ADDENDUM PHASE IA ARCHAEOLOGICAL SURVEY

LAGUARDIA AIRPORT ACCESS IMPROVEMENT PROJECT

Borough of Queens, City of New York, New York

Project Review No. 18PR05235

PREPARED FOR:

Ricondo & Associates, Inc.
20 N Clark Street Suite 1500
Chicago, Illinois 60602

December 2019

RICHARD GRUBB & ASSOCIATES

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20 N Clark Street Suite 1500
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On Behalf Of:

US Department of Transportation
Federal Aviation Administration
New York Airports District Office
159-30 Rockaway Blvd, Suite 111
Jamaica, New York 11434

For Submittal to:

New York State Historic Preservation Office
New York State Office of Parks, Recreation, and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island Resource Center, PO Box 189
Waterford, New York 12188-0189

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Date:

December 23, 2019

Cover Image: Detail of *Plan General des Operations de L'Armée Britannique Contre les Rebelles dans L'Amerique depuis L'Arrivée des Troupes Hessiouses* (Capitaine Martin 1779).

MANAGEMENT SUMMARY

SHPO Project Review Number: 18PR05235

Involved State or Federal Agencies: Federal Aviation Administration

Phase of Survey: IA (Addendum)

Location Information

Location: Adjacent and north of Roosevelt Avenue, west of Flushing Creek
Minor Civil Division: Borough of Queens
County: Queens

Approximate Survey Area (Metric and English)

Length: Variable: 231 meters (759 feet) to 213 meters (1,106 feet)
Width: 91 meters (300 feet)
Number of Acres Surveyed: 6.43 (2.60 hectares)

U.S.G.S. 7.5 Minute Quadrangle Maps: Flushing, NY

Cultural Resources Survey Overview

Pedestrian reconnaissance was conducted to examine the current conditions of the Temporary Bus Parking Facility (Tully Site).

Number and Size of Units: Not Applicable
Width of Plowed Strips: Not Applicable

Results of Phase IA Addendum Archaeological Survey

Number and Name of Prehistoric Sites Identified: None
Number and Name of Historic Sites Identified: None

Conclusions and Recommendations

The Tully Site is assessed with low prehistoric and historic archaeological sensitivity. No further archaeological survey is recommended.

Report Authors: Ilene Grossman-Bailey, Ph.D., R.P.A.

Date of Report: December 23, 2019

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1.0 INTRODUCTION

This Addendum Phase IA Archaeological Survey addresses the prehistoric and historic archaeological sensitivity of a new temporary bus parking facility (known as the Tully Site) as part of the proposed LaGuardia Airport Access Improvement Project. The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), in the Borough of Queens, Queens County, New York, is proposing to improve access to LGA through the construction and operation of a new automated people mover (APM) AirTrain system (the Project) to provide a time-certain transportation option for air passenger and employee access to LGA (Figure 1.1). The Port Authority's proposal would also ensure adequate parking for Airport employees.

Because the Project includes federal involvement, the undertaking is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations, *Protection of Historic Properties* at 36 Code of Federal Regulations [CFR] § 800. Section 106 requires that agencies with jurisdiction over a proposed project take into account the effect of the undertaking on cultural resources listed in, or eligible for listing in the National Register of Historic Places (NRHP), and afford the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) an opportunity to comment. In New York, the Commissioner of the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) serves as the SHPO.

The US Department of Transportation's Federal Aviation Administration (FAA), as lead federal agency for the undertaking, is responsible for ensuring compliance with Section 106, as well as the preparation of an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. § 4321 et seq.). The EIS is being prepared in accordance with Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508) and the procedures described in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, the EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of these cooperating and participating agencies. By letter dated June 17, 2019, the FAA notified both the SHPO and the ACHP that it will use the NEPA/EIS process to comply with Section 106, as outlined in 36 CFR § 800.8 (c) (Appendix A).

Richard Grubb & Associates, Inc. (RGA), cultural resource subconsultants working on behalf of Ricondo & Associates, Inc. (Ricondo), the prime environmental consultant for the FAA's EIS document, completed this Addendum Phase IA Archaeological Survey in support of the FAA's Section 106/EIS obligations and other permitting and licensing applications. RGA has prepared a concurrent Addendum Historic Architecture Reconnaissance Survey under separate cover. RGA's Senior Archaeologist, Ilene Grossman-Bailey, Ph.D., R.P.A., served as Principal Investigator under the direction of RGA's Principal Senior Archaeologist, Mary Lynne Rainey M.A., R.P.A. (Appendix B). Dr. Grossman-Bailey meets the National Park Service standards of 36 CFR 61. Dr. Grossman-Bailey drafted this addendum report and completed background research. Geographic Information Systems (GIS) Analyst, David Strohmeier, prepared the survey mapping and report figures. Mary Lynne Rainey and Catherine Smyrski edited the report, and Ms. Smyrski formatted the report. All project documents are stored at RGA headquarters in Cranbury, New Jersey.

The survey complies with the Phase I Archaeological Report Format Requirements (2005) of the OPRHP/New York State Historic Preservation Office (also referred to as the SHPO) and the Standards for Cultural Resource Investigations devised by the New York Archaeological Council (1994).

Figure 1.1: The location of the Proposed Temporary Bus Parking (Tully Site) and the Proposed Alternative direct project impacts (APE-Archaeology) overlaid on an aerial photograph. (Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).

2.0 REVISED PROJECT DESCRIPTION AND AREA OF POTENTIAL EFFECTS

Exclusive of a No Build alternative, the FAA is considering one Project alternative identified during its alternatives screening process: the Port Authority's Proposed Alternative (the Proposed Alternative). With the following exception, the Port Authority's Proposed Alternative and its various enabling projects and connected actions remain as described in the previously completed Phase IA Archaeological Survey dated October 10, 2019 (Richard Grubb & Associates, Inc. 2019).

This Addendum Phase IA Archaeological Survey examined the potential for archaeological resources within a proposed temporary bus parking facility located east of Willets Point Boulevard and north of Roosevelt Avenue, known as the Tully Site (Figures 2.1 and 2.2).

The Tully Site

The Tully Site comprises 6.42 acres (279,608.72 square feet), or 2.60 hectares (25,976.5 square meters). Plans call for converting it to a temporary bus parking facility to accommodate the relocation of approximately 240 buses from the Casey Stengel Bus Depot during construction of the Proposed Alternative. The site will be paved and striped and improved with access points and driveways for bus circulation. Below-ground disturbance is expected to be minimal and limited to the upper one foot of fill currently placed at the site. The site will also be improved with a 12-foot by 40-foot trailer with amenities for dispatcher operation, temporary toilets and a security booth, to facilitate dispatching buses from the site.

Access to and from the Tully Site will be afforded by a 30-foot wide bus lane to be located at the eastern perimeter of the existing Casey Stengel Bus Depot. The new bus lane will cross under the western approach span of the Roosevelt Avenue Bridge (an existing steel and concrete viaduct) and enter the Tully Site at grade from the southwest. The new bus lane will connect to the existing bus depot circulation routes at the terminus of 126th Street at the Corona Yard Maintenance Facility.

The Tully Site is currently devoid of above-ground structures and is part of an unconnected future development of the area. Maps depicting the revised location of the Port Authority's Proposed Alternative appear in Figures 2.1 and 2.2.

Area of Potential Effects (APE)

Under Section 106, the APE is defined in 36 CFR § 800.16(d) as follows: "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." The term "historic property" is defined as a cultural resource (resource or property) listed in or eligible for listing in the NRHP.

For this Addendum Phase IA Archaeological Survey, the APE for archaeological resources (APE-Archaeology) is the entirety of the Tully Site, which has been added to the Port Authority's Proposed Alternative (see Figure 1.1). The APE-Archaeology takes into consideration the proposed work activities associated with the Port Authority's Proposed Alternative and its potential to affect cultural resources. Direct effects may include physical damage or destruction of a resource or its setting. With respect to the new temporary bus parking facility within the Tully Site, the expected impacts are limited to parking lot and driveway improvements, and temporary parking of buses during construction of the Proposed Alternative (see Figures 2.1 and 2.2). The original APE-Archaeology for the Proposed Alternative was delineated in consultation between the FAA and the SHPO and was approved by the SHPO in correspondence dated July 15, 2019 (see Appendix A).

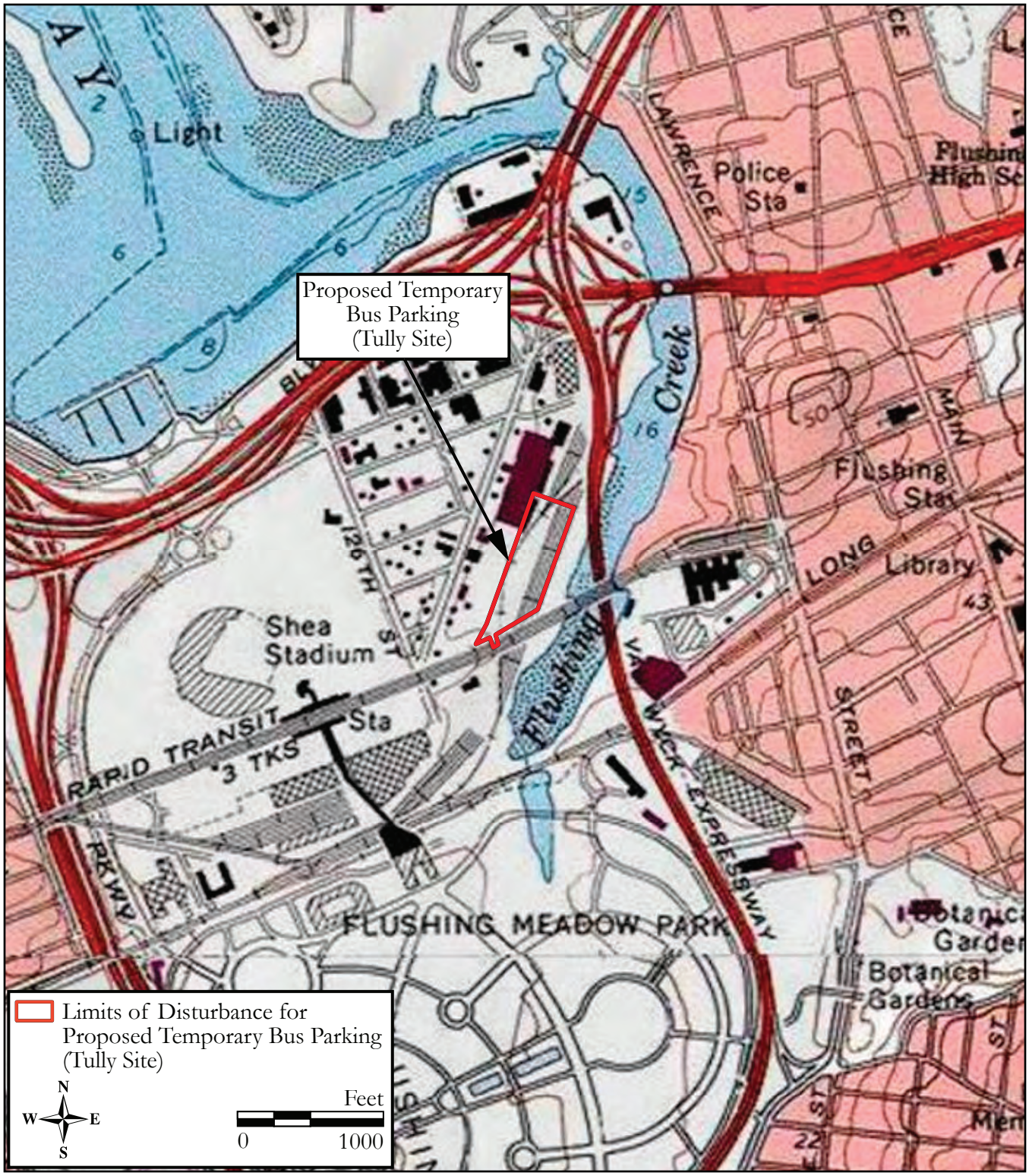

Figure 2.1: U.S.G.S. Map.
(from U.S.G.S. 7.5' Quadrangles: 1995 Flushing, NY and 1994 Jamaica, NY).

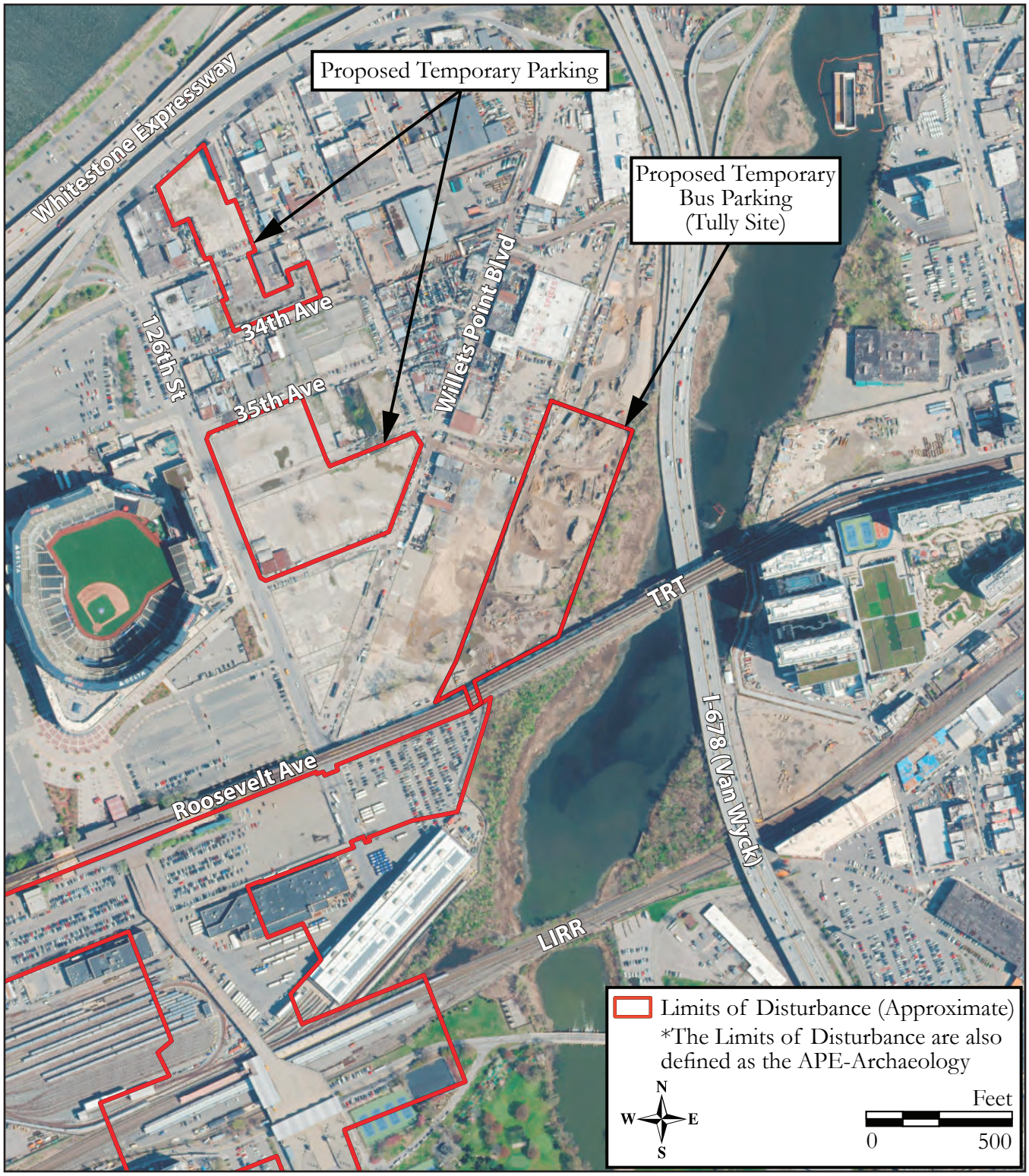

Figure 2.2: Detail of the Tully Site and Proposed Alternative direct project impacts (APE-Archaeology) overlaid on an aerial photograph.
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).

3.0 ENVIRONMENTAL/PHYSICAL SETTINGS

The APE-Archaeology for the Port Authority's Proposed Alternative includes a linear construction corridor for the AirTrain that extends along the northern shore of western Long Island in the Borough of Queens, adjacent to the Flushing Bay and East River, and continues southeast into Flushing Meadows-Corona Park (see Figure 1.1). The physical setting of the 6.42-acre Tully Site APE-Archaeology is east of the Proposed Alternative AirTrain and Willets Point Boulevard and north of Roosevelt Avenue (see Figures 2.1 and 2.2). The Tully Site is west of the Van Wyck Expressway (I-695) and west of Flushing Creek, which flows into Flushing Bay approximately one-half mile north of the Tully Site. Topography within the Tully Site is relatively flat, with elevations ranging between 10 to 20 feet above mean sea level. Historic maps discussed in Section 4.0 indicate that small streams or tributary creeks flowing into Flushing Creek may have bisected a portion of the Tully Site prior to extensive shoreline filling episodes during the early part of the twentieth century.

The Tully Site lies within the Manhattan Prong portion of the Atlantic Coastal Plain Province, which is comprised of Cretaceous and Tertiary sediments underlain by metamorphic rocks of the Early Paleozoic period (Isachsen et al. 2000: 46). Specific geologic deposits in this part of Queens are mapped as glacial till and alluvium (Cadwell 1989; Fisher et al. 1970). The Tully Site is situated on made land that has been graded and filled throughout the twentieth century.

The United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) maps the Tully Site with two types of urban fill (USDA NRCS 2019). These include well drained, level Ebbets-Laguardia-Urban land complex, 0 to 3 percent slopes (ELUA) soils to the east and Urban land, tidal marsh substratum, 0 to 3 percent slopes (UMA) soils to the west (see Richard Grubb & Associates, Inc. 2019: Figure 4.1 and Table 4.1). LaGuardia soils are generally very deep, well-drained soils formed as a result of anthropogenic processes (i.e. filling). The soil horizons are formed in a thick mantle of construction debris intermingled and mixed with human transported soil materials on modified landscapes in and near major urbanized areas, primarily in the Northeast Region of the United States (USDA 2013).

4.0 PREHISTORIC AND HISTORIC BACKGROUND

4.1 Review of Archaeological Site Files and Prior Cultural Resources Surveys

Research Methods

Prior to fieldwork, a review of the SHPO's CRIS web site files was conducted to identify previously registered archaeological sites within and proximate to the Tully Site and nearby portions of the APE-Archaeology. Previously conducted cultural resources surveys within and proximate to the Tully Site and nearby portions of the APE-Archaeology were identified. In addition, a review of historic atlases, maps, and historic and modern aerial photographs was undertaken. The results of the background research are presented below.

Archaeological Site File Review

No sites were previously registered within or adjacent to the Tully Site. Prehistoric NYSM Site # 4544, for which no additional information is available, is the closest previously registered archaeological site located 780 meters (2,550 feet) south of the Tully Site. The SHPO's CRIS web site identifies a New York State Museum inventoried area which lies adjacent to the Tully Site that is associated with NYSM Site # 4544. The Flushing Friends Meeting House Prehistoric Site (08101.011370) is 982 meters (3,250 feet) east of the Tully Site. Previously undertaken background research on the SHPO's CRIS web site identified eight prehistoric archaeological sites (including the two listed above) and one historic archaeological site registered within one mile of the Proposed Alternative APE-Archaeology (Richard Grubb & Associates, Inc. 2019: Table 5.1). No sites were described as previously identified within or adjacent to the other portions of the APE-Archaeology (Richard Grubb & Associates, Inc. 2019: Table 5.1). Several prehistoric sites in the Flushing Bay area were recorded early in the twentieth century, two of which are within one mile of the Tully Site APE-Archaeology (Parker 1922; Smith 1950). Due to its location proximate to Flushing Creek and within 1,000 feet of known sites, the Tully Site falls within an area mapped by the SHPO's CRIS web site as "Archaeologically Sensitive."

Prior Cultural Resources Surveys Review

The SHPO's CRIS web site was consulted regarding previously conducted cultural resources surveys within or near the Tully Site. One previous survey included the location of the Tully Site (Panamerican Consultants, Inc. 2003). Seventeen cultural resources surveys with archaeological components were previously conducted within one mile of the overall APE-Archaeology (AECOM 2013a, 2013b, 2016; AKRF, Inc. 2010; Bergoffen 1999a, 1999b; Boesch 2008; Ceci 1985; Greenhouse Consultants Incorporated 1999; Historic Perspectives, Inc. 1985, 1988, 2000, 2001, 2005, 2012a, 2012b; Vanasse Hangen Brustlin, Inc. 2013). The nature and results of these studies were reviewed in the prior Phase IA archaeological survey report (Richard Grubb & Associates, Inc. 2019).

Panamerican Consultants, Inc. (2003) conducted a Cultural Resources Baseline Study for the Flushing Bay Ecosystem Restoration Project, which examined 11 proposed ecosystem restoration areas within the Flushing Bay watershed. The study identified existing archaeological resources and provided an archaeological sensitivity assessment for the areas proposed for restoration (Panamerican Consultants, Inc. 2003). These areas were ranked with very low to low to moderate sensitivity for prehistoric archaeological resources and low to high sensitivity for historic resources (Panamerican Consultants, Inc. 2003: Tables 3.1 and 3.2). The Tully Site falls in Area 1, Lower Flushing Creek (Panamerican Consultants, Inc. 2003: Figures 2b and 3c). Other portions of the Proposed Alternative APE-Archaeology fall with areas included in the 2003 survey, including Area 2, Upper Flushing Creek, Area 6, Inner Flushing Bay; and Area 11, Flushing Bay Channel of the restoration project.

Area 1, Lower Flushing Creek included the western shoreline of Flushing Creek from Northern Boulevard to the Long Island Railroad (LIRR) embankment. The study considered wetlands and uplands adjacent to both creek banks where tidal marsh areas would be widened (Panamerican Consultants, Inc. 2003: 1-10). No previously documented prehistoric archaeological sites were within Area 1, which was assessed with low to moderate prehistoric sensitivity.

The overall Area 1, Lower Flushing Creek included nine historic resources dating from the nineteenth through twentieth century. Historic resources were identified in the technical report as two vehicular bridges, five railroad bridges, historic structures associated with hotels and industrial sites, and former or extant resources associated with the 1939 and 1964 World's Fairs (Panamerican Consultants, Inc. 2003: 3-54, Table 3.2). The two vehicular bridges include the nineteenth- and twentieth-century Flushing Bridge and the post-1926 Roosevelt Avenue Bridge. Railroad bridges include the post-1854 Flushing (Broadway)/ LIRR Bridge, the 1865-1950 F&WRR bridge, an 1895-1915 trestle/trolley line, the 1871 to post-1876 Newtown and Flushing Bridge, and an 1870s rail spur bridge. None of these resources are within or adjacent to the Tully Site. Pilings and an embankment associated with the late nineteenth-century F&WRR bridge and rail trestle remains were considered potentially NRHP-eligible under Criteria A or C (Panamerican Consultants, Inc. 2003: iii-iv; Table 3.2). Associated pilings were noted on the west bank of Flushing Creek during fieldwork by Panamerican Consultants, Inc. (2003) at least 300 feet east of the Tully Site but their location in relation to the Tully Site is not clear. The Flushing Bridge, Roosevelt Avenue Bridge, and the LIRR Bridge were recommended potentially NRHP-eligible by Panamerican Consultants, Inc. (2003). The trestle/trolley line, Newtown and Flushing Bridge, and rail spur bridge were considered unlikely to yield archaeological resources by Panamerican Consultants, Inc. (2003). The area was accordingly assessed with high historic archaeological sensitivity proximate to historic resources as described above (Panamerican Consultants, Inc. 2003: Table 3.2). In Panamerican Consultant's 2003 technical report, Table 3.2 notes that the west bank of Flushing Creek

was undeveloped marsh before 1850 and that the Flushing Creek west bank from Roosevelt Avenue to the LIRR was filled with dredge spoils. None of the historic resources documented at that time are within or adjacent to the Tully Site (Panamerican Consultants, Inc. 2003: Table 3.2).

4.2 Prehistoric Context

The cultural history of the Pre-Contact period Native inhabitants in New York City is divided into three broad time periods: Paleo-Indian 10,000-6000 B.C., Archaic 6000-1000 B.C., and Woodland 1000 B.C.-A.D. 1600 (Ritchie 1969; Cantwell and Wall 2001). Studies of Native American habitation in New York date from the mid-nineteenth century to the present (Squier 1849; Beauchamp 1900; Bolton 1922; Parker 1922; Ritchie 1932, 1944, 1969; Smith 1950; Ritchie and Funk 1973; Granger 1978; Funk 1988; Hasenstab 1990; Engelbrecht 1995; Abel and Fuerst 1999; Abel 2002). A summary of major traits for each time period is provided in Table 4.1.

Table 4.1: New York Prehistory.

Time Frame	Period	Characteristics
1000-1600 A.D.	Late Woodland	- Occupation of unfortified hamlets, camps - Long houses and wigwams - Foraging with limited agriculture - Flexed burials - Collarless, cord-decorated ceramic vessels - Triangular projectile points
1000 B.C.-1000 A.D.	Early/Middle Woodland	- Hunter-gatherers, spring/summer congregation and fall/winter dispersal - Large and small camps - Band-level society with first evidence of community identity - Mortuary ceremonialism - Extensive trade networks for exotic raw materials - Shellfish exploitation
1000-7000 B.C.	Archaic	- Hunter-gatherers - Large and small camps - Band level society - Mortuary ceremonialism - Extensive trade networks for exotic raw materials - First use of ceramic vessels
7000-9000 B.C.	Paleo-Indian	- First human occupation of New York - Hunters of caribou and now-extinct Pleistocene mammals - Fluted projectile points - Small camps - Band level society

Prehistoric occupation of Queens and the vicinity of the Tully Site and the APE-Archaeology began at the end of the Pleistocene when New York City became habitable (Cantwell and Wall 2001: 37; Ritchie 1980). Native American inhabitants would have likely exploited the vast natural resources, including abundant marine resources, along the East River, Atlantic Ocean, and Long Island Sound coastlines, and coastal bays like Flushing Bay. Once estuarine settings stabilized circa 5000 B.P., habitats for shellfish were created, providing access to an important food resource exploited by Native Americans during the Late Archaic to Late Woodland periods. Habitats for Crassostrea virginica (oyster) existed in the brackish waters of the East River and Flushing Bay and Mercenaria mercenaria (hard shell clam or quahog) in the greater salinity of the Long Island Sound and Raritan Bay. Prehistoric sites that contain shell-bearing features are found along the coastal plain of the Lower Hudson Valley, particularly after the Middle Archaic period (Smith 1950; Ritchie 1969; Cantwell and Wall 2001). Given the record of early Contact and seventeenth-century settlement in this area, Contact period sites would be expected in the vicinity of the Tully Site and APE-Archaeology; however, none have been documented (see Richard Grubb & Associates, Inc. 2019: Table 4.1)

4.3 Historic Context

A full historic context for the Proposed Alternative APE-Archaeology was included in the previously completed Phase IA archaeological survey report (Richard Grubb & Associates, Inc. 2019). This Addendum Phase IA Archaeological Survey context focuses on the Tully Site and environs. Up to and including the later nineteenth century, the Tully Site and the west bank of Flushing Creek was largely undeveloped and characterized by marshland (Figures 4.1 and 4.2; Sidney 1849; Wolverston 1891; see Richard Grubb & Associates, Inc. 2019: Figures 5.1-5.5).

In the seventeenth century, the Tully Site was part of Newtown, one of the original Queens County townships (Queens Historical Society 2019; AKRF 2019). In the seventeenth and eighteenth centuries, Flushing Creek was a broad body of water fed by several tributary streams that meandered through a wide area (Seyfried 1986: 1). There is no evidence of development within the larger Proposed Alternative APE-Archaeology during the seventeenth and eighteenth centuries, and the Tully Site was marshland during that time (see report cover; see Richard Grubb & Associates, Inc. 2019: Figure 5.1; Martin 1779). Few roads traversed the area until 1801, when the Flushing and Newtown Turnpike and Bridge Company established a toll road (now 37th Avenue) connecting the two towns via a bridge over Flushing Creek, north of the Tully Site (Seyfried 1986:6). Development of the surrounding built environment centered on drier uplands in Flushing east of Flushing Creek and other portions of Newtown Township (see Figure 4.1; see Richard Grubb & Associates, Inc. 2019: Figures 5.1-5.4).

The expansion of railroad networks throughout Queens during the second half of the nineteenth century fueled the development of smaller villages and communities within Newtown, such as West Flushing (later renamed Corona). In 1854, the Flushing Railroad (FRR) extended from Flushing across Newtown to the East River (Seyfried 1963: 12). In 1859, the FRR was reincorporated as the New York & Flushing Railroad Company (NY&FRR). In 1864, the Woodside and Flushing Railroad (W&FRR) formed as a rival route to the NY&FRR, with a rail line extending from the LIRR Woodside Station through Corona to Flushing (Seyfried 1986: 20). The W&FRR and NY&FRR eventually merged to form the Flushing & North Side Railroad (F&NSRR) (Panamerican Consultants Inc. 2003: 3-19). A feeder track from the F&NSRR extended through the Tully Site by 1873 with the track roadbed representing the first documented improvement of the site (see Figure 4.2) (Richard Grubb & Associates, Inc. 2019). In 1874, the F&NSRR consolidated with other lines to form the Flushing, North Shore & Central Railroad (FNS&CRR) and joined the LIRR in 1876. During a reorganization of the LIRR system in the late 1870s, service on the former W&FRR right-of-way was terminated and at least some of its tracks were removed sometime during the 1880s (Seyfried 1986:146).

By the last quarter of the nineteenth century, Corona had become a well-established and populous village; however, the Flushing Meadow and Willets Point neighborhoods east of present-day 114th Street generally remained undeveloped (Figure 4.3; Hyde 1903; see Figure 4.2). In 1891, the Tully Site included the circa 1873 railroad spur and land between the railroad and Flushing Creek, which comprised two parcels (see Figure 4.2). In 1903, these two parcels were owned by M. Richter along with several tracts west of the former FNS&CRR spur, by then part of the LIRR Whitestone Branch (see Figure 4.3).

By the early twentieth century, multiple neighborhoods or sub-villages, including Loudna Park and North Corona, formed within the larger area designated as Corona (Seyfried 1986:50). The neighborhood of Flushing Meadows was an undeveloped salt marsh until the early twentieth century. By 1907, developer and engineer Michael Degnon purchased large tracts of marshland along Flushing Creek for development, which likely included areas in or near the Tully Site (Seyfried 1986:67). Degnon arranged to have fill placed to raise the level of the meadows up to city grade for development. Sources for the fill included dredge spoils from Flushing Bay and urban refuse such as coal ash and street sweepings. These filling episodes created an area that became known as the Corona Dump (Borhanuddin et al. 2015: 5).

By 1924, the Roosevelt Avenue portion of the Interborough Rapid Transit Company (IRT) had been extended to a point to the southwest of the Tully Site (Figure 4.4). The IRT extended its line from the 104th Street Station to Main Street in Flushing by 1926. The IRT opened the Willets Point Station in 1927 on the extended IRT line at Willets Point Boulevard, east of the present-day Mets-Willets Point Subway Station and southwest of the Tully Site (New York City Transit Authority 2012; Panamerican Consultants, Inc. 2003). Except for the LIRR rail spur, the Tully Site remained undeveloped in 1931 (Figure 4.5). Although streets had been laid out in neighboring Willets Point, the Willets Point neighborhood remained largely undeveloped by the early 1930s (see Figure 4.5; Sanborn Map Company 1931).

In the late 1930s, the development of a portion of Flushing Meadows to the southwest of the Tully Site for the World's Fair represented an important change with long term ramifications to the area. New York City Parks Commissioner Robert Moses advocated for Flushing Meadows to be used as the site of New York's first World's Fair in 1939. Moses saw the New York World's Fair as the impetus for the creation of a permanent New York City park. The World's Fair plan, developed by a team that included Moses, Gilmore D. Clarke, and William Lamb, created a monumental Beaux Art campus to the north and two large excavated artificial lakes to the south (Howe 2018). The fairgrounds were converted to a city park in 1940 (Borhanuddin et al. 2015:12). At the northern end of the park, the IRT relocated its Willets Point Station westward from Willets Point Boulevard to its present location and rebuilt the station with larger ramps and entrances for the fair (New York City Transit Authority 2012). By 1947, Roosevelt Avenue and the elevated IRT line had been completed and extended to the south of the Tully Site, bridging the Flushing Creek southeast of the Tully Site (Figure 4.6). A multi-track rail yard was present in the Tully Site by 1947 but the site remained otherwise undeveloped (see Figure 4.6).

After World War II, the population of Queens increased as new housing was built in several areas. By the early 1950s, East Elmhurst, North Corona, and Corona neighborhoods had been further urbanized and developed, and residential housing and commercial development expanded in the Willets Point neighborhood near the Tully Site.

A 1954 historic aerial photograph of the area illustrates the early twentieth-century transportation improvements made in the vicinity of the Tully Site, including the IRT Flushing Line and the completion of the Grand Central Parkway (GCP) (Figure 4.7). In 1954, the multi-track rail yard remained within the Tully Site and two large industrial structures stood to

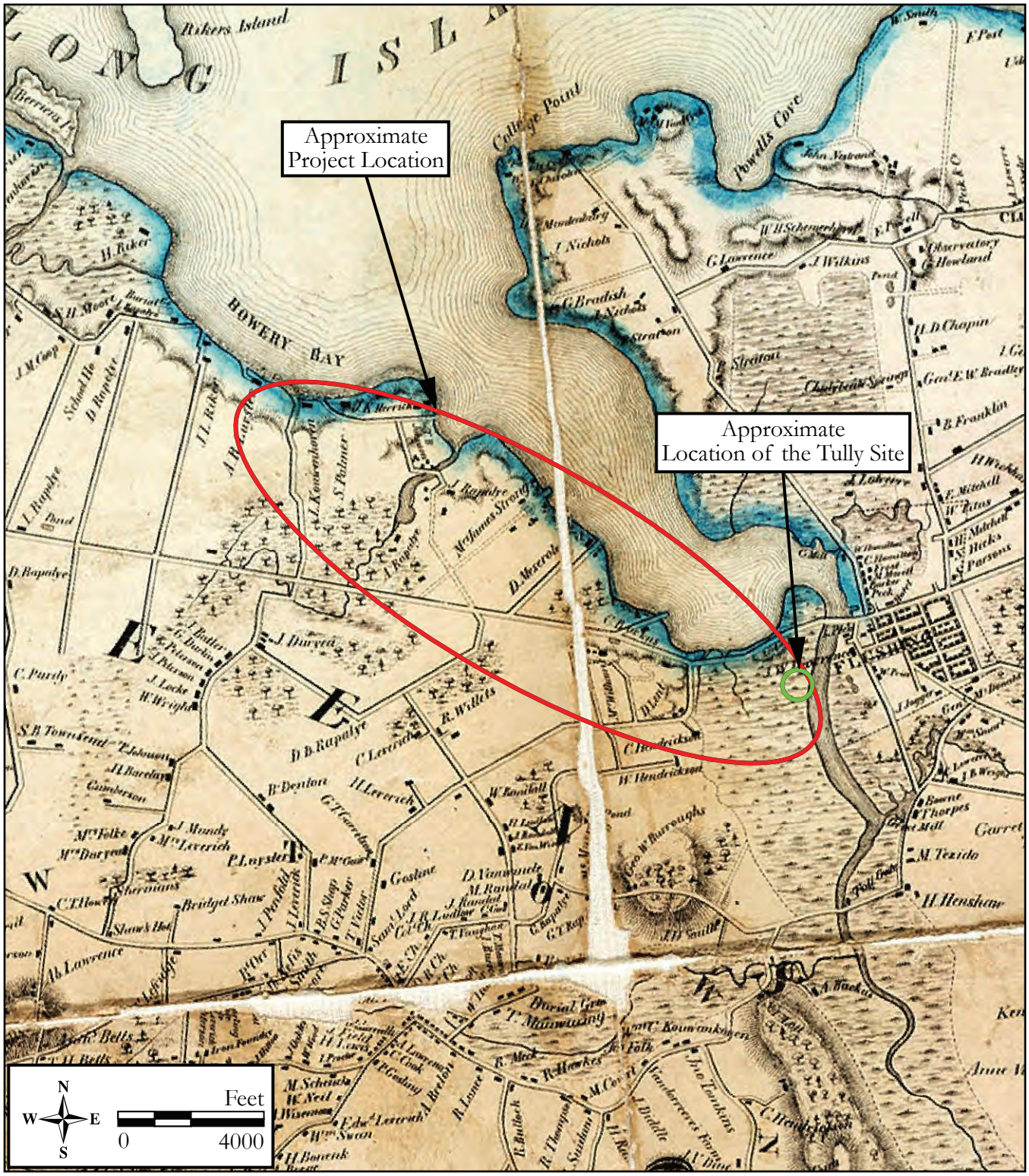

Figure 4.1: 1849 J.C. Sidney, *Sidney's Map of Twelve Miles Around New-York.*
(J.C. Sidney, New York, New York).

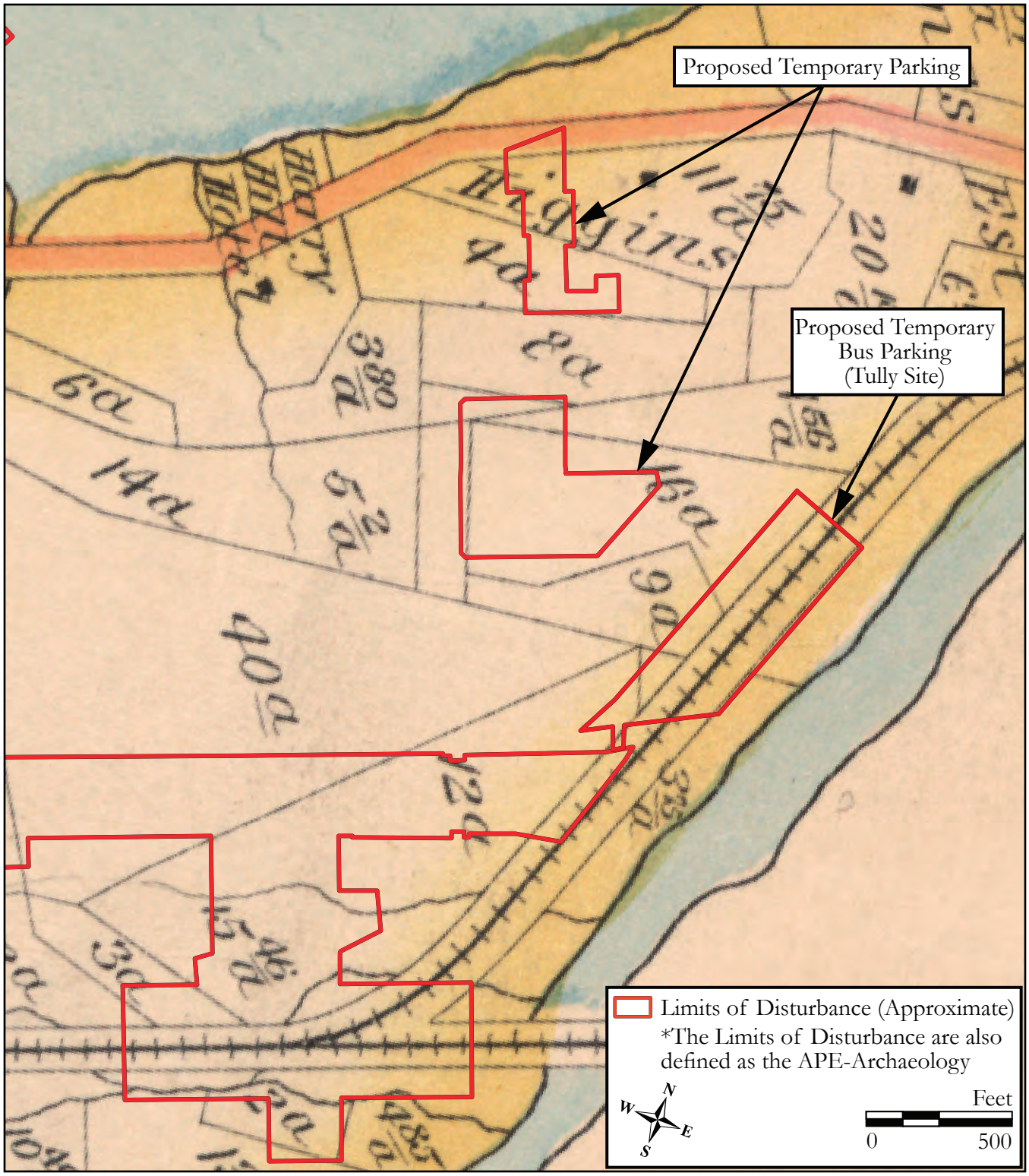

Figure 4.2: 1891 Chester Wolverton, *Atlas of Queens Co., Long Island, New York*, Plate 29 Town of Flushing and Plate 30 Newtown, Chester Wolverton, New York.

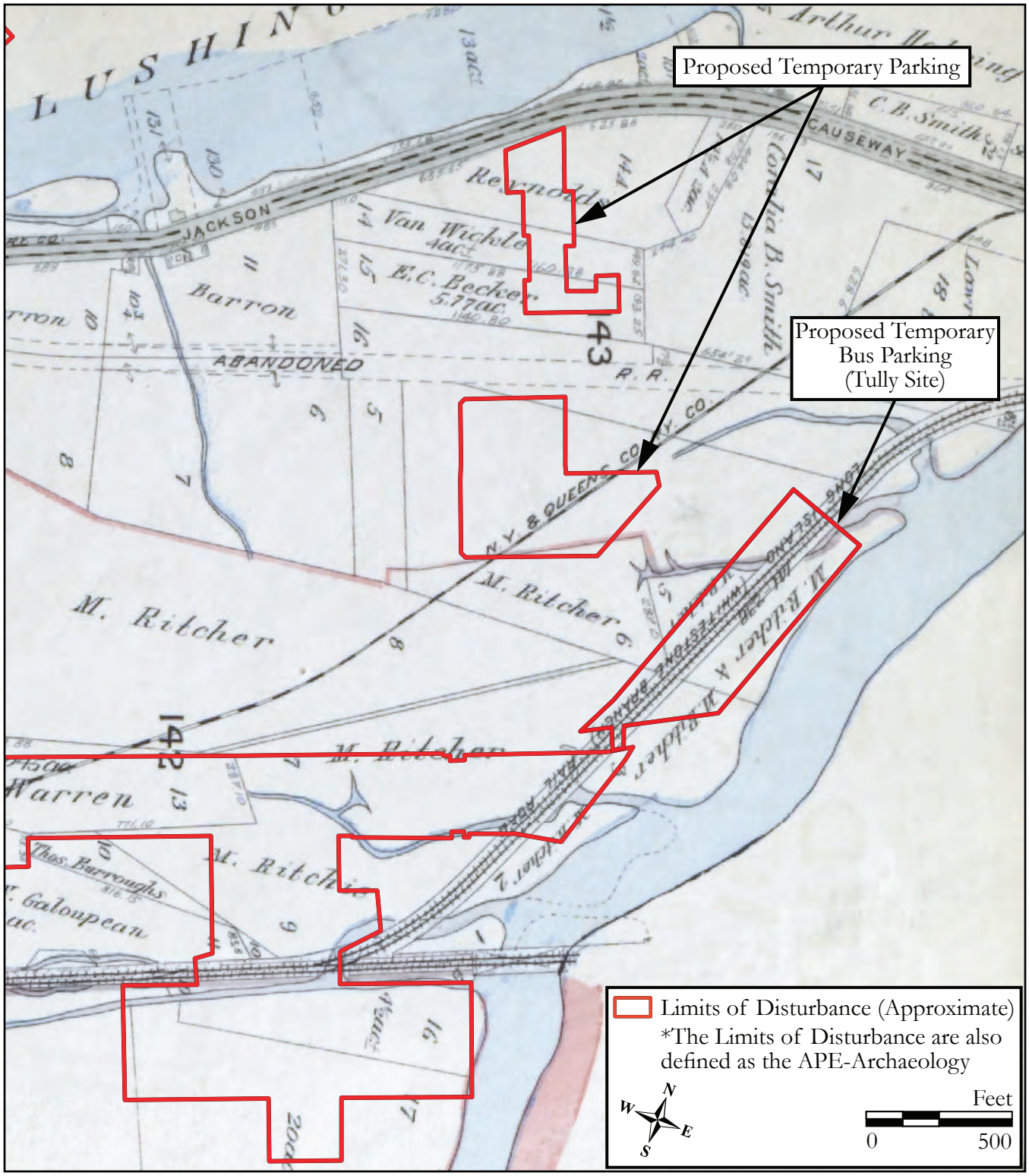

Figure 4.3: 1903 E. Belcher Hyde, *Atlas of the Borough of Queens, City of New York*, Volume 2, Plates 30, 16, 17, 18, and 28, New York.
(E. Belcher Hyde, Brooklyn, New York. Composite view).

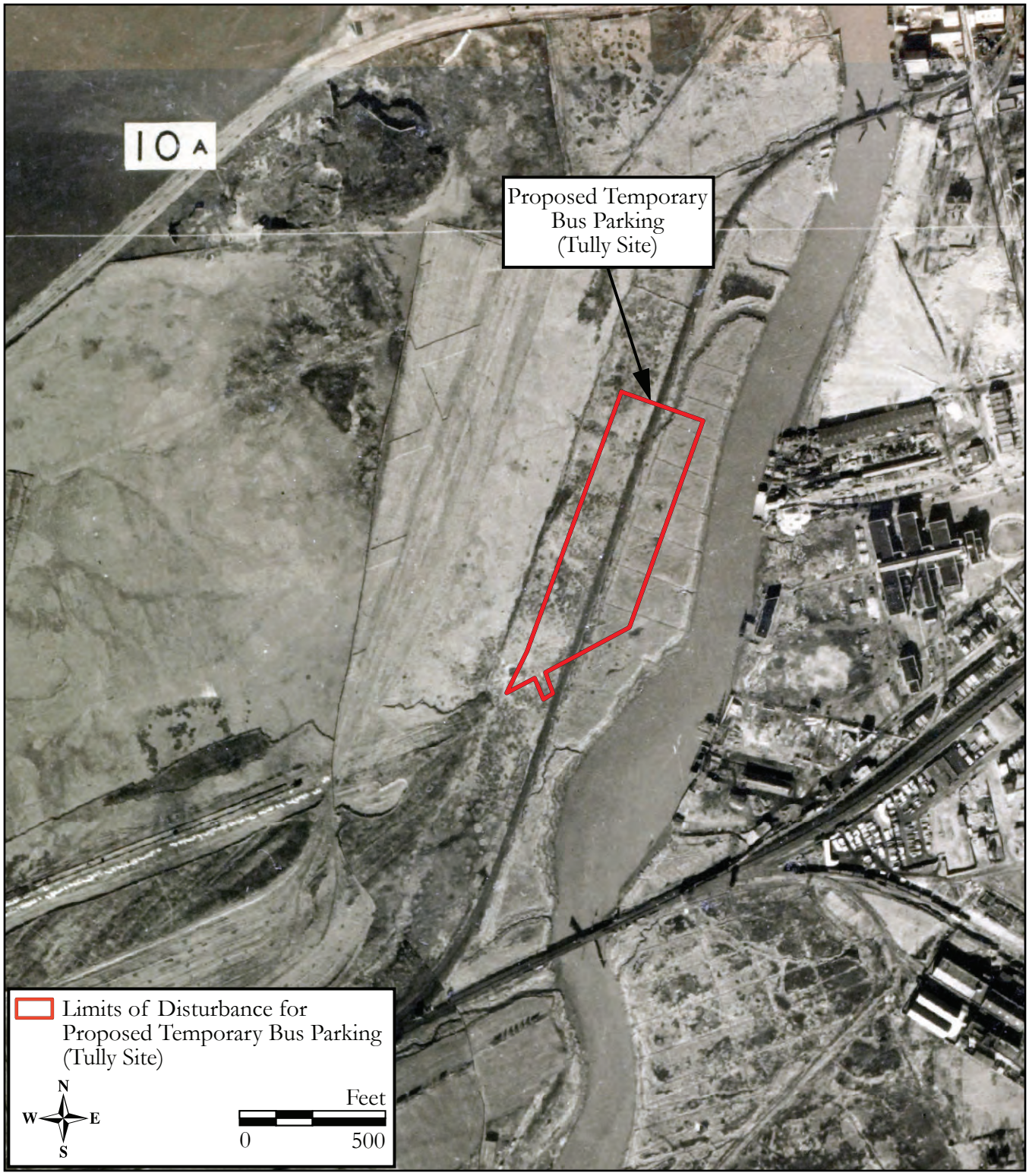

Figure 4.4: 1924 historic aerial photograph.
(City of New York Board of Estimate and Apportionment 1924).

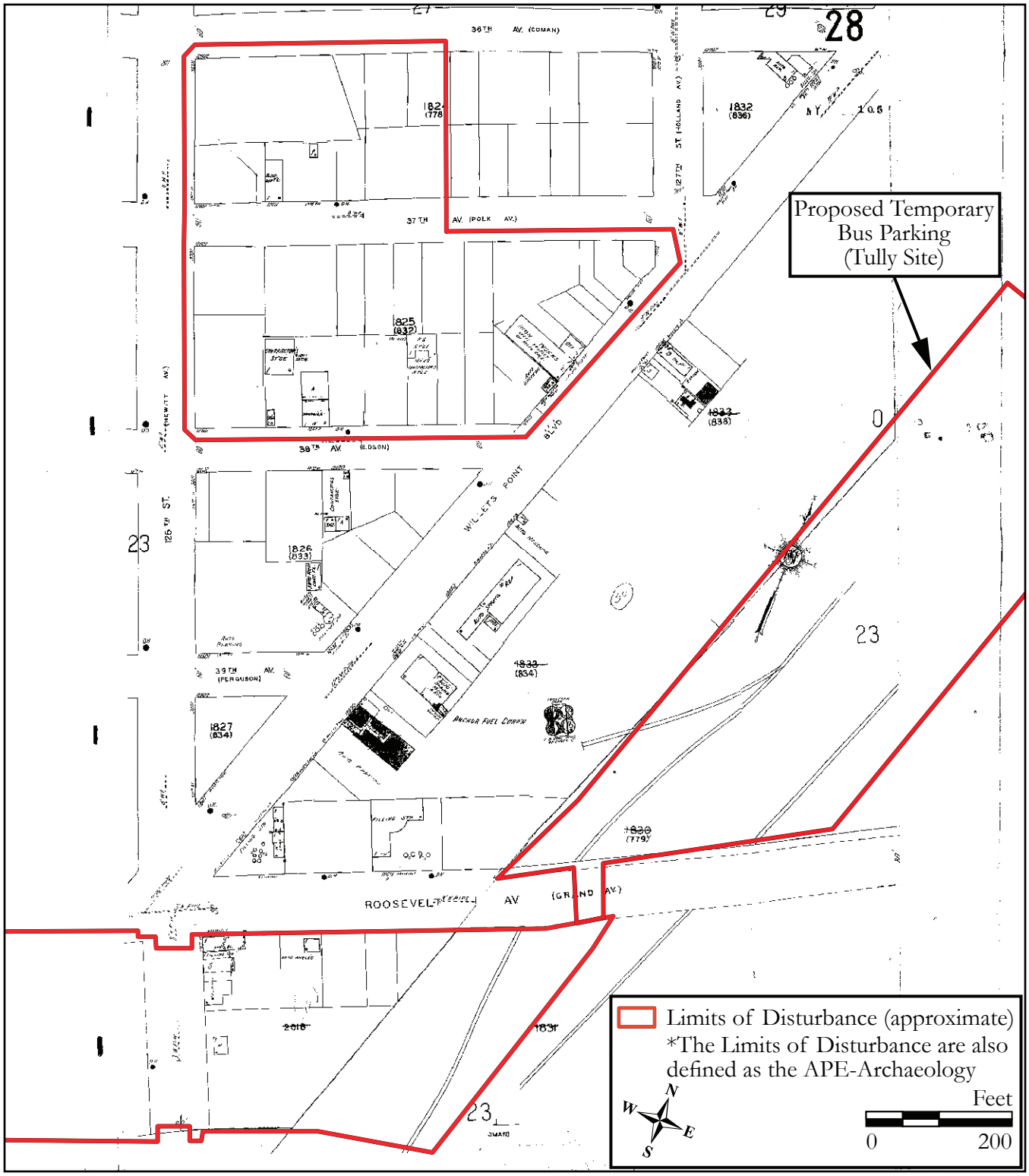

Figure 4.5: 1931 Sanborn Map Company, *Insurance Maps of Borough of Queens, City of New York*, Volume 19, Sheet 28, New York.

the north (see Figure 4.7). Improvements to transportation networks throughout Queens continued throughout the mid-twentieth century. In 1959, the GCP underwent a $40 million dollar reconstruction (Hitt 2017). In preparation for the 1964 World's Fair, improvements were made to the main entrance at the northern portion of the park, including to the Mets-Willets Point Subway Station. To the north of the bridge and subway station, west of the Tully Site, construction began on a stadium for the New York Mets and the New York Jets sports teams. Dedicated in 1964, Shea Stadium served as the home park for the Mets until 2009, and the Jets played there until the early 1980s. Some limited storage of train cars and trailers appears on a 1966 aerial photograph along the western side of the Tully Site. To the east of the Tully Site, the Van Wyck Expressway, crossing Flushing Creek and Roosevelt Avenue, was built by 1966 (Figure 4.8).

In the 1970s through the 1990s, the Tully Site was used for rail car and other storage (NETR 1966, 1974, 1980, 1994). In 1980, a single track can be seen through the Tully Site; however, by 2004, it is no longer evident (NETR 1980, 1994, 2004). Although the 1995 topographic map shows the rail yard, it is not clear if it remained in use at that time (see Figure 2.1). By 2004, most of the Tully Site was cleared; rail cars or trailers were located in a storage area near Roosevelt Avenue (NETR 2004). The Tully Site may have been used for further deposition of dredge spoils or other materials in the 2000s (NETR 2004, 2006). Shea Stadium, west of the Tully Site, was demolished in 2009 and Citi Field, the current Mets baseball stadium, was constructed adjacent to the Shea Stadium site. Later in the 2000s, the Tully Site included cleared areas, overgrown vegetation, temporary structures topping dredge spoils, and continued use of the area near Roosevelt Avenue for storage (NETR 2009, 2011, 2012, 2015).

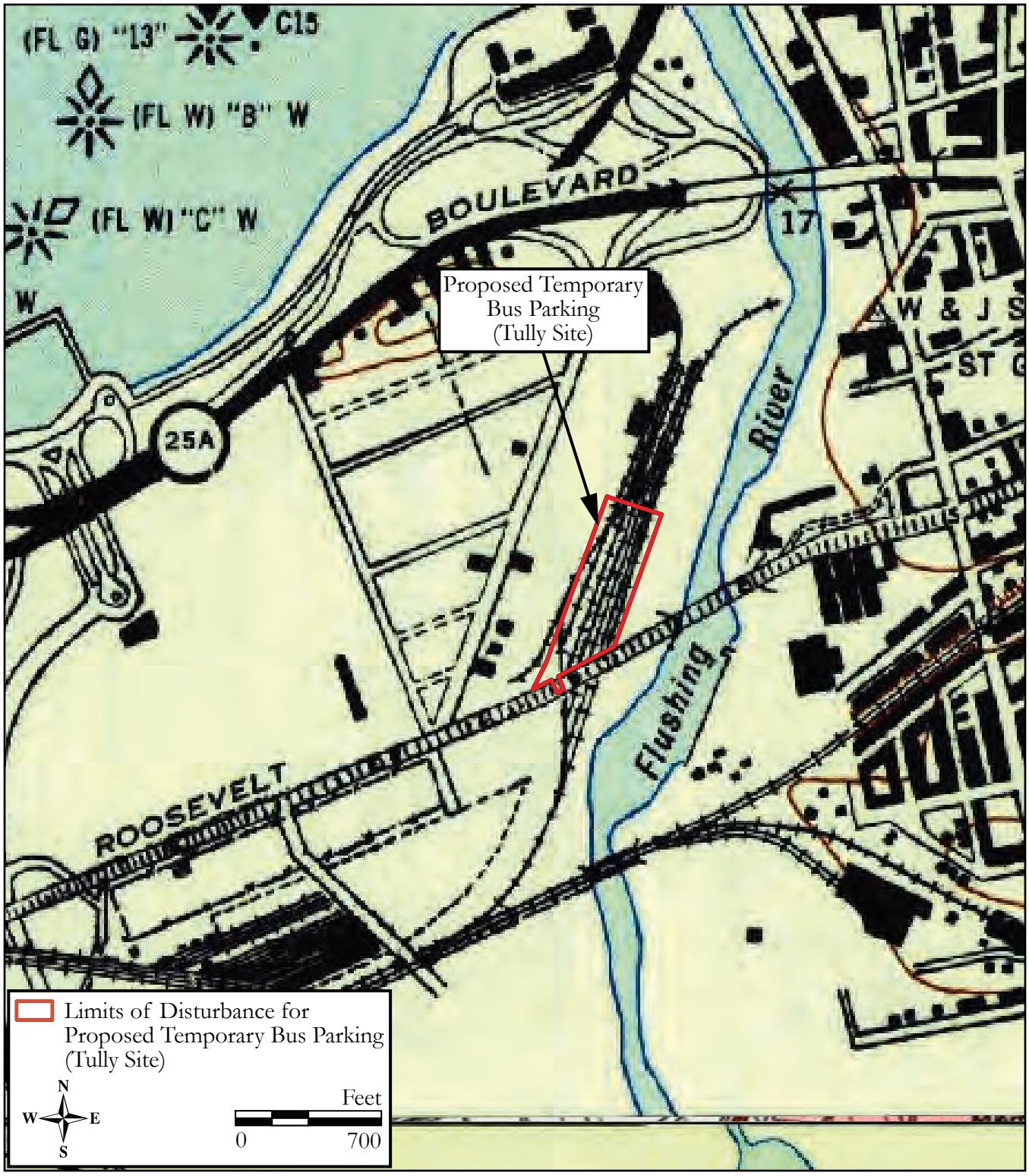

Figure 4.6: 1947 U.S.G.S. 7.5' Quadrangles: Flushing, NY and Jamaica, NY.

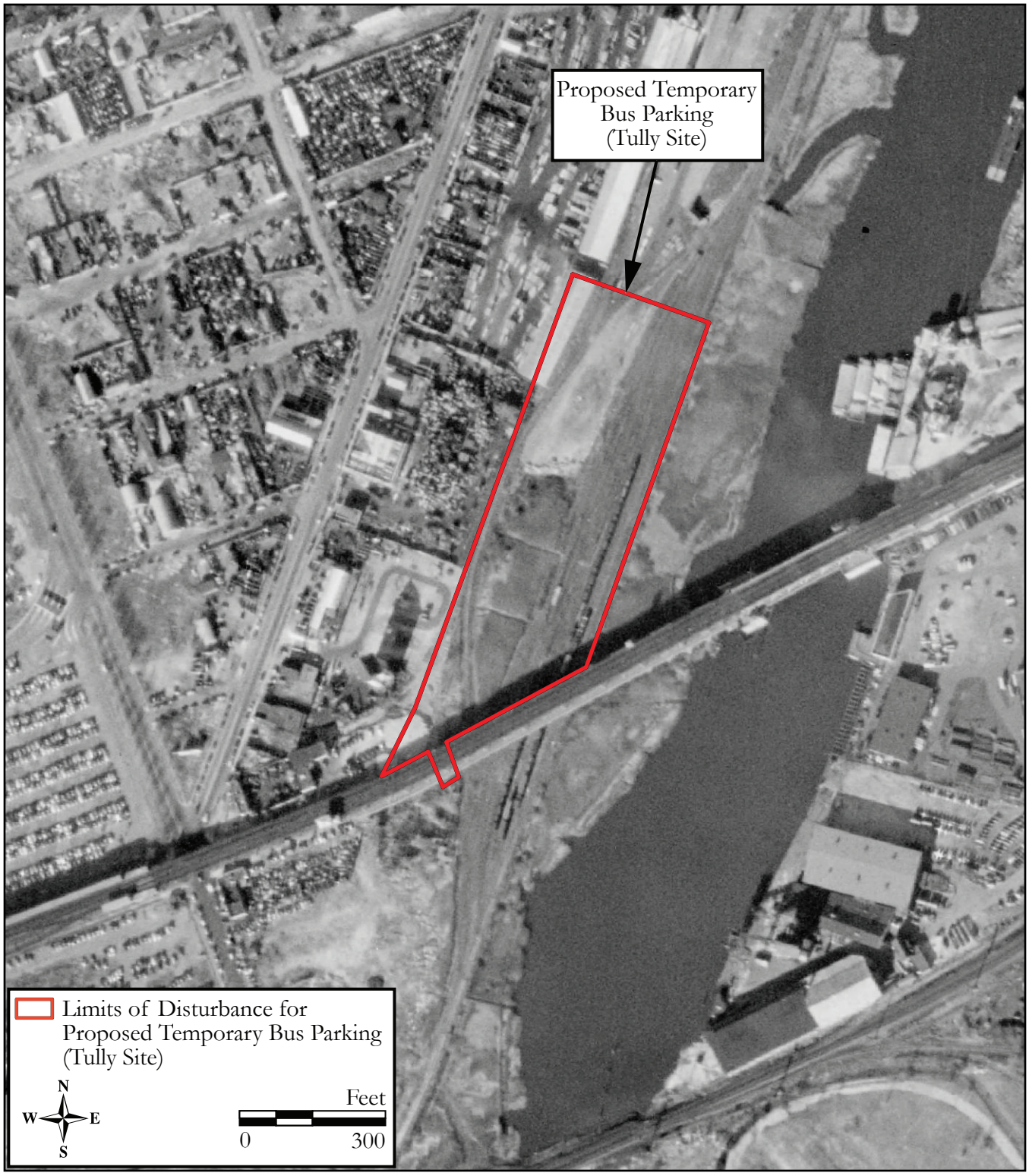

Figure 4.7: 1954 historic aerial photograph.
(NETR 1951).

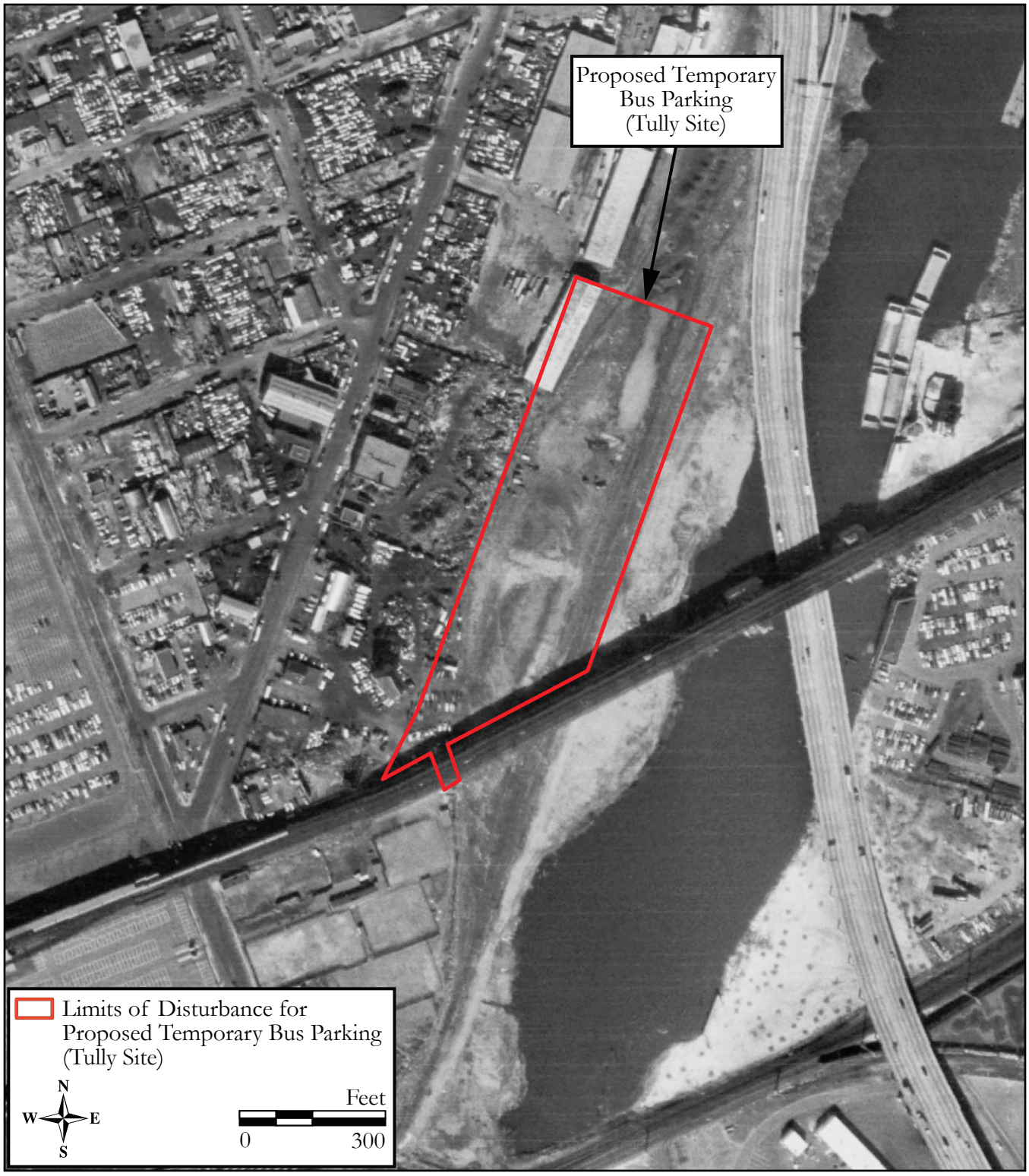

Figure 4.8: 1966 historic aerial photograph.
(NETR 1966).

5.0 RESULTS

5.1 Archaeological Survey Methods

Fieldwork for this Addendum Phase IA Archaeological Survey report consisted of pedestrian reconnaissance conducted by architectural historian Lauren Dunkle on December 5, 2019 to examine existing conditions within the Tully Site. The pedestrian reconnaissance included a visual examination of the Tully Site from accessible locations along Willets Point Boulevard and Roosevelt Avenue, and documentation via photography and brief field notes. All survey notes and a complete set of digital photographs are on file at RGA's Cranbury, New Jersey office.

5.2 Pedestrian Reconnaissance

The 6.42-acre Tully Site, located east of Willets Point Boulevard and north of Roosevelt Avenue, will be used as a new temporary bus parking facility. Access to the Tully Site will be afforded by a new bus lane that will cross under the western approach span of the Roosevelt Avenue Bridge by way of an existing steel and concrete viaduct. Project impacts are confined to the installation of asphalt paving, driveways, and a 12-foot by 40-foot trailer for dispatcher operations. Subsurface impacts are not known but are likely to be shallow (Figure 5.1; see Figure 1.1, 2.1, and 2.2). Topography at the Tully Site is relatively flat (Plates 5.1-5.7; see Figure 5.1).

The Tully Site is bounded to the south by the elevated Roosevelt Avenue and IRT and on other sides by empty lots or construction staging areas (see Plates 5.1-5.7). Citi Field is located to the west along 126th Street (see Figures 1.1 and 2.2; see Plate 5.6). The Tully Site falls within former marshlands on the west side of Flushing Creek that historic maps indicate were filled by 1873 in conjunction with the construction of a feeder track or spur from the F&NSRR (see Figure 4.1; Sidney 1849; Dripps 1852; Beers 1873; see Richard Grubb & Associates, Inc. 2019: Figures 5.2-5.4). The F&NSRR became part of the LIRR by 1876 and the portion crossing the Tully Site is shown as the LIRR Whitestone Branch on a 1903 map (see Figure 4.3). During the twentieth century, areas adjacent to the Tully Site appear to have remained undeveloped marshland but for the railroad spur (see Figures 4.3-4.8). Filling of adjacent marshland and deposition of dredge spoils and other materials took place during the mid-twentieth century (see Figures 4.4-4.6). South of the Tully Site, construction of Roosevelt Avenue with its elevated IRT track was underway by 1924 and completed by 1926 (see Figures 4.4 and 4.5; Panamerican Consultants, Inc. 2003). The railroad widened to an extensive multi-track rail yard within and north of the Tully Site by 1947 (see Figures 4.6 and 4.7). By the twenty-first century, the rails were removed and much of the Tully Site was used for the deposition of dredge spoils or other deposition (see Figure 4.8; NETR 1966, 1974, 1980, 1994, 2004, 2009, 2011, 2012, 2015). Currently, the Tully Site is level with mounding, spoil piles and/or soil stockpiles in discreet locations (see Plates 5.1-5.7). Trailers and construction staging and construction activities can be seen in portions of the Tully Site. No railroad tracks, rail yards, or remnants of such items related to the former F&NSRR remain within the Tully Site today (see Plates 5.4-5.7). Vegetation includes weedy grasses and deciduous trees as well as limited areas of wetlands vegetation (see Plates 5.1-5.7). Near Roosevelt Avenue, the Tully Site is in use for construction materials storage or staging areas with unimproved driveways (see Plates 5.4-5.7).

Disturbance
The Tully Site lies on an area that had historically undergone extensive land reclamation, filling and grading as discussed above. The Tully Site is within an area currently undergoing demolition and construction for an unrelated project.

5.3 Prehistoric and Historic Archaeological Sensitivity

The assessment of archaeological sensitivity considers the environmental setting, background research, and prior disturbances within the Tully Site to identify locations likely to contain prehistoric and historic archaeological sites.

Sensitivity Assessment
An evaluation of archaeological potential is based upon environmental factors (topography and hydrology), the presence of recorded cultural resources in the files at the New York State Museum and the SHPO, a review of historic maps, and a site visit.

Prehistoric Resources Archaeological Sensitivity
No prehistoric sites are located in or close to the Tully Site. The prior Phase IA Archaeological Survey determined that there are two sites (NYSM Site # 4544 and Flushing Friends Meeting House Prehistoric Site [08101.011370]) within 1,000 meters of the Tully Site (see Section 4.1; see Richard Grubb & Associates, Inc. 2019: Table 5.1). Historic documentary research indicated that this region, particularly the area surrounding Flushing Creek, the East River, and Flushing Bay, would have been attractive to prehistoric groups. Historically, the Tully Site was located within a low-lying salt marsh adjacent to the west bank of Flushing Creek. The wetlands/marshland that characterized the Tully Site throughout Corona was significantly altered due to the land reclamation and filling activities associated with the construction of roads, highways, and railroads; and the deposition and in-filling of the "Corona Dumps," as well as urban development.

The Tully Site was part of Area 1, Lower Flushing Creek during an extensive ecosystem restoration project in 2003, which was assessed with moderate subsurface prehistoric archaeological sensitivity by Panamerican Consultants, Inc. (2003: 3-14, Table 3.1). Due to its location proximate to Flushing Creek and within 1,000 feet of known sites, the Tully Site falls within an area mapped by the SHPO CRIS web site as Archaeologically Sensitive. However, grading, filling, and construction of a rail spur and later railroad yard in a location of former marshland renders the prehistoric archaeological sensitivity of the Tully Site as low. Below-ground disturbance associated with improvements to the Tully Site for temporary bus parking is expected to be minimal and limited to the upper foot of existing fill. Although the prehistoric natural environment of this part of Queens would have been conducive to Native American settlement, the Tully Site is assessed with low sensitivity for intact prehistoric archaeological resources.

Historic Resources Archaeological Sensitivity

No historic archaeological sites are within or adjacent to the Tully Site. One previously recorded historic archaeological resource (seventeenth- to nineteenth-century John Bowne House [08101.011590]) is within one mile of the Tully Site and the APE-Archaeology (see Richard Grubb & Associates, Inc.: Table 5.1). As mentioned above, the Tully Site is composed of urban fill in an area of former marshland associated with Flushing Creek prior to the twentieth century (see Figures 4.1-4.2). Based on the historic map review, background research, and a site file search, by 1873, the Tully Site was filled and bisected by the F&NSRR, which became part of the LIRR by 1876 (see Figures 4.1-4.3). The rail line was removed by the twenty-first century (see Figures 4.4-4.8; NETR 1980, 1994, 2004, 2006).

The Tully Site was part of Area 1, Lower Flushing Creek during the 2003 ecosystem restoration project, which contained several areas assessed with high historic archaeological sensitivity by Panamerican Consultants, Inc. (2003: 3-54, Table 3.2). These areas contained a range of possible historic resource types, none of which are within or adjacent to the Tully Site. As discussed above in the section on prehistoric archaeological sensitivity, prior impacts have affected the Tully Site. No historic uplands were present in the Tully Site and no development took place historically other than the expansion of the LIRR rail yard, and its subsequent removal. The Tully Site has been filled, graded, and leveled. It is part of a redevelopment area for an unrelated project and is unlikely to contain historic archaeological resources related to the F&NSRR. In addition, the depth of impacts required for the installation of paved parking and driveways proposed within the Tully Site are likely to be shallow and affect only an approximate upper one foot or less of currently placed fill. Therefore, the Tully Site is assessed with low sensitivity for intact historic archaeological resources.

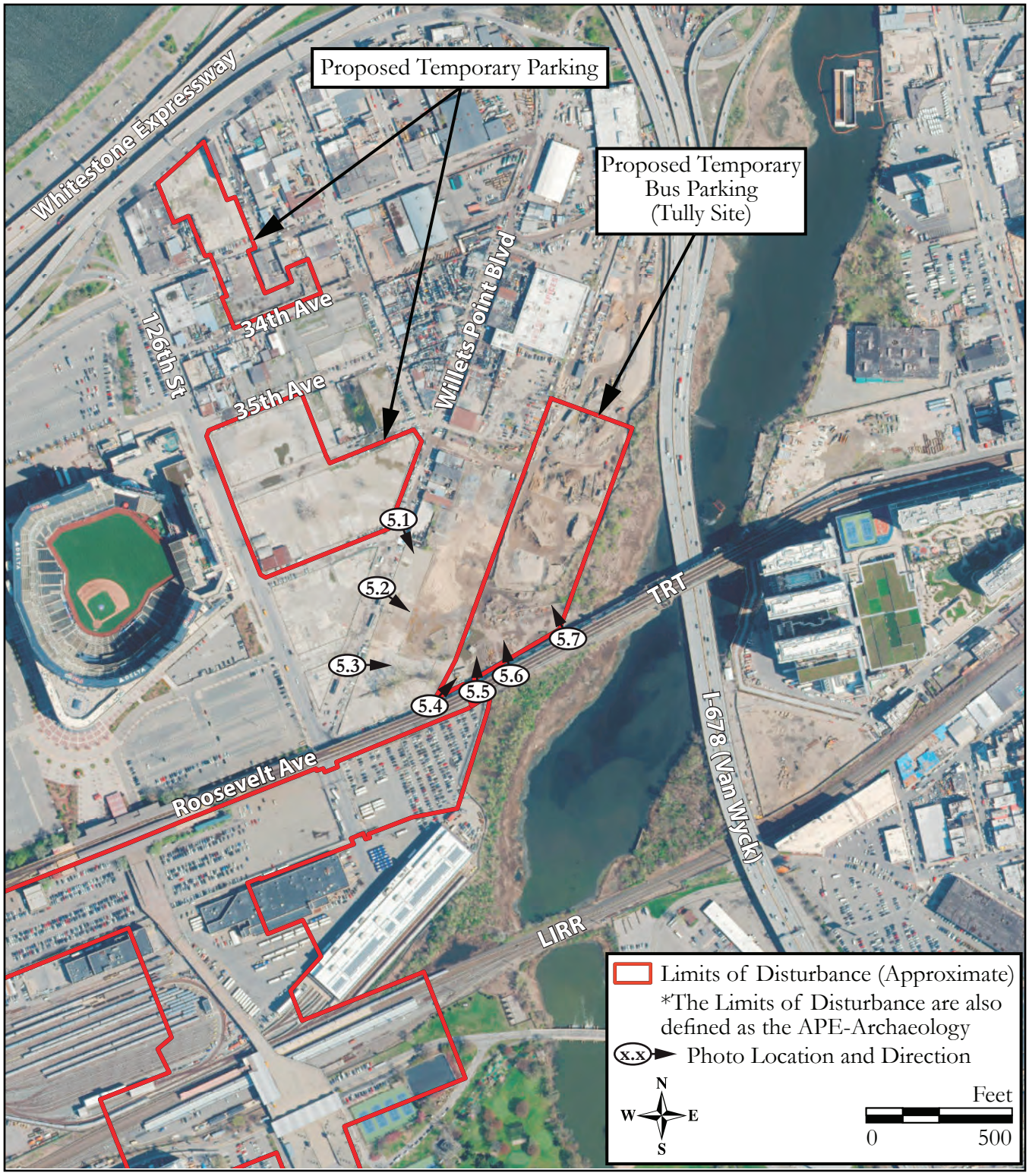

Figure 5.1: Detail of the Tully Site and Proposed Alternative direct project impacts (APE-Archaeology) overlaid on an aerial photograph with photograph locations and angles.
(Ricondo & Associates, Inc. 2019; World Imagery, ESRI 2019b).

Photo 5.1: Overview of the Tully Site from Willets Point Boulevard.

Note, Roosevelt Avenue is in the background.

Photo view: Southeast

Photographer: Lauren Dunkle

Date: December 5, 2019

Photo 5.2: Overview of the Tully Site from Willets Point Boulevard.

Note, Roosevelt Avenue is in the background.

Photo view: Southeast

Photographer: Lauren Dunkle

Date: December 5, 2019

Photo 5.3: Overview of the Tully Site from Willets Point Boulevard.

Photo view: East

Photographer: Lauren Dunkle

Date: December 5, 2019

Photo 5.4: Overview of the Tully Site from Roosevelt Avenue.

Note, Construction staging and storage are in the foreground.

Photo view: Northeast

Photographer: Lauren Dunkle

Date: December 5, 2019

Photo 5.5: Overview of the Tully Site from Roosevelt Avenue.

Note, Construction staging and storage are in the foreground.

Photo view: North

Photographer: Lauren Dunkle

Date: December 5, 2019

Photo 5.6: Overview of the Tully Site from Roosevelt Avenue.

Note, Construction staging and storage are in the foreground and Citi Field is to the left west of 126th Street.

Photo view: North

Photographer: Lauren Dunkle

Date: December 5, 2019

Photo 5.7: Overview of the Tully Site from Roosevelt Avenue.

Note, Construction staging and storage are in the foreground and Citi Field is to the left west of 126th Street.

Photo view: Northwest

Photographer: Lauren Dunkle

Date: December 5, 2019

6.0 CONCLUSIONS AND RECOMMENDATIONS

Richard Grubb & Associates, Inc., cultural resources subconsultants working on behalf of Ricondo & Associates, Inc. and the Federal Aviation Administration, completed this Addendum Phase IA Archaeological Survey to assist the FAA in compliance with Section 106 of the National Historic Preservation Act, as amended. The Addendum Phase IA Archaeological Survey assessed the prehistoric and historic archaeological sensitivity of a new temporary bus parking facility (Tully Site) as part of the Proposed Alternative Area of Potential Effects for archaeology (APE-Archaeology) for the LaGuardia Airport Access Improvement Project.

The Addendum Phase IA Archaeological Survey methods consisted of a review of the relevant environmental and cultural contexts and background information compiled for the original Proposed Alternative APE-Archaeology, a site visit, a sensitivity assessment, and report writing. Based upon the background information, historic mapping, environmental setting, and a site visit, it was concluded that the natural marshland setting of the Tully Site was filled by 1873, and subsequently altered through construction, expansion, and removal of the Flushing & North Side Railroad and Long Island Rail Road spur along Flushing Creek. No other historic development took place within the Tully Site, and after the railroad was no longer in operation, the property was used for the deposition of dredge spoils and other construction materials storage. The likelihood of extant significant archaeological resources within the Tully Site is considered low. Ground disturbance associated with use of the Tully Site for temporary bus parking is expected to be minimal. Based upon the results of the Addendum Phase IA Archaeological Survey, no further archaeological work is recommended.

The report and associated Geographic Information Systems shapefiles will be uploaded into the Cultural Resource Information System according to New York State Historic Preservation Office guidelines.

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APPENDIX A: SHPO CONSULTATION

U.S. Department
of Transportation
**Federal Aviation
Administration**

Eastern Region, Airports Division

1 Aviation Plaza, Room 516
Jamaica, NY 11434-4809

T: (718) 553-3330
F: (718) 995-5615

June 17, 2019

Beth Cumming
Senior Historic Site Restoration Coordinator
Division for Historic Preservation
New York State Office of Parks, Recreation & Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, NY 12188-0189

VIA: OPRHP Cultural Resources Information System (CRIS) Upload

RE: Section 106 Initiation of Consultation, Area of Potential Effects, Consulting Parties, and
Survey Methodology
Phase IA Archaeological Survey and Historic Architectural Reconnaissance Survey
LaGuardia Airport Access Improvement Project
Borough of Queens, City of New York, New York
OPRHP Project No. 18PR05235

Dear Ms. Cumming,

The Port Authority of New York and New Jersey (Port Authority), as the operator of LaGuardia Airport (LGA or Airport), is proposing to improve access to LGA through the construction and operation of a new automated people mover (APM) AirTrain system (the proposed Project) to provide a time-certain transportation option for air passenger and employee access to LGA (Exhibit 1). The Port Authority's proposal would also ensure adequate parking for Airport employees through the construction of additional parking facilities.

Because the Project includes federal involvement, the undertaking is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 United States Code [U.S.C.] § 306108), and its implementing regulations at 36 Code of Federal Regulations [CFR] § 800. The US Department of Transportation's Federal Aviation Administration (FAA), as lead federal agency for the undertaking, is responsible for ensuring compliance with Section 106, as well as the preparation of an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. § 4321 et seq.), and Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR §§ 1500-1508).

The purpose of this letter is to initiate formal Section 106 consultation with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), which in New York serves as the office of the State Historic Preservation Officer (SHPO); delineate the proposed Project's Area of Potential Effects (APE); identify consulting and interested parties; and present proposed survey methodologies for a Phase IA Archaeological Survey and Reconnaissance-level Historic Architectural Survey in support of Section 106 compliance. Pursuant to 36 CFR § 800.2(a)(3), Richard Grubb & Associates, Inc. (RGA), cultural resources subconsultants working on behalf of Ricondo & Associates, Inc. (Ricondo), the prime environmental consultant for the FAA's EIS document, will conduct the required surveys.

Additionally, the FAA is using this letter to formally notify the SHPO that it intends to use the NEPA process for compliance with Section 106, as established by 36 CFR § 800.8(c). The FAA's intent to use this process was first established in the Notice of Intent for the EIS published in the Federal register on May 3, 2019 (84 Fed. Reg. 19151).

Project Description

The Port Authority has identified a proposed alternative for the Project, which the FAA will assess along with other possible alternatives during the alternatives screening process. The Port Authority's preferred alternative encompasses the following Project components:

- construction of an elevated dual-lane fixed guideway APM system approximately 2.3 miles in length that extends from the LGA Central Hall (Terminal B) Building (currently under unrelated construction) to the Metropolitan Transit Authority (MTA) Long Island Railroad (LIRR) Mets□Willets Point Station and the New York City Transit (NYCT) 7 Line Mets□Willets Point Station;

- construction of two on□Airport APM stations (Central Hall [Terminal B] APM Station; East [Terminal C and East Garage] APM Station);

- construction of one off□Airport (Willets Point) APM station at Mets□Willets Point that provides connections to the Mets□Willets Point LIRR and NYCT 7 Line stations;

- construction of a multi□level above ground APM operations, maintenance, and storage facility (OMSF) with integrated garage for 500 Airport employee parking spaces and replacement parking for Citi Field parking spaces that would be affected by the Proposed Action

- construction of passenger walkway systems compliant with the Americans with Disabilities Act to connect the APM stations to the Airport passenger terminals, ground transportation facilities; and parking facilities at the OMSF;

- construction of three traction power substations to provide power to the APM guideway: one located at the on□Airport East APM Station, another at the Willets Point APM Station, and the third at the OMSF;

- construction of a 27kV main substation located adjacent to the OMSF structure on MTA property; and

- construction of utilities infrastructure, both new and modified, as needed, to support the proposed Project.

The proposed Project also includes various enabling projects and connected actions, consisting principally of: utility relocation and demolition of certain existing facilities; construction of temporary parking facilities; demolition, reconstruction and/or relocation of the previously identified National Register of Historic Places (NRHP)-eligible Passerelle Bridge (USN 08101.012570), a contributing element to the NRHP-eligible Flushing Meadows-Corona Park (USN 08101.012611); modifications to the MTA LIRR Mets□Willets Point Station, including service changes on the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage.
The elevated fixed guideway, APM stations, and OMSF would vary in height, depending on conditions and required clearances. The guideway would be supported on circular columns at intervals of approximately 120 feet on average and constructed using typical common deep pile foundation systems, including drilled shafts and tapertube piles. Overall, the guideway would range in height approximately 45 to 85 feet above sea level, corresponding to approximately 30 to 75 feet above grade. The standard width of the dual-lane guideway would measure 35 feet and diverge at the APM stations to accommodate station platforms. The tops of the on-Airport APM station facilities would measure approximately 102 feet in height. The tops of the Willets Point APM Station and OMSF facility would stand approximately 106 feet in height.

Previous OPRHP Coordination
On August 18, 2018, the FAA initiated project review for the LGA Access Project (Project No. 18PR05235) utilizing the OPRHP's online Cultural Resources Information System (CRIS). In electronic correspondence between R. Daniel Mackay of the OPRHP and myself dated August 29, 2018, the OPRHP outlined the need for both archaeological and historic architectural surveys. Additional correspondence between Beth Cumming (OPRHP) and Marie Jenet (FAA) on December 27, 2018, addressed OPRHP review periods and previously recorded historic resources within the vicinity of the Port Authority's proposed Project, including LGA Terminals B (Central Terminal) and C and D (Delta Terminal); Flushing Meadows-Corona Park; and the contributing Passerelle Bridge, pavilions, and related buildings. The above information was reiterated in additional electronic correspondence dated March 8, 2019, between Beth Cumming and Stephen Culberson of Ricondo. With FAA approval, RGA held an informal conference call on April 9, 2019, with OPRHP project reviewers Nancy Herter (archaeology) and Kathy Howe (historic architecture) to discuss the Port Authority's proposed Project, to review OPRHP survey and reporting requirements, and discuss likely approaches for cultural resources studies for the Project. This discussion touched on the following general topics:

- previously completed cultural resources investigations carried out in the vicinity of the proposed Project;
- shoreline disturbance and the potential for the presence of pre-contact or historic archaeological buried or submerged deposits;
- previously recorded National Register of Historic Places (NRHP)-listed and/or eligible historic properties, previously recorded unevaluated resources, and previously recorded resources determined not eligible for listing in the NRHP;

- OPRHP resource identification preferences permitting professionally qualified architectural historians to choose which resources to record and evaluate based on their potential to meet the NRHP integrity criteria;
- OPRHP survey preferences utilizing three digital photographs; and
- OPRHP reporting preferences utilizing brief historic contexts; focused discussions on existing resources, figures, tables; and preliminary recommendations for further work and NRHP eligibility.

Area of Potential Effects

Under Section 106, the APE is defined in 36 CFR § 800.16(d) as follows: "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." Historic properties are defined as cultural resources listed in or eligible for listing in the NRHP.

The initial APE has been developed to assess the Port Authority's identified proposed alternative for the Project. The APE may change as the FAA progresses through the alternatives screening process and considers alternatives to carry forward for analysis. The initial APE is based on the proposed work activities and their potential to affect cultural resources, including potential direct and indirect visual effects caused by the construction and operation of the proposed project. Direct effects may include physical damage or destruction of a resource or its setting. Indirect effects may include the introduction of visual, audible, or atmospheric elements that alter the characteristics of a historic property that qualify it for inclusion in the NRHP.

APE-Archaeology

The initial proposed APE for Archaeological Resources (APE-Archaeology) currently comprises the area that would be directly affected by ground disturbances from construction of the Port Authority's proposed Project. It includes the expected limits of disturbance for the proposed APM stations, guideway, OMSF, access roads, traction power substations, Flushing Bay Marina facilities relocations, temporary and permanent parking areas, and construction staging and laydown areas. Because project plans remain in the early stages of development, and areas of direct physical disturbance have not been fully identified, the APE-Archaeology is likely to change. The APE-Archaeology appears in Exhibit 2.

APE-Architecture

The initial proposed APE for Architectural Resources (APE-Architecture) includes the area in which the proposed Project may directly or indirectly cause changes in the character or use of historic properties. The portion of the APE-Architecture in which the proposed Project may cause direct physical impacts includes all locations subject to ground-disturbing activities (consisting of the APE-Archaeology). To account for potential indirect visual or contextual effects, the APE-Architecture extends beyond the actual construction limits to include those properties that may be impacted by visual changes, patterns of use, or may experience a change in historic character associated with the construction of the proposed Project.

The Port Authority's proposed Project would extend along the edge of the Grand Central Parkway (GCP) and Flushing Bay. The GCP in this location runs approximately at sea level. A high bluff rises immediately to the west, which is densely developed with primarily twentieth-century residential properties, mainly along the east side of Ditmars Boulevard. Moving to the west side of Ditmars Boulevard , the density of the development, intervening construction, and existing vegetation limits visibility of the proposed guideway, except for certain areas along several cross streets. Accordingly, the proposed APE-Architecture has been delineated to account for potential indirect visual effects along the east side of Ditmars Boulevard, portions of several cross streets, and various open areas with possible views of the guideway.

As the alignment rises to cross the interchange of the GCP and Northern Boulevard and the 7 Line, the proposed APE-Architecture expands outward to account for potential increased visibility further afield. Again, development density, intervening construction, building heights, vegetation, and the optical effects of distance and diminishing perspective, serve to limit the proposed APE Architecture in this area to properties fronting on the GCP, several cross streets, and miscellaneous open areas with possible views of the guideway.

Generally, resources not likely to fall within the direct line of sight of the proposed guideway are excluded from the APE-Architecture, subject to verification in the field. Resources located partially within the viewshed or adjoining a line-of-sight boundary are generally included in the APE out of an abundance of caution.

Regarding the previously identified NRHP-eligible Flushing Meadow-Corona Park (USN 08101.012611), the size of this historic property is such that including the entire park property within the proposed APE-Architecture would extend the survey boundaries well beyond the limits of the proposed Project's potential indirect visual effects. Accordingly, the APE-Architecture boundary line has been drawn to provide a substantial buffer around the proposed Project elements, including the nearest previously identified contributing elements, but does not embrace the entire park property. Because a large portion of the park is included inside the proposed APE-Architecture, any impacts to the park as a whole would be addressed as part of the overall architectural survey effort.

With respect to temporary parking facilities proposed to be located to the east of Citi Field, these areas are currently undergoing unrelated demolition and construction. Because the expected impacts are temporary and limited to parking, with little potential for indirect effects, the APE-Architecture has been delineated to include a buffer extending one lot out from the proposed parking area. A discontiguous parking area, called the Ingraham's Mountain site, currently functions as a parking lot. Here, the APE-Architecture is defined as the parking area only.

Finally, the proposed Project includes plans to relocate an existing boat launch and related marina facilities to a new location along the Flushing Bay shoreline. The elevated portions of the adjoining Northern Boulevard/Whitestone Expressway (I-Route 678) create a strong physical and visual buffer from neighboring areas to the south and therefore provides reasonable and justifiable boundaries for the APE-Architecture near the proposed marina area. The APE-Architecture appears in Exhibit 3.

Consultation and Public Involvement
In addition to the FAA, the Port Authority, and the OPRHP, other consulting parties include local governments, federally recognized Indian tribes, and invited individuals and organizations with a demonstrated interest in the undertaking. The FAA has identified entities that may be invited to participate in the Section 106 process for the undertaking as consulting parties. In accordance with 36 C.F.R. § 800.3, FAA is providing the attached preliminary list of invited consulting parties for your review (see Attachment). The FAA will coordinate with other consulting parties once it completes its alternatives screening process and finalizes its APE for all selected alternatives. The FAA's public involvement responsibilities under Section 106 will be conducted as part of its public outreach efforts under the concurrent NEPA EIS process.

Phase IA Archaeological Survey Approach
The purpose of the Phase IA Archaeological Survey is to assess the potential for the presence of archaeological sensitivity within the APE-Archaeology for the Port Authority's proposed alternative and any additional alternatives advanced for analysis.

RGA will coordinate common tasks associated with the Phase IA Archaeological Survey and Reconnaissance-level Historic Architectural Survey to maximize efficiency and avoid duplication of effort. Examples of tasks to be completed in support of both surveys include:

- Review of previous cultural resources investigations inside the APEs, including survey reports and survey records contained in CRIS;
- Background research using primary and secondary resources, including, but not limited to, the CRIS database, regional and local libraries, museums, historical societies, local informants, online sources, and other pertinent sources to develop an appropriate historic context commensurate with the undertaking and emphasizing existing resource types; and
- GIS mapping, graphics production, and technical editing.

To complete the Phase IA Archaeological Survey, RGA will complete the above, as well as consultation with local, regional, and state level archaeological and historic preservation groups and organizations; a review of historic atlases and maps; a review of existing environmental conditions and landscape modifications which could affect the preservation of historic and prehistoric archaeological resources; a site visit and visual inspection to document existing conditions; an assessment of the potential for prehistoric and historic archaeological resources; and preparation of recommendations regarding the need for a further archaeological survey (i.e. Phase IB archaeological survey) or no further survey.

Reconnaissance-level Historic Architectural Survey Approach
The purpose of the Reconnaissance-level Historic Architectural Survey is to identify all resources over 45 years of age (according to FAA practice), within the APE-Architecture for the Port Authority's proposed alternative and any additional alternatives advanced for analysis, and to provide preliminary evaluations of the same for eligibility for listing in the NRHP.

The architectural survey includes a revisit of all previously identified NRHP-listed and eligible historic properties and all previously identified but unevaluated resources to assess or reassess NRHP eligibility based on existing conditions. It also identifies and documents all previously unrecorded above ground architectural resources 45 years of age or older and evaluates their eligibility for listing in the NRHP.

In order to locate previously recorded historic resources, RGA will conduct a desktop analysis within the APE-Architecture utilizing the OPRHP's CRIS and NRHP online databases. Previously identified resources listed in the CRIS system but determined not eligible will be identified as part of the survey due diligence but will not be re-examined as part of this investigation.

Preparatory to fieldwork, RGA will compare historic aerial photographs, 1960s-1970s-era USGS maps, and modern aerial photographs to accurately predict and pre-map the locations of resources over 45 years of age (pre-1974) requiring survey. Building ages will be confirmed or corrected in the field based on a combination of visual observations, stylistic evidence, construction materials, historic photographs, personal communications with property owners, and the City of New York tax assessor's records.

Each resource will be documented via digital photography and brief field notes to record forms, styles, current conditions, and locations. In cases of potential historic districts, the reconnaissance survey will record all potential contributing elements within justifiable district boundaries. If the identified boundaries of a potential historic district extend outside the APE-Architecture, the architectural survey will identify an overall district boundary, but will limit survey efforts only to resources located inside the APE-Architecture.

Ordinarily, the OPRHP allows qualified architectural historians to make informed decisions in the field about which newly identified resources warrant recording and evaluation. For this Project, however, RGA will locate, photograph, and tabulate all resources over 45 years in order to demonstrate full survey coverage of the APE-Architecture. A table of newly identified resources will serve as the survey base line and form an appendix in the survey report. From this table, RGA will then identify specific resources for NRHP evaluation based on their potential significance and level of integrity. Only those resources selected for detailed analysis will be plotted and uploaded separately into CRIS and evaluated for eligibility. All surveyed resources will be presented in tables accompanying the finished report.

If you concur with the recommended initial boundaries for both the APE-Archaeology and APE-Architecture, the list of potential consulting and interested parties, and the proposed survey approaches, kindly indicate your acceptance at your earliest convenience. If you have any questions or need additional information about this undertaking, please do not hesitate to contact me by email at andrew.brooks@faa.gov or by phone at 718-553-2511.

Sincerely,

Andrew Brooks
Environmental Program Manager

Attachments: Exhibit 1: Project Location (Uploaded separately via CRIS)
Exhibit 2: APE-Archaeology (Uploaded separately via CRIS)
Exhibit 3: APE-Architecture (Uploaded separately via CRIS)
List of Consulting Parties

cc: Marie Jenet, FAA
S. Stokely, ACHP

SOURCES: Port Authority of New York & New Jersey, LGA Access Improvement Project Purpose and Objectives and Analysis of Alternatives Report, October 2018; USGS Topographic Map, ESRI, National Geographic Society, i-cubed, 2019 (basemap); Ricondo & Associates, Inc., June 2019.

NORTH 0 2,400 ft

EXHIBIT 1

PROJECT LOCATION USGS TOPOGRAPHIC MAP

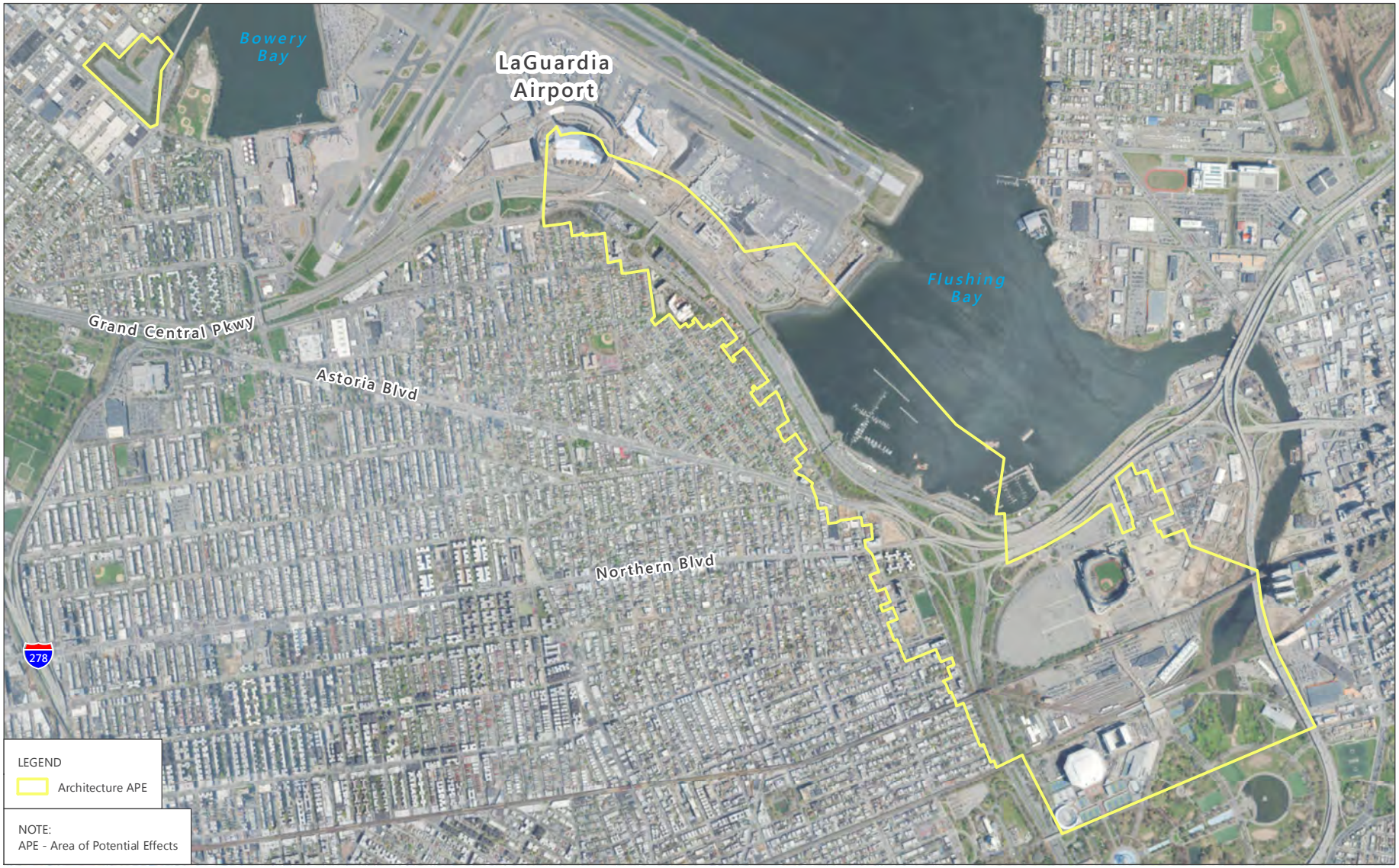
P:\GIS\Projects\LGA\MXD\LGA_AccessImprovementsEIS_APE_Exhibit1_Topo_20190613.mxd

SOURCES: Port Authority of New York & New Jersey, LGA Access Improvement Project Purpose and Objectives and Analysis of Alternatives Report, October 2018; USGS Topographic Map, ESRI, National Geographic Society, i-cubed, 2019 (basemap); Ricondo & Associates, Inc., June 2019.

EXHIBIT 2

AREA OF POTENTIAL EFFECTS - ARCHAEOLOGY

P:\GIS\Projects\LGA\MXD\LGA_AccessImprovementsEIS_APE_Exhibit2_APE_Archaeology_20190613.mxd



SOURCES: Port Authority of New York & New Jersey, LGA Access Improvement Project Purpose and Objectives and Analysis of Alternatives Report, October 2018; USGS Topographic Map, ESRI, National Geographic Society, i-cubed, 2019 (basemap); Ricondo & Associates, Inc., June 2019.

EXHIBIT 3

NORTH 0 2,000ft

AREA OF POTENTIAL EFFECTS - ARCHITECTURE

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NEW YORK STATE OF OPPORTUNITY. Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

July 15, 2019

Ms. Marie Jenet
Environmental Specialist
Federal Aviation Administration
New York Airports District Office
159-30 Rockaway Blvd, Suite 111
Jamaica, NY 11434

Re: FAA
LaGuardia Air-Train
18PR05235

Dear Ms. Jenet:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed your Section 106 consultation initiation letter dated June 17th, 2019 and the supporting documentation that was provided to our office on June 19th, 2019. Based upon our review, we offer the following comments:

1. Because we are consulting under federal law, please refer to our office as the State Historic Preservation Office, not OPRHP, which is our agency's designation under state law.
2. SHPO concurs with the Archaeological Area of Potential Effect (APE) as depicted in Exhibit 2 and with the Phase IA Archaeological Survey Approach outlined on page 6.
3. SHPO concurs with the initial proposed APE for architectural resources and the proposed approach to the reconnaissance level historic architectural survey.
4. SHPO recommends adding the Alliance for Flushing Meadows Corona Park to the list of potential Consulting Parties (http://allianceforfmcp.org/).

If additional information or correspondence is required regarding this project it should be provided via our Cultural Resource Information System (CRIS) at https://cris.parks.ny.gov/. Once on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an existing project". You will need this project number and your e-mail address. If you have any questions, I can be reached at (518) 268-2182.

Sincerely,

Olivia Brazee
Historic Site Restoration Coordinator
olivia.brazee@parks.ny.gov

via e-mail only

APPENDIX B: QUALIFICATIONS OF THE PRINCIPAL INVESTIGATOR

ILENE GROSSMAN-BAILEY
SENIOR ARCHAEOLOGIST (36 CFR 61)

YEARS OF EXPERIENCE:
With this firm:
2002-Present
With other firms: 8

EDUCATION:
Ph.D. 2001
Temple University
Anthropology

MA 1998
Temple University
Anthropology

BA 1979
College of
New Jersey
English

PROFESSIONAL TRAINING:
40-Hour Health and Safety Training for Hazardous Waste Operations and Emergency Response (OSHA 29 CFR 1910.120), February 2005; 8-Hour HAZWOPER Refresher, March 2019

PROFESSIONAL REGISTRATION:
Register of Professional Archaeologists

Professional Experience Summary:

Ilene Grossman-Bailey has served as a Principal Investigator on all phases of archaeological investigations, and specializes in prehistoric archaeology. Dr. Grossman-Bailey has extensive experience in applying Section 106 of the National Historic Preservation Act, as amended, and other relevant state and municipal laws. She exceeds the qualifications set forth in the Secretary of Interior's Standards for Archaeologists [36 CFR 61], as well as the State Historic Preservation Office's qualification standards in New Jersey, New York, Pennsylvania, Massachusetts, West Virginia, Maryland, Delaware, Puerto Rico, and Massachusetts.

Representative Project Experience:

Old Roosevelt Field Contaminated Groundwater Area Superfund Site Option 2, Village of Garden City, Nassau County, NY (Sponsor: USEPA) Principal Investigator, Senior Archaeologist for the Phase IA/IB cultural resources survey conducted within the APE for a proposed 2,675 linear foot pipeline extending from a proposed extraction well to an existing treatment facility at the Old Roosevelt Field Contaminated Groundwater Area Superfund Site. No potentially significant historic or prehistoric cultural resources were identified.

Newark Riverfront Park, Bridge Street to Madison Street, City of Newark, Essex County, NJ (Sponsor: City of Newark Community Economic Development Corporation) Principal Investigator, Senior Archaeologist for a Phase IA archaeological survey performed in connection with a proposed 1.7-mile park along Newark's Passaic River waterfront in compliance with a Waterfront Development permit and Section 106 of the NHPA. NRHP-listed resources are located within or adjacent to portions of the project and archaeological monitoring was recommended for portions with high sensitivity

Cortland Manor Wireless Telecommunications Facility, Town of Cortlandt Manor, Westchester County, NY (Sponsor: Sprint Spectrum) Principal Investigator, Senior Archaeologist for Phase IA-level archaeological survey performed in connection with the Cortland Manor wireless telecommunications facility in Westchester County. It was determined that there was a low potential for prehistoric or historic archaeological resources within the Area of Potential Effects for archaeology and no additional survey was recommended.

Tenafly Nature Center, Borough of Tenafly, Bergen County, NJ (Sponsor: Tenafly Nature Center) Principal Investigator, Senior Archaeologist for a Phase I archaeological survey improvements to the Tenafly Nature Center. Purchase of the Tenafly Nature Center lands, including Block 2702, Lot 1, was funded in part by a grant issued by the United States Forest Service, Land & Water Conservation Fund (LWCF). Since Federal funds were used to acquire the property, a Phase I survey was completed in accordance with the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended. The project was assessed with high sensitivity for prehistoric archaeological resources. No prehistoric or historic archaeological resources were identified.

APPENDIX C: ANNOTATED BIBLIOGRAPHY

Author:	Ilene Grossman-Bailey, Ph.D., RPA
Title:	Addendum Phase IA Archaeological Survey, LaGuardia Airport Access Improvement Project, Borough of Queens, City of New York, New York
Date:	December 23, 2019
RGA Database Title:	FAA LaGuardia- Tully Site
RGA Project No:	2018-007NY
State:	New York
County:	Queens
Municipalities:	Queens
U.S.G.S. Quad:	Flushing, NY
Drainage Basin:	Flushing Creek, Flushing Bay, East River, Long Island Sound, Atlantic Ocean
Regulation:	Section 106 of the National Historic Preservation Act (NHPA), as amended
Project Type:	Transportation: Airport Improvements
Project Sponsor:	Federal Aviation Administration (FAA); Port Authority of New York and New Jersey
Client:	Ricondo & Associates, Inc.
Level of Survey:	Addendum Phase IA Archaeological Survey
Cultural Resources:	None