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Merwin
2006

A Cultural Resources Survey Report

2006-2007 Program Year

PIN X051.57.101

**Brooklyn-Queens Expressway at Grand Central Parkway
Astoria Heights and Jackson Heights,
Borough and County of Queens, New York City
(Minor Civil Division 08101)**

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**Prepared for the New York State Museum,
State Education Department**

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**Sponsored by the New York State Department of Transportation
and the Federal Highway Administration**

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MANAGEMENT SUMMARY

Project Identifier	PIN X051.57.101; BINs 1072010 and 1076679.
Project Type	Safety and operational improvements (underpass connector ramps); State and Federal funding.
Cultural Resource Survey Type	Reconnaissance survey.
Location	Brooklyn-Queens Expressway (east leg) from 25 th Avenue to Grand Central Parkway; Grand Central Parkway from 72 nd Street to 82 nd Street, Astoria Heights and Jackson Heights, County and Borough of Queens (MCD 08101), New York City.
Survey Area	Length: approximately 550 meters (1804 feet) along both sides of Brooklyn-Queens Expressway, and 850 meters (2788 feet) along both sides of Grand Central Parkway, width: 6.5 meters (21 feet), area: 1.8 hectares (4.5 acres).
USGS 7.5 minute Quad	<i>Central Park, New York (1966/1979).</i>
Sensitivity Assessment	Prehistoric, moderate to high; historic, low.
Archaeological Survey Methodology	Number of shovel test pits, 18; surface survey, yes.
Results of Archaeological Survey	No archaeological sites were identified.
Results of Architectural Survey	Number of structures within and adjacent to project area, 2; Number of known NR listed/eligible structures/districts, 0; Number of recommended eligible structures/districts, 2; Number of listed/eligible or potentially eligible structures that may be impacted, 0.
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Date	November 2006.
Sponsor	The New York State Department of Transportation and the Federal Highway Administration.

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ARCHAEOLOGICAL SURVEY

This is a report on the results of a cultural resources reconnaissance survey for PIN X051.57.101, Brooklyn-Queens Expressway (east leg) at Grand Central Parkway in the unincorporated hamlets of Astoria Heights and Jackson Heights, County and Borough of Queens (Minor Civil Division [MCD] 08101), New York City. The survey was conducted in late July 2006 by the Institute for Long Island Archaeology, State University of New York at Stony Brook for the New York State Museum/State Education Department under its interagency agreement with the New York State Department of Transportation (NYS DOT). All field data and photographs generated by this survey are curated at the Institute for Long Island Archaeology.

The reconnaissance survey was conducted according to guidelines for cultural resource surveys contained in the 2004 New York State Museum Cultural Resource Survey Program revised *Work Scope Specifications*. The survey consists of documentary research and field investigation to locate all archaeological sites within the project area, and map documented and standing structures within and adjacent to the project area.

Department of Transportation Project Description

PIN X051.57.101 consists of safety and operational improvements including right-of-way acquisition and on-site detours at the Brooklyn-Queens Expressway/Grand Central Parkway interchange (Figures 1 through 3). The limits of the cultural resource reconnaissance survey were based on the *Form A and map (Appendix C)* submitted by the Region 11 NYS DOT Cultural Resources Coordinator, and extend along the east leg of Brooklyn-Queens Expressway from 25th Avenue to the Grand Central Parkway, and from 72nd Street to 82nd Street along Grand Central Parkway in Astoria Heights (west of Brooklyn-Queens Expressway) and Jackson Heights (east of the expressway).

In general, the project area is in a developed urban setting, with numerous twentieth century apartment buildings and commercial structures along Grand Central Parkway and Astoria Boulevard North and South (which run parallel to the parkway). There is a large cemetery in the southwest quadrant of the project area (St. Michael's Cemetery, established in 1852) and two large commercial properties in the southeast quadrant (the 1953 building known as the Bulova Center and the new [2006] Bed, Bath, and Beyond store) (Figure 3; Plates 1 through 4). Overall, the project area is approximately 550 meters (1804 feet) along both sides of Brooklyn-Queens Expressway, and 850 meters along Grand Central Parkway. The maximum width of proposed impact is 6.5 meters (21 feet) from the current edge-of-pavement, for an area of 1.8 hectares (4.5 acres). However, much of this area already has been thoroughly disturbed by highway, utility, and building construction. No buildings are slated for acquisition, and no proposed work will be undertaken inside St. Michael's Cemetery. There are no previously determined eligible or listed State or National Register of Historic Places properties within or immediately adjacent to the project area.

General Project Area

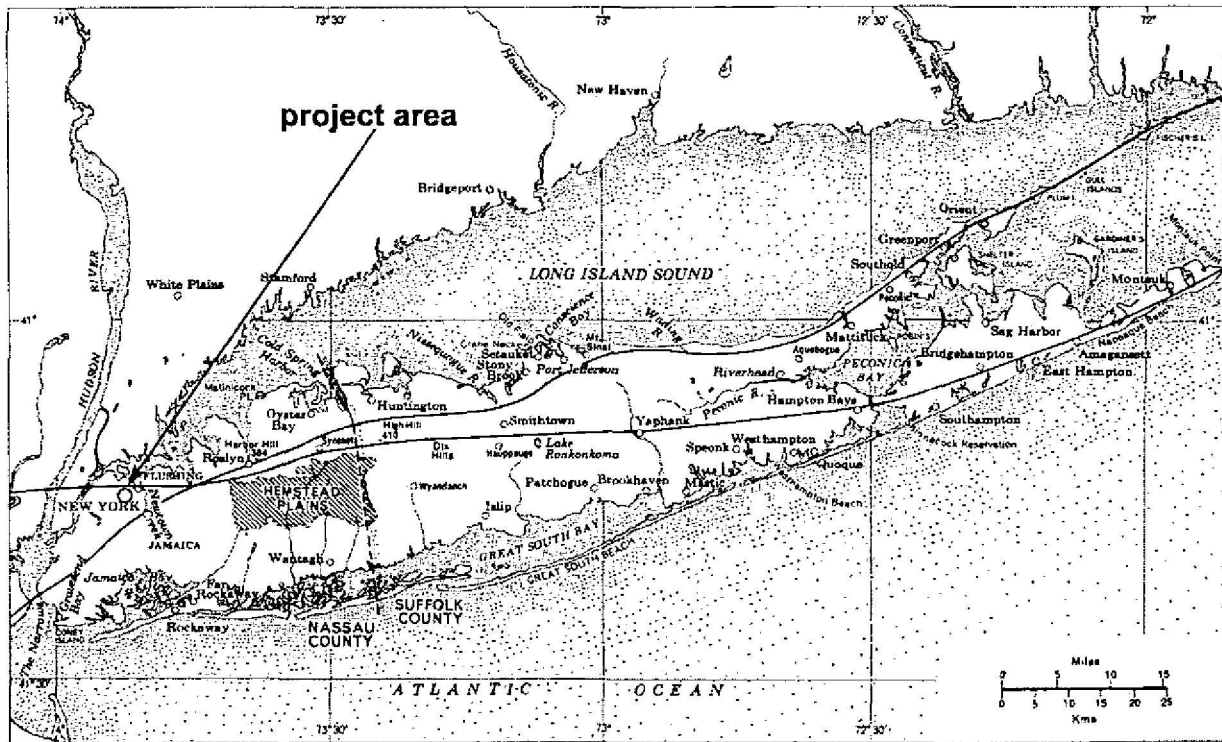


Figure 1. Map of Long Island showing the location of PIN X051.57.101.

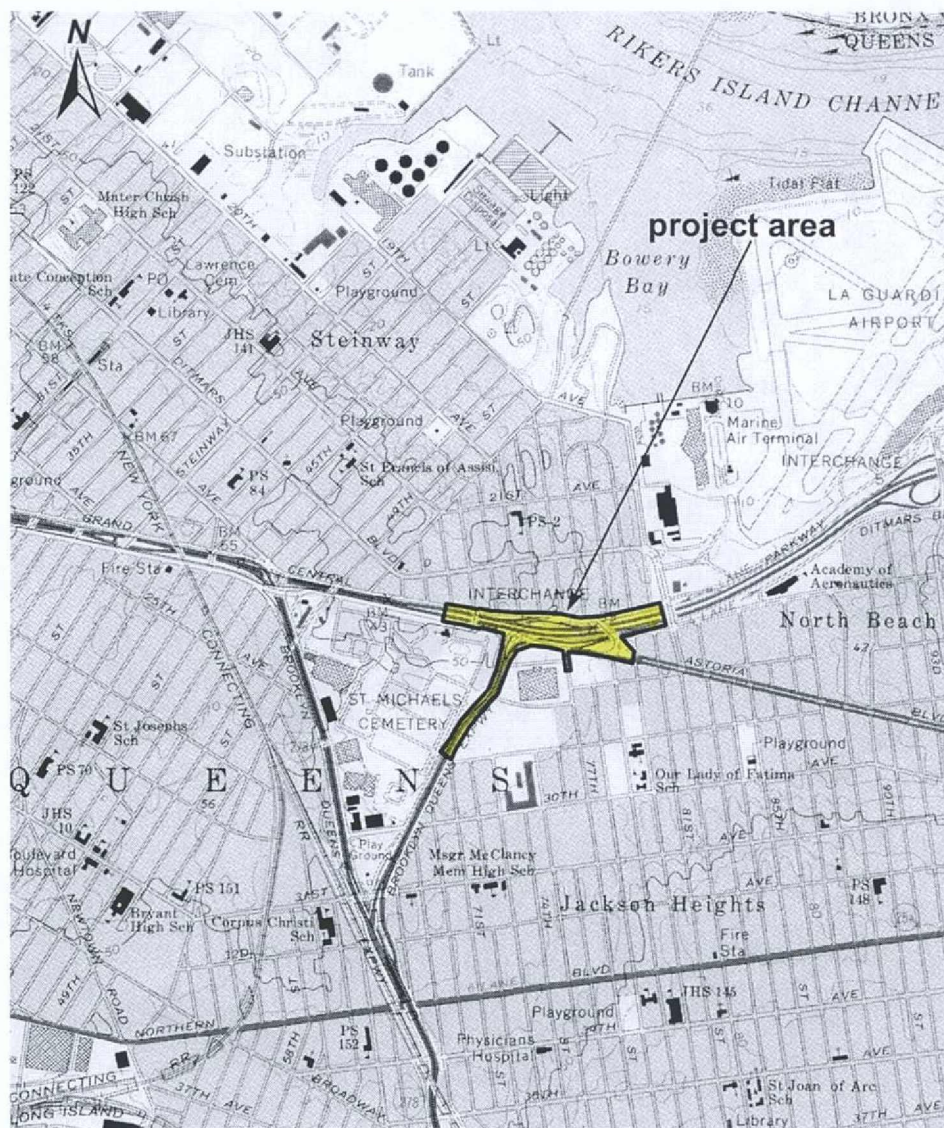


Figure 2. 1966/1979 USGS topographic map of Central Park, New York (7.5 minute series) showing the location of PIN X051.57.101.



Plate 1. Looking north along the east side of Brooklyn-Queens Expressway near its junction with Grand Central Parkway, in the vicinity of a map documented structure, the mid-nineteenth century Riker house. The area has been thoroughly disturbed by road, utility, and building construction.

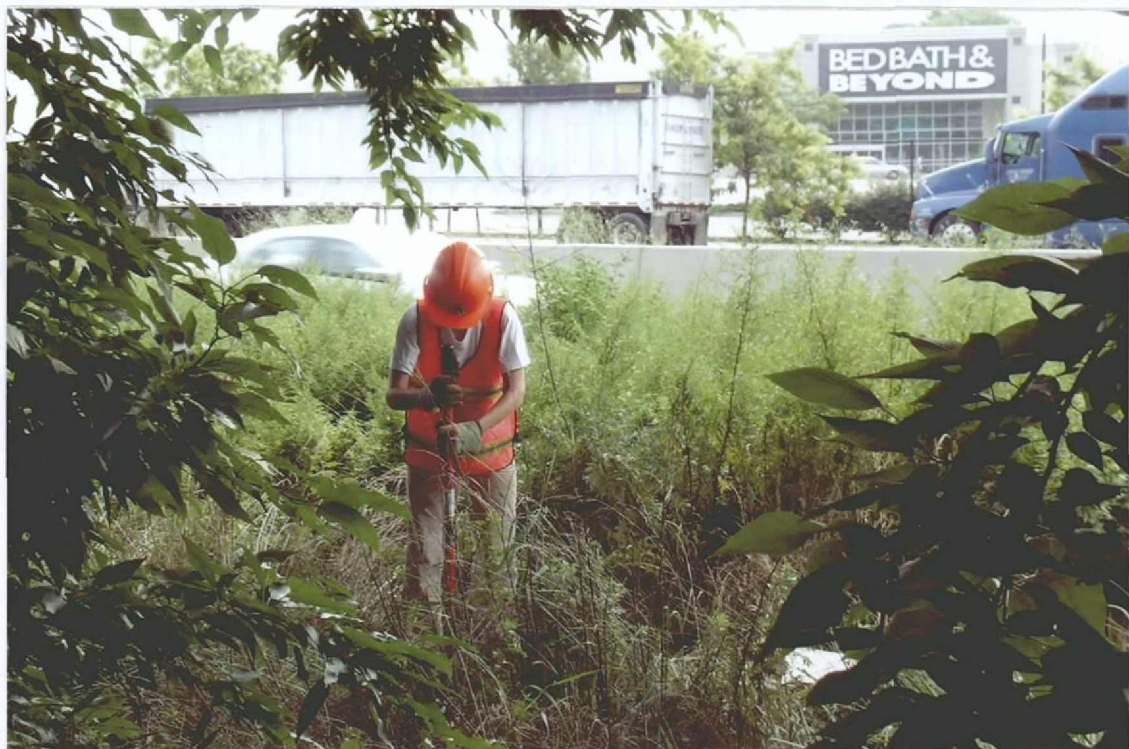


Plate 2. View west across Brooklyn-Queens Expressway from the vegetated strip that was subject to subsurface testing (excavation of STP 7).



Plate 3. Looking west from a pedestrian overpass along Astoria Boulevard and Grand Central Parkway towards the west terminus of the project area. St. Michael's Cemetery is at left.



Plate 4. View east along Astoria Boulevard and Grand Central Parkway at St. Michael's Cemetery. Under the proposed work scope, there will be no impact within the cemetery's fenceline.

Background Research

Site File Search. The site files of the New York State Museum (NYSM) and the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) document nine known prehistoric Native American sites, one Native American site which may have prehistoric and historic components, and one historic period site within 3.2 kilometers (two miles) of the project area (Table 1, below; Appendix C). The closest reported sites are the St. Michael's Cemetery site (NYSM 5472, OPRHP A08101.000109) and Parker's Queens County Site Number 10 (ACP QUNS-10, NYSM 4533). The inventory form does not provide much information regarding the St. Michael's Cemetery site, only that a portion of a prehistoric deposit lies within the active cemetery. The Parker site, identified in the early twentieth century, is mapped in the site files as a large generalized area that overlaps the north end of the project area. It was described as a "shell heap on the Jackson property on Poor Bowery at North Beach" (Parker 1920:672), suggesting the site was located north of Flushing Avenue (the approximate route of modern Astoria Boulevard).

Consultation with OPRHP indicates that there are six properties listed on the National Register of Historic Places, and three properties that are eligible, near the project area (Appendix C). None of these properties are within the limits of the project area, and none will be impacted under the proposed work scope.

Environmental Setting. PIN X051.57.101 is located in northwestern Queens County (Figure 1), within Astoria Heights (west of Brooklyn-Queens Expressway) and Jackson Heights (east of the expressway). It is roughly one kilometer (0.6 mile) south of Bowery Bay, an embayment of Rikers Island Channel and the East River (Figure 2). Prior to extensive landfilling during the mid-twentieth century, a fresh water stream drained the area east of St. Michael's Cemetery into Bowery Bay. The embayments on the north coast of western Long Island appear to be remnants of short, north-flowing tributaries to an east-flowing river during the last Ice Age, when Long Island was part of the New England coast (Van Diver 1985:69).

Surficial geology in northwestern Queens consists of glacial tills deposited more than 15,000 years ago by the retreating Wisconsin ice sheet (Sirkin 1996). Topography in the project area has been significantly altered by cutting, grading, filling, and other earth-moving activities associated with road, building, parking lot, and utility construction (Plate 1). St. Michael's Cemetery in the southwest quadrant of the project area, established in 1852, has the only relatively unaltered topography (Plates 2 through 4). Elevation in the southwest quadrant is approximately 14 meters (45 feet) above mean sea level (Figure 2).

Soils in PIN X051.57.101 are dominated by Montauk-Forest Hills-Pavement & buildings complex, 0 to 8% slopes, with sections of Pavement & buildings, Forest Hills-Montauk complex, 0 to 8% slopes north of Astoria Boulevard and Pavement & buildings, wet substratum-Laguardia-Ebbets complex, 0 to 8% slopes in the southernmost portion of the project area (the first descriptor in each complex is for the dominant type). The Montauk-Forest Hills-Pavement & buildings complex consists of strongly sloping to steep areas of till plains and moraines that have been partially cut and filled, mostly for cemeteries (i.e., St. Michael's Cemetery in the southwest quadrant of the project area) and parks. The complex is a mixture of gneissic till soils and anthropogenic soils, with more than 15% impervious pavement and buildings covering the surface (New York City Soil Survey 2005:19). The remaining two complexes, located along the north and south sides of the project area, are in urbanized areas of till plains that have been substantially cut and filled, with 50 to 80% of the surface covered by pavement and buildings (NYC Soil Survey 2005:15-16). The Pavement & buildings, wet substratum-Laguardia-Ebbets complex is a mixture of natural soil materials and construction debris over swamp, tidal marsh, or water (NYC Soil Survey 2005:16). A typical profile for undisturbed soils dominated by the Montauk series includes an A topsoil horizon of brown sandy loam to 5 centimeters (2 inches) below the ground surface, underlain by the Bw subsoil horizon of yellowish brown sandy loam to 69 centimeters (27 inches) deep (NYC Soil Survey 2005:36).

Table 1. Archaeological sites within 3.2 kilometers of PIN X051.57.101.

<i>Site Identifier</i>	<i>Site Name</i>	<i>Period</i>	<i>Reference</i>	<i>Comments</i>
NYSM 4532, A08101.000102	ACP QUNS-9	prehistoric	Parker 1920:672	"Burial site on the Riker and Titus estates on the Bowery road to Steinway and North Beach." Located between the project area and Bowery Bay to the north, site examined by Ralph Solecki in the 1930s, who reported there were no longer any traces by 1940.
NYSM 4533	ACP QUNS-10	prehistoric	Parker 1920:672	"Shell heap on the Jackson property on Poor Bowery at North Beach." Large general site area extending from project area northward.
NYSM 4535, A08101.000099	ACP QUNS-12; Halletts Point Site	prehistoric or historic Native American	Parker 1920:672	"Shell heap at Sanford's point, Astoria, opposite the north end of Blackwells island. There were early and modern relics."
NYSM 4537, A08101.000101	ACP QUNS-14	prehistoric	Parker 1920:672	"Burial site in Long Island City along Crescent street."
NYSM 4538	ACP QUNS	prehistoric	Parker 1920	General location of prehistoric "village" near East River.
NYSM 4539	ACP QUNS	prehistoric	Parker 1920	General location of shell middens on East River.
NYSM 5472, A08101.000109	St. Michael's Cemetery Site	prehistoric	OPRHP	Site inventory form states that a portion of a documented prehistoric site lies within the active Euro-American cemetery adjacent to the project area.
NYSM 8217	ACP QUNS	prehistoric	Parker 1920	General location of a prehistoric "camp" on East River.
A08101.000100	Bolton Site #111; Sunwick Site	prehistoric	OPRHP	Shell midden in Ravenswood Park on East River documented by Bolton in 1922.
A08101.000103	North Beach Site	prehistoric, Woodland	OPRHP	Shell midden site destroyed by hanger construction at LaGuardia Airport northeast of project area.
A08101.012137	Manhattan Psych Center	historic	OPRHP	Cemetery located on Wards Island at Manhattan Psychiatric Center.

PIN X051.57.101 is located in an urban environment, with two major roadways (Brooklyn-Queens Expressway and Grand Central Parkway), densely packed residential and commercial structures along the north side of Grand Central Parkway, a large cemetery to the southwest, and a corporate office center and new commercial buildings to the southeast. Nearly the entire project area has witnessed substantial ground disturbance as a result of urban development. The only section of potentially undisturbed soils is the wooded strip along the west side of Brooklyn-Queens Expressway (Plate 2). Disturbed areas have virtually no sensitivity for the presence of intact archaeological deposits.

Prehistoric Context. As mentioned above, the site files contain information on nine prehistoric Native American sites and one Native American site which may have prehistoric and historic components within two miles (3.2 kilometers) of the project area (Table 1). Seven of these sites were reported by Arthur C. Parker (1920) in his state-wide survey, and only general locations and few details are known about these sites. Many of the sites identified by Parker were likely destroyed by construction, as with the ACP QUNS-9 (NYSM 4532, A08101.000102) site, where a subsequent researcher reported that all traces of the deposit were obliterated by 1940.

The closest reported prehistoric site to the project area is the St. Michael's Cemetery site (NYSM 5472, A08101.000109). The inventory form for the St. Michael's Cemetery site indicates that a portion of a prehistoric site lies within the active part of the cemetery (founded in 1852) located in the southwest quadrant of PIN X051.57.101. No other information, such as the age of the site or the types of artifacts found, was given.

The general project area vicinity probably would have been attractive to prehistoric peoples due to nearby resources, especially fresh water streams and wetlands located nearby prior to extensive land filling, along with edible plants and game in the adjacent uplands. Expected site types include resource procurement stations (satellites of larger camps like the ones described on the shores of the East River and Bowery Bay [Table 1]), where short-term and likely specialized activities (e.g., hunting) took place, characterized by low artifact density and diversity. Based on the results of the site file search and an assessment of environmental conditions, undisturbed portions of the project area (if they exist) have a moderate to high sensitivity for the presence of prehistoric remains.

Historic Context. The site files contain information on one Native American archaeological site which may have both prehistoric and historic components, and one historic period site within 3.2 kilometers (two miles) of the project area (Table 1). The Native American site (ACP QUNS-12, the Hallets Point site) is a shell midden in Astoria, and the historic Euro-American site is a cemetery associated with the Manhattan Psychiatric Center on Wards Island. Neither of these sites is near PIN X051.57.101.

Permanent settlement by Europeans did not occur in northern Queens County until the early seventeenth century. The Dutch explored the region during the first decades of the seventeenth century, and established the colony at New Netherland on the southern tip of Manhattan in 1624. A few farmsteads were maintained by Dutch families along the East River at what became Hallets Point, Astoria during the 1630s, and English settlers arrived in Queens after receiving permission from the Dutch government in the 1640s. However, Native American attacks in 1643 destroyed these early Euro-American settlements (Peterson and Seyfried 1995:966). At this time, northwestern Queens was inhabited by Canarsee Indians, a Munsee-speaking Delaware group who likely had stronger cultural ties to Delaware peoples on mainland New York and New Jersey than with the Eastern Algonquian groups of central and eastern Long Island (Goddard 1978). Sporadic armed conflicts between the Europeans and Native Americans as well as devastating epidemics dramatically reduced the Native American population on western Long Island, and prime land and local power passed to the white settlers.

English colonists under Dutch authority settled villages at Vlissingen (Flushing Bay) approximately five kilometers (three miles) east of the project area in 1645, and at Middleburgh (later Newtown and Elmhurst; roughly three kilometers [two miles] south of the project area) in 1652. The Dutch colony at New Amsterdam was ceded to English rule in 1664, and the county of Queens (with three towns: Newtown, Flushing, and Jamaica) was established

in 1683. The project area is located in the former township of Newtown; the town governments were dissolved when Queens became a borough of New York City in 1898 (Peterson and Seyfried 1995). Most early residents of northwestern Queens were farmers, and by the time of the 1790 census, there were 2,111 people in the township, most living in and around villages at modern-day Astoria (Halletts Cove) and Elmhurst (Newtown). A new variety of apple, the Newtown Pippin, was developed in the region around 1730, the first American-grown apple to be exported to England.

The rural agrarian economy was disrupted by the American Revolution. The Battle of Long Island took place in nearby Brooklyn during August 1776, and despite the efforts of George Washington, New York City quickly came under British control. Queens was largely Loyalist in political sentiment, but both Patriot and Loyalist families that remained in the region following the Battle of Long Island suffered hardships as British garrisons were provisioned with crops, wood, and livestock, seriously depleting local resources (Luke and Venables 1976). Families that had actively aided the British during the Revolution were forced to surrender property to the returning Patriots during the 1780s and 1790s. Pre-war economic patterns were gradually resumed during the early nineteenth century, facilitated by waterborne trade.

Improved access to Manhattan during the first half of the nineteenth century led to the decline of rural lifeways in Queens. Six turnpikes built between 1801 and 1816, including one running from Flushing to Brooklyn through Newtown, opened urban markets to Queens farmers. Industrial and residential development was encouraged by the coming of the Long Island Rail Road, which started service between Brooklyn and Jamaica in 1839 (Peterson and Seyfried 1995:968). More recently, growth was fueled by the construction of the Queensboro Bridge (1909), eastward expansion of New York City's subway system (1910s-1920s), the widening of mid-nineteenth century Astoria Avenue into Astoria Boulevard (1930s), and construction of Grand Central Parkway (1930s) and Brooklyn-Queens Expressway (1950s; the two kilometer [1.2 mile] eastern wye, originally called the "Boody Street Connection," within the project area was in the last segment built, opened in 1960).

The southwest quadrant of the project area is occupied by St. Michael's Cemetery, established in 1852. The New York State Rural Cemetery Act, passed in 1847, allowed for commercial cemeteries in the rural areas around New York City. The Act was a response to escalating population (and land prices) in Manhattan, along with cholera outbreaks which not only led to many deaths (thus filling existing cemeteries) but it was thought that buried victims were contaminating the drinking water supply and spreading disease. The Common Council of New York City prohibited burials in Manhattan beginning in 1852. This prohibition, along with the Rural Cemetery Act, spurred the development of several cemeteries in western Queens, including St. Michael's. The original cemetery consisted of only seven acres, purchased by Reverend Thomas McClure Peters on behalf of St. Michael's Episcopal Church on Manhattan's Upper West Side, but it was gradually expanded to its present size of roughly 88 acres. It is still an active cemetery (though mostly community mausoleums rather than individual interments have been used since the 1980s), open to people of all faiths.

PIN X051.57.101 is near an area formerly known as Trains Meadow, a name that apparently extends back to the Colonial period. During the nineteenth century, Trains Meadow consisted mostly of wetlands, with a few meadows and farms (Seyfried 1995a:1197). Trains Meadow Road was abandoned and the low-lying areas filled during the early twentieth century with the development of Jackson Heights. The historic nucleus of Jackson Heights, located approximately 1.6 kilometers (one mile) southeast of the Brooklyn-Queens Expressway/Grand Central Parkway interchange, consisted of farmland rising above the surrounding lowlands of sparsely populated Trains Meadow. The farmland was purchased in 1908 by the Queensboro Realty Company, anticipating an influx of residents following the opening of the Queensboro Bridge in 1909. Jackson Heights was developed in the 1910s and 1920s as a planned garden city laid out on a grid of new streets (Seyfried 1995b:607). The Jackson Heights Historic District (98NR01367) is listed on the National Register of Historic Places, but none of the contributing properties are near the project area.

The southeast quadrant of the project area consists of the Bulova Corporate Center. During the early twentieth century, this was the site of Holmes Airport, from which the first commercial flights in New York City were offered in 1929 (Flanzraich 2004). Shortly after World War II, the then-abandoned airport was home to 154

veterans in temporary wood houses when the Bulova Watch Company proposed to erect a large plant to manufacture precision instruments and transistors for the defense industry. The proposal was initially opposed by local residents, but went ahead after Bulova agreed to a landscaping plan that included a five acre recreational field open to the public and assisted in relocating the veterans (Stern et al. 1995:993).

Map Survey. A survey of maps dating from the early nineteenth through the twentieth century indicates that the project area vicinity was only lightly settled during the historic period. The 1812 Eddy *Map of the Country Thirty Miles Round the City of New York* (Figure 4) shows most settlement along the shores and creeks of northwestern Queens, a pattern that was established during the Colonial period. The 1812 map does not accurately depict the locations of roads (e.g., the inverted “U” shaped road in the project area vicinity was actually closer to the shoreline) but it does provide a general picture of early nineteenth century Queens. No development is depicted near the PIN X051.57.101 project area. A similar settlement pattern is shown on the 1829 Burr *Map of the Counties of New York* (Figure 5).

The 1837 U.S. Coastal Survey (Figure 6) is among the earliest maps to accurately depict natural and man-made landscape features along the shores of Long Island. Astoria Avenue (also known as Flushing Avenue and later Astoria Boulevard) is shown on the 1837 map, along with Bowery Road to the west of the project area (near the modern western extent of St. Michael’s Cemetery) and Trains Meadow Road (later abolished) crossing Astoria Avenue to the east. No buildings are illustrated within or immediately adjacent to the project area on the 1837 map, though the higher ground may have been farmland at this time.

By the time of the 1873 Johnson *Map of Queens* (Figure 7), population in the county had grown significantly, leading to the establishment of new communities with gridded street plans. Despite increasing residential development, the project area and surroundings remained largely unchanged. The wetlands of Trains Meadow were likely not conducive to development until population pressure forced land prices higher, and filling the low-lying areas became worthwhile. Another possible reason for the paucity of development in this section of Queens is that large tracts were held by a few families, many of whom had settled farmsteads during the Colonial period. The 1873 map shows most of the project area as belonging to J.L. Riker’s estate, including a building on the south side of Astoria Avenue (near the present-day Bulova Corporate Center). The Riker family in Newtown was descended from Abraham Ryker Van Lent, who in 1654 after a few years in New Amsterdam acquired 140 acres of land at the “Poor Bowery” near Newtown. During the eighteenth and nineteenth centuries, the Riker family prospered and owned more than a dozen homes in northwestern Queens, only one of which survives today: the National Register listed Lent-Riker-Smith Homestead (90NR01565) located about 0.8 kilometer (0.5 mile) north of the project area (O’Donnell 2006). The structure shown within the project area on the 1873 map may have been a tenant farmhouse, as John L. Riker lived in the mansion at the north end of his property until his death in 1861.

By the early twentieth century, St. Michael’s Cemetery had expanded to near its present extent, as shown on the 1906 Hyde *Atlas of Long Island* (Figure 8). This map also shows the Riker building (“J.N.L. Ricker”) that formerly stood within the project area. Population growth in Queens continued to accelerate in the early twentieth century, but the project area vicinity remained largely undeveloped. A similar pattern of growth and lack of development along Astoria Avenue near PIN X051.57.101 is evident on the 1897/1924 topographic map of *Harlem, New York* (15 minute series; Figure 9).

In summary, there is one map documented structure (the mid-nineteenth century Riker building near the present-day Bulova Corporate Center) and no standing buildings depicted on historic maps within and adjacent to the project area. Based on the results of the site file search, historical background, and map survey, the sensitivity for the presence of historic archaeological sites is low to moderate for undisturbed sections of the project area, if they exist. Expected types of cultural material include unmapped outbuildings and field debris associated with nineteenth century activities (i.e., farming).

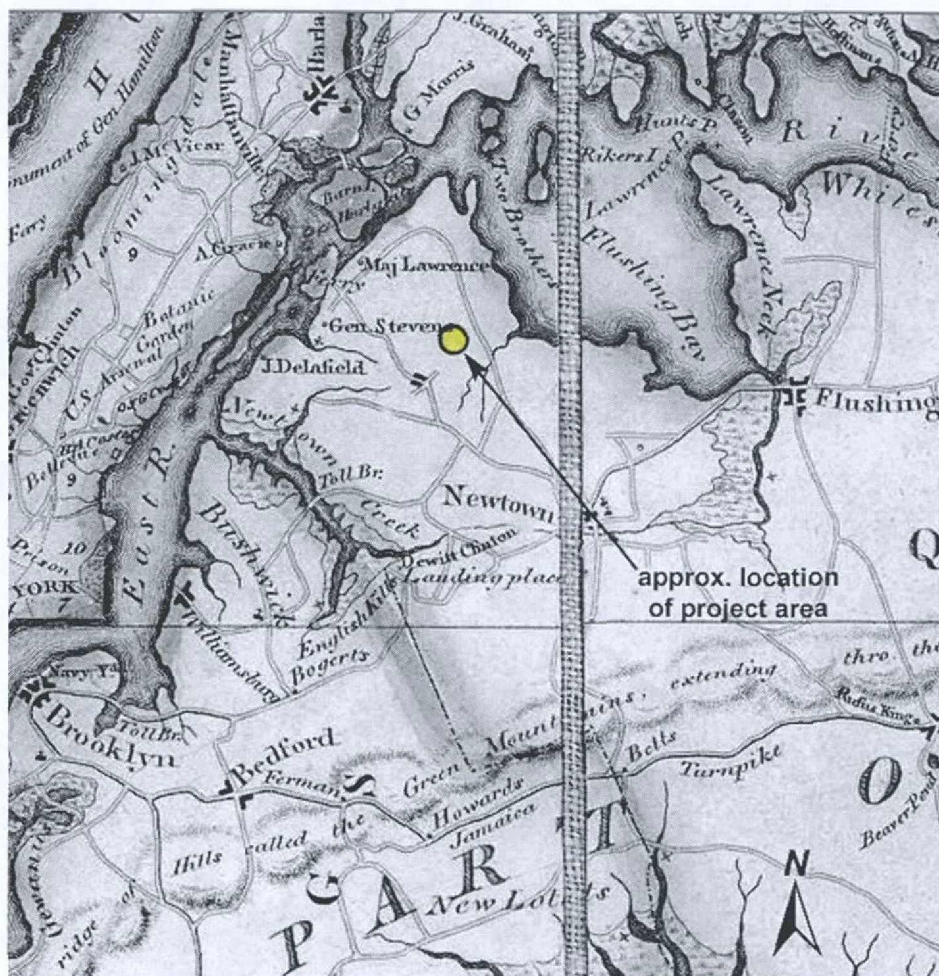


Figure 4. 1812 Eddy Map of the Country Thirty Miles Round the City of New York showing the approximate location of the project area in a very sparsely settled portion of northwestern Queens.

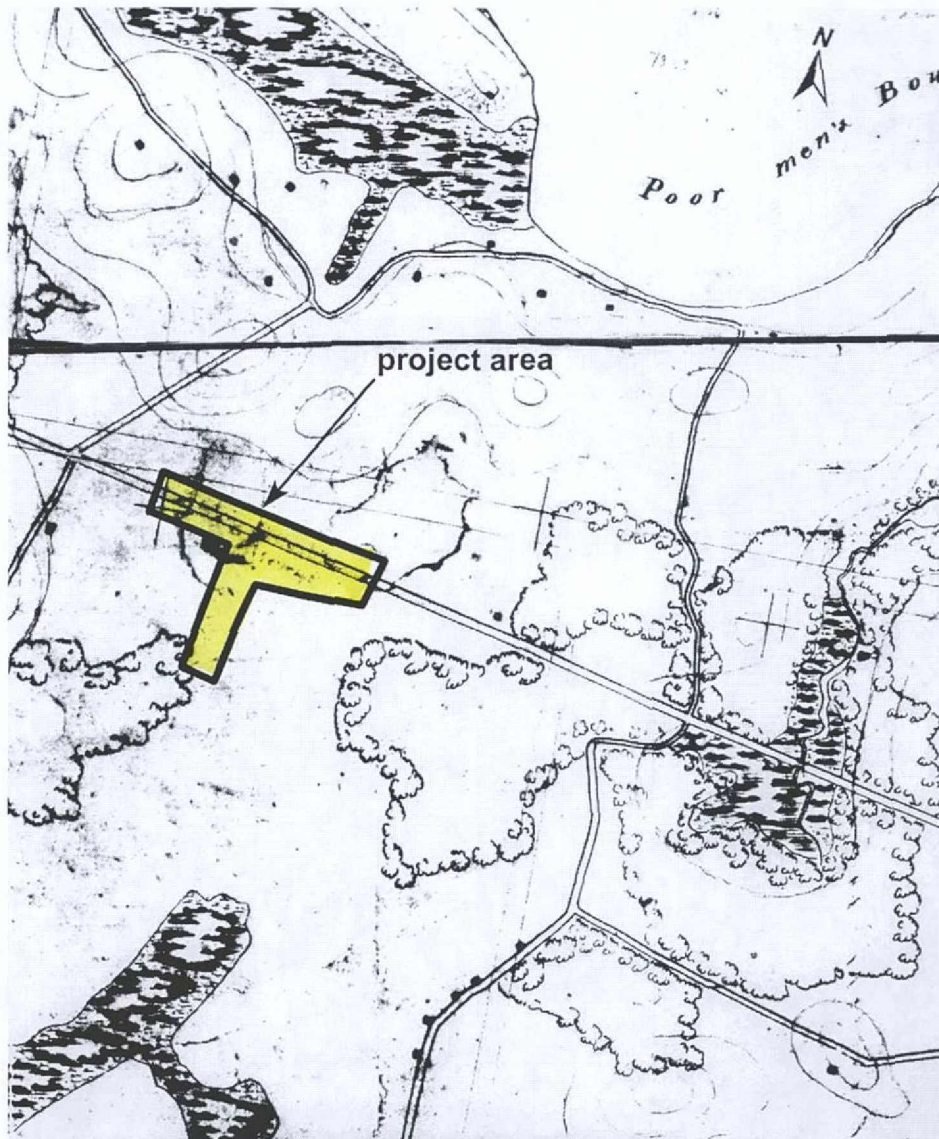


Figure 6. 1837 U.S. Coastal Survey depicting the project area along Astoria Avenue. Clearing in the vicinity may be indicative of farming.

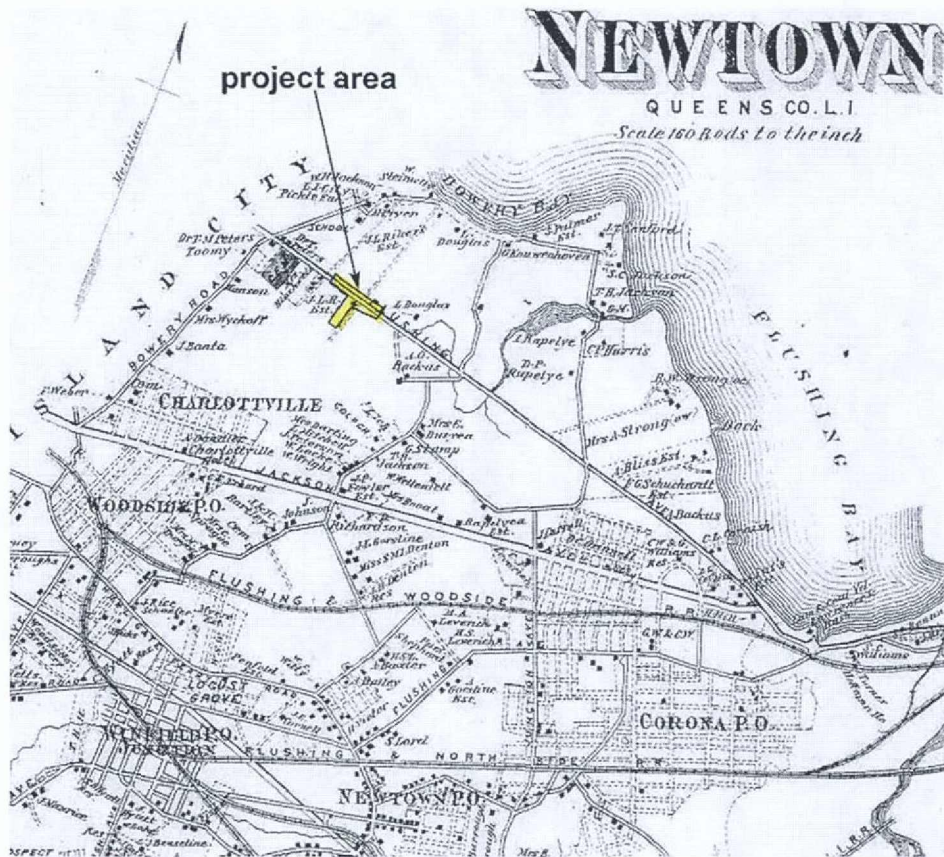


Figure 7. 1873 Johnson *Map of Queens*. This map shows St. Michael's Cemetery to the west of the project area, and a map documented structure on the J.L. Riker Estate south of Astoria Avenue.

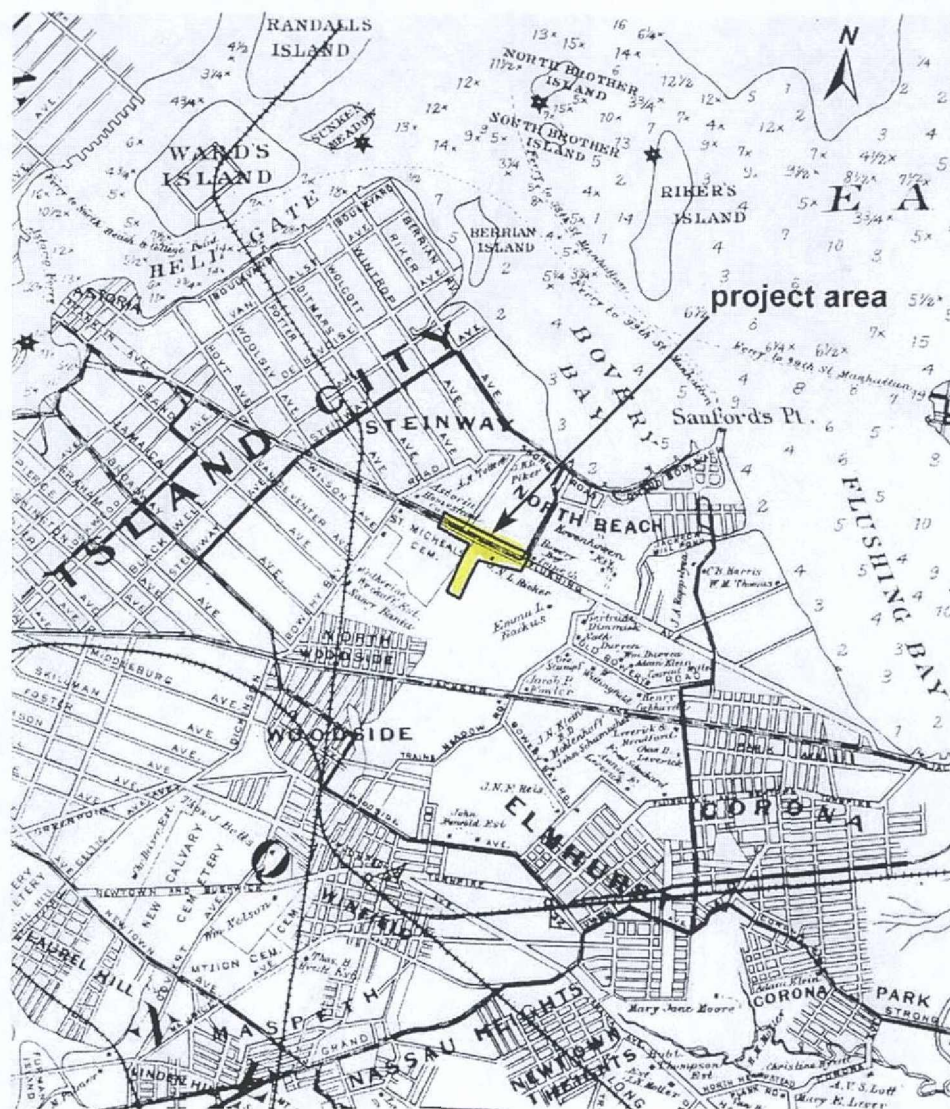


Figure 8. 1906 Hyde Atlas of Long Island showing minimal development in the project area vicinity.

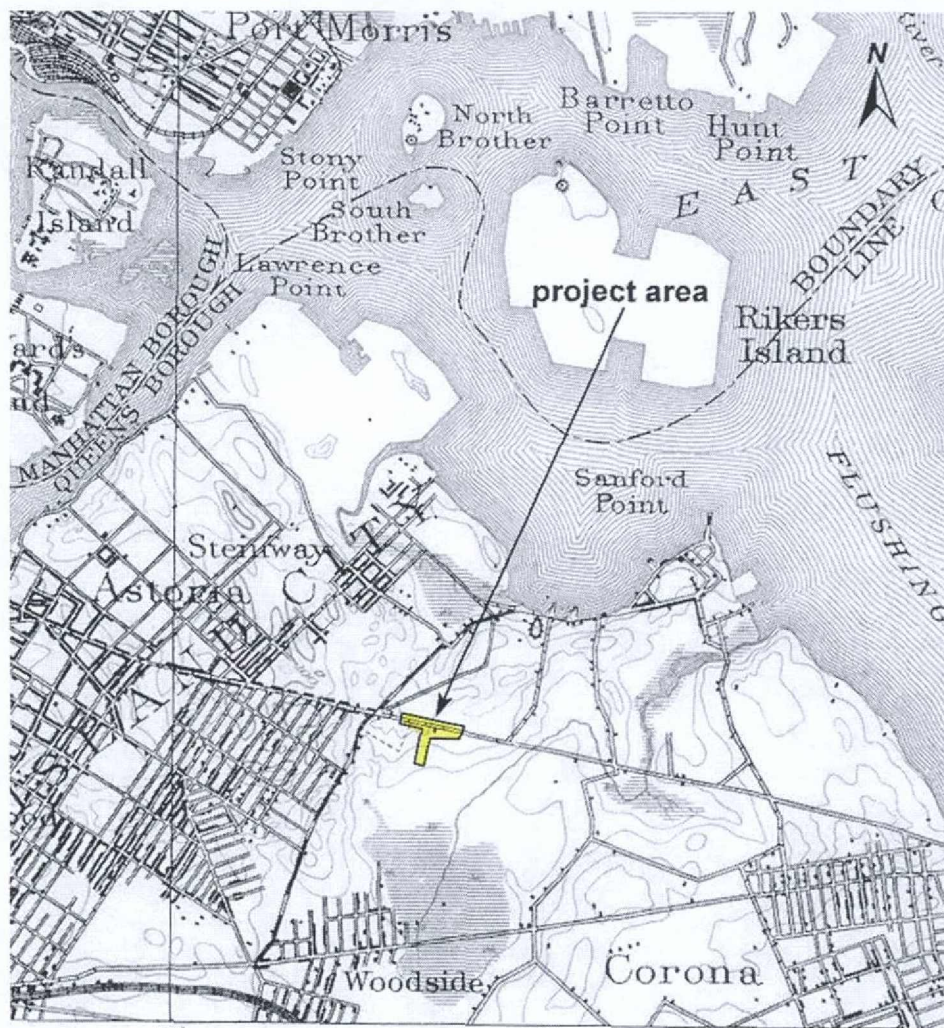


Figure 9.

1897/1924 USGS topographic map of Harlem, New York (15 minute series). Despite increasing residential development in nearby communities, the project area remained largely undeveloped.

Archaeological Survey Methodology

Surface Inspection. PIN X051.57.101 was inspected with a walk-over survey. Particular attention was given to areas of soil exposure such as dirt paths, but ground surface visibility in much of the project area (e.g., the north and east perimeter of St. Michael's Cemetery, the edges of Brooklyn-Queens Expressway, and along Astoria Boulevard near the Bulova Corporate Center) is only fair due to low vegetation (Plates 1 and 2). No prehistoric or historic period artifacts were encountered during the walk-over survey, and extensive soil disturbances resulting from road, utility, and building construction were observed. No evidence of the map documented mid-nineteenth century Riker house were found (Plate 1); traces of the structure were likely obliterated by construction of Grand Central Parkway in the 1930s and/or Brooklyn-Queens Expressway in the 1950s.

Testing Procedures. The limits for the cultural resource survey of PIN X051.57.101 extend only 6.5 meters (21 feet) from the existing edge of pavement. Nearly the entire project area has witnessed obvious disturbance, with the exception of the vegetated swath between the cemetery fence and west side of Brooklyn-Queens Expressway (Plate 2). This section was tested with 18 shovel test pits (STPs) to ascertain if cultural remains are present beneath the ground surface. These shovel test pits were excavated along a single linear transect, placed 15 meters (49 feet) apart (Figure 3).

Shovel test pits have a diameter of approximately 40 centimeters (16 inches), and were excavated to an average depth of 60 centimeters (two feet) below the ground surface. The soils were screened through six millimeter (0.25 inch) wire mesh. Soil descriptions and an inventory of cultural material are given in Appendix B, and the location of shovel test pits are plotted on the project map (Figure 3). Field data generated by this survey are curated at the Institute for Long Island Archaeology, State University of New York at Stony Brook.

Archaeological Survey Results

No prehistoric Native American or historic period artifacts or features were encountered during the archaeological survey of PIN X051.57.101. All of the shovel test pits contained mid-twentieth century refuse (e.g., bottle glass, construction debris, plastic) in disturbed soils (Appendix B). This material has no research potential. No further archaeological investigations are recommended.

APPENDIX B: Shovel Test Pit Excavation and Artifact Inventory

Basic descriptive data from the project are presented in the following appendix. Excavation, stratigraphic, and cultural material information are included. Excavation information includes shovel test pit coordinates (STP), stratigraphic designation (stratum), and starting (SD) and ending (ED) depths (given in centimeters) for each excavated level.

The following are abbreviations used in the accompanying excavation and artifact inventory:

Stratum

A0/A1-topsoil
B1-upper subsoil
B2-lower subsoil
dist-disturbed

Soils

bn-brown
cb-cobbles
dk-dark
gb-gray brown
gv-gravel
lm-loam(y)
md-medium
pb-pebbles
sd-sand(y)
vy-very
yb-yellow brown

APPENDIX B: Shovel Test Pit Excavation and Artifact Inventory

STP	SD	ED	Stratum	Soils	Cultural Material
1	0	6	A0/A1	dk bn sd lm	
	6	18	dist	md bn sd	
	18	45	dist	ob sd	1 white porcelain, 4 brick
2	0	21	dist	dk bn lm	
	21	40	dist	ob sd lm	construction debris
3	0	7	A0/A1	dk bn sd lm	
	7	33	dist	md bn sd	5 clear bottle glass, 1 milk glass, 4 white bath tile, 12 brick, 14 wire nails, coal, slag, mortar
	33	38	dist	ob sd	
4	0	4	A0/A1	dk bn sd lm	
	4	26	dist	md bn sd	
	26	41	dist	ob sd	
5	0	24	dist	dk bn sd lm	
	24	60	dist	dk ob st sd	1 clear bottle glass, 1 clear flat glass, 1 clear safety glass, 1 white bath tile, 2 brick, 3 wire nails
6	0	60	dist	mo dk bn lm sd w/pb,gv	recent trash
7	0	10	A0/A1	dk bn lm	
	10	36	dist	mo dk bn lm sd	1 clear bottle glass, 1 blue printed porcelain, 1 brick, 1 bolt
	36	60	dist	md bn lm sd	
8	0	7	A0/A1	dk bn sd lm	
	7	45	dist	md bn sd	2 clear flat mirrored glass, 1 clear window glass, 17 clear flat glass, 7 clear bottle glass, 1 green bottle glass, 5 white porcelain tile, 2 pink tile, 1 blue tile, 1 gray tile, 2 brick, 1 iron piece, 1 lead piece, 1 plastic
9	0	27	dist	mo gb lm sd w/cb	1 clear bottle glass, 7 clear flat glass, 2 blue printed whiteware, 5 white tile, 1 pink tile, 1 brick, 2 coal
	27	40	dist	mo ob lm sd w/cb	
10	0	7	A0/A1	dk bn sd	
	7	28	dist	md bn sd	3 clear bottle glass, 1 green bottle glass, 1 clear flat glass, 1 black glass, 5 white tile, 3 pink tile, 2 plastic
11	28	41	dist	dk ob sd	
	0	54	dist	mo dk bn lm sd	1 clear window glass, 1 clear bottle glass, 1 brown bottle glass, 1 white body red glazed stoneware rim, 1 white tile, 1 wire nail

STP	SD	ED	Stratum	Soils	Cultural Material
12	0	60	dist	dk bn sd	1 clear lamp glass, 1 clear safety glass, 1 clear flat mirrored glass, 1 clear safety glass, 1 brown bottle glass, 1 white bottle glass, 1 green bottle glass, 13 clear bottle glass, 9 clear flat glass, 15 white ceramic tile, 4 blue tile, 1 yellow tile, 2 buff tile, 1 brown tile, 1 porcelain, 4 white marble tile, 3 gray stone tile, 3 mortar, 1 asbestos shingle, 4 plastic
13	0	34	dist	gb lm sd w/pb,gv	3 clear flat glass, 1 orange safety glass, 1 white flat glass, 1 gray tile, 1 stoneware tile, 3 brick, 5 mortar, 1 plastic, 1 styrofoam, 3 coal
	34	60	dist	gr st lm	
14	0	31	dist	dk gb lm sd	1 clear safety glass, 1 white tile, 1 blue tile, 1 purple tile, 1 mica, 1 plastic
	31	60	dist	gb lm sd	
15	0	38	dist	mo gb lm sd w/pb	recent trash
	38	60	dist	gr st sd	
16	0	28	dist	mo gb lm sd	2 clear flat glass, 1 clear flat mirrored glass, 1 clear bottle glass, 2 green bottle glass, 3 white tile, 1 yellow tile, 1 green tile, 1 white marble tile, 7 brick, 3 mortar, 1 coal, 1 asbestos, 1 plastic
	28	60	dist	dk gb lm sd	
17	0	60	dist	mo gb lm sd w/pb,gv	
18	0	4	A0/A1	dk bn sd lm	
	4	60	dist	md bn sd	1 clear lamp glass, 23 clear flat glass, 8 clear bottle glass, 2 white bottle glass, 2 brown bottle glass, 5 green bottle glass, 2 black glass, 33 white tile, 12 buff tile, 3 pink tile, 4 black tile, 2 blue tile, 4 brown tile, 3 mottle tile, 9 gray tile, 3 marble tile, 12 brick, 1 brass nail, 1 oyster, 1 clam, 22 mortar, 2 coal, 1 slag, 4 asbestos, 10 plastic

APPENDIX C: Correspondence

FORM A - CULTURAL RESOURCE SURVEY CHECKLIST (DATE SUBMITTED 4-14-06)

PIN X 051-57-101

P.R. #: _____

REGIONAL PRIORITY: 1

Number of copies needed: _____

PROJECT LOCATION

Hamlet/ Village/ City: JACKSON HEIGHTS

Town: NYC

County: QUEENS

ROLL-OVER PROJECT? (Y/N) N

DATE OF PREVIOUS REQUEST _____

CHANGE IN PROJECT SCOPE N

PREVIOUS SURVEYS? (Y/N) _____

IF YES, SURVEY DATE _____

TYPE & LEVEL OF SURVEY REQUESTED

PHASE I - RECONNAISSANCE SURVEY X or ADDENDUM SURVEY _____

PHASE II - SITE EXAM _____ (Indicate Site Name and USN)

PHASE III - DATA RECOVERY PLAN _____ DATA RECOVERY _____ (Indicate Site Name & USN)

HABS/HAER (I, II, III) _____ (Indicate BIN or Bldg Name/ Address & USN)

UNIQUE SITE NUMBER(S) (USN): _____

PROJECT DESCRIPTION & PROPOSED WORK: SAFETY & OPERATIONAL IMPROVEMENTS - HIGHWAY & BRIDGE DESIGN (EAST LEG INTERCHANGE) - BROOKLYN-QUEENS EXPRESSWAY & GRAND CENTRAL PARKWAY FROM: 25th AVE. (ON B.Q.E.) TO 82nd ST. BRIDGE ON QCEP (EAST) TO 72nd ST. QCEP (WEST)
INCLUDES: Temporary easement and access areas _____ ROW acquisition X On-site detours X Other _____

PROJECT AREA BOUNDARIES FOR CRS (see attached plans): Rte/ Highway Name B.Q.E. - BOODY ST. EXTENSION
FROM: EAST SIDE OF HIGHWAY CURVE OF BOODY STREET TO: AS INDICATED ON R.O.W. - STRATEGY A - UNDERPASS CONNECTOR RAMPS

ESTIMATED LENGTH (FT./M. OR MILES) 165 m.

ESTIMATED WIDTH (FT./M) MAX. 6.5 m
TAPERS EACH END - 550 S.M.

ESTIMATED NO. OF BUILDINGS IN PROJECT AREA 0

ESTIMATED NO. OF BUILDINGS TO BE ACQUIRED/ REMOVED 0

FEDERAL FUNDING (Y/N) Y

CURRENT PROJECT PHASE: I-IV PRELIMINARY DESIGN

FEDERAL PERMITS (INCL. NATIONWIDE): YES

SCOPE CLOSURE DATE: _____

BIN 1-07201-0
1-07667-9

Year Built 1942
1963

Type: STEEL GIRDER & FLOORBEAM SYSTEM
CONCRETE FRAME

RESULTS OF 2002 HISTORIC BRIDGE INVENTORY

Eligible _____ Not Eligible X National Register Listed _____ Unevaluated _____ Individual Evaluation Needed: (Y/N) N

ADDITIONAL COMMENTS or SPECIAL INSTRUCTIONS:
DESIGN CONSULTANTS: SITE-BLALIVET ENGINEERS, INC.

ELECTRONIC MAPS AVAILABLE (Y/N) Y

REGIONAL CONTACTS

1. WILLIAM MAUSLING
2. ROBERT LARAVIE

PHONE/ EMAIL: (718) 482-4058
wmausling@dot.state.ny.us
PHONE/ EMAIL: (718) 482-6126
rlaravie@dot.state.ny.us

Form A Package:

- o 4 copies Form A - (2 SED, 1 SHPO, 1 EAB)
- o 4 copies Location Maps - USGS Quad or DOT Planimetric w/ survey limits
- o 4 copies Project Plans w/ cultural resource survey limits
- o 4 copies WinBolts Screen
- o 4 copies Cultural Resource Screening Results
- o 4 copies Documentation for cultural resource identification prior to current SED work request

August 30, 2006

From: William Mausling, NYSDOT, Region 11

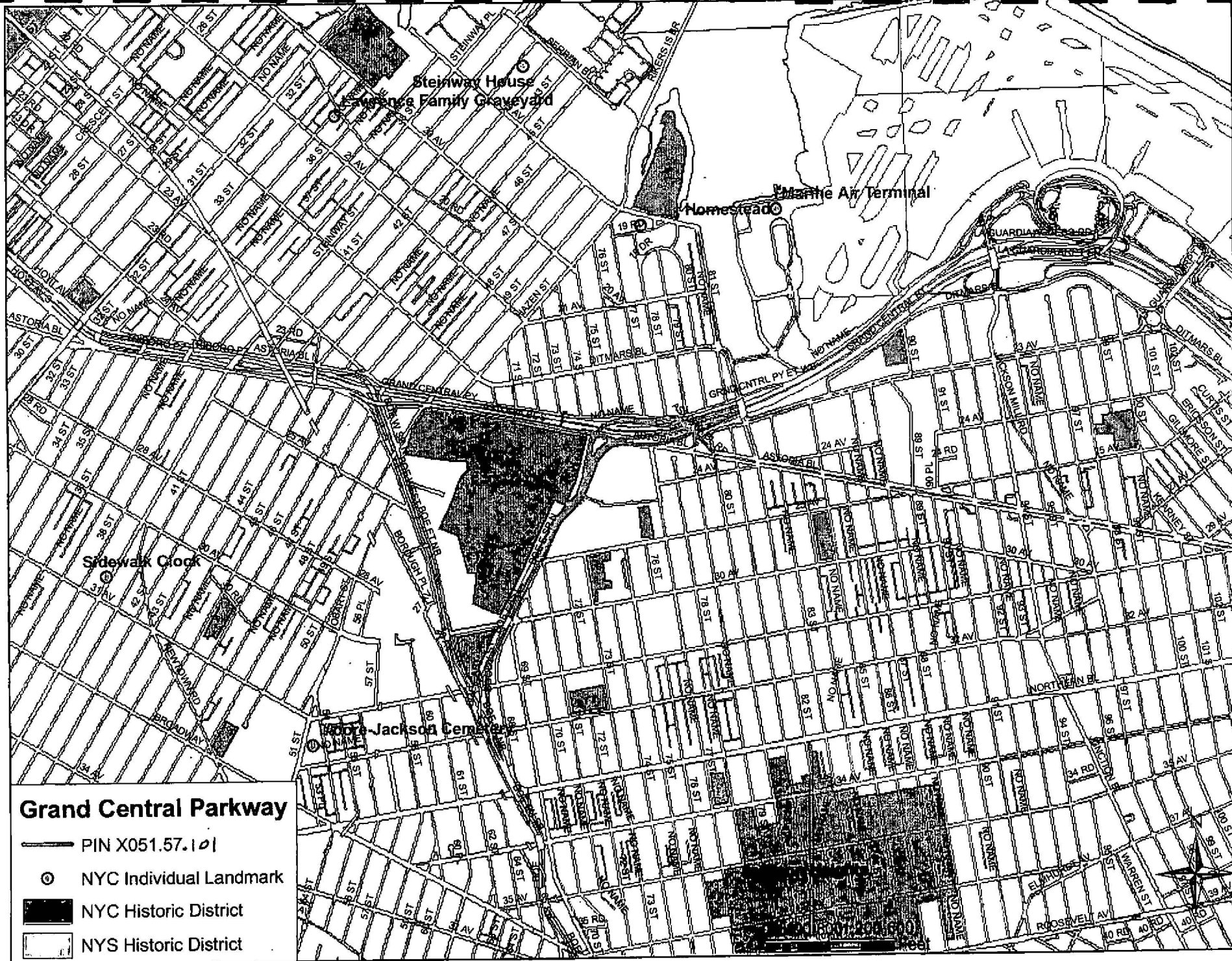
Project: X051.57.101

Date: March 2006.

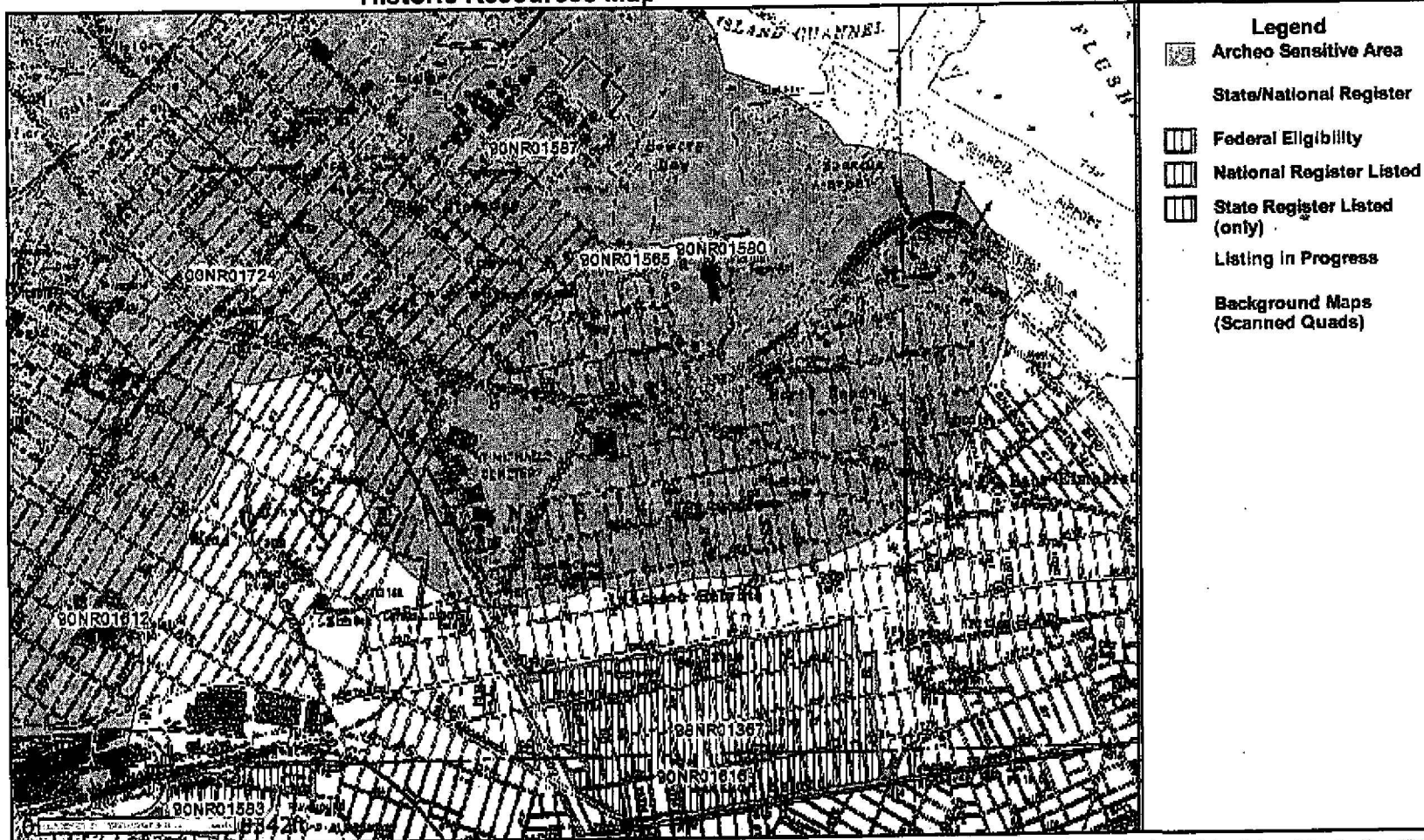
Subject: Preliminary Cultural Resource Screening

- Project is within an archaeologically sensitive area, according to SHPO GIS.
- There are no National Register Listings indicated within the area of work.
- There are no National Register Landmarks within the area of work.
- There are no New York City Landmarked properties, districts, monuments, etc. within the area of work.
- There are no historically significant properties within the area of work as indicated by the "AIA Guide to New York City".
- There are no bridges within the area of work that are historically significant. See below for bridges that were reviewed.

BIN 1055830
BIN 1076679
BIN 1072010
BIN 1055840
BIN 1055859
BIN 2230890



Historic Resources Map



Disclaimer: This map was prepared by the New York State Parks, Recreation and Historic Preservation National Register Listing Internet Application. The information was compiled using the most current data available. It is deemed accurate, but is not guaranteed.

March 27, 2006

SITE FILE SEARCH RESULTS

CONFIDENTIAL- NOT FOR PUBLIC DISTRIBUTION

CONFIDENTIAL; Not for Public Release
NYS OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION
Field Service Bureau Files Search

DATE: June 2006

CONDUCTED BY: B Ross

Project: PIN X051.57.101, Grand Central Parkway at Brooklyn Queens Expressway (Interchange 4)

Minor Civil Division (MCD): Area of East Elmhurst, Steinway, Astoria, Jackson Heights, Queens (08101)

County: Queens

USGS Quadrangle: Central Park

1. Archaeological Sites (within 3.2 km / 2 mi radius):

Refer to attached table.

2. Surveys and Reports within immediate or adjacent MCDs: (majority, with possible exception of Stage IA):

OPR Report unnumbered, 89PR1587/95PR2444 (Fort Totten), 90PR0800/95PR0861 (Fort Hamilton). *Stage IA and Limited Stage IB Cultural Resource Overview and Management Plan for US Army Property, Fort Hamilton, Brooklyn and Fort Totten, Queens, NY*, Berger Associates, 3/86 for NPS/ARMY. Two historic sites, A04701.000423-424 (The Narrows; beyond 3.2 km).

OPR Report unnumbered, 96PR0012. *Stage IA Cultural Resource Investigations for Historic and Archaeological Resources Draft Report for LaGuardia Airport East End Runway Improvements Project, Queens, New York, 1/96.*

OPR Report unnumbered, 99PR2636. *Stage IA Addendum to Literature Review and Cultural Resource Inventory of the Charles B. Poletti Power Project, Astoria, Queens, NY*, TRC Garrow Associates, 6/00 for FERC. NOTE: survey lies close but not adjacent; excerpts enclosed.

OPR Report unnumbered, 00PR0378. *Stage IA memorandum for Preliminary Assessment/Disturbance Record for Early Childhood Center CSD 24, Corona, Queens, Block 2003, Lots 23, 33, 35, 36, 47, 49, 51, 53, 54 and 56*, Historical Perspectives, Inc., 1/00 for NYCSCA.

OPR Report unnumbered, 00PR0487. *Stage IA Historic and Archaeological Screening and Evaluation for Proposed Early Childhood Center, Block 1460, Lot 34, Jackson Heights, Queens, NY*, Milner Associates, 2/00 for NYCSCA. NOTE: survey lies close; approximately on south side Northern Blvd (Rte 25A); excerpts enclosed.

OPR Report unnumbered, 03PR3711. *Stage IA Preliminary Assessment, Proposed PS 650, Cornona, Queens, Block 1608, Lots 1, 8 and 14*, Historical Perspectives, 6/03 for NYCSCA.

OPR Report #1 (M21)(Richmond County #4). *Cultural Resource Investigations for Gateway National Recreation Area, New York and New Jersey*, Milner Associates, 2/78 for NPS. Two sites; A08101.000107-108 (beyond 3.2 km)

OPR Report #2 (NY County #3, Bronx County #5, Westchester County #31). *Historic and Archaeological Resources of the Northeast Corridor, NY*, DeLeuw, Cather and Parsons, 4/79. One site; A08101.000109 (beyond 3.2 km).

OPR Report #3 (Nassau County #17). *Archaeological Survey and Aqueduct Site Assessment, PINs 0031, 0035.16, 0072.08, 0052 and 0045, Nassau Expressway, Queens, NY*, Vollmer Associates. One site A08101.000091 (beyond 3.2 km).

OPR Report #5. *Phase IA Cultural Resource Survey for PIN 0227.15, Long Island Expressway Improvement Project: Maurice Avenue to Grand Central Parkway, Queens County, NY*, Arnold Pickman.

Page 2. NYSOPRHP Site File/Structure Inventory/NR Search for PIN X051.57.101, Queens, New York.

OPR Report #6. *Stage IA/B Cultural Resource Survey for East Rockaway Inlet Dredging Project, Queens, NY*, J Stephen Kopper, 5/79 for CORPS. No sites.

OPR Report #7 (Nassau County #47), 90PR2728. *Stage IA/B Cultural Resource Survey for PIN 0228.43.103, Long Island Expressway Addendum, Capacity Improvement Project: NY City to NY Route 112, North Hempstead, Nassau County and Queens County, NY*, University Stony Brook, 5/93 for DOT. One prehistoric site, A08101.006567 (Sea Cliff; beyond 3.2 km) within 0.7 acres.

OPR Report #8, 92PR2412. *Stage IA/B Archaeological Assessment, West Queens High School, Astoria (Broadway and 21st Street) and Monitoring*, Historical Perspectives and Greenhouse, 5/88 and 11/92 for NYCSCA. No sites within 0.1 acre.

OPR Report #9 (Westchester County #33). *Report of Archaeological Sensitivity Along the Amtrak Northeast Corridor, Boston, Massachusetts to Washington DC*, CRMS, 2/78. No sites in Queens – Astoria, Sunnyside and Sunnyside Gardens project areas).

OPR Report #11. *Onderdonk House Excavations and Test Trench No. 1, Maspeth, Queens, NY*, 1975 and Columbia University Investigations, 1980-82, 3/83. One historic site, A08101.000108, Vander Ende-Onderdonk House Site; beyond 3.2 km.

OPR Report #12. *Cultural Resource Survey for Proposed Federal Social Security Administration Building, Jamaica, Queens, NY*, 10/82. And Addendum; 1/83; A08101.000152, Federal Building Block Site; beyond 3.2 km.

OPR Report #13. *Data Recovery Survey at the 1661 John Browne House, Flushing, Queens, NY*, Queens College, 1985; 700 sq ft; beyond 3.2 km.

OPR Report #14. *Data Recovery Survey at the Jacob Adriance House Site (Queens Farm Museum), Bellerose, Queens, NY*, NY University, 10/87. Historic site A08101.000019 Cornell Farmhouse (aka Creedmore and Jacob Adriance); 50 sq ft. AND Addendum; Berger; 1985. Beyond 3.2 km.

OPR Report #15 (Nassau County #49), 91PR2139. *Stage IB Archeological Survey, Liberty Pipeline Project, Queens and Nassau County, NY*, Berger Associates, 3/94 for FERC. No sites within 110 acres.

OPR Report #16, 95Pr1631. *Report on Archaeological Testing in Advance of Construction at US Food and Drug Administration's Northeast Regional Laboratory and Office Building, 158th Street and Liberty Avenue, Jamaica, Queens, NY*, Linda Stone, 5/98 for GSA. No sites within one acre.

OPR Report #17, 95PR2444. *Stage IA/B Archaeological Survey of Fort Totten, Flushing, Queens*, Tatra Tech, 5/98. One historic and one prehistoric site, A08101.007357 and A08101.000141 (beyond 3.2 km). AND Addendum; 135 acres; 5/97 and Stage II; 9/98.

OPR Report #18 (Nassau County #47), 98PR4057. *Cultural Resource Reconnaissance Survey for PIN 0228.43.107, I-495 (LIE) at Interchange 30, Alley Pond Park Site Addendum (Queens Co. Report #7)*, Stony Brook University, 11/98 for FHWA. One prehistoric site, A08101.006567 (Sea Cliff/Flushing; beyond 3.2 km) within 2.5 acres.

OPR Report #19, 99PR0329. *Stage IB Archaeological Survey for Public School 228, Jackson Heights, Queens, NY*, Greenhouse, 8/99 for NYSCA. No sites in 0.1 acres in vicinity of Junction and Northern Boulevards. NOTE: survey lies close but not adjacent; excerpts enclosed for background information.

OPR Report #20, 99PR1373. *Stage IB Archaeological Survey for PS 242 Flushing, Queens, NY*, Greenhouse, 1/00 for NYSCA. No sites within 0.3 acres.

OPR Report #21, 99PR4254. *Stage IB Archaeological Survey for PS 58, Maspeth (Grand Avenue Area), Queens, NY*, Historical Perspectives, 10/00 for NYSCA. No sites within 0.5 acres.

OPR Report #22, 00PR3179. *Data Recovery Report for 14th Avenue and 141st Street, Malba, Queens, NY*, RBA Group, 6/00 for INFO Request. One prehistoric site, A08101.007355 (Flushing; beyond 3.2 km) within 466 sq ft.

OPR Report #23, 98PR1335. *Stages II and III Archaeological Investigations at One Jamaica Center Block 10100, Jamaica, Queens, NY*, Milner Associates, 2000 for ESDC. One historic site, A081010.009571 (Jamaica; beyond 3.2 km) within 1.8 acres.

OPR Report #24, 98PR3471. *Stage IB Archaeological Assessment for Proposed PS 234-Q, Block 592, Lots 16 and 18, Long Island City, Queens, NY*, Berger Associates, 9/01 for NYCSCA. No sites within one acre.

OPR Report #25, 00PR5444. *Stage IB Archaeological Assessment for NY Power Authority, Vernon Boulevard, Queens, NY*, Historical Perspectives, 6/01 for NYPA. No sites within 3.3 acres.

OPR Report #26, 03PR0861. *Stage IA/B Archaeological Investigations within Gateway National Recreation Area at the Jamaica Bay, Queens, NY*, URS Corporation, 11/02 for NPS. No sites within 0.3 acres.

OPR Report #27, 05PR1468. *Cultural Resource Reconnaissance Survey for PIN X805.36.101, Belt Parkway, 132nd Street to Lefferts Boulevard, South Ozone Park, Queens, NY*, University Stony Brook, 2/05 for FHWA. No sites within 1.5 acres.

OPR Report #28, 03PR3711. *Stage IB Field Survey, PS 260Q, Queens, NY*, Historical Perspectives, 5/05 for NYCSCA. No sites within one acre.

3. National Register eligible and listed properties within, adjacent or within view shed of project area:

- NRL: Closest: (A) 90NR01565, 08101.000003, Lent Homestead and Cemetery, 78-03 19th Road,
(B) 90NR01580, Marine Air Terminal, LaGuardia Airport,
(C) 90NR01587, Steinway House, 18-22 41st Street
(D) 00NR01724, Bohemian Hall and Park, 29-19 24th Avenue
(E) 90NR01616, USPO, Jackson Heights Station, 78-02 37th Avenue,
(F) 98NR01367, Jackson Heights Historic District.

Nominations are enclosed the for Marine Air Terminal and Jackson Heights Historic District – airport close and Jackson Heights provides some background context.

NRE: 08101.008588, Former Steinway and Sons Piano Factory, Astoria, 45-02 Ditmars Boulevard
08101.000131, Firehouse Engine Company 263/Hook and Ladder 117, 42-06 Astoria Boulevard
08101.0009376, PS 127, 98-01 25th Avenue

4. Inventoried structures within, adjacent or within view shed of project area:

The following streets and places were searched: Ditmars Boulevard, Astoria Boulevard, Grand Central Parkway, Brooklyn Queens Expressway (none found), White Oak Court (none found), 25th Avenue, LaGuardia Airport, St. Michael's Cemetery (none found).

08101.009546, Wyndham Garden Hotel, 100-15 Ditmars Blvd (Not Eligible)(No form on file)
08101.009514, 102-5 Ditmars Blvd (Not Eligible)(No form on file).
08101.009582, 43-02 Ditmars Blvd, Astoria (No form on file)
08101.009588, Former Steinway and Sons Piano Factory, 45-02 Ditmars Blvd, Astoria (NRE)
08101.007258, Queens Borough Public Library, Astoria Branch, 14-01 Astoria Blvd
08101.000131, Firehouse Engine Company 263/Hook and Ladder 117, 42-06 Astoria Blvd (NRE)
08101.009532, 72-05 Astoria Blvd (No form on file)
08101.007326, Bulova Building, 75-20 Astoria Blvd (undetermined eligibility)(No form on file)
08101.000039, Laguardia Airport at 94th Street, Jackson Heights, Grand Central Parkway (Not Eligible)
08101.007209, Laguardia Air Traffic Control Tower (c. 1965), LaGuardia Airport, Grand Central Parkway (Not Eligible)(No form on file)
08101.009372, 245-10 Grand Central Parkway (Not Eligible)
08101.007345, 172-29 25th Avenue (No form on file)
08101.009376, PS 127, 98-01 25th Avenue (NRE)(No form on file)

5. National Register staff comments and concerns:

Knows of no current nominations or local concern at this time. Cautions that the DOT report should include information regarding the adjacent St. Michael's Cemetery. Include photographs relationship from project area to cemetery and views from cemetery to project area. General photographs of cemetery layout and any of specific features of interest that could help determine final eligibility. Also description of project impact, layout of cemetery, describe any landscape architecture (plantings, roads, terraces, water features, sculpture), general history to include items such as date of origin, first burial, last burial (or still in use), association with a church, prominent families, landscaper planner.



Central Park, NY quad

PROJECT AREA

CONFIDENTIAL; not for public release
NYSOPRHP Site File Search Results
(sites within 3.2 km/2 mi radius from project area)
June 2006

Item 1. Archaeological Site Table. PIN X051.57.101, Grand Central Parkway @ Brooklyn-Queens Expressway, Borough of Queens, New York City (08101). Central Park Quadrangle.

Site Number	Site Name	Distance from project area / distance from water source	Elevation amsl Slope	Cultural Affiliation / Site Type	Testing / Artifacts	Report
1) prehistoric NYSM 5472 A08101.000109	St. Michael's Cemetery Site	Adj to west side of PA / approx 1097 m (3600 ft) S of Bowery Bay	Approx 12 m (40 ft); flat	Unidentified prehistoric	Only information on site form states that a portion of a documented prehistoric site lies within the active euroamerican cemetery	None
2) prehistoric NYSM 4533	ACP QUNS-10	Lg general area including PA and to the north to Bowery Bay	3-12 m (10-40 ft); flat-gentle	Unidentified prehistoric Shell midden	Parker describes location as 'on poor bowery at north beach'	Documented by Parker
3) A08101.000103	North Beach Site	Approx 366 m (1200 ft) NE / approx 579m (1900 ft) S Bowery Bay	3 m (10 ft); flat	Windsor Aspect of Intermediate Period (C. Smith 1950) Shell midden	Units: Solecki; 1936-38 Destroyed by airport south of Hanger 3 (per NYAC)	Documented by NYAC
4-5) prehistoric A08101.000102 NYSM 4532	ACP QUNS-9	SHPO location: approx 549 m (1800 ft) N / 267 m (875 ft) S of Bowery Bay. NYSM location: lg general area + 579 m (1900 ft) N- NW and N to Bowery Bay	SHPO: 3 m (10 ft) and NYSM: 3-15 m (10-50 ft)	Unidentified prehistoric Burial site	Surface: Solecki; 1930s. He stated that by 1940 there was no trace. This is given the same # as Parker's Queens 9 - The SHPO location is likely more accurate	Documented by NYAC and Parker
6) NYSM 4539	ACP QUNS	Lg general area 1.2 km (0.9 mi) + NW / adj East River + SE	6-18 m (20-60 ft); flat-gentle	Unidentified Shell and kitchen middens	No information	Documented by Parker
7) historic A06101.012137	Manhattan Psych Center	3.1 km (1.9 mi) NW / 427 m (1400 ft) W of East River	5 m (15 ft)	Euroamerican Burials	Cemetery located on Wards Island at Manhattan Psychiatric Center	None
8) prehistoric NYSM 8217	ACP QUNS	Lg general area 2.3 km (1.4 mi) W / adj + S of East River	Approx 5-15 m (5-50 ft)	Unidentified prehistoric Camp	No information	Documented by Parker
9 & 13) prehistoric NYSM 4537 A08101.000101	ACP QUNS-14	NYSM: General area 2.4 km (1.5 mi) SW / approx 914 m (3000 ft) E of East River. SHPO: 2.1 km (1.3 mi) W	Approx 12 m (40 ft)	Unidentified prehistoric Camp	No information	Documented by Parker & NYAC
10 & 14) prehistoric or HNA NYSM 4535 A08101.000099	ACP QUNS-12; Halletts Point Site	NYSM: general area 2.6 km (1.6 mi) NW; overlaps NYSM 8217 to W / adj East River. SHPO: 2.9 km (1.8 mi) NW / 366 m (1200 ft) E of East River	Approx 3-6 m (10-20 ft)	Unidentified prehistoric or Historic Native American Shell midden	No information	Documented by Parker & NYAC
11) prehistoric NYSM 4538	ACP QUNS	General area 3.1 km (1.9 mi) SW +; overlaps NYSM 4537 / approx 914 m (3000 ft) E of East River	Approx 12 m (40 ft)	Unidentified prehistoric Village	No information	Documented by Parker
12) prehistoric A08101.000100	Bolton #111; Sunwick Site	3.2 km (2 mi) W / approx 213 m (700 ft) E of East River in Ravenswood Park	Approx 3 m (10 ft); flat	Unidentified prehistoric Shell midden	Identified by RP Bolton "Indian Paths in the Great Metropolis," 1922. Indian Notes and Monographs, Misc. #23, Heye Foundation	Documented by NYAC

Parker, Arthur C "History of the Archaeology of New York State," NYS Museum Bulletins 238-239: 1920-22.

IN: 1072010		ASTORIA BOULEVARD		BQE NB TO GCP EB		12/23/2005		Prev ...		Go To...		Next ...			
Identification		Structural Details		Safety		Inspection Responsibility		Postings		Feature Carried		Feature Crossed			
Spans Inventory		Work History		Bridge Inspection		Spans Inspection		Access Needs		Further Investigation		Load Ratings			
Standard Photos		BSA		Subsets		Historic									
List ALL Features				List ALL Features for This Span				List ALL Spans for This Feature							
Historic Determination: 2				Not Eligible				Reason 1: IIA				Not Applicable			
				Reason 2: NA				Not Applicable							
				Reason 3: NA				Not Applicable							
Excluded From Inventory: NA				Not App											
GTMS: Material Code: 3				Steel				GTMS: Structural Code: 03				Girder an			
Main Span Design Type: 14				Plate Gir											
Bridge Type Details 1: NA				Not Applicable				Details 2: NA				Not Applicable			
Details 3: NA				Not Applicable											
Truss Type Details 1: NA				Not Applicable				Truss Type Details 2: NA				Not Applicable			
Arrangement: NA															
Construction Date Update: 1942								Circa Date: 2				NOT a Circa Date			
Movable Type Detail: NA															
Integrity Problems 1: NA				Not Applicable				Integrity Problems 2: NA				Not Applicable			
Integrity Problems 3: NA				Not Applicable											
Engineer or Designer: U				Unknown											
Name of Engineer:															
Name of Builder:															
Special Recognition 1: NA								Special Recognition 2: NA							
Special Recognition 3: NA															
Aesthetic Treatment 1: NA				Not Applicable				2: NA				Not Applicable			
3: NA				Not Applicable				4: NA				Not Applicable			
Historic Assoc Detail: NA								Plans Available Update: Y				Plans Available at Regional Off			
Possible Historic Dist: N				NOT In Or Adjacent to a Possible H				Historical Marker: N				NO Historical Marker Present			
Land Use: NA								Development: NA							

ID: 1072010		ASTORIA BOULEVARD		BQE NB TO GCP EB		03/24/2006		Prev		Go Back		Print	
Bridge Inspection		Spans Inspection		Access Needs		Further Investigation		Load Ratings		Standard Photos		BSA	
Identification		Structural Details		Safety		Inspection Responsibility		Postings		Feature Carried		Feature Crossed	
Spans Inventory		Work History											
List ALL Features													
GTMS - Material: 3 Steel						Type: G3 Girder and Floorbeam System							
GTAS - Material: N Not Applicable						Type: NN Not Applicable							
Number of Main Spans: 1				Number of Approach Spans: 0				Number of Ramps: 0					
Bridge Length (ft): 62						Maximum Span Length (ft): 60							
Out to Out Width (ft): 57.2						Out to Out Varies: 0 Out-to-out width does Not Vary							
Curb to Curb Width (ft): 42						Curb to Curb Varies: 1 Curb-to-curb width does Not Vary							
Approach Road Width (ft): 42						Deck Area (sq ft): 3500							
Radius (ft): 2058													
Curb Type LEFT: 2 Concrete						Curb Type RIGHT: 2 Concrete							
Sidewalk Width LEFT (ft): 3.6						Sidewalk Width RIGHT (ft): 10.5							
Sidewalk Type LEFT: 2 Concrete						Sidewalk Type RIGHT: 2 Concrete							
Median Width (ft):						Median Type: 0 None							
Design Load: NN Unknown						Temporary Structure:							
BA Abutment Type: 6 Solid, Gravity						EA Abutment Type: 6 Solid, Gravity							
BA Wingwall Type: 2 "U" Type						EA Wingwall Type: 0 Other							
BA Footing Type: 7 Continuous, Spread-on Earth Cut						EA Footing Type: 7 Continuous, Spread-on Earth Cut							
BA Pile Type: 1 No Piles						EA Pile Type: 1 No Piles							
BA Height (ft): 22						EA Height (ft): 22							
BA Skew Angle: 54						EA Skew Angle: 60							
BA Joint Type: 01 None						EA Joint Type: 01 None							
BA Slope Protection: 1 None Used						EA Slope Protection: 1 None Used							

APPENDIX D: Project Map

