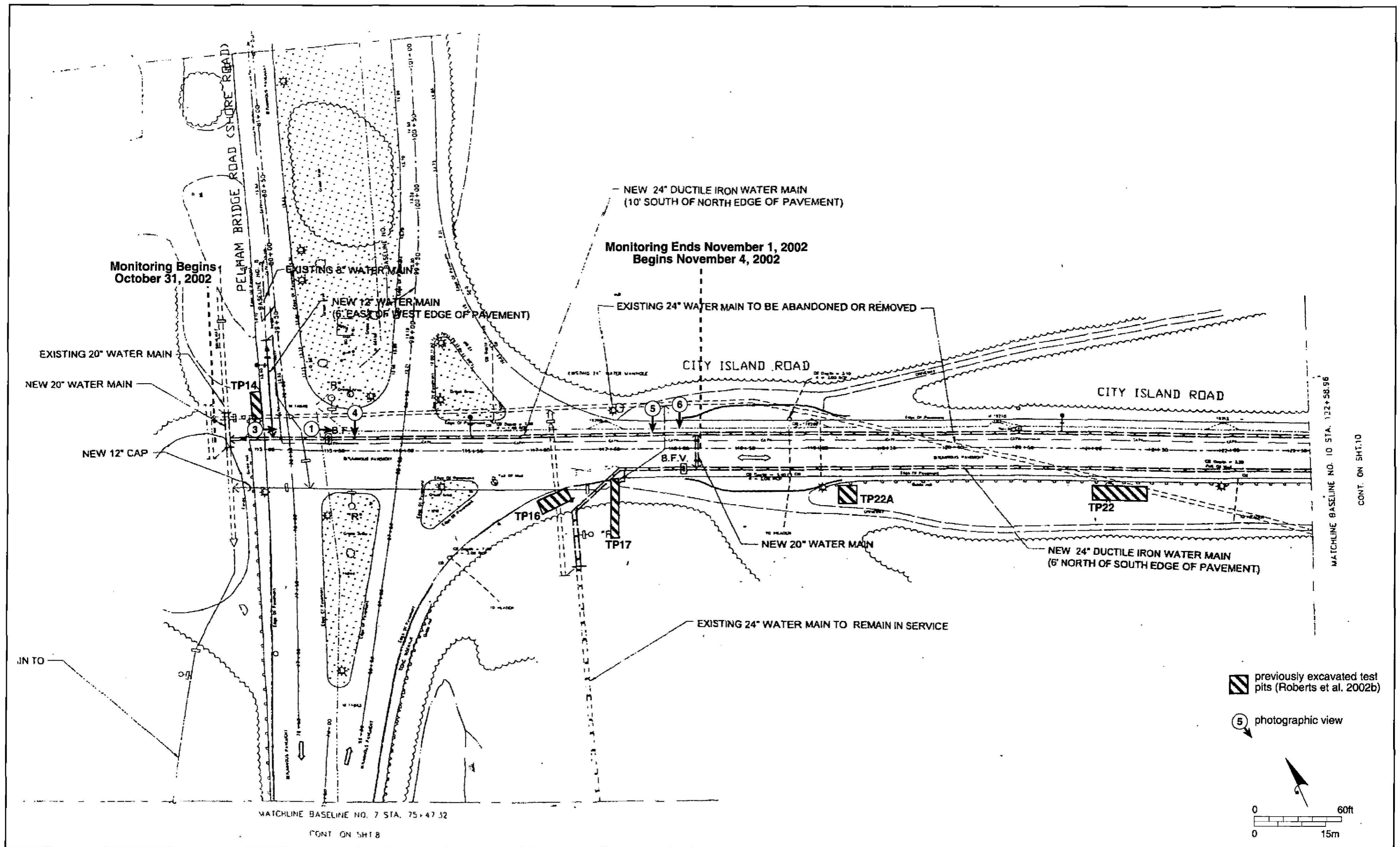


Figure 2a. Detail of project plans showing the locations of construction areas monitored by JMA; photographic views and profiles are indicated by plate number.

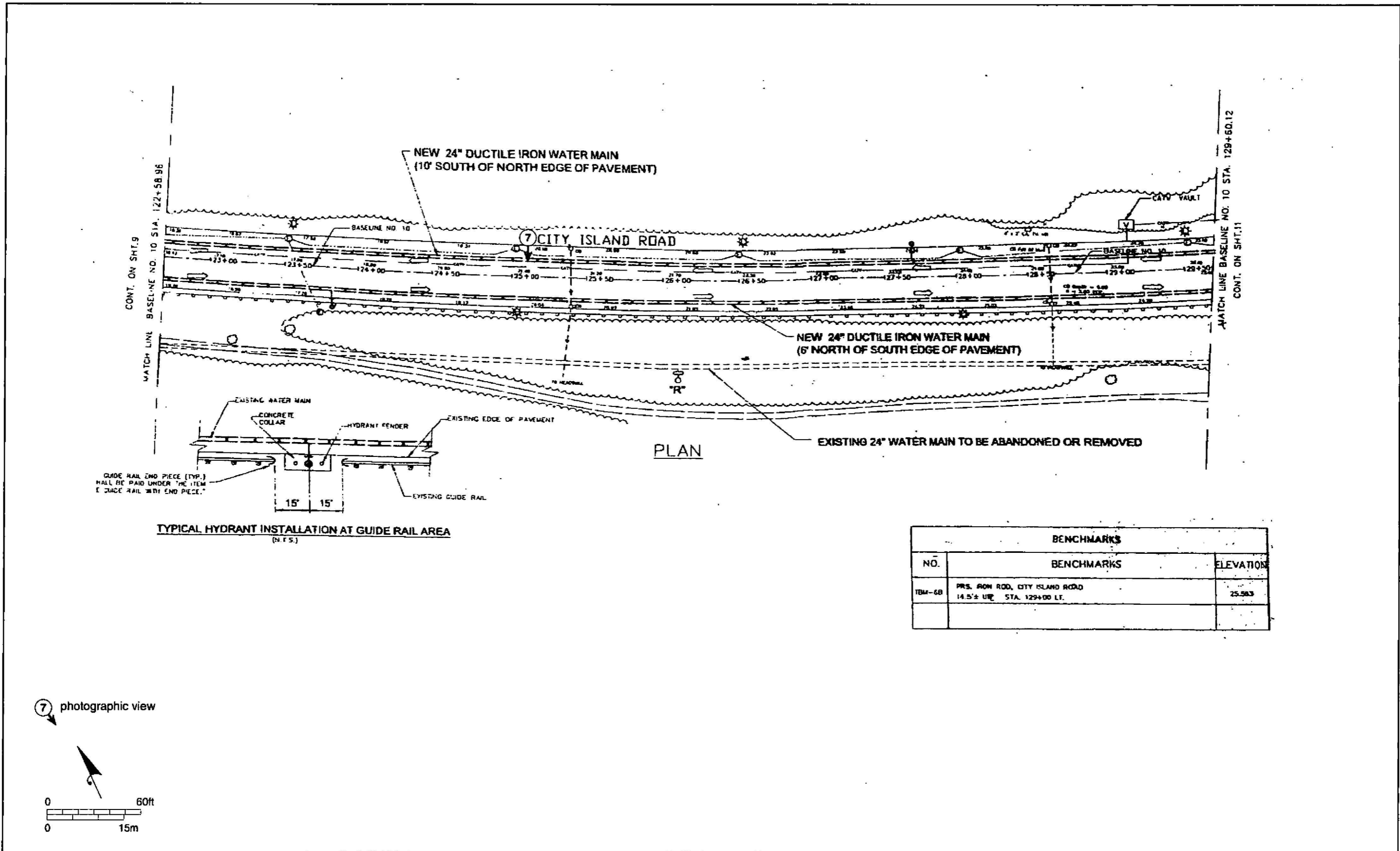


Figure 2b. Detail of project plans showing the locations of construction areas monitored by JMA; photographic views and profiles are indicated by plate number.

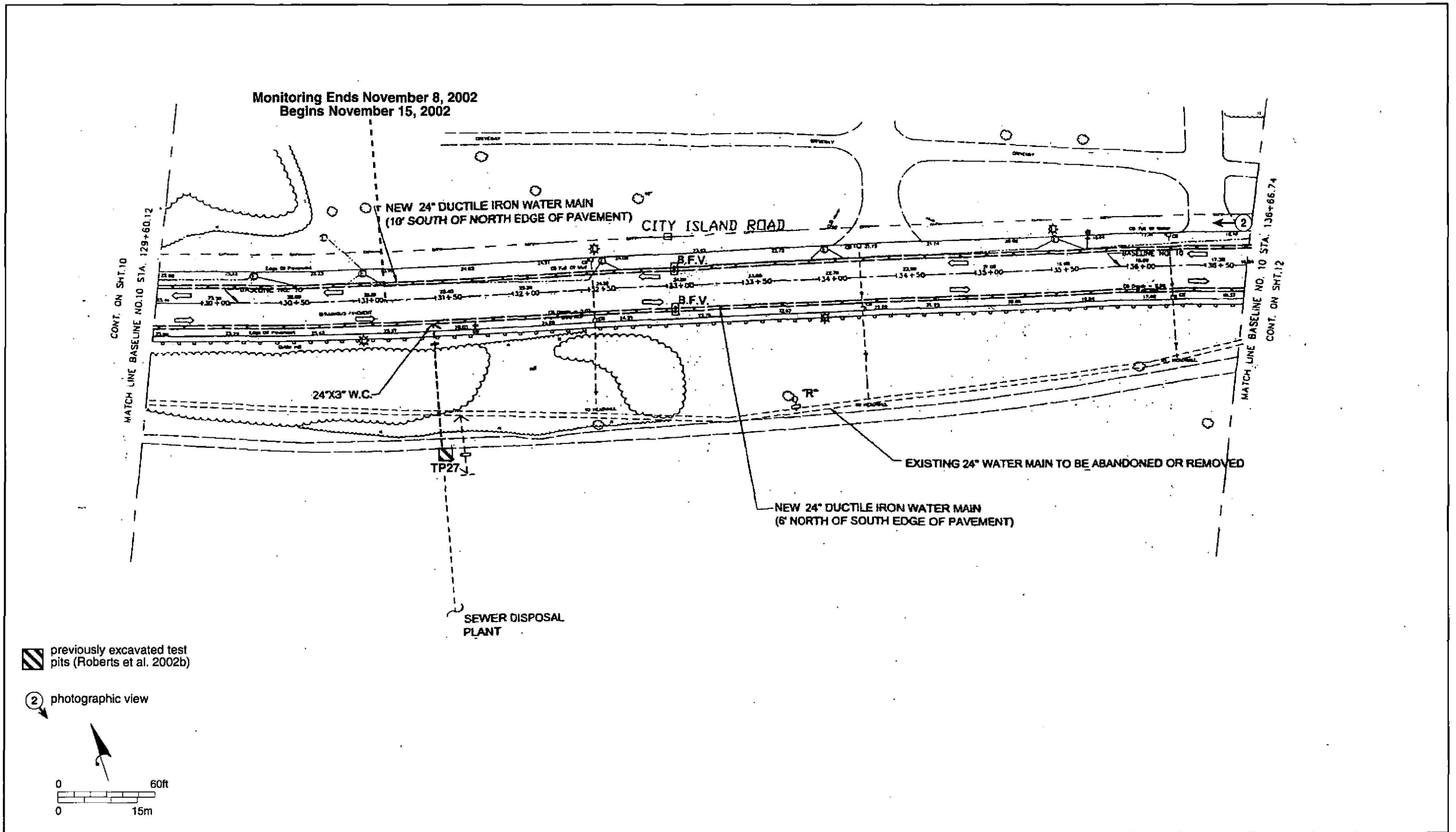


Figure 2c. Detail of project plans showing the locations of construction areas monitored by JMA; photographic views and profiles are indicated by plate number.

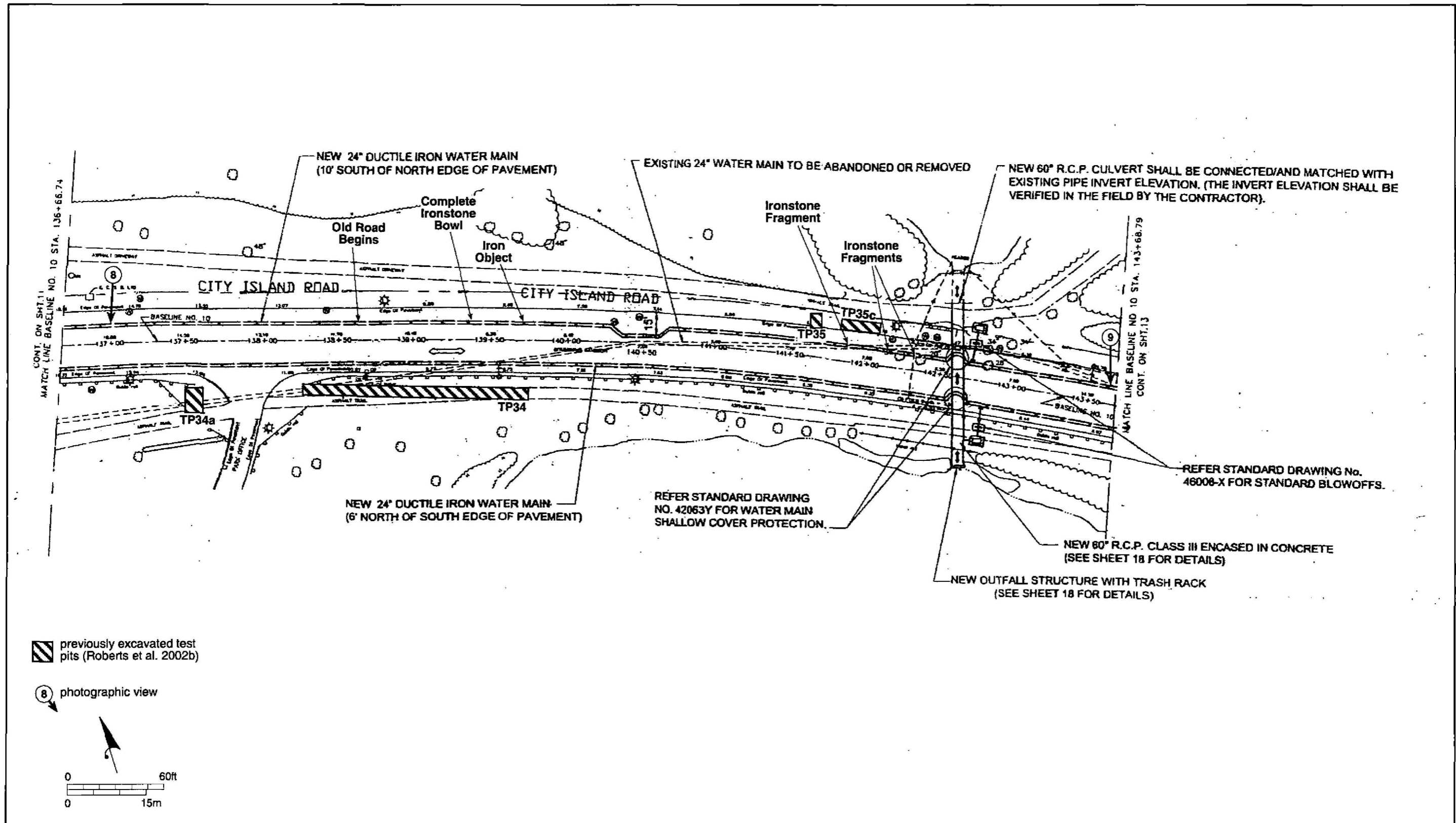


Figure 2d. Detail of project plans showing the locations of construction areas monitored by JMA; photographic views and profiles are indicated by plate number.

Monitoring Ends  
November 15, 2002

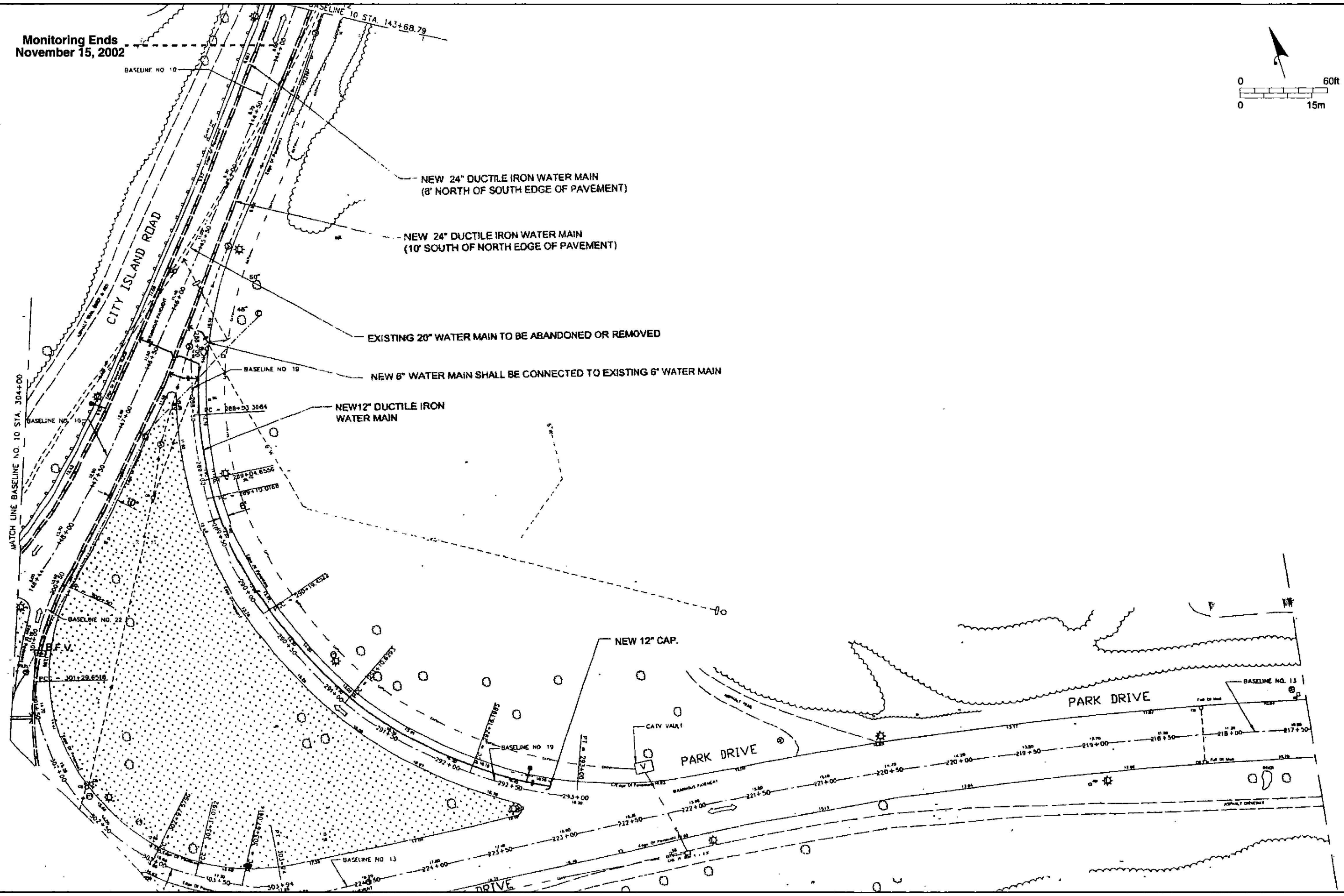
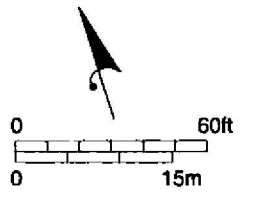


Figure 2e. Detail of project plans showing the locations of construction areas monitored by JMA; photographic views and profiles are indicated by plate number.

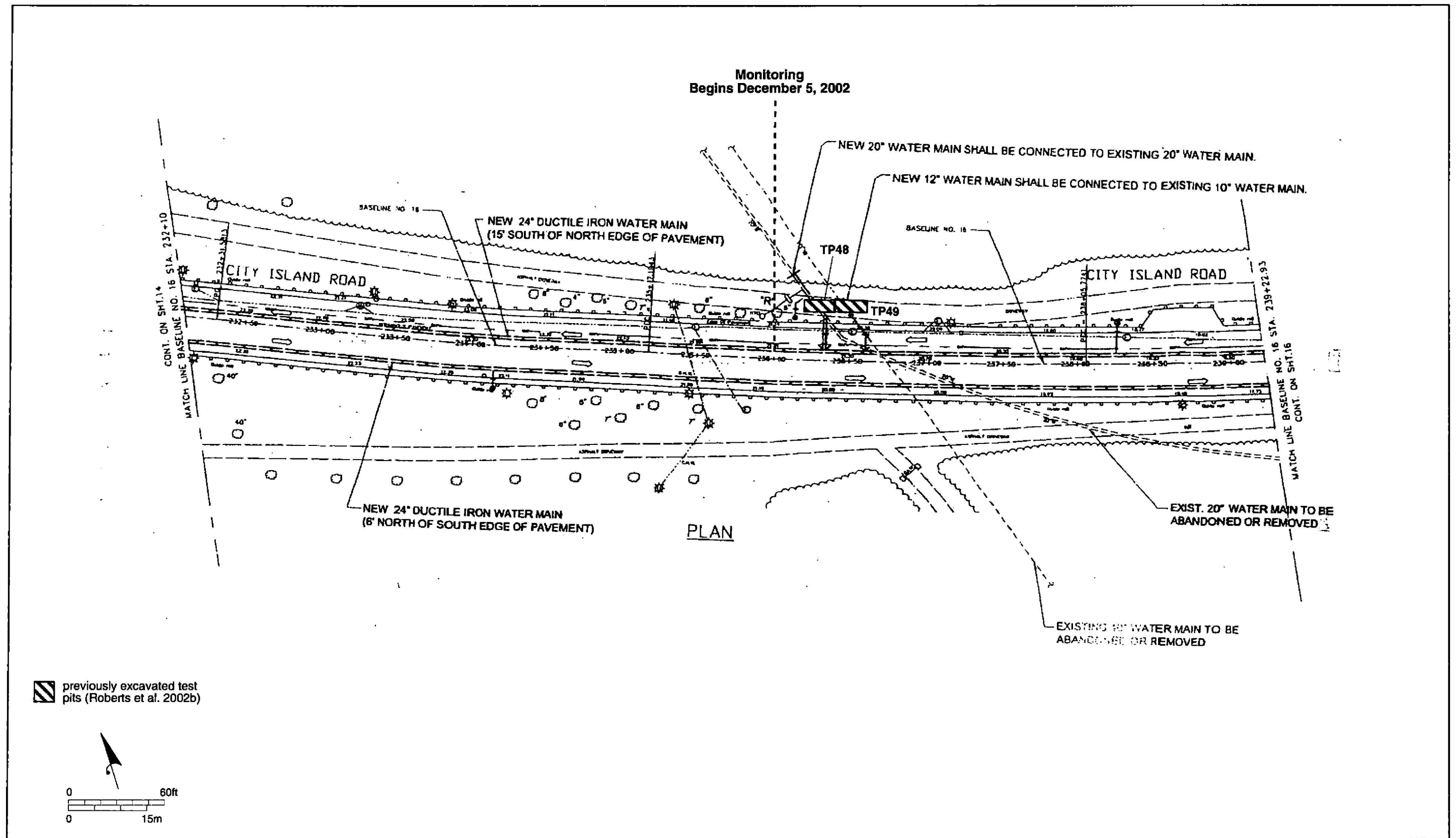


Figure 2f. Detail of project plans showing the locations of construction areas monitored by JMA; photographic views and profiles are indicated by plate number.

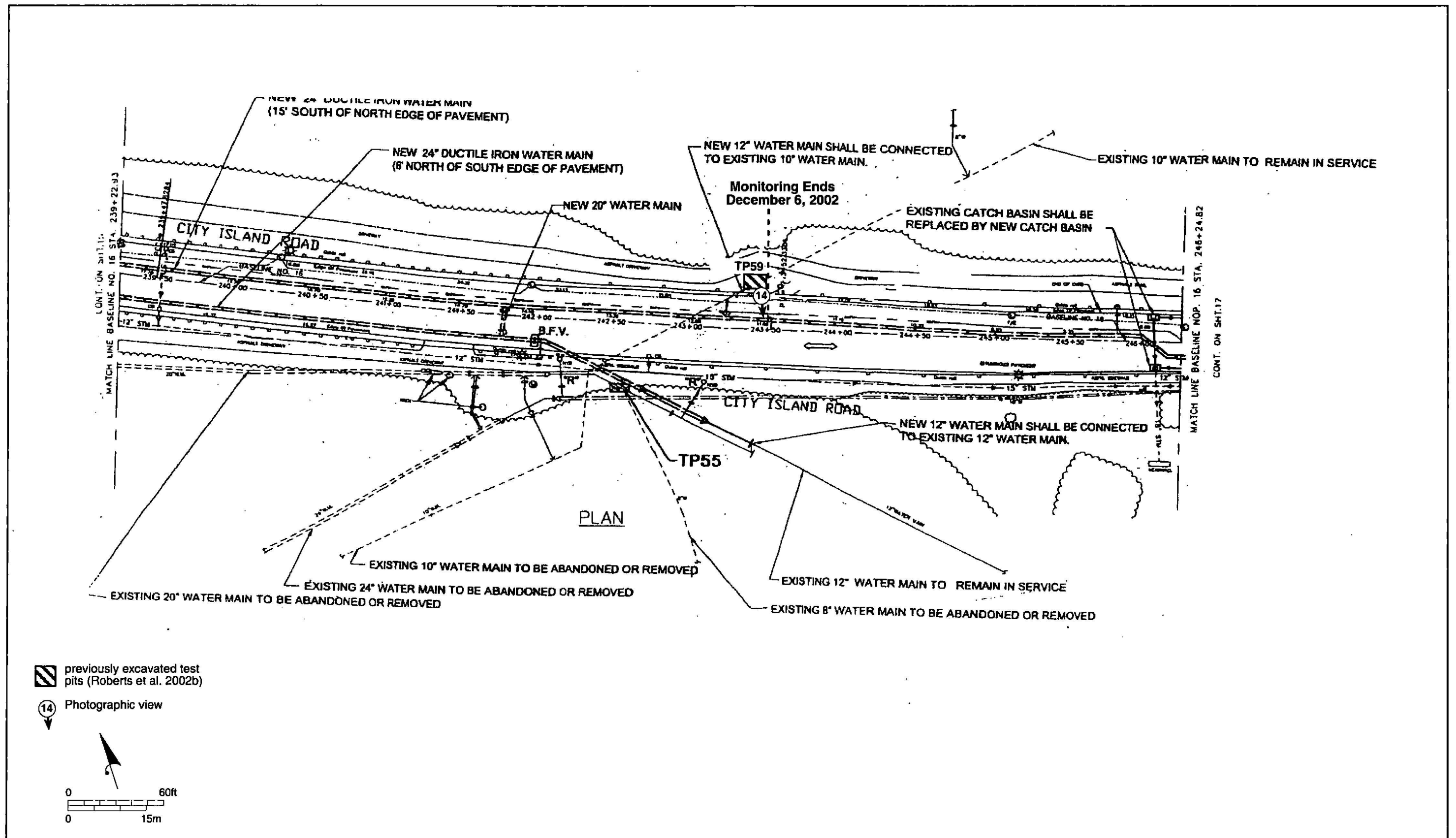


Figure 2g. Detail of project plans showing the locations of construction areas monitored by JMA; photographic views and profiles are indicated by plate number.



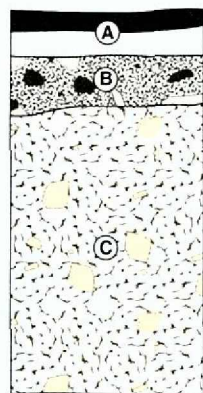
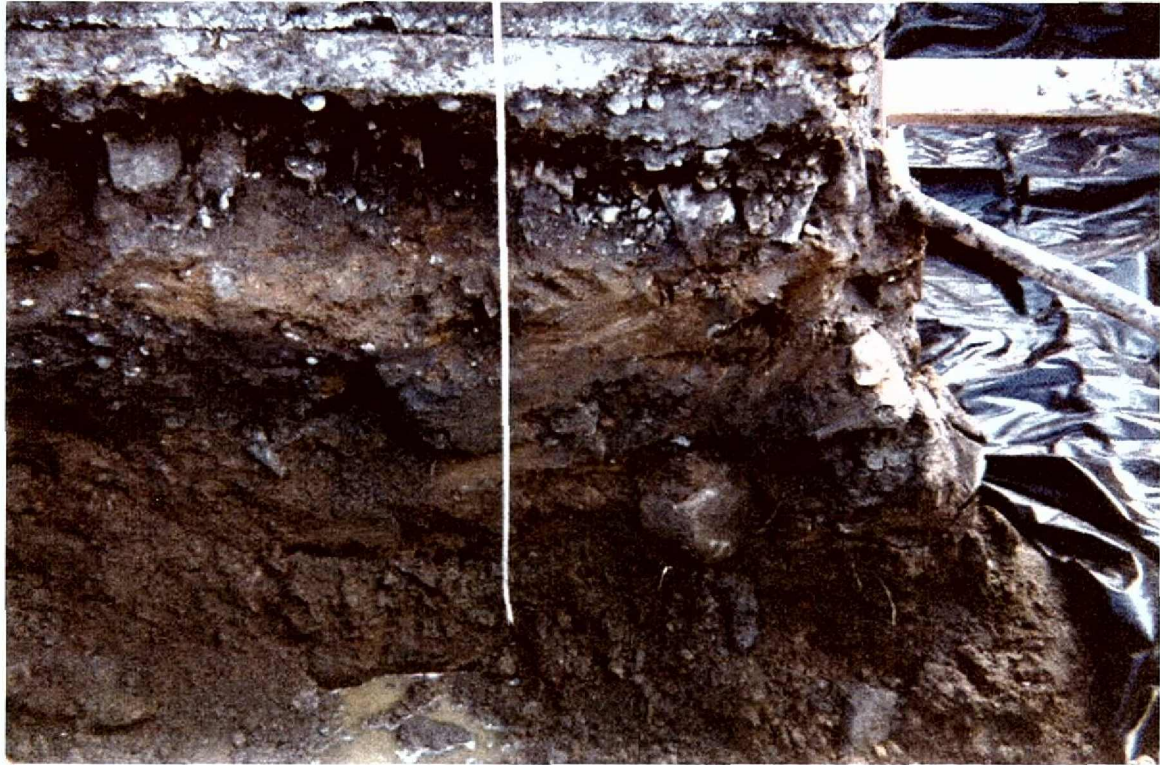
**PLATES**



Plate 1. Installation of main at approximately Sta. 115+50; view to the east.



Plate 2. Installation of main at approximately Sta. 136+50; view to the west.



- A** modern road; asphalt 0-10 cm below surface, cement 10-25 cm below surface
- B** dark gray (10YR 4/1) gravelly silt with cobbles and rubble; 25-50 cm below surface
- C** dark yellowish brown (10YR 4/6) sand with rocks, mottled with darker and lighter soils; 50-200 cm below surface

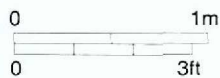
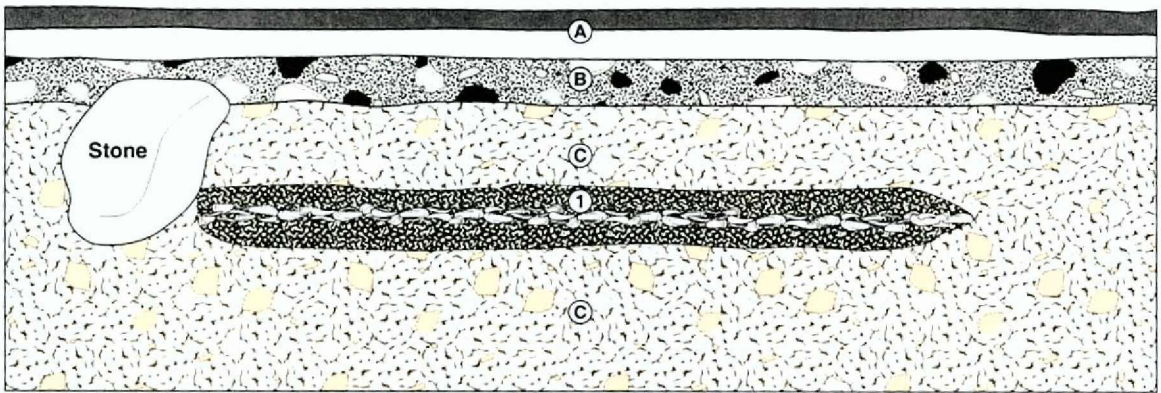
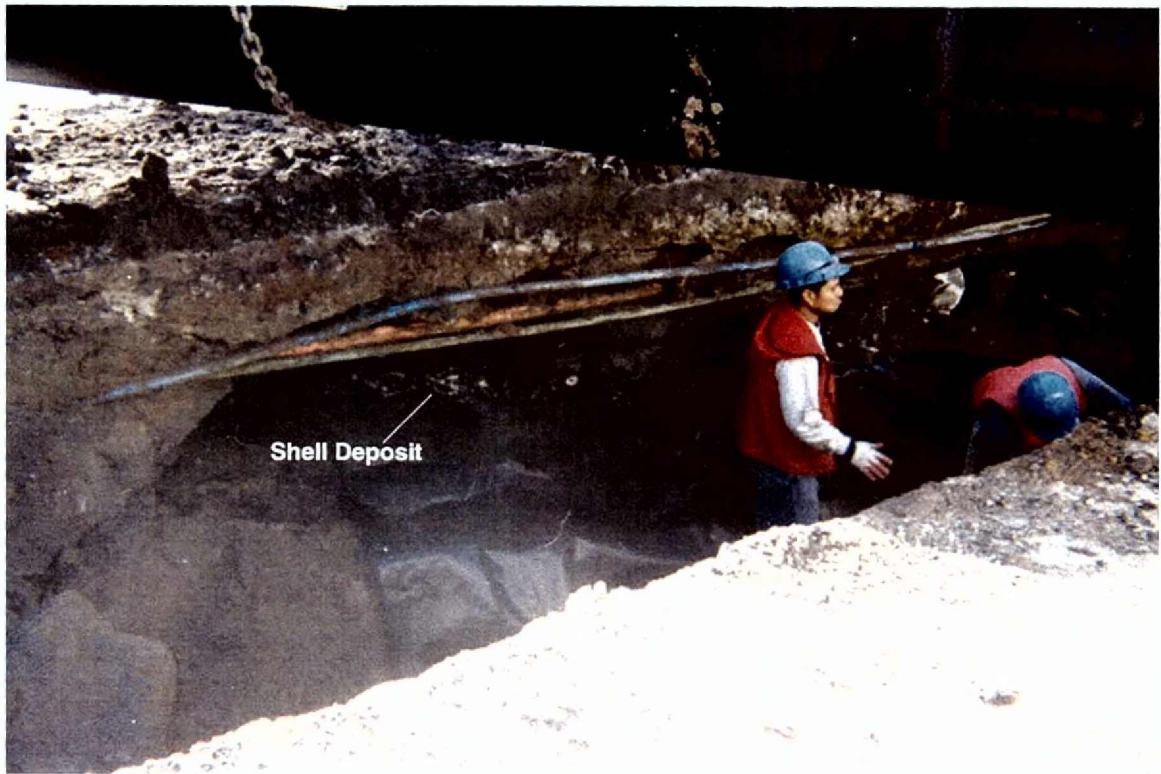


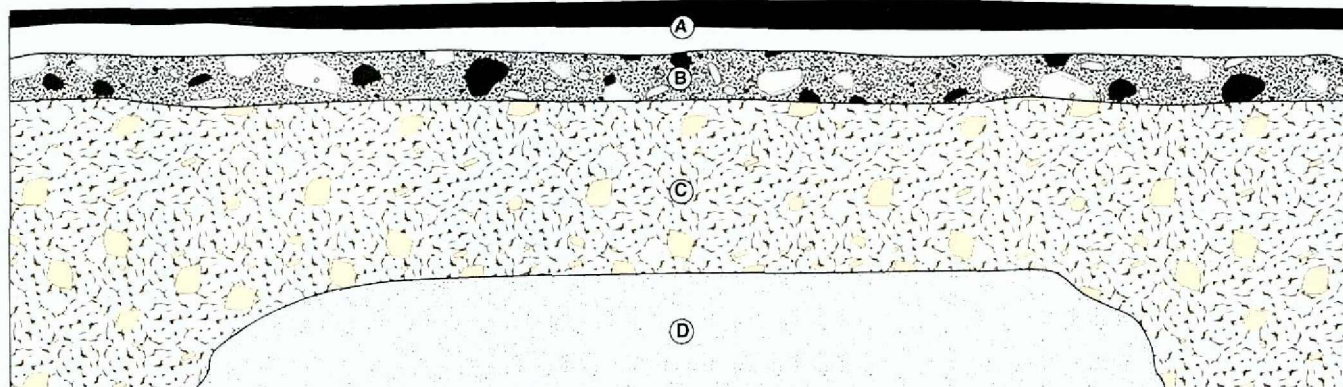
Plate 3. Stratigraphic profile of east wall of trench at intersection of City Island Road and Shore Road ( at approximately Sta. 115+00); view to the east.



- A modern road; asphalt 0-10 cm below surface, cement 10-25 cm below surface
- B dark gray (10YR 4/1) gravelly silt with cobbles and rubble; 25-50 cm below surface
- 1 shell deposit intermixed with black (10YR 2/1) soil; 95-125 cm below surface
- C dark yellowish brown (10YR 4/6) sand with rocks, mottled with darker and



Plate 4. Feature 1 shell deposit at approximately Sta. 115+60; view to the south.



- A modern road; asphalt 0-10 cm below surface, cement 10-25 cm below surface
- B dark gray (10YR 4/1) gravelly silt with cobbles and rubble; 25-50 cm below surface
- C dark yellowish brown (10YR 4/6) sand with rocks, mottled with darker and lighter soils; 50-140 cm below surface
- D very dark gray (10YR 3/1) silty sand; 140-200 cm below surface

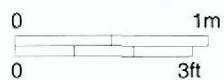


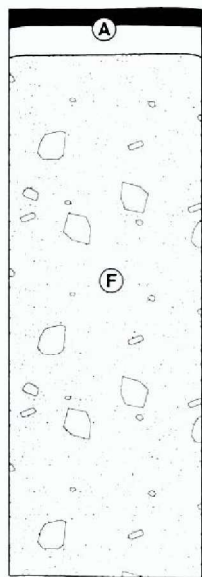
Plate 5. Stratigraphic profile at approximately Sta. 117+75; view to the south.



- A modern road; asphalt 0-10 cm below surface, cement 10-25 cm
- B dark gray (10YR 4/1) gravelly silt with cobbles and rubble; 25-50 cm
- C dark yellowish brown (10YR 4/6) sand with rocks, mottled with darker and lighter soils



Plate 6. Stratigraphic profile of south wall of trench at approximately Sta. 118+00 showing the location of a bedrock outcrop; view to the south.



**A** modern road; asphalt 0-10 cm below surface, cement 10-25 cm below surface

**F** very dark gray (2.5Y 3/1) silty sand with rounded cobbles; 25-300 cm below surface

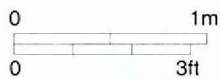
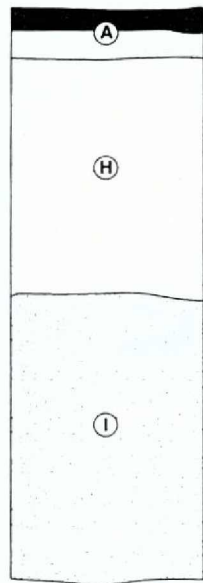


Plate 7. Stratigraphic profile of south wall of trench at approximately Sta. 125+00; view to the south.



- A** modern road; asphalt 0-10 cm below surface, cement 10-25 cm below surface
- H** strong brown (7.5YR 4/6) silty sand; 25-150 cm below surface

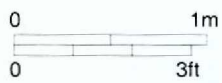
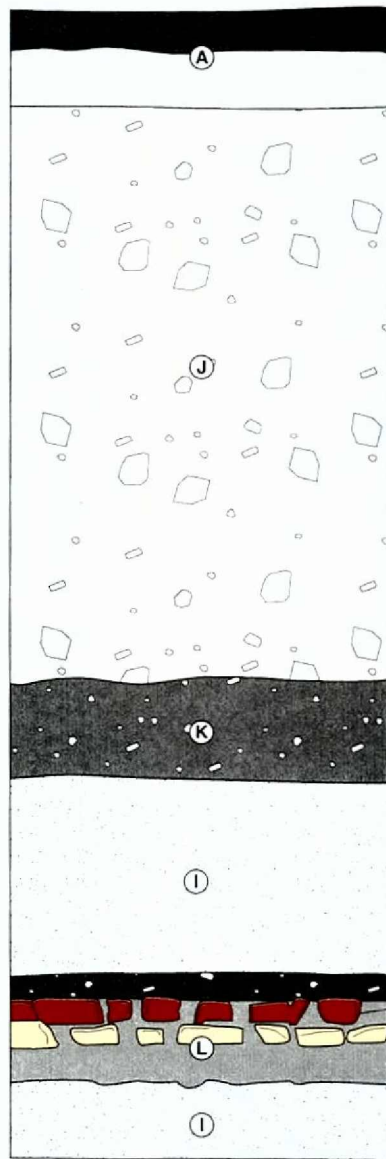


Plate 8. Stratigraphic profile of south wall of trench at approximately Sta. 137+00; view to the south.





- A** modern road; asphalt 0-10 cm below surface, cement 10-25 cm below surface
- J** brownish yellow (10YR 6/8) silty sand with large cobbles; 25-175 cm below surface
- K** old road bed I; asphalt and gravel; 175-200 cm below surface
- I** dark grayish brown (10YR 3/2) silty sand; 200-300 cm below surface
- L** old road bed II, occasionally visible in stratum I; 250-270 cm

0 50cm  
0 1.5ft

Tar and Gravel  
Red Brick  
Yellow Brick  
Ash

Plate 9. Stratigraphic profile of south wall of trench at approximately Sta. 143+50; view to the south.



Plate 10. Ironstone bowl recovered at approximately Sta.139+40.



Plate 11. Basal sherd of ironstone vessel (with foot-ring and partial maker's mark) recovered at approximately Sta.142+25.

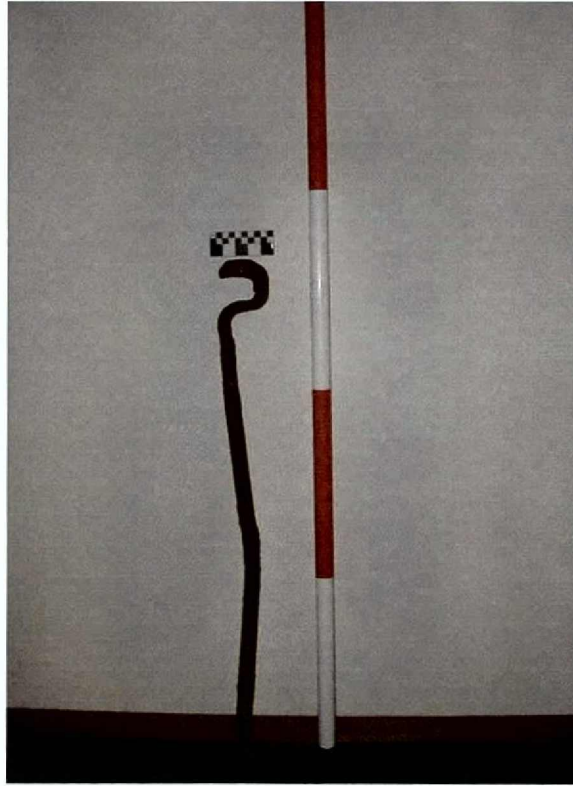


Plate 12. Iron object recovered at approximately Sta.139+60.

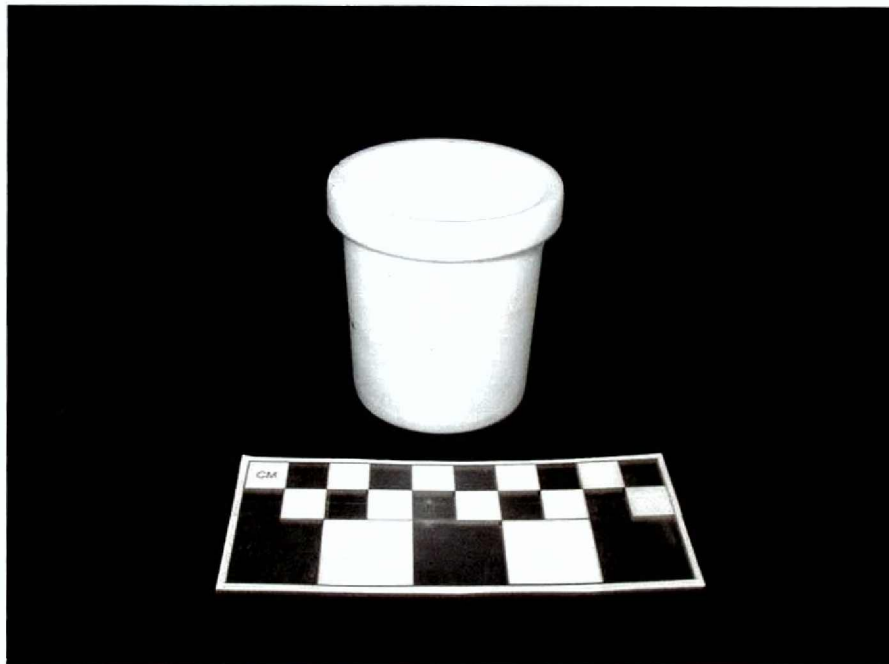
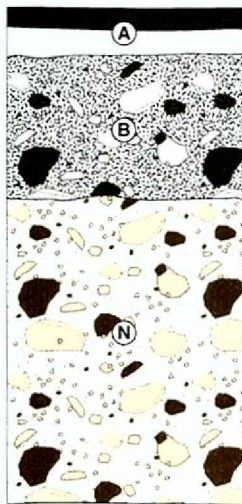


Plate 13. Soft-paste porcelain vessel recovered at approximately Sta.143+00.



- A** modern road; asphalt 0-10 cm below surface, cement 10-25 cm below surface
- B** dark gray (10YR 4/1) gravelly silt with cobbles and rubble; 25-100 cm below surface
- N** dark yellowish brown (10YR 4/6) silty sand with large cobbles and rubble; 100-250 cm below surface

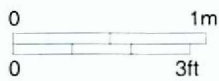


Plate 14. Stratigraphic profile of south wall of trench at approximately Sta. 243+50; view to the south.

**APPENDIX A**

# ENVIRONMENTAL REVIEW

DDC/ER.X

11/14/02

PROJECT NUMBER

DATE RECEIVED

## PROJECT

### CITY ISLAND WATER MAINS/P

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

## COMMENTS

The LPC is in receipt of the "Archaeological Monitoring Report for the Proposed City Island Water Mains Pelham Bay Park, Bronx, New York," prepared by Greenhouse Consultants and dated November 2002.

This report is incomplete. It should include photographs and profiles to verify the report's conclusions. The LPC cannot accept it until these changes are made.

In the meantime, the Commission recommends that the archaeological monitoring for the subsurface work for the entire project be discontinued. Instead, the LPC recommends that the project area north of City Island Road west of City Island Bridge where TP 48/49 and 59 were excavated, as shown in Greenhouse's report on Figures 9 and 10, be archaeologically monitored. For the remaining portions of the project area, as there is still some potential that significant archaeological resources may be encountered during the construction project the LPC recommends that an archaeologist and physical anthropologist be "on-call" in the event that any archaeological resources, or potential resources, are uncovered during construction. In this event, the archaeologist would be contacted by the construction managers to come to the site and would identify what has been found, and then recommend what further archaeological work, if any, should be completed in consultation with the LPC.



11/15/02