



September 2017

**New York City Department of Design and Construction  
South Beach Reconstruction and Drainage Improvements  
Staten Island, Richmond County, New York**

**Archaeological APE Revision  
and  
Phase IA Documentary Study Addendum  
Lamport Boulevard between McClean Avenue and Kramer Street**

*Introduction*

The proposed South Beach Reconstruction and Drainage Improvements project is being funded by the New York City Department of Transportation (NYCDOT), in cooperation with the New York City Department of Environmental Protection (DEP) and with the design and administrative support of the New York City Department of Design and Construction (DDC). DDC has proposed improvements to storm and sewer services in a South Beach neighborhood of Staten Island, Richmond County, New York. At the beginning of the project, these 20 roadbeds formed the Area of Potential Effect (APE) and included all or portions of the following:

Hurlbert Street  
Reid Ave.  
Olympia Boulevard  
Winfield St.  
Nugent Ave.  
Appleby Ave.  
Vulcan St.  
Parkinson Ave.  
Cameron Ave.  
Oberlin St.  
Norway Ave.  
Mallory Ave.  
Lamport Boulevard  
Kensington Ave.  
Jerome Ave.  
Foch Ave.  
McClean Ave.  
Andrews St.  
Bionia Ave.  
Patterson Ave.

The DDC action required environmental review by the New York City Landmarks Preservation Commission (LPC). A Phase IA Archaeological Documentary Study was conducted by AKRF, Inc. on each of these roadbeds in 2014 and submitted to LPC. The IA determined a moderate sensitivity for three resource types in 19 specific road corridors: Native American occupation, early historic homelots, and an early roadway. See the following *Figure 7: Areas of Sensitivity* from the AKRF report. LPC concurred with the AKRF Phase IA conclusions and recommendation for archaeological monitoring during the installation of improvements.

In 2017, a Monitoring Protocol was prepared by Historical Perspectives, Inc. (HPI) in compliance with the 2014 agency determination for South Beach Reconstruction and Drainage Improvements (Capital Project HWR1132B). LPC reviewed and approved of the Monitoring Protocol. DDC contracted with Arcadis to engineer the planned improvements and installations, including oversight of the archaeological compliance. HPI's field team was working with Arcadis on site as of July 2017.

### *Areas of Sensitivity*

HPI's initial project task was a review of the 2014 APE in relation to the post-2014 final design plans for the DDC improvements. The final APE included two revisions that affect the archaeological approach to the South Beach project. One revision is the reduction in total number of homelot locations to be monitored. The second revision is the addition of a one-block roadbed to the APE which requires a Phase IA Addendum. Each is discussed below.

- Revision: Historic Homelot Monitoring Reduced

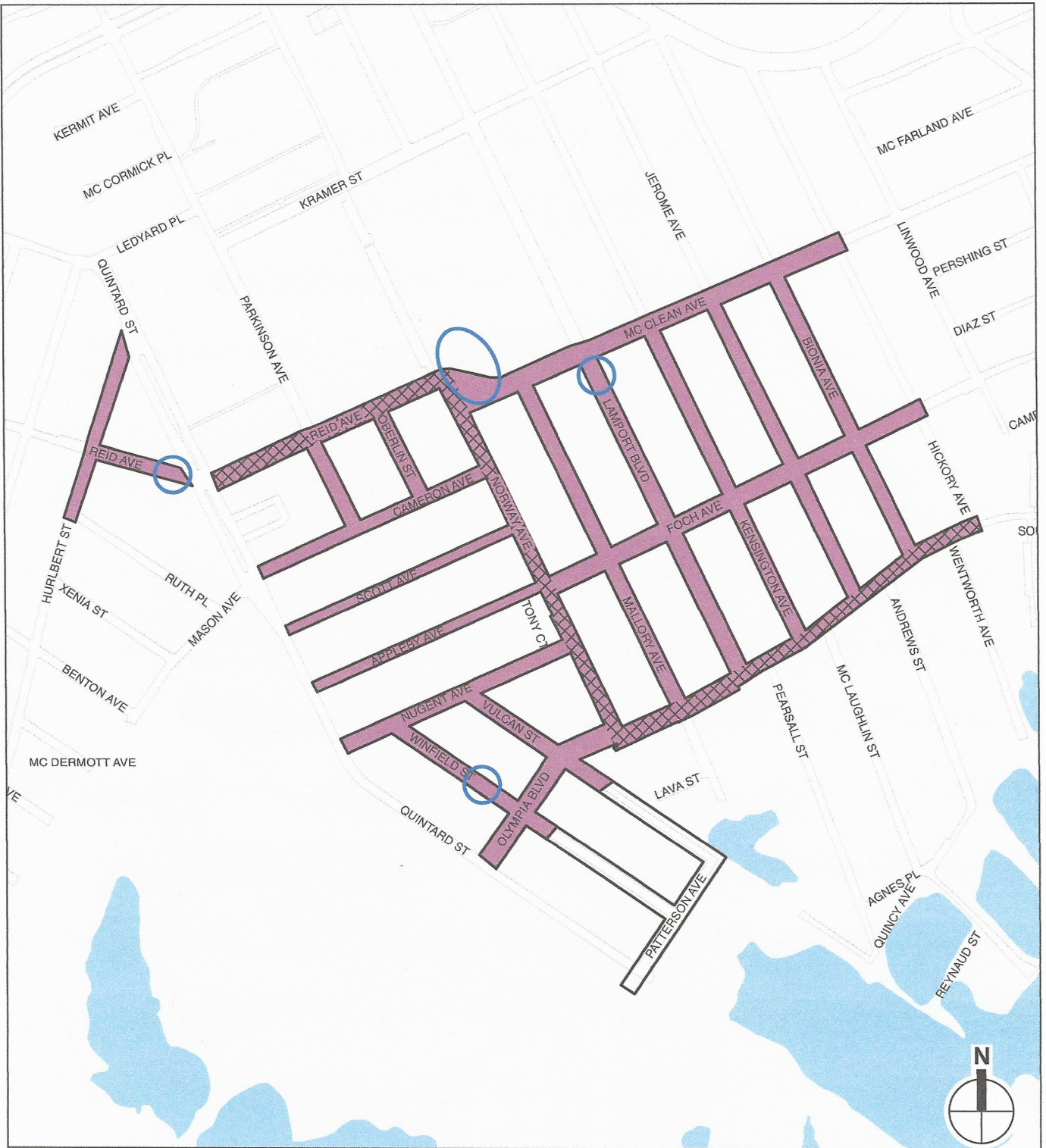
As can be noted on the following AKRF Figure 7 from 2014, four areas of early historic homelots were flagged for deep truncated shaft features in the Phase IA. These homelot sensitive loci were on Winfield St., Reid Ave., Lamport Boulevard, and at the intersection of McClean Ave. and Norway Ave. Testing for such shaft features is not an appropriate approach; monitoring, as proposed by AKRF, is the preferred approach.

According to the most recent design decisions, the largest sensitivity zone for a historic homelot – on the northeast side of the intersection of Norway Ave. and McClean Ave. – no longer warrants archaeological monitoring. The originally proposed, deep storm sewer installations at this intersection have been eliminated; a grassy sward will anchor this intersection (T. Husband, Arcadis, personal communication to Cece Saunders, 7/12/17).

- Addendum: Phase IA on Lamport Boulevard north of McClean Ave. to Kramer St.


As can be noted on the following AKRF Figure 7 from 2014, two blocks of Lamport Boulevard, immediately to the north and south of Foch Ave. were originally slated for DDC improvements and evaluated in the Phase IA. Both block-long roadbeds were flagged for moderate sensitivity for Precontact Archaeological Resources.

Subsequent to the initiation of construction, DDC added the one Lamport Boulevard roadbed that is immediately north of McClean Ave. The following Phase IA Addendum evaluates this one additional block-long APE - Lamport Boulevard between McClean Avenue and Kramer Street.

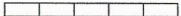


 Project Area Street Corridors

 Undisturbed Areas Below Street Bed -  
Moderate Sensitivity for Precontact  
Archaeological Resources

 Undisturbed Areas Below Street Bed -  
Moderate Sensitivity for Historic Map-  
Documented Structures

 Undisturbed Areas Below Modern Street Bed -  
Moderate Sensitivity for 17th Century Road Surface

0 500 FEET  


Areas of  
Archaeological Sensitivity  
**Figure 7**



**New York City Department of Design and Construction  
South Beach Reconstruction and Drainage Improvements  
Staten Island, Richmond County, New York**

**Phase IA Documentary Study Addendum  
Lamport Boulevard between McClean Avenue and Kramer Street**

***Introduction***

The following archaeological sensitivity evaluation of the additional, northern Lamport Boulevard roadbed will rely, in large part, on the research and text of the 2014 Phase IA for the New York City Department of Design and Construction (DDC) by AKRF, Inc. as well as supplemental data from HPI's subsequent Phase IA evaluation, also in 2014, for the proposed New Inpatient Residential Facility at the neighboring South Beach Psychiatric Center (Dormitory Authority of the State of New York). Figures from the original DDC South Beach IA are not duplicated in this Addendum. The Phase IA site discussion of topography, hydrography, and soils is, also, not duplicated in this Addendum. Details on Precontact sensitivity for the general area are not provided but site specific sensitivity is presented. Photographs of existing conditions are appended immediately after the text. New illustrations specifically related to the Addendum APE are attached (Figures 1 – 4).

The attached Utility Plan and Profile for Lamport Boulevard north of McClean Ave. is the current proposed installation for the additional twenty-first roadbed in the DDC South Beach APE. See Appendix. Proposed utilities within the 43.1' roadbed (70' Right-of-Way) include a new 8" DIP water main to replace an existing 8" water main and a new 10" E.S.V.P sanitary sewer to replace an existing 8" sanitary sewer. In addition, an 18" to 24" reinforced concrete storm/sewer pipe is to be introduced. The installation profile, as presented in the Appendix, indicates no new disturbance depths below the existing 8" sanitary sewer. The road will be re-surfaced.

Current conditions of the paved Lamport Boulevard north of McClean Avenue are clearly shown in the following Photographs 1 -3.

***Precontact Summary***

For this Addendum, the word Precontact is used to describe the period prior to the use of formal written records. In the western hemisphere, the Precontact period also refers to the time before European exploration and settlement of the New World. Archaeologists and historians gain their knowledge and understanding of Precontact Native Americans in the greater metropolitan New York area from three sources: ethnographic reports, Native American artifact collections, and archaeological investigations. Based on data from these sources, a Precontact cultural chronology has been devised for the New York City area.



Scholars generally divide the Precontact era into three main periods, the Paleo-Indian (c. 14,000-9,500 years ago), the Archaic (c. 9,500-3,000 years ago), and the Woodland (c. 3,000-500 years ago). The Archaic and Woodland periods are further divided into Early, Middle, and Late sub stages. The Woodland was followed by the Contact Period (c. 500-300 years ago). Artifacts, settlement, subsistence, and cultural systems changed through time with each of these stages.

In general, scholars characterize Precontact sites by their close proximity to a water source, fresh game, and exploitable natural resources (i.e., plants, raw materials for stone tools, clay veins, etc.). These sites are often separated into three categories: primary (campsites or villages), secondary (tool manufacturing, food processing), and isolated finds (a single or very few artifacts either lost or discarded). Primary sites are often situated in locales that are easily defended against both nature (weather) and enemies. Secondary sites are often found in the location of exploitable resources (e.g., shell fish, lithic raw materials).

### ***Previously Recorded Archaeological Sites and Surveys***

Records on file at the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York State Museum (NYSM) as well as the Boesch *Archaeological and Sensitivity Assessment of Staten Island, New York* (1994) indicate that there have been several Precontact period archaeological sites documented within a one mile radius of the project site. NYSM sites 8477 and 8478, albeit large and ill defined, do cover the corridor APE. These two overlapping sites, as well as others in the broader area are listed in the table, below. Of note, NYSM site locations and descriptions often are vague, due to the fact that many of these sites were documented based on non-professional resources (such as information from local landowners, avocational collectors, or historic accounts); descriptions and distances of these sites from the project site are given based on available mapping and other data, but should not be considered definitive. Some sites have had different numbers and names applied to them over time; all known appellations are listed in the first column.

Site # and Name	Location	Time Period	Site Type
Boesch 104 STD-C	Near Old Town railroad station	Unknown	Unknown
NYSM 8478	Large, vaguely shaped area on both sides of Staten Island Expressway in Arrochar and Grasmere neighborhoods	Unknown precontact	Traces of occupation
NYSM 8477	Area near intersection of Hylan Boulevard and Steuben Street	Unknown precontact	Camp
Boesch 111 STD-25-4	Shoreline of South Beach between lines of Sand Lane and Vulcan Street	Unknown precontact	Unknown
Boesch K STD-GA Garetsin's	Area roughly bounded by Richmond Road, Staten Island Railroad, Farihan Avenue and Dongan Hills Avenue	Unknown precontact	Unknown
Boesch 87 Midland Beach	Midland Beach	Unknown precontact	Unknown

Due to the large area mapped as NYSM 8478, the OPRHP GIS notes the DDC project site as within an area of archaeological sensitivity. However, the large and vague boundaries of NYSM 8478 site, noted only as “traces of occupation” argues against a high sensitivity. The Boesch (1994) study for Staten Island, conversely, shows the new APE as not within an area of archaeological sensitivity, although lands approximately one mile to the west, on the west side of the South Beach Psychiatric complex, and to the north of Richmond Road are considered highly sensitive.

In addition to the previously documented archaeological sites, there have been a number of archaeological surveys conducted within a one-mile radius of the project site, submitted to both the OPRHP and the LPC. Several studies addressed beachfront resources along the south shore of Staten Island and South Beach (Lipson et al. 1978, JMA 1978, Panamerican Consultants 2005). The Panamerican 2005 study recommended testing for any raised landforms within or adjacent to perennial water. The Panamerican 2005 study also included field testing of areas on both sides of Father Capodanno Boulevard, which is south and east of the DDC South Beach project. However, Panamerican recorded no archaeological sites in this area, and only a minor amount of historic artifacts were found in shovel tests, which were determined not significant.

A Phase I Archaeological study also was performed on Block 3500, Lot 34, approximately six to eight blocks southeast of the DDC corridor APE but no archaeological resources were discovered during field testing on the Father Capodanno Boulevard parcel (Pickman 2008). A large parcel just south of Seaview Avenue near Patterson Avenue and another parcel on Olympia Boulevard near Graham Boulevard also were investigated, again with no archaeological resources identified (Pickman 2006, 2007).

Approximately four to five blocks to the south of the project APE corridor, Chrysalis Archaeological Consultants completed a Phase IA Cultural Resource Documentary Study for Ocean Breeze Park in 2008 (Block 3355). They concluded that there was a low probability of Precontact period archaeological resources because the study area was tidal wetland prior to being landfilled and any potential resources would be deeply buried and very difficult to recover (Chrysalis 2008).

Additionally, the current project site falls within the large South Beach Watershed project area studied by HPI as part of the New York City Department of Environmental Protection (DEP) Staten Island Bluebelt Mid-Island project (HPI 2011a). That study, along with companion reports for the Oakwood and New Creek watersheds (HPI 2011b, 2011c), investigated a number of Best Management Practices (BMP) locations. One BMP – South Beach 1A – abutted Vulcan St., Mallory Ave., and Patterson Ave. The HPI earlier study concluded that selected edges of natural wetlands, where raised hummocks of land once existed, had the best potential for the recovery of Precontact period archaeological resources.

### ***Historic Period Summary***

The south shore of Staten Island includes the neighborhood of Oude Dorp, or Old Town, which was established near the shoreline southwest of what is now Fort Wadsworth along Old Town Road (now Olympia Boulevard) in the 1660s, and was the earliest historic period settlement

within the project site vicinity. Settlement later moved inland, to an area near the original St. Mary's Cemetery on what is now Quintard Road (Leng and Davis 1930). Early roads in the area included Old Town Road, Richmond Road, and Fingerboard Road. Revolutionary War and Early American era maps, such as the 1780-1783 Anglo-Hessian Map, the 1781 Taylor and Skinner map, McMillen's *A Map of Staten Island During the Revolution, 1775-1783* (1933), and the 1797 Conner and Sprong map show that at that time there was only sparse settlement within the overall area with structures located along or branching off from these major roads.

A map produced in the early 20th century by Staten Island historian Loring McMillen combines information from three 18th century maps: Taylor and Skinner in 1781, and maps prepared by Hessian soldiers in 1777, and between 1780 and 1783. The map, which is not a formal survey and does not accurately portray site conditions, depicts Old Town Road winding through the area. Subsequent maps show that in the vicinity of the project site, this early road ran along Olympia Boulevard as far west as Norway Avenue, where it turned north and continued along the line of Norway Avenue before turning west and continuing along what is now Reid Avenue. A farm occupied by A. Martin is depicted along the southern side of the road in the vicinity of the project site. A second home, the owner of which is not identified, appears to be located to the northwest, in the vicinity of what may now be McClean Avenue west of Norway Avenue. Neither of these early homes was in the APE north of McClean Avenue.

One of the earliest maps of the area that was based on an accurate survey is a coastal chart of Staten Island completed by Charles Renard between 1835 and 1836. That map depicts the larger project neighborhood as largely undeveloped. Old Town Road, which is south of McClean Avenue is the only roadway that crossed the larger DDC project neighborhood at that time. Only two structures appear in the vicinity of the project neighborhood and neither is near the Lamport Boulevard APE north of McClean Ave. However, only a few years later, a structure is depicted in the area just south of the McClean Avenue and Lamport Boulevard intersection. (Hassler 1844, as depicted in AKRF 2014).

The 1849 Sidney map depicts buildings in similar locations as the older coastal surveys, but it also provides information about the land owners. As depicted on the 1849 map, homes just south of the Lamport Boulevard APE were both owned by D. Smith. Butler's 1853 map indicates that the home at the intersection of McClean Avenue and Lamport Boulevard, just south of the Lamport Boulevard APE, was owned by W.W. Van Waganan.

A coastal survey created by H.L. Whiting in 1856 depicts the dirt road/driveway along the line of what is now McClean Avenue—partially seen on the slightly earlier 1853 Butler map—and illustrates what may be three structures: two small ones in the locations of homes seen on previous maps and a third, larger structure immediately to the north of McClean Avenue. [Note. All other historic maps and atlases place this third, larger structure immediately south of McClean Avenue.] Once again, the project corridor APE was depicted on the 1856 map as undeveloped farmland. No new developments were depicted on Walling's 1860 map of the area, which identifies the owners of the home south of the corridor APE as "Mrs. S. Smith."

Mid nineteenth-century maps show that development on the south shore of Staten Island progressed slowly through 1860, and that the project APE remained undeveloped. Both the 1844

U.S.C.S. map and the 1850 Dripps map show that most of south shore as still farmland, woodland, or marshland, with only minimal development along major roads. The 1872 Dripps map also depicts the Lamport Boulevard APE as open farmland. It illustrates the route of the Staten Island Railroad, which officially began service in 1860 from Clifton to Tottenville and ran well north of the project APE (Figure 2; Leng and Delavan 1924).

The 1874 Beers atlas of Staten Island depicts little change, reflecting the South Beach neighborhood's slow development relative to that of other Staten Island neighborhoods. By 1874, the corridor APE had been incorporated into the large real estate holdings of R.W. Cameron, who by that time had purchased a large portion of the project area (Beers 1874, as depicted in AKRF 2014). Sir Roderick Cameron was a past president of the Richmond County Agricultural Association and associated with the Australian Steamship Line (Leng and Davis 1930). The Cameron home on Fingerboard Road, well north of the project APE, "was park-like, including a natural lake of considerable size and beauty" (ibid: 873). According to the 1874 map, the former Smith home, immediately south of the Lamport and McClean Avenue intersection, was still in use as a Cameron "farm house" (Beers 1874, as depicted in AKRF 2014).

The subsequent 1891 Bien and Vermeule map shows conditions in the Addendum APE just prior to consolidation with New York City and indicates that while some additional roads had been built, much of the area was still sparsely developed, including the project site, which was still open pasture. See Figure 3.

Development along the south shore of Staten Island increased after 1898, when Staten Island became part of New York City. In 1896 the Staten Island Electric Railroad Company had extended tracks from Clifton to South Beach, and in 1902 a connector railroad line, known as the Southfield Beach Railroad, opened along the shoreline from the South Beach Station to Midland Beach (Leng and Davis 1930). Beach communities, including hotels, cottages, and amusement areas were built along the South Beach shoreline during this period. The 1907 Robinson map and the 1917 Bromley map show that new cluster developments were planned as a city grid was projected over the area. However, many of these city streets remained paper roads well into the twentieth century.

The 1908-09 Borough of Richmond Topographical Survey maps, which remains one of the most detailed series of maps made of Staten Island to date, gives remarkable clarity concerning the topographical features within the project site. Again, these maps show that the project APE north of McClean Ave. was a pasture.

By 1938, the roads within the South Beach project neighborhood had been constructed, although the Sanborn map of that year notes that Lamport Boulevard, the APE, was unpaved. By issuance of the 1947 U.S.G.S. map (Figure 4), some development had occurred in the APE; Lamport Boulevard had been regulated and two residences fronted on the far north and east side of the roadbed between McClean Avenue and Kramer Street.

Today, the west side of Lamport is dominated by multiple six-story, masonry South Beach Houses run by the New York City Housing Authority and the east side frontage is one- and two-story attached and detached private residences. See Photographs 1 – 3.

Currently, as noted above, this section of Lamport Boulevard hosts an 8" water main and an existing 8" sanitary sewer; in addition, a 6" gas line and a telecommunications installation run along the east side of Lamport Boulevard (DDC, Division of Infrastructure, Bureau of Design, Utility Plan and Profile: Lamport Boulevard, Sheet 81 of 241). Based on the completed South Beach archaeological monitoring and results of current DDC installations in this neighborhood, additional unrecorded buried utilities are likely.

HPI monitored the trench excavations by Arcadis on McClean Avenue during July 2017. This section of trenching for the DDC sanitary sewer installations, labeled Area 2 on the Capitol Project #: HWR1132B/Archaeological Monitoring/Daily Report, ran down the middle of McClean Avenue between Kensington Avenue on the east and Lamport Boulevard on the west, which corresponds to the southern limit of the current corridor APE. The field monitor at that time noted "Most of the observed profiles in Area 2 were composed entirely of disturbed mixed brown and dark yellowish brown loamy sand fill. As excavations continued to the west near Lamport, there was no discernable stratigraphy. Instead, the observable profiles consisted entirely of mixed gravelly sand fill. No artifacts or features were observed." Further observations during monitoring and testing in the DDC South Beach project corridors identified a range of roadbed disturbances by gas, water, and sanitary sewers. In addition, numerous buried cables running along the edge of the route of the proposed sanitary sewer trenches were noted.

### ***Conclusions***

- Precontact Archaeological Sensitivity and Disturbance Record

From what is known of Precontact period settlement patterns on Staten Island, most habitation and processing sites are found in sheltered, elevated sites close to wetland features, major waterways, and with nearby sources of fresh water. The OPRHP GIS and the NYSM sensitivity zones cover the Lamport Boulevard APE but these are purposefully large zones based on vague data. The Boesch sensitivity study for Staten Island does not place the corridor APE in an area of either high or medium archaeological sensitivity.

HPI concludes that the project site corridor would appear to have a medium to low Precontact period archaeological sensitivity. Recent monitoring activities of utility installation excavations adjacent to the project corridor APE, however, argue against intact soils in the project roadbeds. due to prior grading, road building, and utility installations in Lamport Boulevard between McClean Avenue and Kramer Street.

- Historic Period Archaeological Sensitivity and Disturbance Record

The project site remained undeveloped until the mid twentieth century. HPI concludes that the project site contains no historic period archaeological sensitivity.

### ***Recommendations***

HPI recommends no further archaeological consideration for the DDC's Lamport Boulevard APE between McClean Avenue and Kramer Street.

## References

AKRF, Inc.

2014 Phase 1A Archaeological Documentary Study, DDC Capital Project HWR1132B: South Beach Reconstruction and Drainage Improvements Staten Island, Richmond County, New York.

Anglo-Hessian Map

1780-83 *Plan (No. 31) du Camp Anglo-Hessois dans Staten Island, Baie de New York de 1780 à 1783*. On file at the Staten Island Historical Society.

Beers, F.W.

1874 *Atlas of Staten Island, Richmond County, New York, from official records and surveys; compiled and drawn by F. W. Beers*. J.B. Beers and Co., New York. On file at the New York Public Library.

Bien, Joseph Rudolph and C.C. Vermeule

1891 *Atlas of the Metropolitan District and adjacent country comprising the counties of New York, Kings, Richmond, Westchester and part of Queens in the state of New York, the county of Hudson and parts of the counties of Bergen, Passaic, Essex and Union in the state of New Jersey ...* From original surveys by J.R. Bien and C.C. Vermeule, the U.S. Coast and Geodetic Survey and the Geological Survey of New Jersey. Published by Julius Bien & Co., New York.

Boesch, Eugene J.

1994 *Archaeological Evaluation and Sensitivity Assessment of Staten Island, New York*. Prepared for the New York City Landmarks Preservation Commission.

Borough of Richmond

1908 *Borough of Richmond, Topographical Survey*. On file at the New York Public Library.

Bromley, G.W.

1917 *Atlas of the City of New York, Borough of Richmond, Staten Island. From actual surveys and original plans, by George W. and Walter S. Bromley*. G.W. Bromley and Co., Philadelphia.

Butler, James, CE and Surveyor

1853 *Map of Staten Island or Richmond County, New York*. Published by the surveyor.

Chrysalis Archaeological Consultants

2008 *Phase IA Cultural Resource Documentary Study of Ocean Breeze Park, Staten Island (Richmond County), New York (Block 3355)*.

Conner and Sprong

1797 *A New and Correct Map of the County of Richmond made in the year 1797 agreeable to an act passed by the Legislature of the State of New York*.



Dripps, M.

1850 *Map of Staten Island or Richmond County*. M. Dripps, New York.

1872 *Map of Staten Island, Richmond County, New York*. M. Dripps, New York.

Historical Perspectives, Inc. (HPI)

2011a *Phase IA Archaeological Documentary Study for the South Beach Watershed, NYCDEP Staten Island Bluebelt, Mid-Island of Staten Island's South Shore*.

2011b *Phase IA Archaeological Documentary Study for the Oakwood Beach Watershed, NYCDEP Staten Island Bluebelt, Mid-Island of Staten Island's South Shore*.

2011c *Phase IA Archaeological Documentary Study for the New Creek Watershed, NYCDEP Staten Island Bluebelt, Mid-Island of Staten Island's South Shore*.

2014 *Phase IA Archaeological Documentary Study for the New Inpatient Residential Facility, DASNY, South Beach Psychiatric Center, 777 Seaview Avenue, Staten Island, Part of Block 3355, Lot 1*

John Milner Associates (JMA)

1978 *A Cultural Resources Inventory of the Gateway National Recreation Area, New York and New Jersey*.

Leng, Charles W. and William T. Davis

1930 *Staten Island and Its People, A History, 1609-1929*. Lewis Historical Publishing Company, Inc., New York.

Leng, Charles W. and Edward C. Delavan, Jr.

1924 *A Condensed History of Staten Island (Borough of Richmond, New York City)*. The Staten Island Edison Corporation, Staten Island, New York.

Lipson, Clara, and John Piet, Michael Alterman, and Kris Egelhof

1978 *Phase I Cultural Resources Reconnaissance: Beach Erosion Control and Hurricane Protection Project at Staten Island*.

McMillen, Loring

1933 *A Map of Staten Island During the Revolution 1775-1783*. Compiled from The Taylor & Skinner Map 1781, Plan No. 31 du Camp Anglo-Hessois dans Staten Island de 1780 a 1782 and The Hessian Map 1777.

New York Archaeological Council (NYAC)

1994 *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections*. New York Archaeological Council.

New York City Department of Design and Construction (DDC)  
2017 Division of Infrastructure, Bureau of Design, Utility Plan and Profile: Lamport Boulevard,  
Sheet 81 of 241

New York State Office of Parks, Recreation, and Historic Preservation (OPRHP)  
2005 *Phase I Archaeological Report Format Requirements*.

Panamerican Consultants, Inc.  
2005 *Phase I Combined Erosion Control and Storm Damage Protection Feasibility Study, South  
Shore of Staten Island, Richmond County, New York*. Prepared for U.S. Army Corps of  
Engineers, New York District.

Pickman, Arnold  
2006 Phase I Archaeological Survey, Block 3478, Lots 19, 23, 29, 51, 58, 59, 60, 63, and  
67, *Borough of Richmond (Staten Island), New York City, Richmond County, New York*.  
Prepared for Stanley Michael Krebushevski, Architect.

2007 *Phase I Archaeological Survey, Block 3767, Lots 16 and 17, Borough of Richmond (Staten  
Island), New York City, Richmond County, New York*. Prepared for Shalom No. 1, LLC.

2008 *Phase I Archaeological Survey, 465 Father Capodano Boulevard, Block 3500, Lot 34,  
Borough of Richmond (Staten Island), New York City, Richmond County, New York*.  
Prepared for Stanley Michael Krebushevski, Architect.

Renard, Charles  
1835-6 United States Coastal Survey of Staten Island.

Robinson, E.  
1907 *Atlas of the Borough of Richmond, City of New York*. E. Robinson, New York.

Sanborn Map Company  
1937 *Insurance Maps of Staten Island, New York*.

1951 *Insurance Maps of Staten Island, New York*.

Sidney, J.C.  
1849 *Sidney's Map of Twelve Miles around New-York*. Philadelphia: engraved by N. Friend.

Taylor, George and A. Skinner  
1781 *A Map of New York & Staten Island and Part of Long Island*.

United States Coast Survey (U.S.C.S.)  
1844 *Map of New-York Bay And Harbor And The Environs*. Washington, D.C.

1856 *Staten Island From New Brighton to Great Kills*. Washington, D.C.

United States Geological Survey (U.S.G.S.)

1947 *The Narrows, N.Y.-N.J.* 7.5 Minute Topographic Quadrangle.

1981 *The Narrows, N.Y.-N.J.* 7.5 Minute Topographic Quadrangle.

Walling, H.F.

1860 *Map of the City Of New-York and Its Environs from Actual Surveys.* S.D. Tilden, New York.



Photograph 1: View south to north of Lamport Boulevard. NYCHA South Beach Houses on the left side.



Photograph 2: View north to south of Lamport Boulevard. Intersection of Lamport Boulevard and McClean Avenue in the background.



Photograph 3: View south to north. North end of project APE, intersection of Kramer Street and Lamport Boulevard, in background.



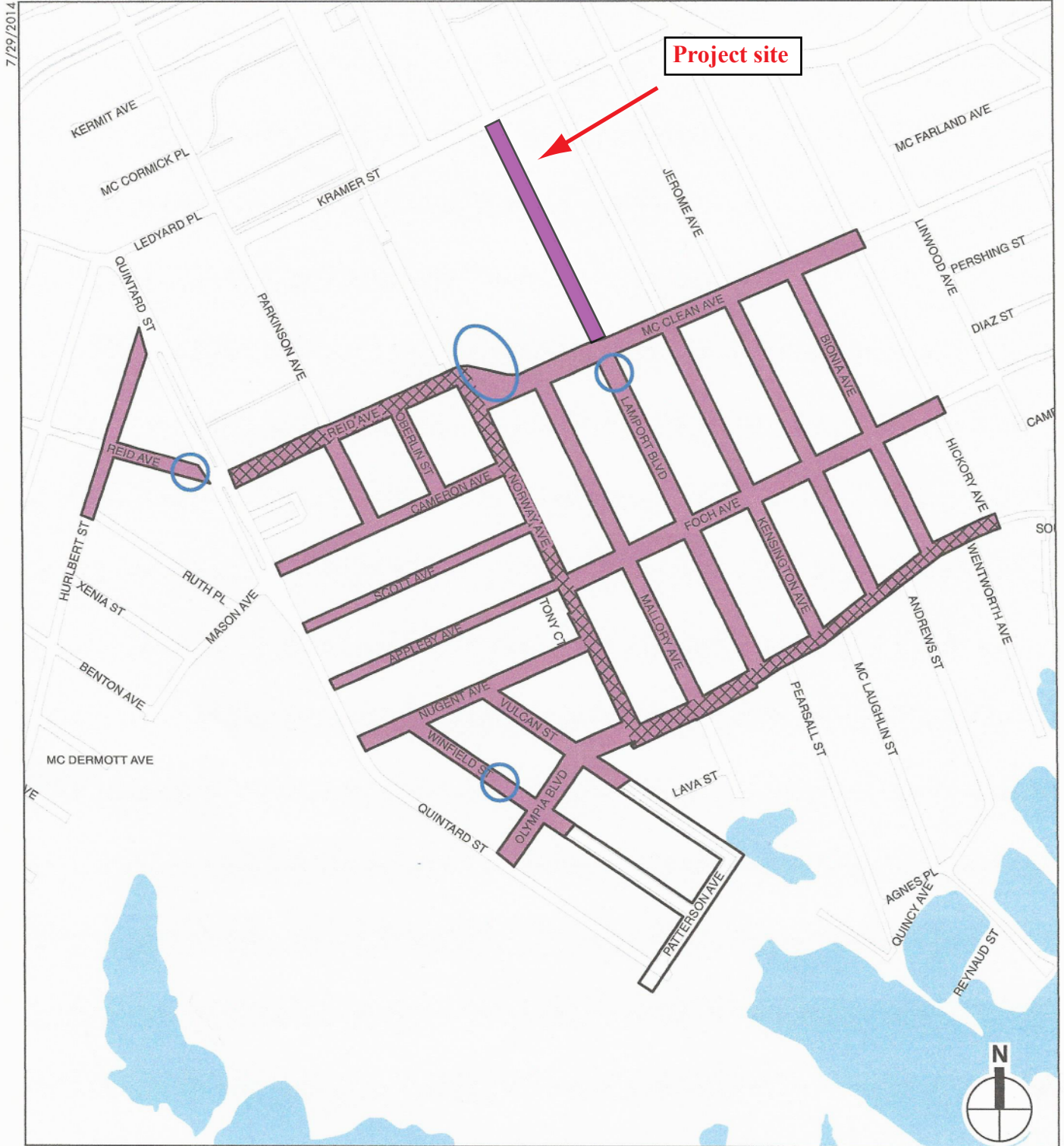


Figure 1: Areas of Archaeological Sensitivity (AKRF and HPI 2017).

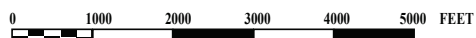




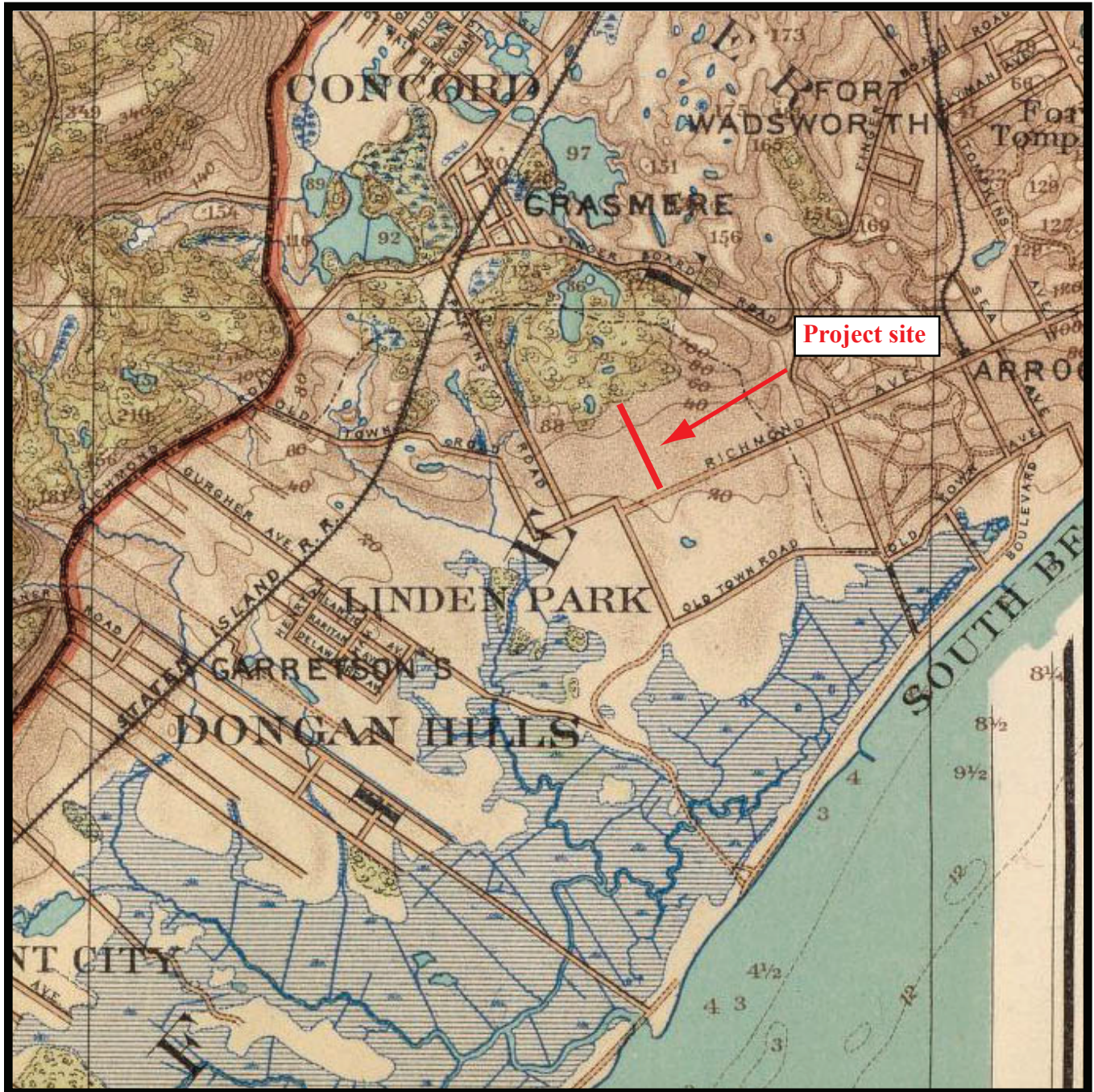
**Phase IA Archaeological Documentary Study Addendum:  
Lamport Boulevard between McClean Avenue and Kramer Street  
New York City Department of Design and Construction  
South Beach Reconstruction and Drainage Improvements  
Capital Project HWR1132B**



**Figure 2: Project site on *Map of Staten Island, Richmond County, New York* (Dripps 1872).**







Phase IA Archaeological Documentary Study Addendum:  
 Lamport Boulevard between McClean Avenue and Kramer Street  
 New York City Department of Design and Construction  
 South Beach Reconstruction and Drainage Improvements  
 Capital Project HWR1132B



Figure 3: Project Site on *Atlas of the Metropolitan District and adjacent country...* (Bien and Vermuele 1891).

0 1000 2000 3000 4000 5000 FEET







Phase IA Archaeological Documentary Study Addendum:  
 Lampart Boulevard between McClean Avenue and Kramer Street  
 New York City Department of Design and Construction  
 South Beach Reconstruction and Drainage Improvements  
 Capital Project HWR1132B



Figure 4: Project Site on *The Narrows, N.Y.-N.J.* 7.5 Minute Topographic Quadrangle (U.S.G.S. 1947).

0 500 1000 1500 2000 2500 FEET



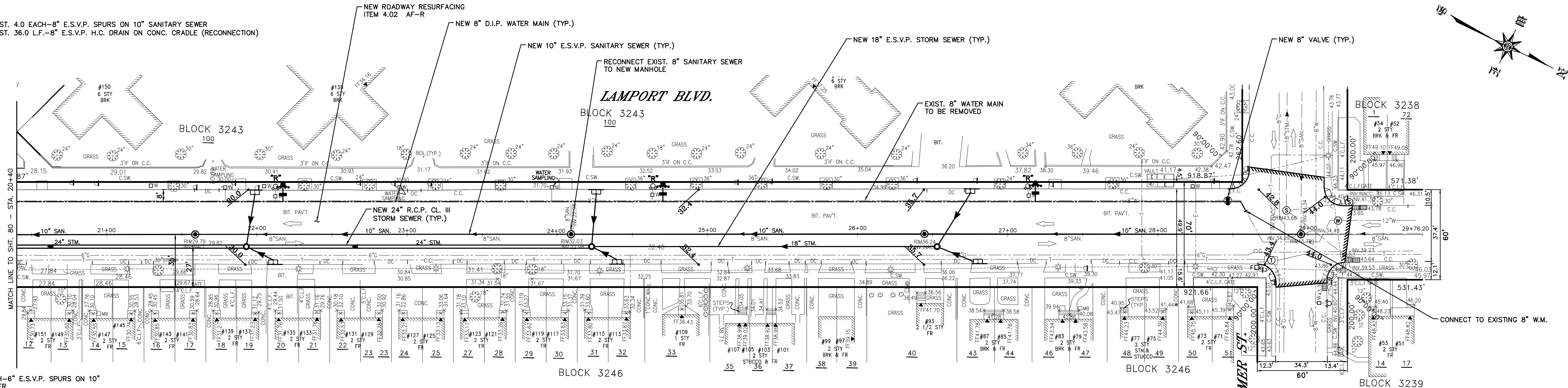




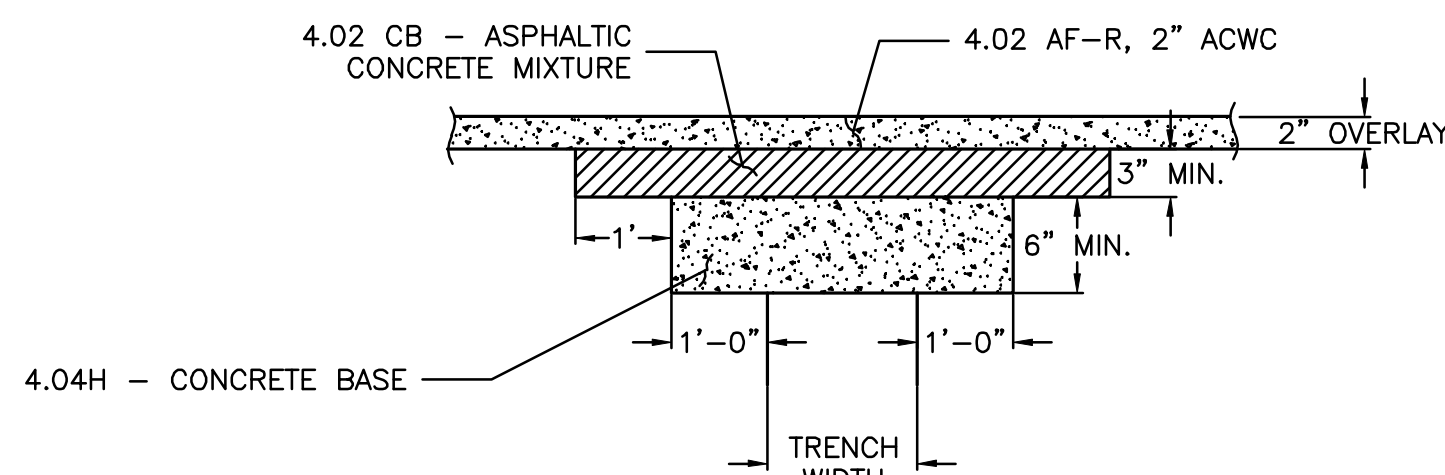




EST. 4.0 EACH-8" E.S.V.P. SPURS ON 10" SANITARY SEWER  
EST. 36.0 L.F.-8" E.S.V.P. H.C. DRAIN ON CONC. CRADLE (RECONNECTION)



EST. 19.0 EACH-6" E.S.V.P. SPURS ON 10" SANITARY SEWER  
EST. 266.0 L.F.-6" C.I.S.P. H.C. DRAIN ON CONCRETE CRADLE (RECONNECTION)



### PLAN

SCALE: 1" = 30'

### NOTE:

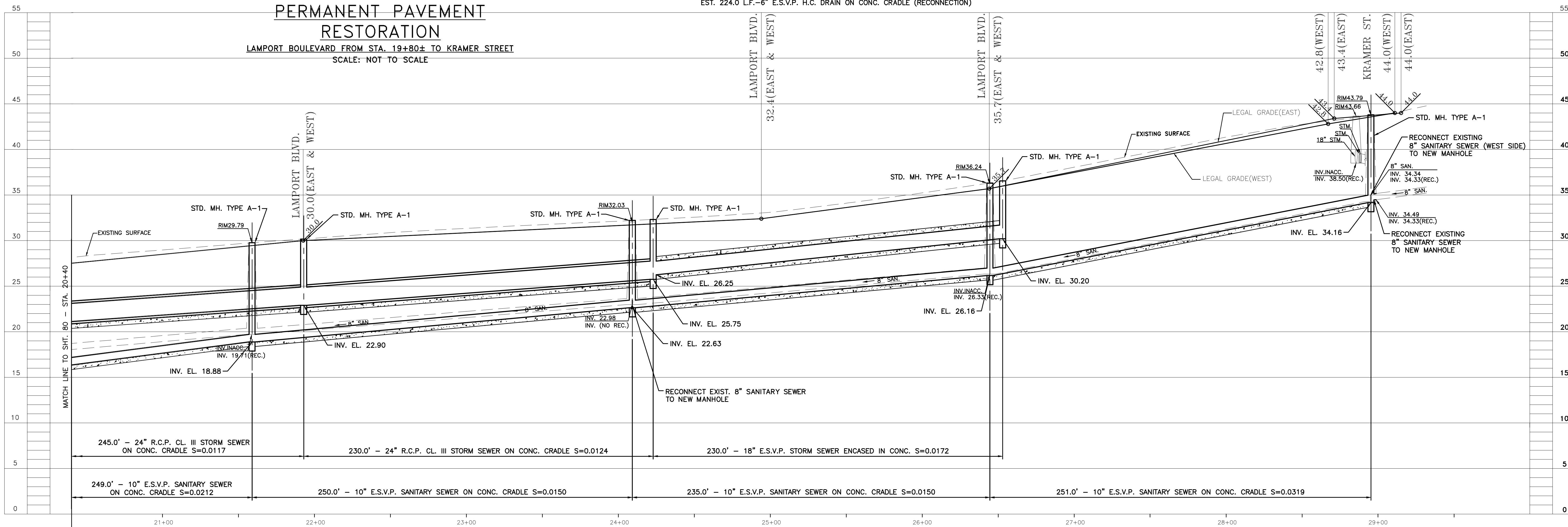
- EXISTING SAMPLING STATION SHALL BE RECONNECTED TO THE NEW WATER MAIN TO THE SATISFACTION OF THE ENGINEER. THERE SHALL BE NO EXTRA PAYMENT TO THE CONTRACTOR FOR THIS WORK, INCLUDING REMOVAL, TEMPORARY STORAGE, AND RE-INSTALLATION OF THE SAMPLING STATION AND APPURTENANCES, AS REQUIRED. IF ANY DAMAGE OCCURS, THE CONTRACTOR SHALL REPAIR SUCH DAMAGE AT OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS SHOWING DETAILS OF THE SAMPLING STATION CONNECTION TO THE NEW WATER MAIN FOR REVIEW AND APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTION.

EST. 16.0 EACH-6" E.S.V.P. SPURS ON 10" SANITARY SEWER  
EST. 224.0 L.F.-6" E.S.V.P. H.C. DRAIN ON CONC. CRADLE (RECONNECTION)

### PERMANENT PAVEMENT RESTORATION

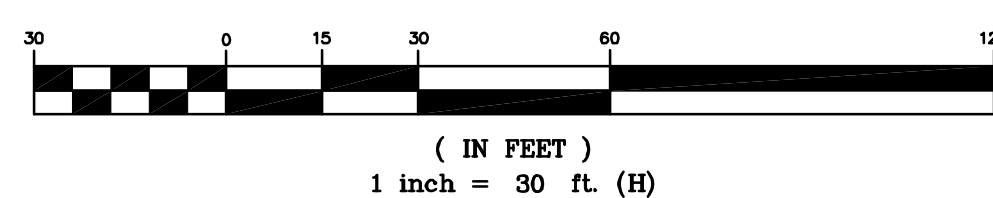
LAMPOR BOULEVARD FROM STA. 19+80± TO KRAMER STREET

SCALE: NOT TO SCALE

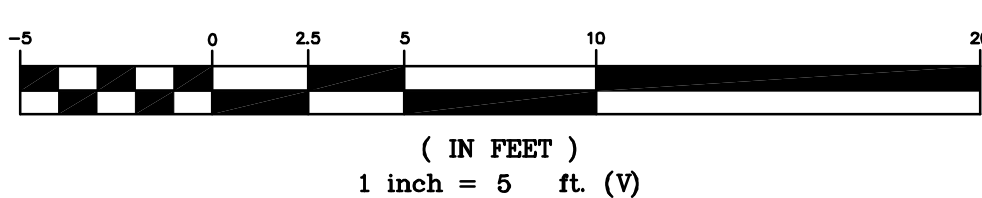


NOTE: ALL ELEVATIONS SHOWN REFER TO THE BOROUGH PRESIDENT OF RICHMOND HIGH WATER DATUM WHICH IS 3.192 FEET ABOVE MEAN SEA LEVEL AT SANDY HOOK, NEW JERSEY AS ESTABLISHED BY THE U.S. COAST AND GEODETIC SURVEY.

GRAPHIC SCALE



GRAPHIC SCALE



### PROFILE

VERT. 1" = 5'  
SCALE: HORIZ. 1" = 30'

TOPOGRAPHIC SURVEY PREPARED BY:  
MANUEL ELKEN CO., P.C.  
419 PARK AVE. SOUTH  
NEW YORK, N.Y. 10016  
LICENSED LAND SURVEYOR

FINAL DESIGN PREPARED BY: Dewberry Engineers Inc.  
NAME OF CONSULTANT  
SIGNATURE  
DATE

DRAWN BY ECB  
80-81 - UTLAMP3  
CADD FILE

SCALE  
AS SHOWN

CITY OF NEW YORK  
DEPARTMENT OF DESIGN + CONSTRUCTION  
DIVISION OF INFRASTRUCTURE  
BUREAU OF DESIGN

UTILITY PLAN AND PROFILE  
LAMPOR BOULEVARD

NO.	DATE	DESCRIPTIONS	BY	APPR'D
REVISIONS				
SOUTH BEACH AREA BOROUGH OF STATEN ISLAND				
CAPITAL PROJECT NO. HWR1132B				09
SHEET 81 OF 241				142