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LANDMARKS PRESERVATION
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Addendum

STAGE 1A ARCHAEOLOGICAL ASSESSMENT

MTA/Long Island Rail Road East Side Access Project

This addendum refers to Chapter 3.0, "Sunnyside Yard and Yard A Archaeological Resources Evaluation," and specifically the following sections: **3.3 Existing Conditions**, **3.3.1 Prehistoric Archaeological Potential**, and **3.3.2 Historical Archaeological Potential**, of the original Stage 1A archaeological study prepared for the MTA/LIRR East Side Access Project, *Stage 1A Archaeological Assessment, MTA/LIRR East Side Access Project*, Historical Perspectives, Inc., December 1999 ("Stage 1A"). Additional project elements, including new utilities such as sewers and a Central Instrument Location (CIL) structure, have been proposed in areas that were not previously evaluated in the Stage 1A, and would require subsurface disturbance. Therefore, new Areas of Potential Effect (APEs) have been determined to evaluate the potential for these new areas to contain archaeological resources and the potential for the MTA/LIRR East Side Access Project to affect any potential archaeological resources in these locations (Figure A). Figures 1-18 of the Stage 1A have been appended to this addendum and are referenced herein.

The locations of the APEs are presented based on their location in the Sunnyside rail yard and in the manner APEs were evaluated in the original Stage 1A. The discussion of the APEs is broken into subareas that are defined by bridges that cross Sunnyside Yard, and move west to east as follows:

- APE between the Thomson Avenue and Queens Boulevard Bridges
- APE between the Queens Boulevard and Honeywell Street Bridges
- APE between the Honeywell Street and 39th Street Bridges
- APE between the 39th Street Bridge and 43rd Street (Laurel Hill Avenue)

3.3 Existing Conditions

- **APE between the Thomson Avenue and Queens Boulevard Bridges**

Former Block 223

The added section of the APE lies between the old Loop Track APE covered in the original report, and present Skillman Avenue. It runs through former Block 223, extending along the former Rapelje Avenue on the west side of the block between 317 and 447 feet south of the former path of Foster Avenue, and between 235 and 350 feet south of former Foster Avenue on the east side of the block along former Mount Street (Figure B).

Prior to filling during the construction of the railroad yards, this section of the APE was part of the extensive marshland surrounding Dutch Kills and its tributaries (Figure B; Conner 1852).

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The 1907 topographic map, drawn prior to railyard construction, shows this part of former Block 223 as part of the marshland, with elevations between less than 7.75 feet and below 2.25 feet (Figure B).

Current elevations in this area of the APE range between 17 and 21 feet along the Loop Tracks in the north, and rise steeply from 21 feet to between 35 and 37 feet in the southern 30 feet adjacent to present Skillman Avenue, indicating the addition of approximately 9.25 to more than 36.75 feet of fill in this location. Soil Boring SY-209 confirms this, recording more than 12 feet of fill in one section of the APE.

As discussed in the prehistoric overview of the original report, salt marshes, such as the one surrounding Dutch Kills and its tributaries offered valuable resources to pre- and proto-historic Native Americans. Because it is a marsh undergoing regular inundation or partial inundation, however, it is extremely unlikely that Native Americans would have established a campsite, processing area, or larger settlement within its boundaries. Therefore, this part of the APE has a very low potential for prehistoric archaeological remains, and is not considered sensitive.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

Former Mount Street (South of Foster)

The added Mount Street section of the APE lies between the Loop Track APE covered in the original report, and present Skillman Avenue. It extends between approximately 235 and 350 feet south of former Foster Avenue along the west side of Mount Street, and from approximately 200 to 325 feet south of Foster Avenue on the east side of Mount Street.

Prior to filling during the construction of the railroad yards, this section of the APE was part of the extensive marshland surrounding Dutch Kills and its tributaries (Figure B; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part of former Block 223 as part of the marshland, with elevations between less than 7.75 feet and below 2.25 feet.

Current elevations in this area of the APE range between 19 and 22 feet near the Loop Track on the north, and rise sharply in the southern 30 feet of the APE from 22 feet to between 37 and 39 feet along present Skillman Avenue, indicating the addition of approximately 11.25 to more than 36.75 feet of fill in this location.

As discussed in the prehistoric overview, salt marshes, such as the one surrounding Dutch Kills and its tributaries offered valuable resources to pre- and proto-historic Native Americans. Because it is a marsh undergoing regular inundation or partial inundation, however, it is extremely unlikely that Native Americans would have established a campsite, processing area, or larger settlement within its boundaries. Therefore, this part of the APE has a very low potential for prehistoric archaeological remains, and is not considered sensitive.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

Former Block 221

The added section of the APE lies between the Loop Track APE covered in the original report, and present Skillman Avenue. It runs through former Block 221, extending on the west side of the block along former Mount Street, between 200 and 325 feet south of former Foster Avenue; and between 95 and 210 feet south of Foster on the east side of the block along former School Street.

Prior to filling during the construction of the railroad yards, this section of the APE was part of the extensive marshland surrounding Dutch Kills and its tributaries (Figure B; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part of former Block 223 as part of the marshland, with elevations between less than 7.75 feet and below 2.25 feet.

Current elevations in this area of the APE range between 20 and 25 feet near the Loop Track on the north, and rise sharply in the southernmost 30 to 45 feet of the APE to an elevation of between 39 and 43 feet along present Skillman Avenue, indicating the addition of approximately 12.25 to more than 40.75 feet of fill in this location. Not surprisingly, soil boring SY-212A records a large amount of fill, between 27 and 30 feet, along the northern edge of the APE.

As discussed in the prehistoric overview, salt marshes, such as the one surrounding Dutch Kills and its tributaries offered valuable resources to pre- and proto-historic Native Americans. Because it is a marsh undergoing regular inundation or partial inundation, however, it is extremely unlikely that Native Americans would have established a campsite, processing area, or larger settlement within its boundaries. Therefore, this part of the APE has a very low potential for prehistoric archaeological remains, and is not considered sensitive.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

• APE Between the Queens Boulevard and Honeywell Street Bridges

Former Block 222

The new APE section of former Block 222 lies north of the Main Line APE covered on page AR3-32 in the original report. On the west side of the block (along former Rapelje Avenue), it begins 50 feet north of old Foster Avenue, and extends northward to former Skillman Avenue. On the east side of the block it begins 153 feet north of Foster Avenue and runs northward (along former School Street) to former Skillman Avenue.

Prior to filling during the construction of the railroad yards, this section of the APE straddled the edge of the extensive marshland surrounding Dutch Kills and its tributaries (Figure B; Conner 1852), and for the purposes of this analysis will be divided into eastern (dry, elevated) and western (marsh) sections.

The eastern section of the new Block 222 APE extends 100 feet west of former School Street. to the approximate eastern edge of the former marsh. The 1907 topographic map, drawn prior to

railyard construction, shows this part of the APE as elevated, well-drained land immediately east of the Dutch Kills marsh with elevations rising steeply from 7.75 at the edge of the marsh on the west, to above 27.75 feet at the easternmost edge of the block, along former School Street.

At present, this section of the APE slopes upward toward the south, with the northern c.470 feet at elevations between 17 and 20 feet. The southern 20 feet slopes up sharply from 20 feet to 27 feet along the southern edge of the APE. A comparison of current and pre-yard elevations suggests that west of the 1907 17.75-foot contour line, between -0.75 feet to as much as 12.75 feet of fill were added to the 1907 surface at the time of yard construction, which would have protected or at least avoided disturbing any shallowly-buried prehistoric archaeological remains from subsequent construction impacts. The exception to this would be the location of the existing stores and commissary building, which occupies roughly the northern 170 feet of the APE. There is also a section of a 48-inch combined sewer line here, an area with a projected fill stratum of only 1 to 6 feet thick.

To the east of the 1907 17.75-foot contour line, as 1907 elevations rise above 22.75 feet, comparisons with current elevations indicate that between 0.75 feet to as much as 5.75 feet of the pre-yard surface have been removed. This soil removal, coupled with subsurface disturbance related to preparation of trackbeds and drainage systems, would have been sufficient to destroy any prehistoric archaeological remains in this location. The exception to this is in the southern 20 feet of this part of the APE, where current elevations rise to as much as 27 feet, and between 0.0 and 9.25 feet of fill may have been added.

Historical structures are recorded in the APE as early as the 1891 map, and in the 1903 atlas these buildings are clearly shown as a 2- and 1-story basemented dwelling in former School Street, on the west side of the old road along the marsh, and two large barns on Lot 12 of the Block 222 APE. (Figures 9, 11, 14). The location of the historical structures and potential backyard shaft features related to the barns and the dwelling in School Street, would be the eastern 100 feet of lots 12 and 21, which is the southeastern corner of the APE, extending 100 feet west of former School Street and 100 feet north of the southern edge of the APE.

Current elevations in this area with historical archaeological potential are between 18 and 20 feet, indicating a elevation change of between -2.75 feet and +10.25 feet since railroad yard construction. Such shallow subsurface disturbance would not have been sufficient to destroy deep foundations or shaft features, and the addition of a fill overmantle, would have acted to preserve the pre-construction surface and any historical archaeological remains.

Excavation in parts of this eastern section of the Block 222 APE would eradicate any potentially surviving buried cultural materials from the historical and prehistoric periods. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, 3.3.2 Historical Archaeological Potential, and 3.5 Mitigation Recommendations.

The western, marshy section of the new Block 222 APE extends westward from a line 100 feet west of former School Street. The 1907 topographic map, drawn prior to railyard construction, shows this part of the Block 222 APE as marshland, with elevations between less than 7.75 feet and below 2.25 feet.

At present, this section of the APE slopes upward toward the south, with the northern c.470 feet at elevations between 15 and 20 feet. The southern 20 feet slopes up sharply from 20 feet to 27 feet along the southern edge of the APE. A comparison of current and pre-yard elevations suggests that 12.25 feet and 24.75 feet of fill have been added to the pre-yard surface.

As discussed in the prehistoric overview, salt marshes, such as the one surrounding Dutch Kills and its tributaries offered valuable resources to pre- and proto-historic Native Americans. Because it is a marsh undergoing regular inundation or partial inundation, however, it is extremely unlikely that Native Americans would have established a campsite, processing area, or larger settlement within its boundaries. Therefore, this part of the APE has a very low potential for prehistoric archaeological remains, and is not considered sensitive.

No potential historical archaeological sites have been documented in this area (Figures 9, 11, 14).

Former School Street (North of Former Foster Avenue)

The northern part of the new APE on School Street lies immediately north of the Main Line APE covered in the original report (pages AR3-30 to 31). It extends between 153 feet north of former Foster Avenue to former Skillman Avenue on the west side of former School Street, and from 190 feet north of Foster Avenue to Skillman on the east side of School Street.

Prior to filling during the construction of the railroad yards, the new School Street APE was part of the upslope immediately east of the extensive marshland surrounding Dutch Kills and its tributaries (Figure B; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part of the former School Street APE sloping up strongly to the east, with elevations between 12.75 feet and above 32.75 feet. The lowest elevations are at the extreme northwestern corner of this section of the APE.

At present, the APE slopes upward from north to south, with the majority of this section between elevations of 18 and 20 feet. The remaining southern 16 feet slope sharply upward from 20 feet to 27 feet.

A comparison of current and pre-yard elevations indicates that most sections of this new APE have experienced a decline of elevation of at least 2 feet to greater than 14 feet, indicating that 2 feet or more of the pre-yard ground surface has been removed. This depth of disturbance, along with subsequent construction impacts and surface weathering, would have been sufficient to destroy any prehistoric archaeological remains present in these locations.

Other parts of the new School Street APE have experienced pre-yard to current elevation declines of less than 2 feet, or increases in elevation since 1907, suggesting minimal or no disturbance to potential prehistoric archaeological resources present. These locations can be divided into north and south sections.

The northern section lies at the northern edge of the APE, extending between 140 feet south of former Skillman Avenue on the west side of School Street and 60 feet south on the east side. The 1907 17.75-foot contour line, runs through this area, where the present elevations are between 18 and 19 feet. The existing stores and commissary building cover much of this location, and immediately south of the structure a 42-inch combined sewer is buried approximately 12 feet below the current surface. The subsurface disturbance caused by sewer installation and foundation construction, would have adversely impacted shallowly-buried prehistoric resources in this location.

The southern section with minimal subsurface disturbance abuts the northern side of the area of School Street (Section #6) declared potentially sensitive for prehistoric cultural materials in the original report (AR3-30 to -31, -68). This added sensitive area is roughly the southern 5 feet of the new APE (excluding the easternmost 40 feet beginning at the existing 42-inch combined sewer), widening to 15 feet on the west side of former School Street, and should be added to the archaeologically sensitive area designated as Section #6.

Historical archaeological potential in the School Street APE is limited to two locations, the first in the southern 108 feet of the APE, a plot 30 feet wide along the western boundary with Block 222. The 1903 atlas records a 2- and 1-story basemented dwelling in this location facing the old road to the east, (two large barns and backyards on Lots 12 and 22 of the Block 222 APE are related to the dwelling). The homelot would have hosted shaft features in addition to the dwelling. The property was owned by the Payntar family in 1873. The construction date is after 1873 and before 1891 (Figures 9, 11, 14).

This southern part of the APE formerly had elevations between above 17.75 feet and 32.75 feet, sloping up sharply to the northeast. Present elevations slope up to the south from above 18 to 20 feet, and in the last 16 feet of this part of the APE rise abruptly from 20 to 27 feet. Comparing the current and pre-yard elevations, the areas west of the 1907 22.75-foot contour line, would have experienced an elevation change between -4.75 and +4.25 feet. Such shallow subsurface disturbance would not have been sufficient to destroy deep foundations or shaft features, and the addition of a fill overmantle, would have acted to preserve the pre-construction surface and any historical archaeological remains. Also including in this sensitive location is the entire southern 16 feet of the western half of the APE.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric and historical periods. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, 3.3.2 Historical Archaeological Potential, and 3.5 Mitigation Recommendations.

Outside this location, generally east of the 1907 22.75-foot contour line, elevations have changed between -4.75 and -14.75 feet, indicating that between 4.75 and 14.75 feet of the original pre-yard surface has been removed. This deep disturbance as well as subsequent trackbed preparation and surface weathering, would have destroyed all potential historical archaeological sensitivity.

The second additional area of historical archaeological potential is related to two dwellings and 2 related barns on Lots 28 and 30 of former Block 211. These buildings stood at the southwestern corner of the intersection of former Skillman Avenue and the earlier road which skirted the eastern edge of the marsh. They were erected on Block 211 APE between 1891 and 1903 facing the marsh road, and their immediate rear yards, where homelot shaft features would have been constructed, extended into the eastern 30 feet of adjacent School Street APE (Figures 11, 14).

This section of the APE was formerly between the 17.75-foot and 22.75-foot contour lines, sloping up to the southeast. It is presently relatively level, between 18 and 19 feet, therefore experiencing a removal of between -0.25 to 3.75 feet of the 1907 pre-yard surface. Although this would not have been sufficient to destroy potential homelot shaft features, the northern 20 feet (east side) to 40 feet (west side) of this area lies beneath the existing stores and commissary building, and is the location of a 42-inch sewer line, resting at an elevation of approximately 6 feet (more than 11.75 feet below the 1907 surface). This disturbance would have effectively eliminated historical archaeological potential in the locations in which the building foundations and sewer are present.

Former School Street (South of Former Foster Avenue)

The southern part of the new APE lies between the Loop Track APE and present Skillman Avenue. It extends between approximately 95 and 210 feet south of former Foster Avenue along the west side of School Street, and from approximately 60 to 178 feet south of Foster Avenue on the east side of School Street.

Prior to filling during the construction of the railroad yards, this southern section of the new School Street APE was part of the extensive marshland surrounding Dutch Kills and its tributaries (Figure B; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part of former School Street as part of the marshland, with elevations between less than 7.75 feet and below 2.25 feet.

Current elevations in this area of the APE range between 23 and 25 feet around the Loop Track on the north, and rise sharply in the southern 30 feet of the APE from 25 feet to about 41 feet along present Skillman Avenue, indicating the addition of approximately 15.25 to as much as 38.75 feet of fill in this location.

As discussed in the prehistoric overview, salt marshes, such as the one surrounding Dutch Kills and its tributaries offered valuable resources to pre- and proto-historic Native Americans. Because it is a marsh undergoing regular inundation or partial inundation, however, it is extremely unlikely that Native Americans would have established a campsite, processing area, or larger settlement within its boundaries. Therefore, this part of the APE has a very low potential for prehistoric archaeological remains, and is not considered sensitive.

No potential historical archaeological sites have been documented in this area (Figures 9, 11, 14).

Former Skillman Avenue (between Rapelje and Van Dam)

The new section of former Skillman Avenue extends from the eastern side of former Rapelje Avenue to the west side of former Van Dam Street.

Prior to filling during the construction of the railroad yards, the new Skillman Avenue APE was part of the upslope east of the extensive marshland surrounding Dutch Kills and its tributaries (Figure B; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part former Skillman Avenue sloping strongly upward toward the east, from 12.75 feet to 42.75 feet.

At present, this section of the APE is relatively level, generally between elevations of 18 and 20 feet. A comparison of current and 1907 elevations indicates that a substantial amount of the pre-yard surface was removed during and after yard construction. East of the 1907 22.75-foot contour line, approximately 4 feet to more than 22 feet of the 1907 ground surface has been removed, effectly eliminating all potential prehistoric achaeological sensitivity. West of the 1907 22.75-foot contour line, the change in elevation is less, between approximately -4.0 feet to +1.0 feet. This part of the APE, however, has also undergone intensive subsurface disturbance in addition to regrading. It is the location of the current stores and commissary building and stores and lavatory building, as well as being impacted by the installation of utility lines and trackbed preparation. Even a thin 1-foot fill overmantle would not have protected potential prehistoric cultural resources from desctruction by these construction impacts.

No potential historical archaeological sites have been documented in this area (Figures 9, 11, 14).

Former Block 211

The new APE sections on former Block 211 extend north from the Main Line APE covered in the original report (page AR3-31). It runs from 190 feet north of former Foster Avenue to old Skillman Avenue along the west side of the block, and from 305 feet north of Foster to Skillman on the east side of the block.

Prior to filling during the construction of the railroad yards, the new Skillman Avenue APE was part of the elevated ground approximately 170 feet east of the Dutch Kills marshland (Figure B; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block sloping upward toward the east, from below 17.75 feet to above 42.75 feet. The lowest elevations occurred at the extreme northwestern and southwestern corners of the APE.

At present, this section of the APE slopes upward toward the south, with the majority of the former block at elevations between 18 and 21 feet. The southern 13 to 20 feet of the southern edge of the APE slopes up sharply from 20 feet to 25 feet. A comparison of current and 1907 elevations indicates that a substantial amount of the pre-yard surface was removed during and after yard construction. Southeast of the 1907 22.75-foot contour line, approximately 4 feet to more than 23 feet of the 1907 ground surface has been removed, effectly eliminating all potential prehistoric achaeological sensitivity. West of the 1907 22.75-foot contour line, the change in

elevation is less, between approximately -4.0 feet to +1.0 feet. This part of the APE, however, has also undergone intensive subsurface disturbance in addition to regrading. It is the location of the current stores and commissary building, as well as being impacted by the installation of utility lines and trackbed preparation. Even a thin 1-foot fill overmantle would not have protected potential prehistoric cultural resources from destruction by these construction impacts.

Areas of potential historical archaeological sensitivity in the Block 211 APE include the five homelots containing six woodframe dwellings and approximately 8 sheds and barns by 1903, on land owned or formerly owned by the Paytar family. The homelots will be discussed based on their lot designations in the 1903 atlas. (Figure 14)

Lot 40, at the northeastern corner of the block, hosted a 2-story dwelling with basement, which appears on maps along the east side of the old road along the marsh between 1891 and 1903 (Figures 11, 14). In 1907 the elevations on the lot were between 32.75 and 47.75 feet, whereas a comparison with current maps shows elevations between 19 and 21 feet. This indicates the removal of between 11.75 and 28.75 feet of the pre-yard surface, which would have eliminated any historical remains relating to the occupation of the homelot.

Lot 43 hosted the 1½-story Payntar dwelling and related barn, the dwelling present by 1873 (Figure 9), and recorded at this location by the 1840s, when it is labelled "T. Payntar" (Figure 3; Conner 1852; Sidney 1849). In 1907 the elevations on the lot were between 32.75 and 47.75 feet, whereas a comparison with current maps shows elevations between 18.5 and 21 feet. This indicates the removal of between 11.75 and 29.25 feet of the pre-yard surface, which would have eliminated any historical remains relating to the occupation of the homelot.

Lot 46 contained a barn in 1903, possibly related to the Paytar house on neighboring Lot 43. It is not recorded in that location in 1891 (Figure 11). In 1907 lot elevations were between 32.75 and 47.75 feet, whereas a comparison with current maps shows elevations between 18.5 and 21 feet. This indicates the removal of between 11.75 and 29.25 feet of the pre-yard surface, which would have eliminated any historical remains relating to the occupation of the lot.

Lot 51 hosted a 1-story basemented dwelling and barn along the east side of the marsh road by 1903. In 1907 lot elevations were between just under 37.75 feet and 47.75 feet, whereas a comparison with current maps shows elevations between 19 and 20 feet. This indicates the removal of between approximately 17.75 and 28.75 feet of the pre-yard surface, which would have eliminated any historical remains relating to the occupation of the lot.

Lots 18 and 52 contained a dwelling by 1873, depicted in 1903 as a 1-story building with a basement and barn on Lot 18, and a second barn in Lot 52 that seems to be related the the Lot 18 property. In 1907 lot elevations were between just under 37.75 feet and 47.75 feet, whereas a comparison with current maps shows elevations between 19 and 20 feet. This indicates the removal of between approximately 17.75 and 28.75 feet of the pre-yard surface, which would have eliminated any historical remains relating to the occupation of the lot.

Lot 14 contained a house identified in 1873 as the residence of H. Preston Jr. In 1903 it is depicted as a 2- and 1-story structure along the east side of the old marsh road, with a small barn at the eastern lot line (Figures 9, 14). Structures are recorded in this location as early as 1866 (Coast Survey 1866). In 1907 the elevations on the lot were between just under 37.75 feet and 47.75 feet, whereas a comparison with current maps shows elevations between 19 and 25 feet. This indicates the removal of between approximately 12.75 and 28.75 feet of the pre-yard surface, which would have eliminated any historical remains relating to the occupation of the homelot.

Lot 30 hosted a 1-story dwelling and barn constructed between 1891 and 1903 along the western side of the old marsh road. The backyard of the homelot extended into the former School Street APE and is also discussed under that heading. Elevations recorded in 1907 place the lot roughly between the 22.75- and 27.75-foot contour lines. At present elevations there are between 18 and 19 feet, indicating a removal of between 3.75 and 9.75 feet of the pre-1907 surface, with the greater disturbance occurring toward the southeastern corner of the lot. Given that the structures did not have recorded basements, and would have had standard 4-foot foundations, this depth of disturbance, coupled with subsequent trackbed preparation, would have eliminated historical remains related to the buildings' foundations. Shaft features, which could have been up to 10 feet deep, would have been situated west of the dwelling, in the School Street APE, or to the south and southeast where subsurface disturbance approaches 9.75 feet in depth. With subsequent trackbed preparation in these latter two locations, it is unlikely that historical shaft features relating to the Lot 30 homelot would have survived.

Lots 28 and 26 are shown with a 1-story house straddling the lot line in 1903, and also a small barn, along the western side of the old marsh road. Neither was present in 1891 (Figures 11, 14). The backyard of the homelot extended into the School Street APE, and is discussed under that heading. The 1907 27.75-foot contour line passes through the center of the lot, suggesting that the pre-yard elevations there were between 25 and 30 feet. Current elevations there are between 18 and 19.5 feet, with the most elevated area (19.5 feet) corresponding to the location of the old 27.75-foot contour). This suggests that between 5 and 12 feet of the pre-1907 surface has been removed. Additional post-regrading disturbance related to trackbed preparation would make it unlikely that potential domestic shaft features would have survived in this part of the APE.

Former Block 212

The former Block 212 sections of the new APE lie immediately south of the APE on the block covered in the original report (page AR3-35). The new APE extends between 60 and 178 feet south of former Foster Avenue along the west side of the block along former School Street, the northern boundary extending eastward and intersecting the south side of Foster Avenue at 115 feet east of School Street. On the east side of the block the APE runs from Foster Avenue to 60 feet south of Foster.

Prior to filling during the construction of the railroad yards, the new APE on Block 212 was part of the upslope immediately east of the extensive Dutch Kills marshland (Figure B; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the

former block sloping steeply upward toward the east, from below 7.75 feet to above 32.75 feet. The 1907 map also shows the extreme western edge of the APE as part of the swamp.

Current elevations in the new APE on Block 212 are between 21 and 26 in the area of the Loop Track, generally rising toward the south. The southern 30 feet of the APE slope up sharply toward the south, from an elevation of 26 feet to between 35 and 42 feet along present Skillman Avenue.

A comparison of the 1907 and current elevations indicates that the areas of subsurface impact which would have adversely affected potential prehistoric archaeological materials, or left them exposed to weathering, erosion, and subsequent building activities, such as trackbed preparation, were confined to an irregular area in the eastern part of the new Block 212 APE. Here elevations have either declined since 1907, or have increased by 2 feet or less. On the east side of the APE, along former Van Dam Street, the area extends from 20 feet to 56.5 feet north of present Skillman Avenue. At 100 feet west of Van Dam Street, and parallel with the street line, this area runs between 21 feet and 71 feet north of Skillman Avenue; at 125 feet west of Van Dam it is between 32 feet and 109 feet north of Skillman; at 150 feet west of Van Dam it is between 66 feet and 100 feet north of Skillman; and at 165 feet west of Van Dam the western point of the location lies 163 feet north of Skillman, on a line parallel to present and former Van Dam Street.

The remaining areas of the new Block 212 APE have increased in elevation since 1907 by 2 feet to more than 20 feet, indicating the presence of a fill overmantle, which would have protected any potential buried cultural resources present from the prehistoric period. Soil boring SY-215, performed at the northwestern corner of this part of the APE, supports this interpretation, recording fill strata extending 17.5 feet below the present surface.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric period. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, and 3.5 Mitigation Recommendations.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

Former Van Dam Street

The Van Dam Street section of the new APE is immediately south of the Van Dam Street APE covered in the original report (page AR3-24). It runs between the south side of former Foster Avenue and 60 feet south of Foster along the west side of Van Dam, and between Foster Avenue and 32 feet south of Foster on the east side of former Van Dam Street.

Before the earthmoving activities associated with the construction of the present railroad yards, the new APE on Van Dam Street was part of an elevated area approximately 190 feet east of the Dutch Kills marshland. The 1907 topographic map, drawn prior to railyard construction, shows this part the former street as a generally level area, sloping slightly upward toward the east, between 32.75 and 37.75 feet (Figure B).

Current elevations rise sharply from above 24 feet in the northwest corner of the APE, to under 37 feet along the south side of the APE, adjacent to present Skillman Avenue.

A comparison of the 1907 and current elevations indicates that the areas of subsurface impact which would have adversely affected potential prehistoric archaeological materials, or left them exposed to weathering, erosion, and subsequent building activities, such as trackbed preparation, were in the northern section of the APE. Here elevations have either declined since 1907, or have increased by 2 feet or less. This area is between present Skillman Avenue and former Foster Avenue along the eastern side of former Van Dam Street, and between former Foster and point 18.5 feet north of present Skillman, along the western side of former Van Dam Street.

The remaining areas of the new Van Dam Street APE have increased in elevation since 1907 by 2 feet or more, indicating the presence of a fill overmantle, which could have protected any potential buried cultural resources present from the prehistoric period.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric period. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, and 3.5 Mitigation Recommendations.

Areas of potential historical archaeological sensitivity documented in the new Van Dam Street APE are shown in the 1891 atlas, which records the footprint of a rectangular woodframe structure, approximately 50 feet long, and partly within the northeast corner of the APE. The Van Dam Street APE building a related structure in the adjacent Foster Avenue APE stood on property formerly owned by Maria Van Pelt. The Van Pelt house is recorded on the property by the 1840s (Figures 3, 11; Sidney 1849; Conner 1852), but the APE structure was removed before 1903 (Figure 14). Where the Van Pelt dwelling is differentiated from outbuildings on historical maps, it is the structure closest to the old marsh road, in the northwestern corner of the property (Conner 1852), and corresponds to the dwelling on Block 211, outside the APE (Figure 14). The unidentified building in the Van Dam Street APE is a Van Pelt barn or other outbuilding, present as early as 1852. It would be unlikely to have associated shaft features, and expected foundation depths would be no greater than four feet below the 1907 surface.

A comparison of 1907 and current elevations shows a marked decline in elevation as a result of railroad yard construction. The Van Dam Street APE lies between the 32.75- and 37.75-foot contour lines, with the building adjacent to the 37.75-foot line, and the 32.75-foot line about 150 feet to the west. Present elevations at the building location range from 25 to 33 feet, indicating a removal of no less than approximately 2 feet to as much as 10 feet of the pre-yard surface. It is unlikely that historical period remains have survived in this APE. The position of the building's site on a steep slope along the north side of present Skillman Avenue, would have facilitated erosion and weathering during the more 100 years that the foundation would have been exposed, providing that traces survived yard regrading.

Former Block 185

The new APE area on former Block 185 lies between the Block 185 locations covered in the original report (pages AR3-24 to 25). It extends between 247 and 539 feet north of former

Skillman Avenue on the west side of the block, and from 188 to 578 feet north of Skillman on the east side of the block.

Prior to the construction of the railroad yards, the new APE on Block 185 was part of the elevated ground approximately 135 feet east of the Dutch Kills marshland (Figure B; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block sloping steeply upward toward the southeast, from 22.75 feet to above 52.75 feet.

At present, this section of the APE is generally level, with elevations between 19 and 22 feet. The northwestern corner of the APE slopes sharply upward toward the southeast, rising abruptly from 14 to 20 feet. A comparison of current and pre-yard elevations indicates that 2 feet or more of the original surface was removed throughout the APE, and in the majority of the APE that amount ranges from 6 feet to more than 30 feet. Soil Borings SY-2, -3, and -20, do not disagree with this scenario, recording no fill in the southern half of the APE. The area in which disturbance was between 2 and 6 feet below the pre-yard surface is confined to the northwestern corner of the APE, a triangle of land immediately north of the existing "cleaners" and repair buildings. This area would have experienced additional subsurface from the construction of these adjacent structures, a sewer line that runs through it, and ground preparation for the existing AMTRAK access road. This regrading and subsurface disturbance would have effectively destroyed any potential archaeological deposits from the prehistoric period.

A single 2-story and basement woodframe dwelling is recorded at the southwestern corner of the APE, along Van Dam Street, on Lot 17 in 1903. It was constructed between 1891 and 1903. (Figures 9, 11, 14). This location of this dwelling and homelot, the southern 40 feet of the eastern half (100 feet) of the APE, experienced a regrading from between and elevation of 37.75 to 52.75 feet in 1907, to below 21 feet at present, a removal of more than 16.75 feet of the pre-yard ground surface in all areas of the former home lot. This regrading would have been sufficient to eliminate all historical archaeological remains, including the deepest shaft features.

Former Block 183

The new APE on former Block 183 is a triangular area bounded on the north by former Foster Avenue, and on the west by former Van Dam Street. It extends 32 feet south of Foster on the west side of the block, and 66 feet east of Van Dam along the south side of Foster Avenue.

Before the earthmoving activities associated with the construction of the present railroad yards, the new APE on Block 183 was part of an elevated area approximately 265 feet east of the Dutch Kills marshland. The 1907 topographic map, drawn prior to railyard construction, shows this part the former street as a generally level area, sloping upward toward the east, between 32.75 and 42.75 feet, and given the APEs proximity to the 37.75-foot contour line, most likely between 35 and 38 feet (Figure B).

Current elevations rise sharply from 29 feet in the northwest corner of the APE, to under 38 feet in the eastern corner of the APE, adjacent to present Skillman Avenue. A comparison with the 1907 map suggests the removal of as much as 3.75 feet of the pre-yard surface in the northwest corner of the APE, with disturbance becoming more shallow as one proceeds east and south in

the APE. The southernmost 8 feet of the APE would have experienced a change of between approximately -1.0 feet to +1.0 feet. Although the addition of fill in a limited area could have acted as a protected overmantle for potential prehistoric cultural remains, the narrowness of the 8-foot strip, its closeness to adjacent Skillman Avenue sidewalk disturbance, and its position on a steep slope, would have made potential cultural remains very vulnerable to disturbance and weathering. It is doubtful that if any such resources were present on the APE that they would have survived to the present.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

Former Foster Avenue

The section of old Foster Avenue in the new APE begins at the northeastern corner of the intersection with former Van Dam Street, and extends to former Hill Street along the north side of Foster Avenue, and to 66 feet east of former Van Dam Street along the south side of Foster.

Before the earthmoving activities associated with the construction of the present railroad yards, the new APE on Foster Avenue was part of an elevated area approximately 265 feet east of the Dutch Kills marshland. The 1907 topographic map, drawn prior to railyard construction, shows this part the former street sloping upward toward the east, with the 37.75-foot contour line passing through the southwestern corner, and the APE extending eastward to beyond the midpoint to the 42.75-foot contour line, suggesting 1907 elevations in the neighborhood of 40 feet at the eastern end of the APE (Figure B).

Current elevations in this area of the APE range between 23 and 25 feet in the north along the Loop Track. In the southernmost 30 feet of the APE, elevations rise sharply from 27 feet to between 36 and 39 feet along present Skillman Avenue. A comparison of 1907 and current elevations indicates the removal of no less than 1 foot to more than 13 feet of the pre-yard surface in all locations. The locations suffering the lowest depth of impact were a narrow strip less than 5 feet wide immediately adjacent to Skillman Avenue, which for the last 100 years have been at the top of a steep slope, and have suffered erosion and other weathering effects, as well as disturbance from adjacent sidewalk construction. It is unlikely that prehistoric cultural remains would have survived here.

Areas of potential historical archaeological sensitivity documented in the new Foster Avenue APE are shown in the 1891 atlas, which records the footprint of a rectangular woodframe structure, approximately 20 feet east of the line of former Van Dam Street, and a second, larger structure partly within the southwest corner of the APE, and also in the Van Dam Street APE. The buildings stood on property formerly owned by Maria Van Pelt. The Van Pelt house is recorded on the property by the 1840s (Figures 3, 11, 14; Sidney 1849; Conner 1852). Where the Van Pelt dwelling is differentiated from outbuildings on historical maps, it is the structure closest to the old marsh road, in the northwestern corner of the property, and corresponds mostly closely to the dwelling on Block 211, outside the APE (Figure 14). The unidentified buildings in the Foster Avenue APE are Van Pelt barns or other outbuildings, some present as early as

1852. They would be unlikely to have associated shaft features, and expected foundation depths would be no greater than four feet below the 1907 surface.

A comparison of 1907 and current elevations shows a marked decline in elevation as a result of railroad yard construction. The location of the two buildings lies between the 32.75- and 42.75-foot contour lines, with the 37.75-foot line passing directly between the two structures, and abutting the larger building shared with the Van Dam Street APE. Present elevations at the buildings' location range from 24 to 30 feet, indicating a removal of no less than approximately 5 feet to as much as 15 feet or more of the pre-yard surface. Given the probability of 4-foot foundations, and the removal of no less than 5 feet of the pre-yard surface, is unlikely that historical period remains have survived in this APE.

Former Block 184

The new APE on former Block 184 lies south of the APE on the block evaluated in the original report (page AR3-32). The added areas of the new APE encompass a triangular area beginning at the intersection of Foster Avenue and Van Dam Street on the west side of the block, and extend between former Foster Avenue and 118 feet north of Foster on the east side of the block, along former Hill Street.

Before the earthmoving activities associated with the construction of the present railroad yards, the new APE on Block 184 was part of an elevated area approximately 415 feet east of the Dutch Kills marshland. The 1907 topographic map, drawn prior to railyard construction, shows this part the former street as a generally level area, sloping upward toward the east, between 37.75-foot and 42.75-foot contour lines (Figure B).

At present, elevations in the area of the APE near and including the Loop Track range between 24 and 34 feet, generally sloping downward toward the Loop Track. In the southeasternmost 25 feet of the APE, elevations rise sharply southward from 27 to 37 feet adjacent to present Skillman Avenue.

A comparison of 1907 and current elevations indicates that the highest current elevations, between 27 and 37 feet in the southeastern corner of the APE correspond to 1907 elevations of approximately 40 feet, indicating that a minimum of 3 feet of the original pre-yard surface has been removed. In other sections of the APE the removal of the 1907 ground surface ranges from 6 feet to as much as 15 feet. This depth of regrading would have been sufficient to eliminate any potential prehistoric archaeological sensitivity in the APE.

No potential historical archaeological sites have been documented in this area (Figures 11, 14).

Former Hill Street

The new APE sections on former Hill Street lie south of the APE covered in the original report (page AR3-26). Along the west side of Hill Street, the new APE begins on the north side former Foster Avenue (now the north side of present Skillman Avenue), and extends 235 feet north of

Foster. On the east side of Hill Street it runs from 22 feet to 260 feet north of former Foster Avenue.

Before the earthmoving activities associated with the construction of the present railroad yards, the new APE on Former Hill Street was part of the southern and western slopes of a hill which had its summit centered on former Honeywell Street, about 750 feet to the east. The APE was also approximately 500 feet east of the Dutch Kills marshland. The 1907 topographic map, drawn prior to railyard construction, shows the southern 170 feet of the APE as a generally level area, sloping upward toward the north and east, with elevations between 37.75 and 42.75 feet. Abruptly at 170 feet north of former Foster Avenue, was an steep rise in elevation from 42.75 feet to 52.75 feet, and the remaining northern 30 feet of the APE was again relatively level, sloping slightly upward to the east above the 52.75-foot contour line (Figure B).

The present topographic maps exhibit complex contours, due to the separate sections of track running through the APE, but can be divided into two separate sections. The southernmost 15 feet of the APE, i.e., a 15-foot wide strip along the north side of present Skillman Avenue, currently has elevations between 37 feet and below 40 feet, part of the sharp upslope from yard to Skillman Avenue. Compared with the 1907 contour lines, where this location is closer to the 42.75-foot line than the 37.75-foot line, suggests a 1907 elevation of 40 feet or greater. This would indicate the removal of part of the pre-yard ground surface, between more than 0.0 feet and more than 3 feet. The removal of up to 3 feet or more of the pre-yard surface, the narrowness of the 15-foot strip, its closeness to adjacent Skillman Avenue sidewalk disturbance, and its position on a steep slope, would have made potential prehistoric cultural remains very vulnerable to disturbance and weathering. It is doubtful that if any such resources were present on the APE that they would have survived to the present.

The remaining northern section presently has elevations ranging from as low as 14 feet up to 37 feet. As noted in the previous paragraph, the least-elevated section of the new APE on Hill Street in 1907 lay between the 37.75-foot and 42.75-foot contour lines, but closer to the higher elevation than the lower, suggesting an elevation of no less than 40 feet in all sections of the APE. A comparison with current elevations would indicate that no less than 3 feet of the pre-yard surface have been removed, and in some areas substantially more. Such groundsurface disturbance, coupled with trackbed preparation and approximately a century of weathering and erosion would have effectively destroyed any potential prehistoric archaeological sensitivity in the APE.

No potential historical archaeological sites have been documented in this area (Figures 11, 14).

Former Block 171

The new APE on former Block 171 lies south of the APE on the block evaluated in the original report (page AR3-32). The added areas of the new APE extend between 22 and 260 feet north of former Foster Avenue on the west side of the block along former Hill Street, and between 108 and 400 feet north of former Foster Avenue on the east side of Block 171 along former Rawson Street.

Before the earthmoving activities associated with the construction of the present railroad yards, the new APE on Block 171 was part of the southern and western slopes of a hill which had its summit centered on former Honeywell Street, about 570 feet to the east. The APE was also approximately 580 feet east of the Dutch Kills marshland. The 1907 topographic map, drawn prior to railyard construction, shows the southern 180 feet of former Block 171 as a generally level area, sloping upward toward the north and east, with elevations generally between 42.75 and 47.75 feet, although the extreme western edge of the APE drops below 42.75 feet. Abruptly at 180 feet north of former Foster Avenue, was a steep rise in elevation from 47.75 feet to 57.75 feet. North of this, the remaining part of the APE was again relatively level, sloping slightly upward to the north and east from just below the 57.75-foot contour line to 62.75 feet (Figure B).

The present topographic maps exhibit complex contours, due to the separate sections of track running through the APE, but can be divided into two separate sections. The southernmost 17 feet of the APE, i.e., a 17-foot wide strip along the north side of present Skillman Avenue, currently has elevations between 39 feet on the west side, to below 44 feet on the east side, the top of the sharp upslope from yard to Skillman Avenue. This location formerly had elevations of just under 42.75 feet on the west side, rising to midway between the 42.75- and 47.75-foot contours, i.e., approximately 45 feet. This would suggest a decline in elevation of 1 foot or more throughout this part of the Block 171 APE – the removal of at least 1 foot of the pre-yard surface. The removal of 1 foot or more of the pre-yard surface, the narrowness of the 17-foot strip, its closeness to adjacent Skillman Avenue sidewalk disturbance, and its position on a steep slope, would have made potential prehistoric cultural remains very vulnerable to disturbance and weathering. It is doubtful that if any such resources were present on the APE that they would have survived to the present.

The remaining northern section of the APE has elevations between 14 feet and 43 feet. A comparison of the current and 1907 topographic maps show that the most elevated areas in 1907, i.e., locations above the 52.75-foot contour line, correspond to the most-elevated parts of the current APE. As a result, no part of this section of the APE has declined in elevation by less than 3 feet, and therefore the entire section has undergone the removal 3 feet or more of the pre-yard surface. This subsurface disturbance would have been sufficient to eliminate all areas of potential prehistoric archaeological sensitivity.

Three historical homelots are recorded within the northern end of the APE. The 1903 atlas depicts a 2-story woodframe dwelling and small outbuilding on Lot 13, and 1-story dwellings and outbuildings on Lots 33 and 34. These were erected between 1891 and 1903 (Figures 11, 14, 15).

Elevations on Lot 13, on the western side of Block 171, beginning 200 feet north of former Foster Avenue, are recorded on the 1907 topographic map as 52.75 feet on its southern edge, rising to over 57.75 feet in its northwest corner. Current elevations in this area are between 35 and 38 feet, indicating a decline in elevation of between 14.75 feet and 22.75. The removal of more than 14.75 feet of the pre-yard surface of the homelot would have been sufficient to eliminate all archaeological potential at that location.

Lots 33 and 34, adjacent lots on the eastern side of Block 171, beginning about 360 feet north of former Foster Avenue, show 1907 elevations greater than 57.75 feet. Current elevations in this location are between 40 feet and 44 feet, indicating a removal of more than 13.75 feet of the pre-yard ground surface. This depth of disturbance would have destroyed all potential archaeological resources on these homelots.

Former Rawson Street

The new APE area on former Rawson Street lies south of the Rawson APE covered in the original report (page AR3-27). It runs from 117 to 437.5 feet south of former Skillman Avenue on the west side of the street, and from 130 to 412.5 feet south of Skillman on the east side of Rawson.

Prior to the earthmoving activities associated with the construction of the present railroad yards, the new APE on Former Rawson Street was part of the southern and western slopes of a hill which had its summit centered on former Honeywell Street, about 450 feet to the east. The APE was also approximately 830 feet east of the Dutch Kills marshland. The 1907 topographic map, drawn prior to railyard construction, shows the southern 70 to 80 feet of the APE as a generally level area, sloping upward toward the north and east, with elevations between 42.75 and 47.75 feet. Abruptly at 170 feet north of former Foster Avenue, was a steep rise in elevation from 47.75 feet to 62.75 feet. The remaining northern 230 feet of the APE reached the top of the ridge, rising to above 62.75 feet and then declining toward the north to below 62.75 feet (Figure B).

The present topographic maps exhibit complex contours, due to the separate sections of track running through the new APE on Rawson Street, but can be divided into two separate sections. The southernmost 16 feet of the APE, i.e., a 16-foot wide strip along the north side of present Skillman Avenue, currently has elevations between 41 feet to below 45 feet, with the highest elevation on the east side of this strip, forming the top of the sharp upslope from yard to Skillman Avenue. This location formerly was midway between the 42.75- and 47.75-foot contour lines on the 1907 map, suggesting an elevation of approximately 45 feet. This would suggest a decline in elevation of greater than 0.0 feet to as much as 4 feet throughout this part of the APE, i.e., the removal of at least part of the pre-yard surface. The removal of up to 4 feet of the pre-yard surface, the narrowness of the 16-foot strip, its closeness to adjacent Skillman Avenue sidewalk disturbance, and its position on a steep slope, would have made potential prehistoric cultural remains very vulnerable to disturbance and weathering. It is doubtful that if any such resources were present on the APE that they would have survived to the present.

The remaining northern section of the APE has elevations between approximately 17 feet and 44 feet. A comparison of the current and 1907 topographic maps show that no part of this section of the Rawson Street APE has declined in elevation by less than 3 feet, and some areas were reduced by as much as 45 feet. Therefore the entire section has undergone the removal 3 feet or more of the pre-yard surface. This subsurface disturbance would have been sufficient to eliminate all areas of potential prehistoric archaeological sensitivity.

Soil boring SY-19, performed in similar terrain about 15 to the west of the northwestern corner of the APE, supports this interpretation, recording no fill layer.

No potential historical archaeological sites have been documented in this area (Figures 11, 15).

Former Block 167

Sections of the new APE on former Block 167 were covered in the original report (pages AR3-27 to -28). An additional part of the new APE extends between 95 and 170 feet north of former Skillman Avenue along the west side of the block, adjacent to former Rawson Street, and 71 to 170 feet north of old Skillman on the east side of the block along former Moore Street.

Prior to filling during the construction of the railroad yards, the new APE on Block 167 straddled an arm of a large hill which had its summit on former Honeywell Street, approximately 500 feet to the southeast (Figure B; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block generally sloping up toward the southeast, from above 62.75 feet to under 67.75 feet (Figure C).

Current elevations in this location are between 20 and 30 feet, indicating a decline in elevation of more than 32.75 feet throughout the APE.

Three dwellings were recorded on Lots 8, 75 and 77 by 1903. Lot 8, on the western half of Block 167, contained a large 2-story dwelling, and several outbuildings, including a barn and a greenhouse. Only the greenhouse and one small outbuilding fall within the APE. The homelot was occupied by 1891, but no structures were depicted on earlier maps. (Beers 1873; Figures 11, 14)

Lot 75, on the eastern half of the block, also hosted a large 2-story dwelling, which contained a store on its ground floor. Only the northern half of the lot is included in the APE. The homelot was occupied by 1891, but no structures were depicted on earlier maps (Beers 1873; Figures 11, 15).

Lot 77, north of Lot 75 on the eastern side of Block 167, contained a brick dwelling and two outbuildings, constructed there between 1891 and 1903. (Figures 11, 15)

Given the removal of more than 32.75 feet of the pre-yard surface since 1907, all historical archaeological remains would have destroyed by the regrading.

Former Block 166

Parts of the new APE on former Block 166 have been evaluated in the original report (page AR3-33) and the Addendum of July 2005. The remaining area runs from 130 to 364 feet south of former Skillman Avenue along the west side of the block, and from 159 to 264.3 feet south of former Skillman along the east side of the block.

Prior to filling during the construction of the railroad yards, the new APE on Block 166 was part of the western slopes of a hill which had its summit on former Honeywell Street, approximately 190 feet east (Figure B; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block sloping up toward the east, from below 62.75 feet to above 67.75 feet. The exception to this is a steep drop to the south, from 62.75 to 47.75 feet in the extreme southwestern corner of the APE (Figure C).

Current elevations on the new APE on Block 166 range from 17 feet to 45 feet, in a complex series of ridges caused by several sets of trackbeds running through the area. A comparison of the 1907 and current topographic maps indicates that the sections that are presently most elevated, i.e., the northwestern corner of the APE, where elevations rise above 40 feet, were formerly (1907) situated between the 57.75- and 67.75-foot contour lines. This would suggest that at least 17.75 feet of the pre-yard surface has been removed. All other sections of the APE have experienced a decline of at least 7.75 feet since 1907. These depths of subsurface disturbance would have eliminated any potential prehistoric archaeological sensitivity in this APE.

Soil boring SY-18, taken approximately 20 feet of the northwestern corner of the APE, does not contradict this interpretation. It records no fill layer here, although between 1 and 3 feet of the surface strata appear to be disturbed, with the "presence of roots, pieces of Wood." Since the soil boring was performed on the mainline embankment, a certain depth disturbance due to trackbed preparation would be expected.

Maps record three historical homelots in or partially within the Block 166 APE. The 1903 atlas records two 2-story houses on Lots 33 and 34, with a small barn on Lot 34 as well. These buildings were constructed between 1873 and 1891. The third homelot is Lot 21, with a 1-story house and basement erected between 1891 and 1903 (Beers 1873; Figures 11, 15).

Lot 21, along the west side of Block 166, beginning about 388 feet north of former Foster Avenue, and Lots 33 and 34, on the east side of the block, beginning approximately 340 feet north of Foster, lie in an area which presently has elevations between 20 and 45 feet. The 1907 map places the lots between the 57.75- and 72.75-foot contour lines, indicating a removal of 12.75 feet or more of the pre-yard surface. This depth of regrading would have been sufficient to destroy all archaeological resources relating to the homelots.

Former Moore Street

Parts of the new APE have been studied in the original report (page AR3-33), and in the Addendum of July 2005. Two geographically separate, and unevaluated areas of the new APE are discussed here.

The first area lies north of former Skillman Avenue, from 71 to 170 feet north of Skillman on the west side of Moore Street, and 75 to 93.75 feet north of Skillman on the east side of Moore. Prior to filling during the construction of the railroad yards, the new Moore Street APE straddled an arm of a large hill which had its summit on former Honeywell Street, approximately 500 feet to the southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard

construction, shows this part the former block generally sloping down toward the northeast, between 62.75 feet and 67.75 feet (Figure C).

Current topographic maps show the northern part of the new APE on Moore Street beneath the current Honeywell Street viaduct. Elevations range from approximately 20 feet to as much as 40 feet, indicating a decline in elevation of more than 22.75 feet throughout this part of the APE since 1907. A regrading of this magnitude would have eliminated all potential archaeological sensitivity in this location.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

The second area lies south of former Skillman Avenue, between 159 and 264.2 feet south of Skillman on the west side of Moore Street, and 153 to 255.3 feet south of Skillman on the east side of Moore Street. Prior to filling during the construction of the railroad yards, the new APE on this part of Moore Street was part of the western slopes of a hill which had its summit on former Honeywell Street, approximately 120 feet to the east (Figure B; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block sloping up toward the east, from above 67.75 feet to 72.75 feet (Figure C).

At present, elevations in this area range from 21 feet to 31 feet, indicating a decline in elevation since 1907 of more than 36.75 feet throughout this part of the APE. As expected, Soil Boring SY-126 records no fill layer in this location. No potential prehistoric archaeological deposits could have survived this depth of regrading.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

Former Block 156

Sections of the new APE have been evaluated in the original report (pages AR3-33 to -34) as well as the Addendum of July 2005. Additional sections of the new APE, not covered by previous studies, extend between 153 and 235.3 feet south of old Skillman Avenue on the west side of the block, along former Moore Street, and from 118 to 135.4 feet south of old Skillman on the east side of the block along former Honeywell Street.

Prior to filling during the construction of the railroad yards, the new APE on Block 156 was part of the northwestern slopes of a hill which had its summit on former Honeywell Street, approximately 100 feet to the southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block sloping up toward the east, from 72.75 feet to below 77.75 feet (Figure C).

Current elevations in the APE range from 22 feet to 31 feet, which indicates a decline in elevation of more than 40 feet throughout the APE, i.e., the removal of more than 40 feet of the pre-yard ground surface. No layer of fill is noted in Soil Borings SY-130 and -134, both

performed in the APE, which supports the regrading interpretation. This depth of disturbance would have destroyed any potential archaeological deposits present.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

- **APE Between the Honeywell Street and 39th Street Bridges**

Former Block 155

Roughly half of the new APE on former Block 155 has been evaluated in the original report (pages AR3-36 to -37). The new APE also adds an additional area north of the old APE, extending from 130 to 188 feet north of old Skillman Avenue along the east side of the block along former Honeywell Street, and from 75 to 93.5 feet north of former Skillman on the west side of the block along former Moore Street.

Prior to filling during the construction of the railroad yards, the new APE on Block 155 was part of the eastern slopes of a hill which had its summit on former Honeywell Street, approximately 470 feet south (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block sloping strongly upward toward the west, from above 47.75 feet to above 62.75 feet (Figure C).

Current elevations in the Block 155 APE range from 23 feet on the north sloping up to 46 feet on the south. The most elevated areas at present, i.e., those above 40 feet, correspond to sections of the APE that had elevations greater than 50 feet in 1907. These areas have experienced a decline of more than four feet, or in other words, a removal of more than four feet of the pre-yard ground surface. A comparison of current and 1907 elevations for the remaining sections of the APE – those areas presently below the 40-foot contour line – indicates a decline of greater than 10 feet. Soil boring SY-136, performed in the northeast corner of the APE does not contradict this interpretation, recording no fill layer in a location which has declined in elevation by 25 feet since 1907. The removal of this much of the pre-yard surface would have destroyed any potential prehistoric remains in this location.

Parts of Lot 73, along the east side of Block 155 is included in the APE. The APE includes the rear yard area and a barn associated with a 2-story brick dwelling along Honeywell Street, erected between 1891 and 1903 (Beers 1873; Figures 11, 15). Exhibiting elevations of between approximately 50 feet and more than 57.75 feet in 1907, regrading has removed from 4 feet to more than 26 feet of the pre-yard surface, with the APE sections of the homelot presently between elevations of 31 and 46 feet. The areas of shallow (4 feet) disturbance are along the street frontage, with the deepest regrading (-11 feet or more) at the middle and rear of the lot, where shaft features would be expected. These depths of disturbance would have removed all potential archaeological sensitivity from the historical period.

Former Honeywell Street (not the current viaduct)

The southern section of the new APE on former Honeywell Street has been evaluated in the original report (pages AR3-37 to -38). The new APE also adds an additional area of the street, extending from 147 to 209.5 feet north of old Skillman Avenue on the east side of the street along former Block 149, and 130 to 188 feet north of old Skillman along the west side of the street along former Block 155.

Prior to filling during the construction of the railroad yards, the new APE on former Honeywell Street was part of the northeastern slopes of a hill which had its summit on former Honeywell Street, approximately 470 feet to the south (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former street sloping up toward the west, from below 52.75 feet to below 47.75 feet (Figure C).

Current elevations range from 22 feet in the north rising in a steep slope to under 47 feet on the south side of the APE. A comparison of current and 1907 topographic maps shows that the northern half of the APE lies just below the 1907 47.75-foot contour line, where current elevations are below 40 feet, indicating that at least 7.75 feet of the 1907 surface has been removed. Soil boring SY-136, performed at the northwest corner of the APE does not contradict this interpretation, recording no fill layer in this location. This depth of disturbance would have been sufficient to destroy any archaeological deposits from the prehistoric era.

The southern half of the APE, above the 1907 47.75 foot contour line, now rises from an elevation of about 40 feet to below 47 feet. Disturbance from regrading ranges from more than 7.75 feet to as little as 0.75 feet along the southern edge of the APE. The area with the least amount of regrading disturbance, however, is also the location of railroad trackbed, the preparation and installation of which would have caused additional subsurface disturbance. In addition, the location of the other areas of this section of the APE along the slopes of a steep slope, would have subjected already-exposed potential prehistoric cultural materials to decades of erosion and other weathering. These two factors would have effectively eliminated any potential prehistoric archaeological sensitivity in this part of the APE.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

Former Block 149

Part of the southern section of the new APE on former Block 149 has been evaluated in the original report (pages AR3-38 to -39). The new APE also adds an additional area of the block, extending from 147 to 209.5 feet north of old Skillman Avenue on the west side of the block, and 220 to 295 feet north of old Skillman along the east side of the block.

Prior to filling during the construction of the railroad yards, the new APE on former Block 149 was part of the northeastern slopes of a hill which had its summit on former Honeywell Street, approximately 470 feet to the south (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block sloping gradually downward toward the northeast, from above 47.75 feet to below 42.75 feet (Figure C).

Present elevations in the Block 149 APE range from 22 to 24 feet along the northern edge, and rising abruptly to between 46 and 49 feet at the top of a steep slope along the southern boundary of the APE. Comparing the 1907 and current topographic maps, it is apparent that between 0.0 feet to more than 23 feet of the pre-yard surface has been removed from the northern and western sections of the APE, where 1907 elevations were the highest, and current elevations are the lowest. Without additional subsurface disturbance, disturbance extending approximately 3 feet below the pre-construction ground surface would be sufficient to destroy potential prehistoric sensitivity, as it has done in most of this part of the APE. Along the southern edge of this section, however, is an area that has only suffered the removal of 0.0 to 3 feet of the pre-yard surface. As noted in other parts of this addendum and in the original report, coupled with the shallow regrading, the exposure to decades of weathering, especially on a steep slope such as exists in this APE, as well as nearby track installation activities, would have been sufficient to remove any prehistoric archaeological potential which may have survived yard construction.

In the southern and eastern parts of the APE, current elevations rise to as much as 49 feet in an area that was below the 42.75-foot contour line in 1907. This would indicate that between 0.0 to more than 6 feet of fill would have been added in this location. Soil Boring SY-10, performed within 10 feet to the south of this part of the APE, and in a location that has undergone similar regrading, supports this scenario, noting between 5 and 7 feet of fill. The location is an irregular area along the southern boundary of the APE, beginning 53 feet east of the west side of Block 149, and occupying the southern 10 feet of the APE, and expanding to 40 feet wide along the eastern side of Block 149. This fill overmantle could have protected potential prehistoric archaeological resources from subsequent disturbance. The adjacent area to the south was noted as a location of potential prehistoric remains in the original report (page AR3-39). It should also be noted that a basemented dwelling constructed between 1873 and 1891 was erected in this potentially sensitive area (see below). Since this structure was built prior to the placement of the fill overmantle, it would have destroyed any prehistoric potential in that specific location. (Figure 15)

Two historical homelots were documented within the APE before 1903, and occupied sometime between 1873 and 1891 (Beers 1873; Figures 11, 15).

Lot 10 was on the west side of Block 149 beginning 220 feet north of former Skillman Avenue. It contained a 2-story brick house and three woodframe outbuildings, of which only part of the rear yard of the homelot and the outbuildings fall within the APE. In 1907 the APE sections of Lot 10 straddled the 42.75-foot contour line, with elevations between approximately 40 and 45 feet. Current elevations are between 23 and 35 feet, rising up a steep slope to the southeastern corner of the lot. More than 10 feet of the pre-yard surface has been removed from the entire lot except for the 12 southernmost feet in the corner of the lot, where disturbance ranges from 10 feet to 5 feet below the 1907 surface. It is unlikely that historical period archaeological remains, and even domestic shaft features could have survived this depth of regrading, even in the small area in which the depth of disturbance is a minimum of 5 feet, which is exposed to erosion and other weathering on a steep slope.

Lot 64, along the east side of Block 149, began 220 feet north of former Skillman Avenue. The 1903 atlas records a 1-story basemented house and part of the rear yard falling within the APE.

Given the possible presence of domestic shaft features and basement foundations possibly as deep as 10 feet below the 1907 surface, potential historical archaeological remains relating to the homelot would be less susceptible to adverse impacts than would potential prehistoric remains. In the same conditions as applied to Lot 10 in the previous paragraph, the areas of Lot 64 which declined in elevation less than 5 feet, and in many areas experienced the addition of as much as 9 feet of protective fill, would be considered potentially sensitive for historical homelot remains. Therefore a triangular area of former Lot 64, defined by the points along the east side of Block 149 at 220 and 265 feet north of former Skillman Avenue, and extending 100 feet west along the southern line of the lot (220 feet north of Skillman). Here regrading has altered elevations from between approximately -5.0 feet to +9.0 feet. Part of the homelot also corresponds to the northern 32 feet of the area noted as having prehistoric potential.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric and historical periods. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, 3.3.2 Historical Archaeological Potential, and 3.5 Mitigation Recommendations.

Former Buckley Street

The southern edge of the new APE on the former Buckley Street was covered in the original report (page AR3-39). An additional area extends north of the old APE, between 220 and 295 feet north of former Skillman Avenue on the west side of Buckley Street, and 235 to 325 feet north of old Skillman on the east side of Buckley.

Prior to earthmoving during the construction of the railroad yards, the new APE on former Buckley Street was in a relatively level area between two hills, one with its summit on former Honeywell Street, approximately 630 feet to the southwest, and the other about 800 feet to the southeast, south of present Skillman Avenue (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former street sloping faintly downward toward the north, lying midway between the 37.75- and 42.75-foot contour lines, with an estimated elevation of approximately 40 feet (Figure C)

At present, elevations range from 23 feet along the northern edge of the Buckley Street APE, rising steeply to between 48 and 49 feet along the southern boundary of the APE. Comparing the 1907 and current topographic maps, it is apparent that the northern 35 feet of the APE which has current elevations between 23 and 40 feet rising from north to south has undergone the greatest subsurface disturbance. Between 0.0 feet to as much as 17 feet of the pre-yard surface has been removed since 1907. Even without subsequent subsurface impacts, disturbance extending approximately 3 feet below the pre-construction ground surface would be sufficient to destroy potential prehistoric sensitivity, as it has done in most of this part of the APE. Along the southern edge of this section, however, is a strip approximately 4.5 feet wide that has only suffered the removal of 0.0 to 3 feet of the pre-yard surface. As noted in other parts of this addendum and in the original report, coupled with the shallow regrading, the exposure to decades of weathering, especially on a steep slope such as exists in this APE, would have been sufficient to remove any prehistoric archaeological potential which may have survived yard construction.

In the remaining part of the Buckley Street APE, i.e., the southern 37 to 44 feet of the APE, current elevations rise from 40 feet to as much as 49 feet in an area that was no more than 40 feet in 1907. This would indicate that between 0.0 to 9 feet of fill has been added to this location since 1907. This fill overmantle could have protected potential prehistoric archaeological resources from subsequent disturbance.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric period. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, and 3.5 Mitigation Recommendations.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

Former Block 137

Sections of the new APE on former Block 137 have been covered in the original report (page AR3-40). The new APE extends further north, however, running from 235 to 325 feet north of old Skillman Avenue along the former Buckley Street on the west side of the block, and from 325 to 403 feet north of former Skillman Avenue along former Hulst Street on the east side of the block.

Prior to earthmoving activities during the construction of the railroad yards, the new APE on former Block 137 extended from a relatively level location between two hills on the west and up the northwestern slopes of a hill which had its summit south of present Skillman Avenue, about 670 feet to the southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block sloping upward toward the east, from below 42.75 feet, to 47.75 feet in the northeasternmost corner (Figure C).

Current elevations in the Block 137 APE range from 23.4 feet along the northern edge of the APE, rising steeply to just below 51 feet along the southern boundary of the APE. Comparing the 1907 and current topographic map contours, the area which has experienced a decline in elevation of 0.0 feet to more than 24 feet roughly comprises the northern 35 feet of the APE which has current elevations between 23.4 feet on the north rising to between 40 and 47 feet on the south. Soil Boring SY-146, adjacent to this area on the north, records no fill layer, as expected. Without additional subsurface disturbance, disturbance extending approximately 3 feet below the pre-construction ground surface would be sufficient to destroy potential prehistoric sensitivity, as it has done in most of this part of the APE. Along the southern edge of this section, however, is a strip approximately 5 feet wide that has only suffered the removal of 0.0 to 3 feet of the pre-yard surface. As noted in other parts of this addendum and in the original report, coupled with the shallow regrading, the exposure to decades of weathering, especially on a steep slope such as exists in this APE, would have been sufficient to remove any prehistoric archaeological potential which may have survived yard construction.

In the remaining part of the Block 137 APE, i.e., roughly the southern 37 to 44 feet of the APE, current elevations rise from 40 to 47 feet along the northern edge of this section to as much as 51 feet at the southern edge of the APE. Compared to the 1907 topographic map, elevations here

have risen between 0.0 feet and more than 7 feet, indicating the presence of as much as 7 feet of fill in this area. Evidence from Soil Boring SY-148 supports this interpretation. Performed at the southern edge of the APE, the boring log records "wood and metal pieces" as deep as 5 feet below the present surface. This fill overmantle could have protected potential prehistoric archaeological resources from subsequent disturbance.

Seven homelots were established within the Block 137 APE with dwellings erected between 1873 and 1891. These were identified in 1903 as Lots 11, 12, and 13 along Buckley Street, and Lots 59, 60, 61, and 62 on Hulst Street (Beers 1873; Figures 11, 15). As with the APE as a whole, 1907 elevations on the APE sections of these homelots straddled the 42.75-foot contour line, with elevations between approximately 40 and 45 feet, running from west to east. Current elevations are between 23.4 and 51 feet, rising up a steep slope from north to south. Although domestic shaft features may extend to a depth of up to 10 feet below the related homelot surface, it is unlikely that historical period archaeological remains, shaft features included, would have survived the post-1907 depth of regrading of 5 to more than 16 feet), and the erosion/weathering on the steep slope created by the regrading.

These conditions do not apply to the southern 50 feet of the APE. In this area, post-1907 regrading has changed the surface elevations by between -5 feet to greater than +10 feet. This shallower regrading, as well as the placement of a fill overmantle that ranges to more than 10 feet thick, would have allowed potential historical archaeological remains to survive in this area, and would even have protected the resources.

Lot 11 was on the west side of Block 137, beginning 246 feet north of former Skillman Avenue. The 1903 atlas records a 1-story woodframe dwelling which is included in the APE as well as a section of the homelot's rear yard. Only the southeastern half of the lot, which included parts of the rear yard, falls outside the area of historical archaeological potential.

Lot 12 was on the west side of Block 137, beginning 270 feet north of former Skillman Avenue. The 1903 atlas records a 2-story woodframe dwelling, which with part of the rear yard of the homelot, is within the APE, and within the area of historical archaeological potential.

Lot 13 was on the west side of Block 137, beginning 295 feet north of former Skillman Avenue. The 1903 atlas records three 1-story, basemented woodframe dwellings on the lot. The southernmost of the three houses lies completely within the APE, as does its immediate rear yard. The part of the central dwelling and its rear yard also lie within the APE. Only the rear section of the southernmost house and its rear yard are within the area of historical archaeological potential.

Lots 59 was on the east side of Block 137, beginning 370 feet north of former Skillman Avenue. The 1903 atlas records a 1-story dwelling, which is partially within the APE along with a small section of rear yard. Elevations here have declined from above 42.75 feet in 1907 to below 32 feet at present. The removal of more than 10 feet of the pre-yard surface would have effectively eliminated any potential archaeological remains related to this homelot.

Lot 60 was on the east side of Block 137, beginning 345 feet north of former Skillman Avenue. The 1903 atlas records a 1-story woodframe dwelling, which with most of the rear yard of the homelot falls within the bounds of the APE. Only the southeastern corner of the lot, which included parts of the dwelling and homelot are within the area of historical archaeological potential.

Lot 61 was on the east side of Block 137, beginning 320 feet north of former Skillman Avenue. The 1903 atlas records a 1½-story woodframe dwelling on the homelot, which lies completely within the bounds of the APE. Only a small section of the yard, in the northwestern corner of the homelot falls outside the area of historical archaeological potential.

Lot 62 was on the east side of Block 137, beginning 295 feet north of former Skillman Avenue. The 1903 atlas records a 1½-story woodframe dwelling which is partly within the APE. The rear yard of the dwelling is also within the APE. Only the southeastern corner of the lot, which included parts of the dwelling and homelot lies outside the area of historical archaeological potential.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric and historical periods. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, 3.3.2 Historical Archaeological Potential, and 3.5 Mitigation Recommendations.

Former Hulst Street

The new APE on former Hulst Street extends northward from the parts of Hulst Street covered in the original report (pages AR3-40 to -41). The new APE runs from 325 to 403 feet north of former Skillman Avenue along the west side of Hulst Street, and 347 to 428 feet north of Skillman along the east side of Hulst.

Prior to earthmoving activities during the construction of the railroad yards, the new APE on former Hulst Street extended up the western slopes of a hill which had its summit south of present Skillman Avenue, about 630 feet to the southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former street sloping strongly upward toward the east, from below 47.75 feet, to above 52.75 feet, indicating elevations of approximately 45 feet to 55 feet (Figure C).

Current elevations in the APE range from 23.4 feet along the northern edge, rising up a steep slope to 51.3 feet in the southern part of the APE. Comparing the 1907 and current topographic map contours, the area which has experienced a decline in elevation of 0.0 feet to more than 21 feet roughly comprises the northern 45 feet of the APE (extending to as much as 60 feet on the eastern side of the Hulst Street APE) which has current elevations between 23.4 feet on the north rising to between 45 and 50 feet on the south. Without additional subsurface disturbance, disturbance extending approximately 3 feet below the pre-construction ground surface would be sufficient to destroy potential prehistoric sensitivity, as it has done in most of this part of the APE. Along the southern edge of this section, however, is a strip approximately 4 feet wide that has only suffered the removal of 0.0 to 3 feet of the pre-yard surface. As noted in other parts of

this addendum and in the original report, coupled with the shallow regrading, the exposure to decades of weathering, especially on a steep slope such as exists in this APE, would have been sufficient to remove any prehistoric archaeological potential which may have survived yard construction.

In the remaining part of the Hulst Street APE, i.e., the southern 28 feet (declining to about 13 feet on the east side of Hulst) of the APE, current elevations rise to as much as 51.4 feet, and to 50 feet in an areas that were no more than 40 feet in 1907. This would indicate that between 0.0 to 10 feet of fill has been added to this location since 1907. This fill overmantle could have protected potential prehistoric archaeological resources from subsequent disturbance.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric period. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, and 3.5 Mitigation Recommendations.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

Former Block 131

Sections of former Block 131 along the southern side of the new APE have been covered in the original report (pages AR3-41 to -42). The new APE extends north from 347 to 428 feet north of Skillman Avenue along the west side of Block 131, and 441 to 519 feet north of Skillman on the east side of the block.

Prior to earthmoving activities during the construction of the railroad yards, the new APE on former Block 131 extended up the slopes of the northern arm of a hill which had its summit south of present Skillman Avenue, about 580 feet to the southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block sloping strongly upward toward the east, from just under 52.75 feet to below 67.75 feet (Figure C).

Current topographic maps of the APE record a complex conjunction of hills meeting at the center of the APE, but in general, the ground slopes up steeply toward the south from below 29 feet in the northeastern and northwestern corners, to between 51.3 and 51.5 feet along the southern edge of the APE. A comparison of these elevations with the 1907 elevations indicates that except for the extreme southwestern corner of the APE along Hulst Street, the rest of the Block 131 APE has declined in elevation by from 3 feet to more than 30 feet. The removal of more than 3 feet of the pre-yard surface would have been sufficient to eliminate all surviving prehistoric archaeological potential in this part of the APE.

Soil boring SY-151, immediately south of the APE, supports this interpretation, recording no fill stratum.

The southwestern corner of the APE, an area of approximately 28 feet from east to west and 14 feet from north to south, was regraded from a 1907 elevation of approximately 52.75 feet to the

current elevations of 50 to 51.3 feet, a decline of between 1.45 and 2.75 feet. Subsequent to regrading, railroad track was laid here, and the several additional feet of disturbance resulting from trackbed preparation would have been sufficient to eliminate any surviving prehistoric potential in this part of the Block 131 APE.

The 1903 atlas records 5 homelots that fall within or partially within the Block 131 APE, on Lots 15, 54, 55 and 56, 57, and 58. (Beers 1873; Figures 11, 15).

Lot 15, on the west side of the Block 131 APE, was occupied between 1873 and 1891 (Figure 11). In 1903 it contained a 1-story, basemented, woodframe house (Figure 15). Only the northwestern corner of the homelot, which was a portion of the front yard, lies within the APE.

Lot 54 was on the east side of the Block 131 APE, 593 feet north of former Skillman Avenue. It was first occupied between 1891 and 1903, when an 1-story woodframe dwelling appeared on the lot.

Lots 55 and 56 were on the east side of the Block 131 APE, 443 feet north of former Skillman Avenue. The lots were combined as a single homelot, and first occupied between 1891 and 1903. A 2½- and 1-story dwelling was on Lot 56, and two barns on adjacent Lot 55.

Lot 57 was on the east side of the Block 131 APE, 418 feet north of former Skillman Avenue. It was first occupied between 1891 and 1903, when an 1-story dwelling appeared on the lot.

Lot 58 was on the east side of the Block 131 APE, 393 feet north of former Skillman Avenue. It was first occupied between 1891 and 1903, when an 1-story woodframe dwelling, and a small outbuilding appeared on the lot.

Of the 5 homelots, the four along the eastern side of Block 131 (occupying building Lots 54-58) lie in an area that was formerly crossed by the 1907 62.75-foot contour line. Elevations before yard construction were greater than 60 feet. Current elevations on these lots range from 28 feet to 51.5 feet, indicating the removal of between 8.5 feet to over 32 feet of the pre-yard ground surface. This regrading would have been sufficient to destroy all potential historical archaeological remains in this part of the APE.

The remaining homelot, Lot 15, was in an area in which the decline in elevation was much less, from 52 to 57 feet in 1907, to between 49 and 51.4 feet. Between 0.6 to more than 6 feet of the 1907 surface has been removed. In the areas of least disturbance, trackbed preparation would have impacted additional feet below the pre-yard surface. The APE section of the homelot, however, was the front yard, and not the rear yard where shaft features or outbuilding foundations might be expected. Neither were the foundations of the dwelling included in the APE. Buried cultural remains from this part of a homelot would be far more ephemeral, and would have been destroyed by the shallower regrading in this part of the APE.

Former Van Pelt Street

Sections of former Van Pelt Street along the southern side of the new APE have been covered in the original report (page AR3-42), and the new APE extends north from 441 to 519 feet north of Skillman Avenue along the west side of Van Pelt Street, and 478 to 538 feet north of Skillman along the east side of Van Pelt.

Prior to earthmoving activities during the construction of the railroad yards, the new APE on former Van Pelt Street was atop, and on the eastern downslope of the northern arm of a hill which had its summit south of present Skillman Avenue, about 600 feet to the south southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former street partially encircled by the 62.75-foot contour line, sloping downward toward the northeast, from above 62.75 feet to approximately 60 feet (Figure C).

Current elevations range from between 29 and 32 feet along the northern side of the Van Pelt Street APE, rising up a steep slope to 52.1 feet in the southwestern corner of the APE. A comparison of 1907 and current elevations would indicate that between 7.9 feet to more than 33 feet of the pre-yard surface has been removed since 1907. Soil borings SY-14 and -155W, performed in the APE, supports this interpretation, recording no fill stratum. Such great subsurface disturbance would have eliminated all potential prehistoric archaeological remains present.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

Former Block 116

Sections of former Block 116 have been covered in the original report (pages AR3-43 to -44), and in the Addendum of November 2004. The remaining unevaluated section of the APE lies between the Main Line on the north and the Loop Track on the south. It extends from 141 to 258 feet north of Skillman Avenue on the west side of the block along the former Van Pelt Street, and between 159 and 335 feet north of Skillman on the east side of the block, along the former Harold Street (now under the viaduct).

Prior to earthmoving activities during the construction of the railroad yards, the new APE on former Block 116 was along the northern slopes of a hill which had its summit south of present Skillman Avenue about 250 feet to the south (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block sloping strongly upward toward the south, from 67.75 feet to above 72.75 feet (Figure C).

At present, elevations in this part of the Block 116 APE range from a high of 51.7 feet along the northern side of the APE, sloping down to 30 feet along the southern boundary of the APE. Given the 1907 elevations of greater than 67.75 feet, this would indicate that more than 16 feet of the pre-yard surface have been removed since 1907. Supporting this data, Soil Boring SY-156 records no fill along the northern edge of the APE, where approximately 20 feet of the 1907 surface were removed. Oddly, SY-27w, performed in the trackbed along the southern edge of the APE, indicates 7 feet of fill, in a location with a current elevation of 30.1 feet, and over 72 feet in 1907. The fill, mostly coarse gravel and cobbles indicates trackbed preparation, which

would be expected in section of the Loop Track. In any case, the severe regrading in the Block 116 APE would have eliminated all potential prehistoric archaeological resources in this area.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 16).

Former Harold Street (beneath the 39th Street Viaduct)

The original report evaluated two sections of former Harold Street, the Loop Track, and the Main Line (page AR3-44). The new APE on Harold is also in two sections. The northern section of the APE extends north from the Main Line APE, between 540 and 668 feet north of present Skillman Avenue on the west side of the street, and 557 to 690 feet north of Skillman along the east side of former Harold Street.

Prior to earthmoving activities associated with the construction of the railroad yards, the northern section of the new APE on former Harold Street was on the northern slopes of a hill which had its summit south of present Skillman Avenue, about 650 feet to the south (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former street sloping upward toward the south, from below 52.75 feet, to above 57.75 feet (Figure C).

Current elevations in this part of the Harold Street APE have been strongly affected by the presence of the 39th Street viaduct, and an access ramp which intersects the APE from the east. At present elevations range from a high of 70 to 72 feet in the northern part of the APE, dropping in a steep slope to 52 feet along the southern edge of the APE.

Based on a comparison of 1907 and current map contours, the southern 19 feet of this section of the APE has experienced a decline in elevation of 0.0 to 3.0 feet. Without additional subsurface disturbance, disturbance extending approximately 3 feet below the pre-construction ground surface would be necessary to destroy potential prehistoric sensitivity. As noted in other parts of this addendum and in the original report, however, coupled with the shallow regrading, the exposure to decades of weathering, especially on a steep slope such as exists in this APE, would have been sufficient to remove any prehistoric archaeological potential which may have survived yard construction.

In the remaining parts of the APE, elevations have actually increased since 1907. From south to north this increase in elevation is between 0.0 feet and more than 12 feet, but generally greater than 10 feet, indicating the addition of a thick fill overmantle, most likely placed on the site to support the viaduct access ramp. This scenario is supported by Soil Borings SY-157 and -169, which were located on the access ramp, and record approximately 17 feet and 12 feet of fill respectively. This added fill would have also served to protect potential prehistoric resources in this part of the APE.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric period. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, and 3.5 Mitigation Recommendations.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 16).

The southern section of the APE extends south of the Main Line to the Loop Track, running between 159 and 335 feet north of Skillman Avenue on the western side of former Harold Street, and 190 to 364 feet north of Skillman on the east side of Harold.

Before earthmoving activities during the construction of the railroad yards, the southern section of the new APE on former Harold Street extended up the northern slopes of a hill which had its summit south of present Skillman Avenue, about 250 feet to the south (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former street sloping upward toward the south, from approximately 65 feet to above 72.75 feet (Figure C).

Current elevations in this southern section of the Harold Street APE rise from south to north from 30.8 feet to 52 feet. A comparison with the 1907 elevations which did not fall below 65 feet, suggests that between 13 to more than 34 feet of the pre-yard surface has been removed from the APE since 1907. This severe regrading would have eliminated all potential prehistoric archaeological resources in the southern part of the Harold Street APE.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 16).

- **APE Between the 39th Street Bridge and 43rd Street (Laurel Hill Avenue)**

Former Block 111

The new APE extends north from the APE covered in the original report (page AR3-54). Along the west side of former Block 111, the APE runs from 557 to 690 north of Skillman Avenue (between 206 and 340.6 feet south of former Middleburg Avenue), and between 635 and 775 feet north of Skillman (306.2 and 133 feet south of former Middleburg) on the east side of the block.

Prior to earthmoving activities during the construction of the railroad yards, the new APE on former Block 111 was between the arms of two hills, the northeastern slopes of a hill which had its summit south of present Skillman Avenue, about 670 feet to the south southwest; and a western slopes of a second hill which had its peak somewhere south of present Skillman, about 1,170 feet to the southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former street sloping upward toward the southwest, south and east, from below 52.75 feet (approximately 50 feet), to 57.75 feet (Figure C).

The Block 111 APE is currently the location of a ramp which runs from east to west through the center of the APE giving access directly to the 39th Street Viaduct from the yard. Elevations of the ramp rise from 66 feet on the east side of the APE to 73 feet on the west side of the APE. A steep slope on the north and south sides of the ramp descends to below 30 feet on the north and 52.5 feet on the south.

Based on a comparison of 1907 and current map contours, two separate areas of this section of the APE have experienced a decline in elevation of 0.0 to 3.0 or more feet. These locations are roughly, the southern 15 feet of the APE, and northern 30 feet of the APE (except for the western 37.5 feet of this strip). Without additional subsurface disturbance, disturbance extending approximately 3 feet below the pre-construction ground surface would be necessary to destroy potential prehistoric sensitivity. As noted in other parts of this addendum and in the original report, however, coupled with the shallow regrading, the exposure to decades of weathering, especially on a steep slope such as exists in this APE, would have been sufficient to remove any prehistoric archaeological potential which may have survived yard construction.

In the remaining parts of the APE, elevations have actually increased since 1907. From south and north toward the ramp at the center this increase in elevation is between 0.0 feet and more than 19 feet, indicating the addition of a thick fill overmantle, most likely placed on the site to support the viaduct access ramp. This added fill would have also served to protect potential prehistoric resources in this part of the APE.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric period. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, and 3.5 Mitigation Recommendations.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 16).

Former Bragaw Street

The new APE lies along the north side of the APE on former Bragaw Street covered in the original report (page AR3-55). It extends from 635 to 775 feet north of Skillman (306.2 and 133 feet south of former Middleburg Avenue) on the west side of former Bragaw Street, and from 659 to 796.5 feet north of Skillman (109 to 251 feet south of former Middleburg) on the east side of Bragaw.

Prior to earthmoving activities during the construction of the railroad yards, the new APE on former Bragaw Street was between two hills, the northeastern slopes of a hill which had its summit south of present Skillman Avenue, about 770 feet to the south southwest; and a western slopes of a second hill which had its peak somewhere south of present Skillman, about 1,150 feet to the southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former street sloping upward toward the east and south, between the 52.75- and 57.75-foot contour lines (Figure C).

The APE on Bragaw Street is currently the location of a ramp which runs from east to west through the center of the APE giving access directly to the 39th Street Viaduct from the yard. Elevations of the ramp rise from 64 feet on the east side of the APE to 67 feet on the west side of the APE. A steep slope on the north and south sides of the ramp descends to below 30 feet on the north and below 53 feet on the south.

Based on a comparison of 1907 and current map contours, two separate areas of this section of the APE have experienced a decline in elevation of 0.0 to 3.0 or more feet. These locations are an area along the southern edge of the APE extending from the southernmost 15.5 feet on the west side of Bragaw Street, to the southernmost 31 feet on the east side of the Bragaw Street APE; and along the northern edge of the APE, an area extending from the northern 31 feet of the APE on the west side of Bragaw to the northern 40 feet on the east side of Bragaw. Without additional subsurface disturbance, disturbance extending approximately 3 feet below the pre-construction ground surface would be necessary to destroy potential prehistoric sensitivity. As noted in other parts of this addendum and in the original report, however, coupled with the shallow regrading, the exposure to decades of weathering, especially on a steep slope such as exists in this APE, would have been sufficient to remove any prehistoric archaeological potential which may have survived yard construction.

In the remaining parts of the APE, elevations have actually increased since 1907. From south and north toward the ramp at the center this increase in elevation is between 0.0 feet and more than 6 feet, indicating the addition of a thick fill overmantle, most likely placed on the site to support the viaduct access ramp. This added fill would have also served to protect potential prehistoric resources in this part of the APE.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric period. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, and 3.5 Mitigation Recommendations.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 16).

Former Block 95

The new APE extends north from the APE covered in the original report (page AR3-56). Along the west side of former Block 95, the APE runs from 109 to 251 feet south of former Middleburg Avenue, and between 43.75 to 167 feet south of former Middleburg on the east side of the block.

Prior to earthmoving activities associated with the construction of the railroad yards, the new APE on former Block 95 was on the western slopes of a hill which had its peak somewhere south of present Skillman, about 1,100 feet to the southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former street sloping upward toward the east, from below 57.75 feet to above 62.75 feet (Figure C).

The APE on Block 95 is currently the location of a ramp which runs from east to west through the center of the APE giving access directly to the 39th Street Viaduct from the yard. Elevations of the ramp rise from 54 feet on the east side of the APE to 66 feet on the west side of the APE. A steep slope on the north and south sides of the ramp descends to below 30 feet on the north and below 53 feet on the south.

Based on a comparison of 1907 and current map contours, most of this section of the APE has experienced a decline in elevation of 0.0 to 3.0 or more feet. Without additional subsurface

disturbance, disturbance extending approximately 3 feet below the pre-construction ground surface would be necessary to destroy potential prehistoric sensitivity. As noted in other parts of this addendum and in the original report, however, coupled with the shallow regrading, the exposure to decades of weathering, especially on a steep slope such as exists in this APE, would have been sufficient to remove any prehistoric archaeological potential which may have survived yard construction.

In the remaining parts of the APE, elevations have actually increased since 1907. This area is clustered around the ramp to the 39th Street Viaduct in the western half of the APE, roughly the western 86 feet of the APE, excluding a 31-foot-wide strip on the south side of the APE, and a 37-foot-wide strip on the north side of the APE. From east to west this increase in elevation is between 0.0 feet and more than 7 feet, indicating the addition of a thick fill overmantle, most likely placed on the site to support the viaduct access ramp. This added fill would have also served to protect potential prehistoric resources in this part of the APE.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric period. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, and 3.5 Mitigation Recommendations.

Maps record no historical structures in this area pre-dating the 20th century (Beers 1873; Figures 11, 16). The northeastern corner of the APE, lying within 75 feet of Middleburg Avenue, has also been identified as potentially sensitive for British/Hessian military camp deposits. This area, however, has undergone considerable regrading, declining in elevation from approximately 65 feet in 1907, to present elevations of below 40 feet – the removal of more than 25 feet of the pre-yard surface. Given the temporary nature of the British/Hessian military camps, and the local accounts of related remains being visible both above the natural surface and discovered in plowzones, it is unlikely that cultural materials from these Revolutionary War period camps would have survived this depth of disturbance.

Former Lowery Street

The added APE locations on former Lowery Street extend north from the APE evaluated in the original report (page AR3-57). Along the west side of former Lowery the APE runs from 43.75 to 167 feet south of former Middleburg Avenue, and 25 to 150 feet south of Middleburg along the east side of Lowery.

Prior to earthmoving activities during the construction of the railroad yards, the new APE on former Lowery Street was on the northwestern slopes of a hill which had its peak somewhere south of present Skillman, about 1,100 feet to the south southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former street sloping upward toward the southeast, between the 62.75- and 67.75-foot contour lines. The closeness of the APE to the 67.75-foot line suggests elevations between 65 and 67 feet (Figure C).

Current elevations in the Lowery Street APE reach a high of 65.3 feet in a small ridge along the southern edge of the APE, and generally decline toward the north, to below 40 feet. The ramp to

the 39th Street Viaduct runs through the center of the APE, with steep slopes on the north and south.

A comparison of 1907 elevations (between 65 and 67 feet) with the current contours indicates that the entire APE has undergone a regrading resulting in an elevation decline between 0.0 to more than 25 feet, i.e., a removal of between 0.0 and 25 feet of the 1907 surface. Without additional subsurface disturbance, disturbance extending approximately 3 feet below the pre-construction ground surface would be necessary to destroy potential prehistoric sensitivity. As noted in other parts of this addendum and in the original report, however, coupled with the shallow regrading, the exposure to decades of weathering, especially on a steep slope such as exists in this APE, would have been sufficient to remove any prehistoric archaeological potential which may have survived yard construction.

The APE was once part of the Bragaw homestead and farm. At the northern edge of the APE, a large woodframe house is recorded in 1903, and there is a dwelling here prior to 1849. To the south of the dwelling, which is partly in the APE, is a 90-foot-long greenhouse/barn in the eastern half of the APE, that is recorded there by 1891 (Beers 1873; Figures 11, 16).

Current elevations in the area of the Bragaw dwelling and the area surrounding it that would have the potential for hosting domestic shaft features are presently below 40 feet, indicating a decline of greater than 25 feet since 1907. This great depth of disturbance would have destroyed any potential historical archaeological remains present in the APE.

Additional potential buried resources in the vicinity of the Bragaw dwelling include possible deposits from British/Hessian troops who camped in this vicinity during the Revolutionary War. Given the temporary nature of the British/Hessian military camps, and the local accounts of related remains being visible both above the natural surface and discovered in plowzones, it is unlikely that cultural materials from these Revolutionary War period camps would have survived even the shallow ground disturbance that would adversely impact prehistoric archaeological remains. These resources, generally on Middleburg Avenue and the 75 feet adjacent to the north and south, would have been destroyed by the deep regrading experienced in this part of the APE.

The regrading on the site of the Bragaw greenhouse was somewhat less severe, with current elevations ranging from below 40 feet in the north to 65 feet in the south. This would indicate that between 25 feet to approximately 1 foot of the 1907 surface has been removed, declining as one proceeds from north to south. Given the shallow foundations of the greenhouse, which would be no greater than 4 feet below the 1907 surface, and the only partial remains (southern 10 feet) of the foundations that may have survived, and the fact that it was an outbuilding and not a dwelling, further archaeological investigation of this part of the APE is not recommended.

Former Block 90

The new APE on former Block 90 is immediately north of the APE covered in the original report (page AR3-58). The new APE extends between former Middleburg Avenue and 150 feet south of Middleburg along the west side of Block 90, and between Middleburg and 75 feet south of Middleburg on the east side of Block 90.

Prior to earthmoving activities associated with the construction of the railroad yards, the new APE on former Block 90 was on the northern slopes of a hill which had its peak somewhere south of present Skillman, about 1,070 feet to the south southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former block sloping upward toward the south, just above the 62.75-foot contour line in the northeast corner, and abutting the 67.75-foot line in the southwest corner (Figure C).

The APE on Block 90 is currently the location of a ramp which runs generally from east to west through the center of the APE giving access directly to the 39th Street Viaduct from the yard. Elevations of the ramp rise from 42 feet on the east side of the APE to 53 feet on the west side of the APE. A steep slope on the north side of the ramp slopes downward to the north to below 40 feet. To the south of the ramp the slope generally rises to the tops of two small ridges which reach elevations between 64 and 66.2 feet. An ancillary access ramp runs north/south between the two ridges, rising from 50 feet adjacent to the ramp, to 55 feet at the southern edge of the APE.

Given the 1907 APE elevations between 62.75 and 67.75 feet, it is clear that all sections of the APE have undergone a downward regrading. Comparing 1907 and current contours, this regrading has meant the removal of between 0.8 feet to more than 25 feet of the 1907 surface. Without additional subsurface disturbance, disturbance extending approximately 3 feet below the pre-construction ground surface would be necessary to destroy potential prehistoric sensitivity. As noted in other parts of this addendum and in the original report, however, coupled with the shallow regrading, such as the regrading of between 0.8 and 3 feet experienced on parts of this APE, the exposure to decades of weathering, especially on a steep slope such as exists in this APE, would have been sufficient to remove any prehistoric archaeological potential which may have survived yard construction.

The APE was once part of the Bragaw homestead and farm. At the northwestern corner of the Block 90 APE (and also in the Lowery Street APE), a large woodframe house is recorded in 1903, and there is a dwelling here prior to 1849. To the southeast of the dwelling, is a 110-foot-long outbuilding, that is recorded there by 1891 (Beers 1873; Figures 11, 16).

Current elevations in the area of the Bragaw dwelling and the area surrounding it that would have the potential for hosting domestic shaft features are presently below 40 feet, indicating a decline of greater than 25 feet since 1907. This great depth of disturbance would have destroyed any potential historical archaeological remains present in the APE.

Additional potential buried resources in the vicinity of the Bragaw dwelling include possible deposits from British/Hessian troops who camped in this vicinity during the Revolutionary War. These resources, generally shallowly-buried, and on Middleburg Avenue and the 75 feet adjacent to the north and south, would have also been destroyed by the deep regrading experienced in this part of the APE.

The regrading on the site of the Bragaw barn was somewhat less severe, with current elevations ranging from about 50 feet in the west to 65 feet in the east. Given 1907 elevations of

approximately 65 feet in this location, it is possible that foundations or other shallow deposits have survived the regrading. It should be noted that part of this building was within the Block 90 APE evaluated and considered sensitive in the original report (page AR3-58).

Former Middleburg Avenue and Van Buren Street

The new APE section at former Middleburg Avenue adjacent to former Van Buren Street is directly north of the APE covered in the original report (page AR3-53 to 54). It is an irregularly-shaped area, most easily described in two (contiguous) sections. The westernmost part of the APE extends across former Middleburg Avenue from the south side of Middleburg between 50 and 141 feet west of Van Buren Street, to between 23 and 62.5 feet north of the south side of Middleburg Avenue along the western line of former Van Buren.

The eastern section is triangular, and extends from 23 feet north of the south side of former Middleburg Avenue to the north side of Middleburg Avenue along the western line of former Van Buren Street, and runs 105 feet east of Van Buren Street along the north side of Middleburg Avenue.

Prior to earthmoving activities associated with the construction of the railroad yards, both parts of the new APE on former Middleburg Avenue and Van Buren Street were on the northern slopes of a hill which had its peak somewhere south of present Skillman, about 1,100 feet to the south (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this section the former streets sloping upward toward the south, between under 57.75 feet and over 62.75 feet (Figure C).

At present, elevations in this APE range from approximately 40 feet in the south to below 30 feet on the north, indicating that more than 17.75 feet of the 1907 surface have been removed during regrading. This depth of disturbance would have been sufficient to destroy all potential prehistoric archaeological remains in the APE.

Additional potential buried resources in the APE include possible deposits from British/Hessian troops who camped in this vicinity during the Revolutionary War. These resources, generally on Middleburg Avenue and the 75 feet adjacent to the north and south, would have also been destroyed by the deep regrading experienced in this part of the APE.

No other potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 16).

Former Block 74

The new APE sections of former Block 74 encompass the southern 115 feet of the former block, along the northern side of former Middleburg Avenue.

Prior to earthmoving activities during the construction of the railroad yards, the new APE on former Block 74 was on the northern slopes of a hill which had its peak somewhere south of present Skillman, about 1,170 feet to the south southwest (Figure C; Conner 1852). The 1907

topographic map, drawn prior to railyard construction, shows this part the former street sloping strongly upward toward the south, from above 47.75 feet to above 57.75 feet (Figure C).

Present elevations in the Block 74 APE are between 32 feet in the southwestern corner, dropping to below 26 feet in the northwestern corner. This would indicate a decline in elevation between 15.75 feet and 31.75 feet since 1907. A removal of this much of the pre-yard surface would have been sufficient to destroy all potential prehistoric archaeological remains in the APE.

An unidentified structure is recorded in Van Buren Street adjacent to the southwest corner of the APE in the 1891 and 1903 atlases (Beers 1873; Figures 11, 16). If shaft features were associated with this building, some may have been situated in the southwest corner of the APE. Given the greater than 15.75 feet of subsurface disturbance, however, no historical features would have survived this severe regrading.

Additional potential buried resources in the APE include possible deposits from British/Hessian troops who camped in this vicinity during the Revolutionary War. These resources, generally on Middleburg Avenue and the 75 feet adjacent to the north and south, would have also been destroyed by the deep regrading (greater than 15.75 feet) experienced in this part of the APE.

• **APE Between 43rd Street (Laurel Hill Avenue) and 48th Street (Gosman Street)**

Former Laurel Hill Avenue

The new APE area on Laurel Hill Avenue, now 43rd Avenue, comprises 2 non-contiguous sections, immediately north and south of the APE covered in the original report (pages AR3-64 to -65). Beginning at the northern line of present 37th Avenue, the northern section of the APE extends 90 feet north along the east and west sides of former Laurel Hill Avenue.

Prior to the construction of the railroad yard and of 37th Avenue, elevations from the 1907 topographic survey record elevations in the northern part of the APE between the 32.75- and 42.75-foot contour lines, sloping upward toward the south southwest. Elevations would range between approximately 35 feet on the north to 47 feet in the southwest corner of the APE (Figure C).

At present, elevations in the new APE on Laurel Hill Avenue range from 45 feet in the north, declining to 43.4 feet in the south. A comparison of the current and 1907 contours indicates an elevation change in this part of the APE ranging from +10 feet to -3.6 feet from north to southwest.

The southern half of this northern section of the APE would have experienced an elevation decline of between 0.0 and 3.6 feet. Coupled with the disturbance caused by street construction, and the installation of numerous underground utility lines, in particular the existing 54-inch sewer main at the center of the street that has caused excavation impacts below an elevation of 23 feet (more than 20 feet below the current surface), it is unlikely that shallowly-buried prehistoric archaeological remains would have survived within this section of the APE.

The northern half of this northern part of the APE has experienced a rise in elevation since 1907 of between 0.0 and 10 feet. Although the existing 54-inch sewer main at the center of the street which has caused excavation impacts below an elevation of 23 feet (more than 20 feet below the current surface), would have destroyed potential prehistoric sensitivity in that location, the more shallowly-buried gas and electric lines here would not have impacted a pre-1907 surface protected by as much as 10 feet of fill.

Excavation for this section of the project area would eradicate any potentially surviving buried cultural materials from the prehistoric period. For recommendations and mitigation measures, see Sections 3.3.1 Prehistoric Archaeological Potential, and 3.5 Mitigation Recommendations.

The southern section of the APE begins on at the northwest corner of the intersection of Laurel Hill Avenue and Barnett Avenue, and extends 102 feet southward along the west side of Laurel Hill Avenue, and from the northeast corner of the intersection of Laurel Hill and Barnett, it extends 131 feet along the east side of Laurel Hill Avenue.

Prior to the construction of the railroad yard and even of Barnett Street, elevations from the 1907 topographic survey record elevations in the APE between approximately 55 feet and 67.75 feet, sloping upward toward the southwest.

At present, elevations in the new APE on Laurel Hill Avenue range from 46 feet in the north up to 51 in the south. A comparison of the current and 1907 contours indicates a decline in elevation of between 10 feet to as much as 16 feet since 1907. Such a severe downward regrading would have eliminated all potential prehistoric sensitivity in this location.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 12, 16).

Barnett Avenue

The new APE area Barnett Avenue lies immediately south of the APE covered in the original report (pages AR3-64 to -65). Beginning on at the northeast corner of the intersection of Laurel Hill Avenue and Barnett Avenue, it extends 65 feet eastward along the north side of Barnett Avenue, and from the southeast corner of the intersection of Laurel Hill and Barnett, 65 feet eastward along the south side of Barnett Avenue.

Prior to the construction of the railroad yard and even of Barnett Street, elevations from the 1907 topographic survey record elevations in the APE between approximately 52 feet and 57.75 feet, sloping upward toward the southwest (Figure C).

At present, elevations in the new APE on Barnett Avenue range from 44 feet on the west, rising to 51 in the east. A comparison the of current and 1907 contours indicates a decline in elevation of between 1.0 feet to more than 8 feet, from east to west, since 1907. Downward regrading of 3 feet or more is generally sufficient to eliminated all potential prehistoric sensitivity in this

location. The areas which experienced an elevation decline of between 1.0 and 3 feet were further impacted by the streetbed preparation for Barnett Avenue, the construction of the buildings that line the north and south sides of the APE, as well as the various utilities now present in Barnett Avenue. This disturbance, following a shallow regrading, would have destroyed any potential prehistoric archaeological remains in this APE.

Additional potential buried resources in the northern edge of the Barnett Avenue APE include possible deposits from British/Hessian troops who camped in this vicinity during the Revolutionary War. These resources, generally on Middleburg Avenue and the 75 feet adjacent to the north and south, like potential prehistoric resources, these shallowly-buried remains would have also been destroyed by the regrading and subsequent utility and sidewalk installation experienced in this part of the APE. No other potential historical archaeological sites have been documented in this area (Beers 1873; Figures 12, 16).

3.3.1 Prehistoric Archaeological Potential

Sections of 12 of the new APEs, have been identified as having potential prehistoric sensitivity, based on the documentary and archaeological data indicating that Native Americans have inhabited the vicinity during the pre- and proto-historic eras; as well as data describing the pre-development environment and topography of the APE. Sensitivity is also determined by a locations' lack of deep subsurface disturbance, which can eliminate this potential.

A detailed discussion of the determination of prehistoric archaeological potential is found in the original report on pages AR3-65 to AR3-68. Based on that discussion, it is clear that prehistoric archaeological potential declines as the distance to fresh water sources increases. For practical purposes, this suggests a ranking of the APEs in terms of high, medium and low prehistoric archaeological potential, based on distance from Dutch Kills and its marshes. Selection of categories is somewhat arbitrary, although a conservative estimate would give a rating of high potential to those dry, elevated areas within 200 feet of the marsh or creek edge, a rating of moderate potential to locations between 200 and 1,000 feet distant, and low potential rating to locations beyond 1,000 feet of the edge of the marsh or creek.

Areas with moderate and high sensitivity rating are considered to have the potential for archaeological sensitivity; in those locations, disturbance by project-related work could result in significant impacts. None of the areas fell into the "Moderate Sensitivity" category, due to their distance from fresh water sources. Therefore, only areas with high sensitivity ratings are mapped in Figure A, "Queens Alignment – Areas of Potential Effect and Archaeologically Sensitive Areas." Areas with no or low sensitivity ratings are not considered to have the archaeological potential to be impacted, and are not mapped. It should be noted that some of these locations are also considered potentially sensitive for historical archaeological resources, and are discussed under that heading (3.3.2). Utilizing the criteria described in the previous paragraphs, the potential prehistoric sensitivity of these APE sections is ranked:

High Potential Sensitivity

Former Block 222

Former School Street (north of former Foster Avenue)
 Former Block 212
 Former Van Dam Street (south of former Foster Avenue)

Low Potential Sensitivity

Former Block 149
 Former Buckley Street
 Former Block 137
 Former Hulst Street
 Former Harold Street (northern section)
 Former Block 111
 Former Bragaw Street
 Former Block 95
 Former Laurel Hill Avenue (northern section)

Based on these factors, sections of 4 APEs are rated as having a high potential prehistoric sensitivity and the locations are additions to the list of areas entitled "High Potential Sensitivity," under Location #6 on page AR3-68 in the original report: Block 222, School Street (north of Foster Avenue), Block 212, and Van Dam Street (south of Foster Avenue). See Areas 6a and 6c on Figure A and Figure D.

3.3.2 Historical Archaeological Potential

A range of shallowly- and deeply-buried archaeological remains may be expected within the project area APEs, due to the large number of farmhouses and other domestic homelots that once occupied it. As described in the historical section contextual overview of the original report (3.2.2), former Middelburgh Road, which once ran through the northern sections of the Sunnyside Yard and Yard A project site, was the main traffic artery of the area beginning in the colonial period, and along it 19th- and even 18th-century farm houses were clustered. Large numbers of dwellings were erected within the project site by 1891, and all of these homelots would be characterized by shaft features, as well as foundations, surface scatter, etc. Therefore, the following locations within the APEs have been identified as potentially sensitive for historical resources relating to the abovelisted occupation periods and uses:

- Between Queens Boulevard and Honeywell Street Bridges
 Addition to Location #6 (page AR3-69) as Area 6a (Figure A): Former Block 222 and Former School Street (north of Foster Avenue), includes homelots, dwellings, and outbuildings, post-1873 to ca. 1905.
- Between the Honeywell Street and 39th Street Bridges
 New Location #15: Former Block 149 includes homelot and dwelling, post-1873 to ca. 1905 (Figures A and E).

New Location #16: Former Block 137 includes homelots, dwellings, and outbuildings, post-1873 to ca. 1905 (Figures A and E).

3.5 Mitigation Recommendations

Additional project elements proposed for areas not previously evaluated in the Stage 1A, would impact potential archaeological resources in four APEs. These locations have been mapped in Figures D and E. For one archaeologically sensitive area, Location #6a on Figure A, there is no anticipated disturbance through project construction. A description of this sensitive area, followed by recommendations, is presented first. A discussion of the four APEs that would be impacted follows.

Sensitive Area #6a – No Proposed Impacts

- Between Queens Boulevard and Honeywell Street Bridges

Former Block 222 (Location #6a, Figure A)

Although the proposed relocation of an existing combination sewer will cause subsurface impacts in the northern edge of the new Block 222 APE, according to current plans, it will not impact locations in the APE that are potentially sensitive archaeologically.

Potential prehistoric resources in this APE lie beneath a layer of fill between 0.0 feet and as much as 12.75 feet thick. The top of the sensitive area would be at and below an elevation of approximately 320 feet, declining to below 307.75 feet from east to west.

Potential historical archaeological resources in this APE lie just below the current surface to within the lowest levels of, and beneath a fill layer of between 0.0 and 10.25 feet. The top of the sensitive area would be between elevations of approximately 312.75 and 322.75 feet, declining from east to west.

It is recommended that these sensitive areas be included to the Stage 1B Archaeological Field Testing Protocol found within Appendix D of the *Long Island Rail Road East Side Access Construction Protection Plan*, prepared for the East Side Access Project and approved by SHPO in April 2004. This would allow for this sensitive area to be recorded, its location available to project engineers, and properly protected in the event that project engineering should necessitate subsurface construction in this area.

Former School Street (north of Foster Avenue, Location #6a, Figure A)

Although the proposed relocation of an existing combination sewer will cause subsurface impacts in the northern edge of the new School Street APE, according to current plans, it will not impact locations in the APE that are potentially sensitive archaeologically.

Potential prehistoric archaeological resources in this APE would be located just beneath the present surface to beneath a fill layer between 0.0 and 8 feet thick. The top of the sensitive area is approximated at an elevation of between 317.75 feet to 327 feet, rising from west to east.

Because deep foundations and domestic shaft features are generally less susceptible to subsurface disturbance than prehistoric remains, the area of potential historical archaeological sensitivity includes the area sensitive for prehistoric resources, as well as a contiguous area to the north. Here archaeological resources would be expected just below the present surface, to within the lowest levels of, and beneath a fill layer from 0.0 feet to 8 feet thick. The top of the sensitive area is at an approximate elevation of between 317.75 feet to 327 feet, rising from west to east.

It is recommended that these sensitive areas be included to the Stage 1B Archaeological Field Testing Protocol found within Appendix D of the *Long Island Rail Road East Side Access Construction Protection Plan*, prepared for the East Side Access Project and approved by SHPO in April 2004. This would allow for this sensitive area to be recorded, its location available to project engineers, and properly protected in the event that project engineering should necessitate subsurface construction in this area.

Sensitive Areas #6c, 15 and 16 – Potential Project Impacts

Former Block 212 (Location #6c, Figures A and D)

The proposed construction of a 36-inch storm sewer would involve impacts on potential prehistoric resources to between approximately 6 and 20 feet below the current surface (based on approximate surface elevations between 321 and 325 feet and corresponding bottom elevations between 315 to 305 feet). The potential prehistoric archaeological resources are presently beneath a fill layer that varies from 2 feet to more than 20 feet thick. The top of the sensitive area is approximated at an elevation of 302.75 and 335 feet, increasing from west to east.

Former Van Dam Street south of Foster Avenue (Location #6c, Figures A and D)

Although the proposed construction of an 18-inch and 36-inch storm sewer passes through the new APE, as it is presently configured it will not impact potentially sensitive sections of this APE. The area sensitive for the potential prehistoric archaeological resources is beneath a fill layer about 2 feet thick. The top of the sensitive area is approximated at an elevation of 332.75 to 335 feet.

- Between the Honeywell Street and 39th Street Bridges

Location #15: Former Block 149 (Figures A and E)

The proposed construction of a 6-inch sanitary sewer, with a projected impact of at least 14 feet below the current surface (based on elevations of Manhole 31 rim at 332 feet and the INV at 318 feet) would impact potential historical archaeological resources in this APE. The area sensitive for the potential resources ranges from just beneath the current surface to the lowest levels of, and beneath a fill layer up to 9 feet thick. The top of the sensitive area is approximated at elevations between 342 and 347.75 feet.

Location #16: Former Block 137 (Figures A and E)

The proposed construction of a 6-inch sanitary sewer, CIL building, storm sewer and seepage basin (rim 344.34 bottom 323), and other elements would impact potential historical archaeological resources in this APE. The area sensitive for the potential resources ranges from just below the surface to lowest levels of, and beneath a fill layer up to 10 feet thick. The top of the sensitive area is approximated at elevations between 342 and 347.75 feet.

If avoidance is not possible, then it is our recommendation that the four sensitive areas, including two portions of Location #6c, and Locations #15 and #16 be added to the Stage 1B Archaeological Field Testing Protocol found within Appendix D of the *Long Island Rail Road East Side Access Construction Protection Plan*, approved by SHPO in April 2004 so that these areas may be protected appropriately.

3.7 Appendix

3.7.1 Block Histories

- **APE between the Thomson Avenue and Queens Boulevard Bridges**

Former Block 223

This new section of the APE extends along the east side of former Rapelje Avenue, between 317 and 447 feet south of the former path of Foster Avenue, and between 235 and 350 feet south of former Foster Avenue along the west side of the former Mount Street.

Prior to filling during the construction of the railroad yards, this section of the APE was part of the extensive marshland surrounding Dutch Kills and its tributaries (Figures 3 and B; Conner 1852).

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

Former Mount Street (South of Foster)

The added Mount Street section of the APE extends between approximately 235 and 350 feet south of former Foster Avenue along the west side of Mount Street, and from approximately 200 to 325 feet south of Foster Avenue on the east side of Mount Street.

Prior to filling during the construction of the railroad yards, this section of the APE was part of the extensive marshland surrounding Dutch Kills and its tributaries (Figures 3 and B; Conner 1852).

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

Former Block 221

The added section of the Block 221 APE runs through former Block 221, extending along the east side of former Mount Street, between 200 and 325 feet south of former Foster Avenue; and between 95 and 210 feet south of Foster along the west side of the former School Street.

Prior to filling during the construction of the railroad yards, this section of the APE was part of the extensive marshland surrounding Dutch Kills and its tributaries (Figures 3 and B; Conner 1852).

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

- **APE Between the Queens Boulevard and Honeywell Street Bridges**

Former Block 222

The new APE section of former Block 222 begins 50 feet north of old Foster Avenue, and extends northward along former Rapelje Avenue on the west side of the block, to former Skillman Avenue. On the east side of the block it begins 153 feet north of Foster Avenue and runs northward (along former School Street) to former Skillman Avenue.

Prior to filling during the construction of the railroad yards, this section of the APE straddled the edge of the extensive marshland surrounding Dutch Kills and its tributaries (Figures 3 and; Conner 1852).

Block 222 was officially laid out by the 1890s (Figure 11). It lay west of the old curving road that ran along the eastern edge of the marshes, and historical structures were apparently not erected there until after some filling of the marshy land was completed at about the same time. Prior to the 20th century, the property was owned by the Payntar family (Figures 9, 14).

Lots 21 and 12 served as the rear yards for 2- and 1-story basemented, woodframe dwelling outside the Block 222 APE in former School Street (in the School Street APE), abutting the lots on the east side of the block. The dwelling is also recorded on the 1891 map, but does not appear in 1873 (Figures 9, 11). Lot 21 began approximately 236 feet north of former Foster Avenue, with a 25-foot frontage on School Street.

Two barns stood along the street frontage of Lot 12. Lot 12 began about 168 feet north of former Foster Avenue, and had an approximate 68-foot frontage on School Street. One of the barns is present by 1891, but does not appear there in 1873 (Figures 9, 11).

Former School Street (North of Former Foster Avenue)

The northern part of the new APE on School Street extends between 153 feet north of former Foster Avenue to former Skillman Avenue on the west side of former School Street, and from 190 feet north of Foster Avenue to Skillman on the east side of School Street.

School Street appears on maps as early as 1873, but it does not appear to have superseded the old marsh road until the 20th century. As a result, several buildings were erected there at the end of the 19th century, and the streetbed was part of the rear yard of structures to the east, on the Block 211 APE. Prior to the 20th century, the APE was part of a property owned by the Payntar family (Figure 14).

Historical archaeological potential in the School Street APE is limited to two locations, the first in the southern 108 feet of the APE, a plot 30 feet wide along the western boundary with Block 222, utilizing Lots 12 and 21 as its rear yard. The 1903 atlas records a 2- and 1-story basemented, woodframe dwelling in this location facing the old road to the east, (two large barns on Lots 12 and 22 of the Block 222 APE are related to the dwelling). The construction date is after 1873 and before 1891 (Figures 9, 11, 14).

The second additional area of historical archaeological potential is related to two dwellings and 2 related barns on Lots 28 and 30 of former Block 211. These buildings stood at the southwestern corner of the intersection of former Skillman Avenue and the earlier road which skirted the eastern edge of the marsh. They were erected on the Block 211 APE between 1891 and 1903 facing the marsh road, and their immediate rear yards extended into the eastern 30 feet of adjacent School Street APE, beginning approximately 408 feet north of former Foster Avenue (Figures 11, 14).

Former School Street (South of Former Foster Avenue)

The southern part of the new APE on former School Street extends between approximately 95 and 210 feet south of former Foster Avenue along the west side of School Street, and from approximately 60 to 178 feet south of Foster Avenue on the east side of School Street.

Prior to filling during the construction of the railroad yards, this southern section of the new School Street APE was part of the extensive marshland surrounding Dutch Kills and its tributaries (Figures 3 and B; Conner 1852).

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

Former Skillman Avenue (between Rapelje and Van Dam)

The new section of former Skillman Avenue extends from the eastern side of former Rapelje Avenue to the west side of former Van Dam Street.

Prior to filling during the construction of the railroad yards, the new Skillman Avenue APE was part of the upslope east of the extensive marshland surrounding Dutch Kills and its tributaries (Figures 3 and B; Conner 1852).

No potential historical archaeological sites have been documented in this area (Figures 9, 11, 14).

Former Block 211

The new APE sections on former Block 211 run from 190 feet north of former Foster Avenue to old Skillman Avenue along the west side of the block, and from 305 feet north of Foster to Skillman on the east side of the block.

Prior to filling during the construction of the railroad yards, the new Skillman Avenue APE was part of the elevated ground approximately 170 feet east of the Dutch Kills marshland (Figures 3 and B; Conner 1852). Although the surrounding streets are drawn on maps as early as 1873, the old road along the eastern edge of the marshes, which cut through the northeastern corner of Block 211, appears to have been in use until the 20th century (Figure 14). The earliest construction within the APE dates to at least the 1840s, and was on the eastern side of the old road, when the APE was part of the lands owned by the Payntar family.

Lot 40 is at the northeastern corner of the block, extending about 30 feet south of former Skillman Avenue. A 2-story woodframe dwelling with basement, first appears on maps along the east side of the old road along the marsh between 1891 and 1903 (Figures 11, 14).

Lot 43 extended through the block from Van Dam Street on the east to the old marsh road on the west. It began approximately 456 feet north of former Foster Avenue. In 1903 a 1½-story dwelling stood in the western part of the lot, facing the marsh road. The dwelling is present by 1873, labelled W. H. Payntar (Figure 9), and recorded at this location by the 1840s, when it is labelled "T. Payntar" (Figure 3; Conner 1852; Sidney 1849). A barn stood on the eastern side of the homelot, along former Van Dam Street, but is not recorded until after 1891 (Figure 11).

Lot 46, beginning about 416 feet north of former Foster Avenue, extended through the block from former Van Dam Street on the east to the marsh road on the west. The lot contained a barn in 1903, possibly related to the Payntar house on neighboring Lot 43. It is not recorded in that location in 1891 (Figure 11).

Lot 51 began 332 feet north of former Foster Avenue, and extended through the block from former Van Dam Street on the east to the marsh road on the west. The first structure recorded there was a 1-story, basemented, woodframe dwelling along the east side of the marsh road, and a barn at the center of the block, both erected some time after 1891 (Figures 11, 14).

Lots 18 and 52 began about 304 feet north of former Foster Avenue, and extended through the block from former Van Dam Street to the marsh road. A dwelling was erected here by 1873, depicted in 1903 as a 1-story, woodframe building with a basement near the western frontage of Lot 18. A barn is recorded at the eastern edge of Lot 18 in 1903, as well as a second barn in Lot 52, along the Van Dam Street frontage. The barn on Van Dam is first recorded in 1891 (Beers 1873; Figures 11, 14).

Lot 14 contained a house identified in 1873 as the residence of H. Preston Jr. In 1903 it is depicted as a 2- and 1-story structure facing the east side of the old marsh road, with a small barn at the eastern lot line (Figures 9, 11, 14). Lot 14 was on the western half of Block 211, approximately 200 feet north of former Foster Avenue along former School Street. Structures are recorded in this location as early as 1866, although the small outbuilding is only noted after 1891 (Coast Survey 1866).

Lot 30 was in the northeast corner of Block 211, on the western side of the old marsh road, cut off from the previously-discussed lots, which were on the east side of the road. The lot was also on the east side of former School Street, and its rearyard projected into the western 30 feet of the street. The rearyards are included in the School Street APE discussion. Lot 30 began approximately 500 feet north of former Foster Avenue along the east side of School Street. In 1903 it hosted a 1-story dwelling and barn constructed between 1891 and 1903 facing the old marsh road (Figures 11, 14).

Lots 28 and 26 began approximately 430 feet north of former Foster Avenue, measured along the eastern side of School Street. The lots are shown with a 1-story house straddling the lot line in

1903, and also a small barn, along the western side of the old marsh road. Neither was present in 1891. Like neighboring Lot 30 to the north, it was sandwiched between the old marsh road on the east, and School Street to the west. The backyard of the homelot extended 30 feet into the School Street APE, and is discussed under that heading (Figures 11, 14).

Former Block 212

The new APE on Block 212 extends between 60 and 178 feet south of former Foster Avenue along the west side of the block along former School Street, the northern boundary extending eastward and intersecting the south side of Foster Avenue at 115 feet east of School Street. On the east side of the block the APE runs from Foster Avenue to 60 feet south of Foster.

Prior to filling during the construction of the railroad yards, the new APE on Block 212 was part of the upslope immediately east of the extensive Dutch Kills marshland (Figure B; Conner 1852). The 1907 map also shows the extreme western edge of the APE as part of the swamp.

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

Former Van Dam Street

The Van Dam Street section of the new APE runs between the south side of former Foster Avenue and 60 feet south of Foster along the west side of Van Dam, and between Foster Avenue and 32 feet south of Foster on the east side of former Van Dam Street.

Although the surrounding streets are drawn on maps as early as 1873, a portion of the old marsh road, adjacent to this APE on the west, appears to have been in use until the 1890s (Figure 11), and the structure in this APE is oriented westward toward the old road. The land was part of the Van Pelt family property during the 19th century, occupied by the 1840s, and possibly earlier.

The 1891 atlas records the footprint of a rectangular woodframe structure, approximately 50 feet long, and partly within the northeast corner of the APE, at the southeast corner of the intersection of former Van Dam Street and Foster Avenue. The Van Dam Street APE building, probably a barn, is present by 1852, and related to another structure discussed in the adjacent Foster Avenue APE. Both are on property formerly owned by Maria Van Pelt. The Van Dam Street APE structure was removed before 1903, most likely because it was in the streetbed of the new intersection (Figure 14). The Van Pelt house itself is recorded on maps by the 1840s (Figures 3, 11, 14; Sidney 1849; Conner 1852), and corresponds to the dwelling on Block 211, outside the APEs.

Former Block 185

The new APE area on former Block 185 extends between 247 and 539 feet north of former Skillman Avenue on the west side of the block, and from 188 to 578 feet north of Skillman on the east side of the block.

Block 185 was officially laid out by the 1890s (Figure 11). Apparently it was the intention of the planners to close First Avenue/Front Street which ran north/south through the center of proposed Block 185, and to open Hill Street parallel to both Front and Van Dam streets 40 feet to the east. The winding marsh road which connected School Street with Front Street was also eliminated. Only the latter was accomplished, however, and Hill Street does not appear to have been opened north of Skillman Avenue by the time the railroad yard was constructed (Figure 14). The land was part of the Bragaw farm through the 1870s (Dripps 1874).

Lot 17 begins approximately 271 feet north of former Skillman Avenue along the east side of Van Dam Street, and on the west side of the marsh road (Figure 14). A single 2-story and basement woodframe dwelling is depicted there in 1903, constructed between 1891 and 1903. (Beers 1873; Figures 11, 14).

Former Block 183

The new APE on former Block 183 is a triangular area bounded on the north by former Foster Avenue, and on the west by former Van Dam Street. It extends 32 feet south of Foster on the west side of the block, and 66 feet east of Van Dam along the south side of Foster Avenue.

The property was part of the Van Pelt farm during the 19th century. No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

Former Foster Avenue

The section of old Foster Avenue in the new APE begins at the northeastern corner of the intersection with former Van Dam Street, and extends to former Hill Street along the north side of Foster Avenue, and to 66 feet east of former Van Dam Street along the south side of Foster.

Although the surrounding streets are drawn on maps as early as 1873, a portion of the old marsh road, adjacent to this APE on the west, appears to have been in use until the 1890s (Figure 11), and the structures in this APE are oriented westward toward the old road. The land was part of the Van Pelt family property during the 19th century, occupied by the 1840s, and possibly earlier.

The 1891 atlas records the footprint of a rectangular woodframe structure in the center of the avenue, approximately 20 feet east of the line of former Van Dam Street. A second, larger structure, partly within the southwest corner of the APE, and also in the Van Dam Street APE is also present in 1891. The buildings stood on property formerly owned by Maria Van Pelt, and occupied by the Van Pelts by the 1840s. Their house was outside the APEs on former Block 212 (Figures 3, 11; Sidney 1849). The unidentified buildings in the Foster Avenue APE are Van Pelt barns or other outbuildings, some of which are present as early as 1852 (Conner 1852), and removed from the streetbed before 1903 (Figure 14).

Former Block 184

The new APE on former Block 184 encompasses a triangular area beginning at the intersection of Foster Avenue and Van Dam Street on the west side of the block, and extend between former Foster Avenue and 118 feet north of Foster on the east side of the block, along former Hill Street.

The APE sections of Block 184 were part of the Van Pelt farm during the 19th century. No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 14).

Former Hill Street

The new APE sections on former Hill Street begins on the north side former Foster Avenue (now the north side of present Skillman Avenue), and extends 235 feet north of Foster. On the east side of Hill Street it runs from 22 feet to 260 feet north of former Foster Avenue.

The APE was split between the Payntar farm on the north, and the Van Pelt farm on the south during the 19th century. No potential historical archaeological sites have been documented in this area (Figures 11, 14).

Former Block 171

The new APE on former Block 171 extends between 22 and 260 feet north of former Foster Avenue on the west side of the block along former Hill Street, and between 108 and 400 feet north of former Foster Avenue on the east side of Block 171 along former Rawson Street.

The APE was split between the Payntar farm on the north, and the Van Pelt farm on the south during the 19th century. The surrounding streets are drawn on maps as early as 1873, and the first structures appear on the block by 1891 (Beers 1873; Figure 11).

Lot 13, along the southern edge of the Payntar property, was approximately 200 feet north of former Foster Avenue, in the western half of the block. The 1903 atlas depicts a 2-story woodframe dwelling along the Hill Street frontage, and small outbuilding at the rear (eastern) lotline. The buildings were erected between 1891 and 1903 (Figures 11, 14, 15).

Lot 34, also on Payntar land, was in the eastern half of the block, approximately 337 feet north of former Foster Avenue, along former Rawson Street. A 1-story, woodframe dwelling along the Rawson Street frontage, and a small outbuilding at the center of the lot were erected between 1891 and 1903 (Figures 11, 14, 15).

Lot 33, on the old Payntar farm, was in the eastern half of the block, approximately 362 feet north of former Foster Avenue, along former Rawson Street. A 1-story, woodframe dwelling along the Rawson Street frontage, and a small outbuilding near the rear (western) lotline were erected between 1891 and 1903 (Figures 11, 15).

Former Rawson Street

The new APE area on former Rawson Street runs from 117 to 437.5 feet south of former Skillman Avenue on the west side of the street, and from 130 to 412.5 feet south of Skillman on the east side of Rawson.

The APE was split between the Payntar farm on the north, and the Van Pelt farm on the south during the 19th century. No potential historical archaeological sites have been documented in this area (Figures 11, 15).

Former Block 167

The new APE on former Block 167 extends between 95 and 170 feet north of former Skillman Avenue along the west side of the block, adjacent to former Rawson Street, and 71 to 170 feet north of old Skillman on the east side of the block along former Moore Street.

Block 167 was part of the much larger Bragaw property in 1874 (Dripps 1874).

Lot 8, on the western half of Block 167, approximately 60 feet north of former Skillman Avenue along Rawson Street, contained a large 2-story woodframe dwelling, and three or four outbuildings, which included a barn and a greenhouse. Only the greenhouse and one small outbuilding in the northern half of the lot fall within the APE. The homelot was occupied by 1891, but no structures were depicted on earlier maps (Beers 1873; Figures 11, 15).

Lot 75, on the eastern half of the Block 167, was approximately 62 feet north of former Skillman Avenue, along Moore Street. The lot hosted a large 2- and 1-story woodframe dwelling, which contained a store on its ground floor along the street frontage. Only the northern half of the lot is included in the APE. The homelot was occupied by 1891, but no structures were depicted on earlier maps (Beers 1873; Figures 11, 15).

Lot 77, on the eastern side of Block 167, was approximately 112 feet north of former Skillman Avenue, along Moore Street. The lot contained a 2-story brick dwelling along the street frontage, and two outbuildings to the rear (west) of the house. The buildings were constructed between 1891 and 1903 (Figures 11, 15).

Former Block 166

The new APE on former Block 166 runs from 130 to 364 feet south of former Skillman Avenue along the west side of the block, and from 159 to 264.3 feet south of former Skillman along the east side of the block. The land was part of the larger S. L. Payntar property in 1874. Divided into homelots, buildings were constructed there prior to 1891 (Figures 11 and 15; Sanborn 1898).

Lot 33 was approximately 146 feet south of former Skillman Avenue in the eastern half of Block 166 along Moore Street. The 1903 atlas records a 2-story brick house on the street frontage. The building was constructed between 1873 and 1891 (Beers 1873; Figures 11, 15).

Lot 34 was approximately 170 feet south of former Skillman Avenue in the eastern half of Block 166 along Moore Street. The 1903 atlas records a 2-story house along the Moore Street frontage,

with a small barn at the rear (western) lotline. These buildings were constructed between 1873 and 1891 (Beers 1873; Figures 11, 15).

Lot 21 was on the west side of Block 166, beginning about 121 feet south of former Skillman Avenue. It contained a 1-story woodframe dwelling with a basement along the Rawson Street frontage, which was erected between 1891 and 1903 (Figures 11, 15).

Former Moore Street

The new APE on Moore Street is composed of two geographically separate locations. The first area lies north of former Skillman Avenue, from 71 to 170 feet north of Skillman on the west side of Moore Street, and 75 to 93.75 feet north of Skillman on the east side of Moore. This land was owned by the Bragaw family in 1874 (Dripps 1874).

The second area lies south of former Skillman Avenue, between 159 and 264.2 feet south of Skillman on the west side of Moore Street, and 153 to 255.3 feet south of Skillman on the east side of Moore Street. The southern part of the APE was part of the Payntar farm in 1874 (Dripps 1874).

No potential historical archaeological sites have been documented in this APE (Beers 1873; Figures 11, 15).

Former Block 156

The new APE on Block 156 extends between 153 and 235.3 feet south of old Skillman Avenue on the west side of the block, along former Moore Street, and from 118 to 135.4 feet south of old Skillman on the east side of the block along former Honeywell Street.

The APE was situated at the eastern edge of the Payntar family property in 1874 (Dripps 1874). No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

• APE Between the Honeywell Street and 39th Street Bridges

Former Block 155

The new APE on former Block 155 extends from 130 to 188 feet north of old Skillman Avenue along the east side of the block along former Honeywell Street, and from 75 to 93.5 feet north of former Skillman on the west side of the block along former Moore Street. This area was part of the much larger Bragaw estate during the 1870s (Dripps 1874).

Lot 73, along the east side of Block 155, and approximately 92 feet north of former Skillman Avenue, was built on between 1891 and 1903. The 1903 atlas records a 2-story brick dwelling along Honeywell Street. A woodframe barn stands in the northwestern quarter of the lot. Only the rear yard area and the barn are included in the APE (Beers 1873; Figures 11, 15).

Former Honeywell Street (not the current viaduct)

The new APE on former Honeywell Street extends from 147 to 209.5 feet north of old Skillman Avenue on the east side of the street along former Block 149, and 130 to 188 feet north of old Skillman along the west side of the street along former Block 155. It was part of the much larger Bragaw property in 1874 (Dripps 1874).

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

Former Block 149

The new APE on former Block 149 also adds an additional area of the block, extends from 147 to 209.5 feet north of old Skillman Avenue on the west side of the block, and 220 to 295 feet north of old Skillman along the east side of the block. The entire block was part of the larger Bragaw estate in 1874 (Dripps 1874). By 1891 the estate had been subdivided, lotted, and several buildings on the block (Figure 11).

Two historical homelots were documented within the APE before 1903, and occupied sometime between 1873 and 1891 (Beers 1873; Figures 11, 15).

Lot 10 was on the west half of Block 149 beginning 220 feet north of former Skillman Avenue, along former Honeywell Street. It contained a 2-story brick house which was constructed prior to 1891. Three woodframe outbuildings were built on the eastern half of the lot before 1903. Only part of the rear yard of the homelot and the outbuildings fall within the APE (Beers 1873; Figures 11, 15).

Lot 64, in the eastern half of Block 149 along former Hulst Street, began 220 feet north of former Skillman Avenue. The 1903 atlas records a 1-story basemented house at the southeastern corner of the lot along Hulst Street, constructed prior to 1891. Only the dwelling and part of the rear yard fall within the APE (Beers 1873; Figures 11, 15).

Former Buckley Street

The new APE on the former Buckley Street extends between 220 and 295 feet north of former Skillman Avenue on the west side of Buckley Street, and 235 to 325 feet north of old Skillman on the east side of Buckley. The ape was part of the larger Bragaw estate in 1874 (Dripps 1874).

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

Former Block 137

The new APE on former Block 137 runs from 235 to 325 feet north of old Skillman Avenue along the former Buckley Street on the west side of the block, and from 325 to 403 feet north of former Skillman Avenue along former Hulst Street on the east side of the block. The entire

block was part of the larger Bragaw property in 1874 (Dripps 1874). By 1891 the estate had been subdivided and lotted, and a number of dwellings had been constructed (Figure 11).

Lot 11 was on the west side of Block 137, along former Buckley Street beginning 246 feet north of former Skillman Avenue. The 1903 atlas records a 1-story woodframe dwelling which is included in the APE as well as a section of the homelot's rear yard. The house was erected between 1873 and 1891 (Beers 1873; Figures 11, 15). The southeastern half of the lot, which included parts of the rear yard, falls outside the APE.

Lot 12 was on the west side of Block 137, beginning 270 feet north of former Skillman Avenue. The 1903 atlas records a 2-story woodframe dwelling, which with most of the rear yard of the homelot, is within the APE.

Lot 13 was on the west side of Block 137, beginning 295 feet north of former Skillman Avenue. The 1903 atlas records three 1-story, basemented woodframe dwellings on the lot, along the Buckley Street frontage, erected between 1873 and 1891 (Beers 1873; Figures 11, 15). The southernmost of the three houses lies completely within the APE, as does its immediate rear yard. Part of the central dwelling and its rear yard also lie within the APE. Only the southeastern corner of the rear yard of the northernmost house is within the APE.

Lots 59 was on the east side of Block 137, along Hulst Street, beginning 370 feet north of former Skillman Avenue. The 1903 atlas records a 1-story dwelling along the Hulst Street frontage, which is partially within the APE along with a small section of rear yard. The structure was built between 1873 and 1891 (Beers 1873; Figures 11, 15).

Lot 60 was on the east side of Block 137, beginning 345 feet north of former Skillman Avenue along Hulst Street. The 1903 atlas records a 1-story woodframe dwelling, which with most of the rear yard of the homelot falls within the bounds of the APE. The structure was built between 1873 and 1891 (Beers 1873; Figures 11, 15).

Lot 61 was on the east side of Block 137, beginning 320 feet north of former Skillman Avenue, along Hulst Street. The 1903 atlas records a 1½-story woodframe dwelling on the homelot, which lies completely within the bounds of the APE. The structure was built between 1873 and 1891 (Beers 1873; Figures 11, 15).

Lot 62 was on the east side of Block 137, beginning 295 feet north of former Skillman Avenue along Hulst Street. The 1903 atlas records a 1½-story woodframe dwelling which is partly within the APE. The rear yard of the dwelling is also within the APE. The structure was built between 1873 and 1891 (Beers 1873; Figures 11, 15).

Former Hulst Street

The new APE on former Hulst Street extends northward from the parts of Hulst Street covered in the original report (pages AR3-40 to -41). The new APE runs from 325 to 403 feet north of former Skillman Avenue along the west side of Hulst Street, and 347 to 428 feet north of Skillman along the east side of Hulst.

Prior to earthmoving activities during the construction of the railroad yards, the new APE on former Hulst Street extended up the western slopes of a hill which had its summit south of present Skillman Avenue, about 630 feet to the southeast (Figure C; Conner 1852). The 1907 topographic map, drawn prior to railyard construction, shows this part the former street sloping strongly upward toward the east, from below 47.75 feet, to above 52.75 feet, indicating elevations of approximately 45 feet to 55 feet (Figure C).

No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

Former Block 131

The new Block 131 APE extends north from 347 to 428 feet north of Skillman Avenue along the west side of Block 131, and 441 to 519 feet north of Skillman on the east side of the block.

Part of the much larger Bragaw property in 1874, this area were subdivided and lotted after that date, and structures were built on the block before 1891 (Figure 11; Dripps 1874).

Lot 15, on the western half of Block 131, began approximately 374 feet north of Skillman Avenue along Hulst Street. The first building was erected there between 1873 and 1891. In 1903 the building is depicted as a 1-story, basemented, woodframe house (Beers 1873; Figures 11, 15). Only the northwestern corner of the homelot, however, which was a portion of the front yard, lies within the APE.

Lot 54 was on the eastern half of Block 131, 593 feet north of former Skillman Avenue along former Van Pelt Street. It was first occupied between 1891 and 1903, when an 1-story woodframe dwelling appeared on the lot, along the Van Pelt Street frontage (Beers 1873; Figures 11, 15). Only a small section of the house location at the southeast corner of the lot is within the APE.

Lots 55 and 56 were on the east side of the Block 131 APE, 443 feet north of former Skillman Avenue along Van Pelt Street. The lots were combined as a single homelot, and first occupied between 1891 and 1903. A 2½- and 1-story, woodframe dwelling was depicted on Lot 56 along the street frontage, with two barns on adjacent Lot 55, one along Hulst Street, and the other at the rear (western) lotline (Beers 1873; Figures 11, 15).

Lot 57 was on the east side of the Block 131 APE, 418 feet north of former Skillman Avenue along Van Pelt Street. It was first occupied between 1891 and 1903. The 1903 records a 1-story dwelling along the street frontage, and a small outbuilding at the rear (western) lotline.

Lot 58 was on the east side of the Block 131 APE, 393 feet north of former Skillman Avenue along Van Pelt Street. It was first occupied between 1891 and 1903 (Figures 11, 15). In 1903 a 1-story woodframe dwelling is recorded along the street frontage, and a small outbuilding appeared along the rear (western) lotline.

Former Van Pelt Street

The new APE on Van Pelt Street extends north from 441 to 519 feet north of Skillman Avenue along the west side of Van Pelt Street, and 478 to 538 feet north of Skillman along the east side of Van Pelt.

Part of the old Bragaw farm through the 1870s (Dripps 1874), no potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 15).

Former Block 116

The Block 116 APE extends from 141 to 258 feet north of Skillman Avenue on the west side of the block along the former Van Pelt Street, and between 159 and 335 feet north of Skillman on the east side of the block, along the former Harold Street (now under the viaduct).

The APE was part of the much larger Bragaw property in 1874 (Dripps 1874). No buildings were constructed on the block prior to the establishment of the railroad yard (Figures 11 and 16; Sanborn 1898). No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 16).

Former Harold Street (beneath the 39th Street Viaduct)

The new APE on former Harold Street is in noncontiguous two sections. The northern section of the APE extends north from between 540 and 668 feet north of present Skillman Avenue on the west side of the street, and 557 to 690 feet north of Skillman along the east side of former Harold Street.

The southern section of the APE runs between 159 and 335 feet north of Skillman Avenue on the western side of former Harold Street, and 190 to 364 feet north of Skillman on the east side of Harold.

The Harold Street APE was part of the much larger Bragaw property in 1874 (Dripps 1874). No buildings were constructed there prior to the establishment of the railroad yard. (Beers 1873; Figures 11, 16).

• APE Between the 39th Street Bridge and 43rd Street (Laurel Hill Avenue)

Former Block 111

The new APE extends north along the west side of former Block 111, from 557 to 690 north of Skillman Avenue (between 206 and 340.6 feet south of former Middleburg Avenue), and between 635 and 775 feet north of Skillman (306.2 and 133 feet south of former Middleburg) on the east side of the block.

The APE was part of the much larger Bragaw property in 1874 (Dripps 1874). No potential historical archaeological sites have been documented in this area (Beers 1873; Figures 11, 16).

Former Bragaw Street

The new APE on former Bragaw Street extends from 635 to 775 feet north of Skillman (306.2 and 133 feet south of former Middleburg Avenue) on the west side of former Bragaw Street, and from 659 to 796.5 feet north of Skillman (109 to 251 feet south of former Middleburg) on the east side of Bragaw.

Part of the old Bragaw farm, this area was divided into lots by the 1890s, but no structures are recorded within the APE (Dripps 1874; Figures 11 and 16). No potential historical archaeological resources have been recorded in this part of the APE.

Former Block 95

The new APE extends north from the APE covered in the original report (page AR3-56). Along the west side of former Block 95, the APE runs from 109 to 251 feet south of former Middleburg Avenue, and between 43.75 to 167 feet south of former Middleburg on the east side of the block.

Part of the old Bragaw farm, the block was divided into lots by the 1890s, but no structures are recorded within the APE (Dripps 1874; Figures 11 and 16). Atlases and maps document no historical structures predating the 20th century in this area (Beers 1873; Figures 11, 16).

The eastern sections of Sunnyside Yard along Middelburgh Road/Middleburg Avenue were heavily manned by British/Hessian troops during the Revolutionary War occupation of 1776 to 1783. Soldiers were bivouacked in the farmhouses, and others built their huts and pitched their tents on the farms all along the road and in the fields. Into the 1880s and 1890s some of the huts were still visible, and there were regular reports of farmers plowing up Revolutionary War relics (Munsell 1882; Seyfried 1984b).

Former Lowery Street

The APE locations on former Lowery Street extend north along the west side of former Lowery from 43.75 to 167 feet south of former Middleburg Avenue, and 25 to 150 feet south of Middleburg along the east side of Lowery.

The APE was once part of the Bragaw homestead and farm. At the northern edge of the APE, a large 2- and 1-story woodframe house is recorded in the center of Lowery Street in 1903, and there is a dwelling here prior to 1849 (Sidney 1849). The house extends eastward into the Block 90 APE. Approximately 60 feet south of Middleburg Avenue, immediately south of the dwelling, which is partly in the APE, is a 90-foot-long greenhouse/barn in the eastern half of the APE, that is recorded there by 1891 (Beers 1873; Figures 11, 16).

The eastern sections of Sunnyside Yard along Middelburgh Road/Middleburg Avenue were heavily manned by British/Hessian troops during the Revolutionary War occupation of 1776 to 1783. Soldiers were bivouacked in the farmhouses, and others built their huts and pitched their tents on the farms all along the road and in the fields. Into the 1880s and 1890s some of the huts

were still visible, and there were regular reports of farmers plowing up Revolutionary War relics (Munsell 1882; Seyfried 1984b).

Former Block 90

The new APE on former Block 90 is immediately north of the APE covered in the original report (page AR3-58). The new APE extends between former Middleburg Avenue and 150 feet south of Middleburg along the west side of Block 90, and between Middleburg and 75 feet south of Middleburg on the east side of Block 90.

The APE was once part of the Bragaw homestead and farm. At the northwestern corner of the Block 90 APE (and also in the Lowery Street APE), a large woodframe house is recorded in 1903, and there is a dwelling here prior to 1849. To the southeast of the dwelling, is a 110-foot-long outbuilding, that is recorded there by 1891 (Beers 1873; Figures 11, 16).

The eastern sections of Sunnyside Yard along Middelburgh Road/Middleburg Avenue were heavily manned by British/Hessian troops during the Revolutionary War occupation of 1776 to 1783. Soldiers were bivouacked in the farmhouses, and others built their huts and pitched their tents on the farms all along the road and in the fields. Into the 1880s and 1890s some of the huts were still visible, and there were regular reports of farmers plowing up Revolutionary War relics (Munsell 1882; Seyfried 1984b).

Former Middleburg Avenue and Van Buren Street

The new APE at Middleburg Avenue adjacent to former Van Buren Street is an irregularly-shaped area, most easily described in two (contiguous) sections. The westernmost part of the APE extends across former Middleburg Avenue from the south side of Middleburg between 50 and 141 feet west of Van Buren Street, to between 23 and 62.5 feet north of the south side of Middleburg Avenue along the western line of former Van Buren.

This section of Middleburg Avenue passed through land belonging to the Bragaw family in 1874 (Dripps 1874). Atlases and maps document no historical structures predating the 20th century in this area (Beers 1873; Figures 11, 16).

The eastern sections of Sunnyside Yard along Middelburgh Road/Middleburg Avenue were heavily manned by British/Hessian troops during the Revolutionary War occupation of 1776 to 1783. Soldiers were bivouacked in the farmhouses, and others built their huts and pitched their tents on the farms all along the road and in the fields. Into the 1880s and 1890s some of the huts were still visible, and there were regular reports of farmers plowing up Revolutionary War relics (Munsell 1882; Seyfried 1984b).

Former Block 74

The new APE section of former Block 74 encompasses the southern 115 feet of the former block, along the northern side of former Middleburg Avenue.

The APE was part of the Bragaw property through 1874 (Dripps 1874). An unidentified woodframe structure, most likely related to the Bragaw farm buildings in the Lowery Street and Block 90 APEs, is recorded in Van Buren Street adjacent to the southwest corner of the APE in the 1891 and 1903 atlases (Beers 1873; Figures 11, 16).

The eastern sections of Sunnyside Yard along Middelburgh Road/Middleburg Avenue were heavily manned by British/Hessian troops during the Revolutionary War occupation of 1776 to 1783. Soldiers were bivouacked in the farmhouses, and others built their huts and pitched their tents on the farms all along the road and in the fields. Into the 1880s and 1890s some of the huts were still visible, and there were regular reports of farmers plowing up Revolutionary War relics (Munsell 1882; Seyfried 1984b).

- **APE Between 43rd Street (Laurel Hill Avenue) and 48th Street (Gosman Street)**

Former Laurel Hill Avenue

The new APE area on Laurel Hill Avenue, now 43rd Avenue, begins at the northwest corner of the intersection of Laurel Hill Avenue and Barnett Avenue, and extends 102 feet southward along the west side of Laurel Hill Avenue, and from the northeast corner of the intersection of Laurel Hill and Barnett, 131 feet along the east side of Laurel Hill Avenue.

This land was part of a much larger property owned by J. P. G. Foster and James Thomson by 1874 (Dripps 1874). Atlases and maps document no historical structures predating the 20th century in this area (Beers 1873; Figures 12, 16).

Barnett Avenue

The APE on Barnett Avenue begins at the northeast corner of the intersection of Laurel Hill Avenue and Barnett Avenue, it extends 65 feet eastward along the north side of Barnett Avenue, and from the southeast corner of the intersection of Laurel Hill and Barnett, 65 feet eastward along the south side of Barnett Avenue.

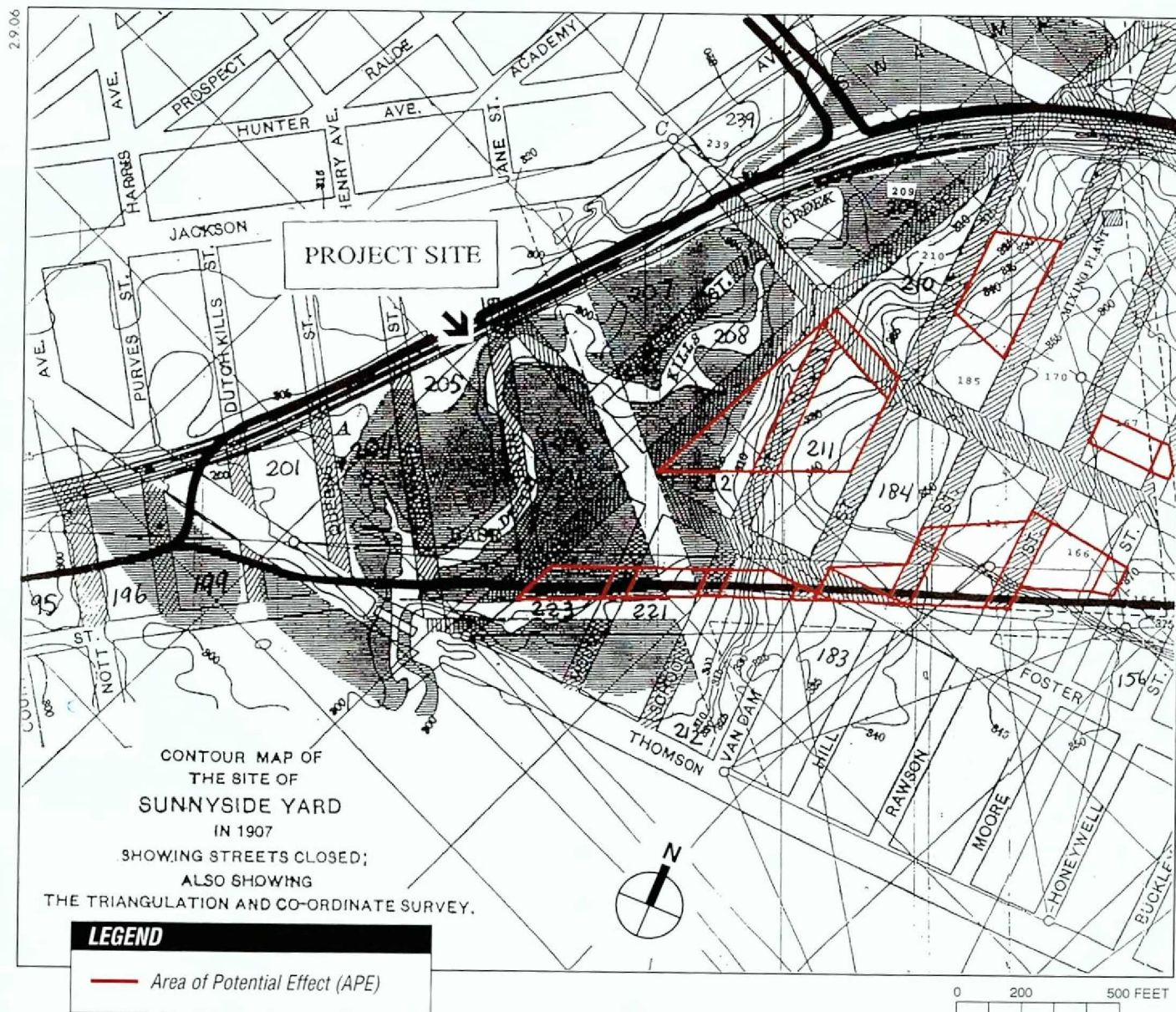
This land was part of a much larger property owned by the Gosman family, which was sold to J. P. G. Foster and James Thomson by 1874 (Dripps 1874; Figure 16). Atlases and maps document no historical structures predating the 20th century in this area (Beers 1873; Figures 12, 16).

The eastern sections of Sunnyside Yard along Middelburgh Road/Middleburg Avenue were heavily manned by British/Hessian troops during the Revolutionary War occupation of 1776 to 1783. Soldiers were bivouacked in the farmhouses, and others built their huts and pitched their tents on the farms all along the road and in the fields. Into the 1880s and 1890s some of the huts were still visible, and there were regular reports of farmers plowing up Revolutionary War relics (Munsell 1882; Seyfried 1984b).



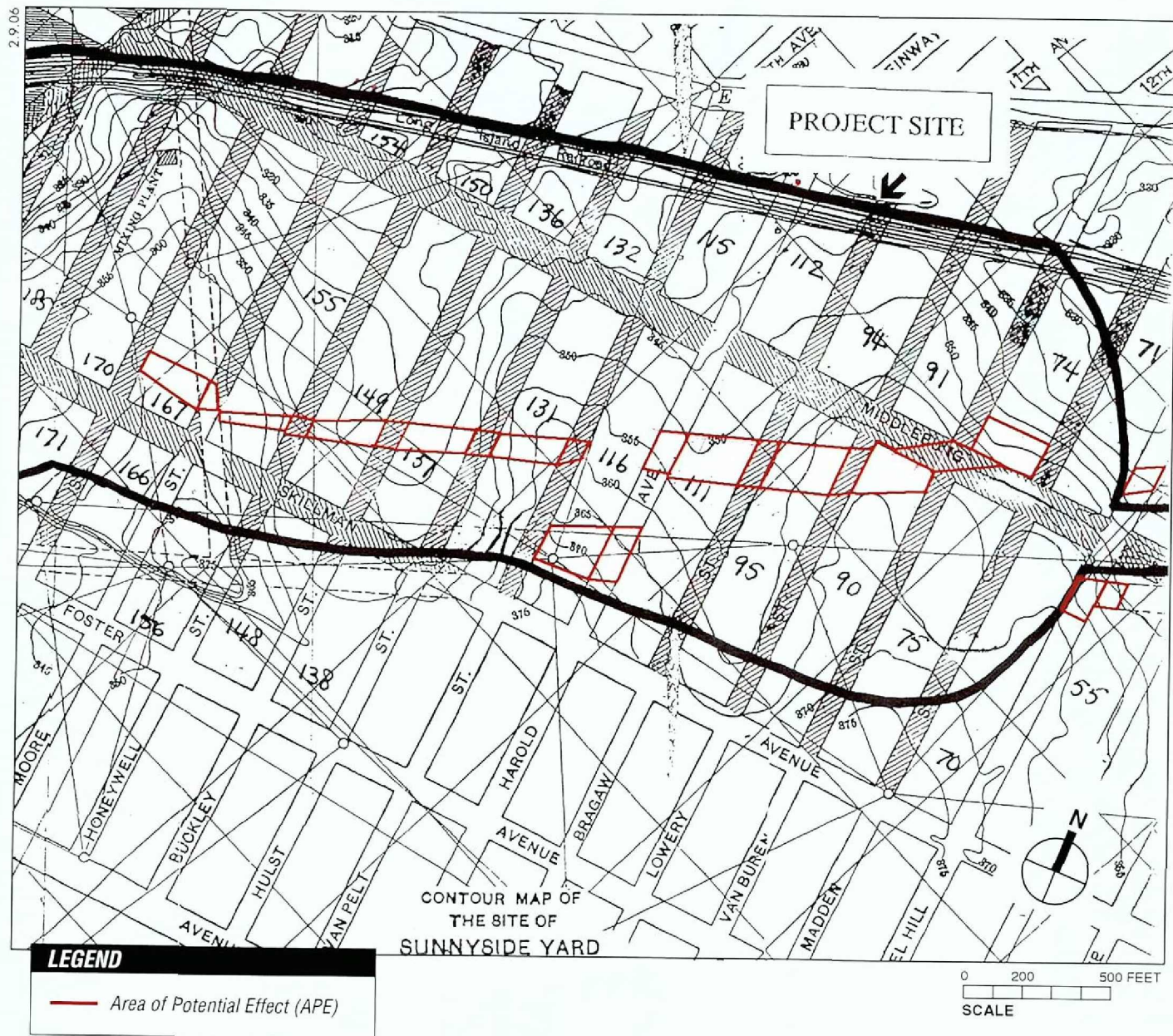
Queens Alignment/Sunnyside Rail Complex:
Areas of Potential Effect and Archaeologically Sensitive Areas

Figure A



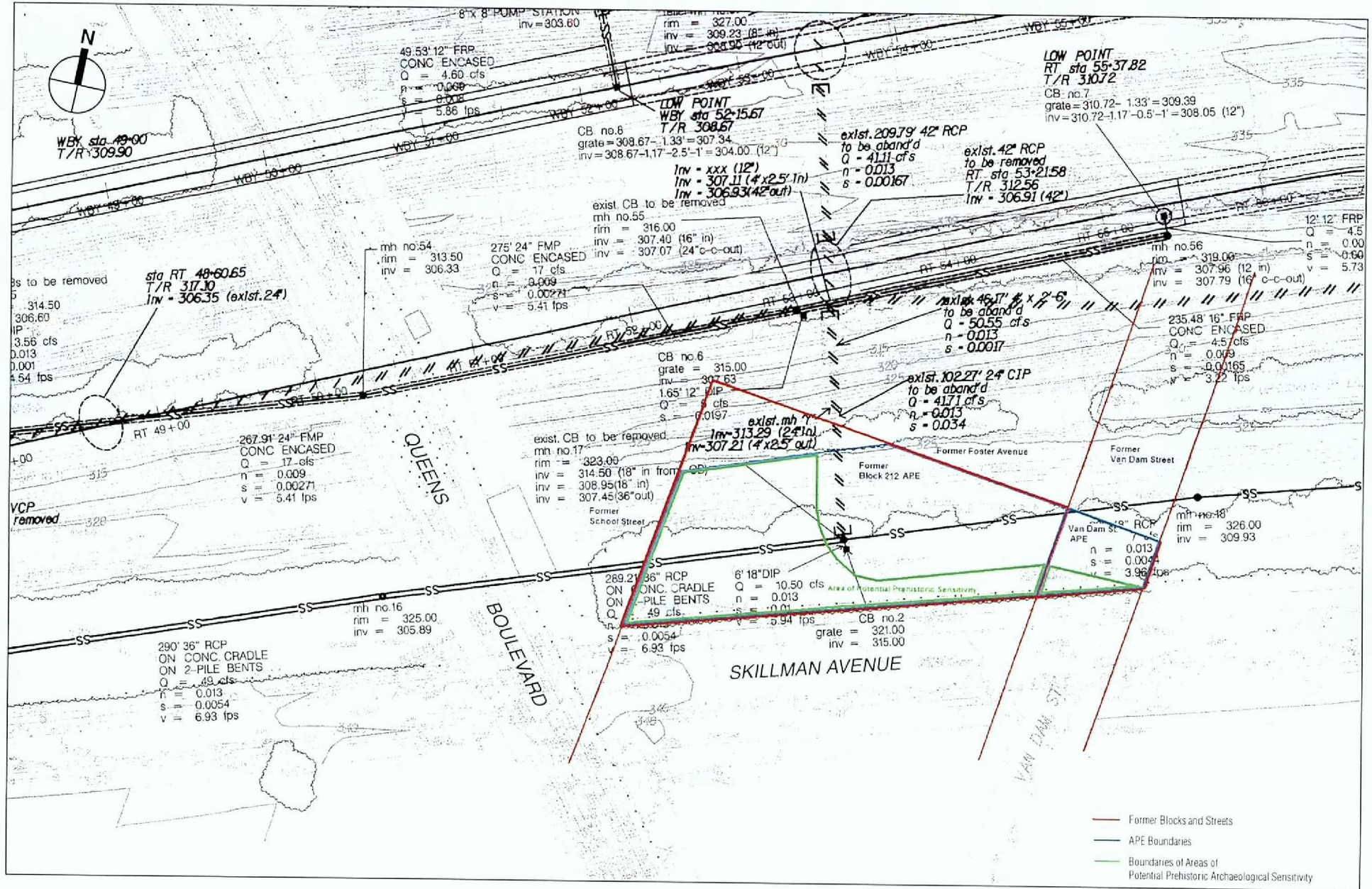
Contour Map of Sunnyside Yard, 1907
 Penn RR Elevation -300 + 2.75 = USGS EI (in Feet)

Areas of Potential Effect Shown
 on 1907 Contour Map of Sunnyside Yard—
 Western Section
 Figure B



Contour Map of Sunnyside Yard, 1907
 Penn RR Elevation -300 + 2.75 = USGS EI (in Feet)

Areas of Potential Effect Shown
 on 1907 Contour Map of Sunnyside Yard—
 Eastern Section
 Figure C



EAST SIDE ACCESS

Sensitive Area 6c:
Area of Archaeological Sensitivity and Potential Project Effects
 Figure D

Sensitive Areas 15 and 16:
Areas of Archaeological Sensitivity and Potential Project Effects
Figure E

STAGE 1A ARCHAEOLOGICAL ASSESSMENT
MTA/LIRR EAST SIDE ACCESS PROJECT

HISTORICAL PERSPECTIVES, INC.
DECEMBER 1999

3.0 SUNNYSIDE YARD AND YARD A
ARCHAEOLOGICAL RESOURCES EVALUATION

FIGURE 1-18

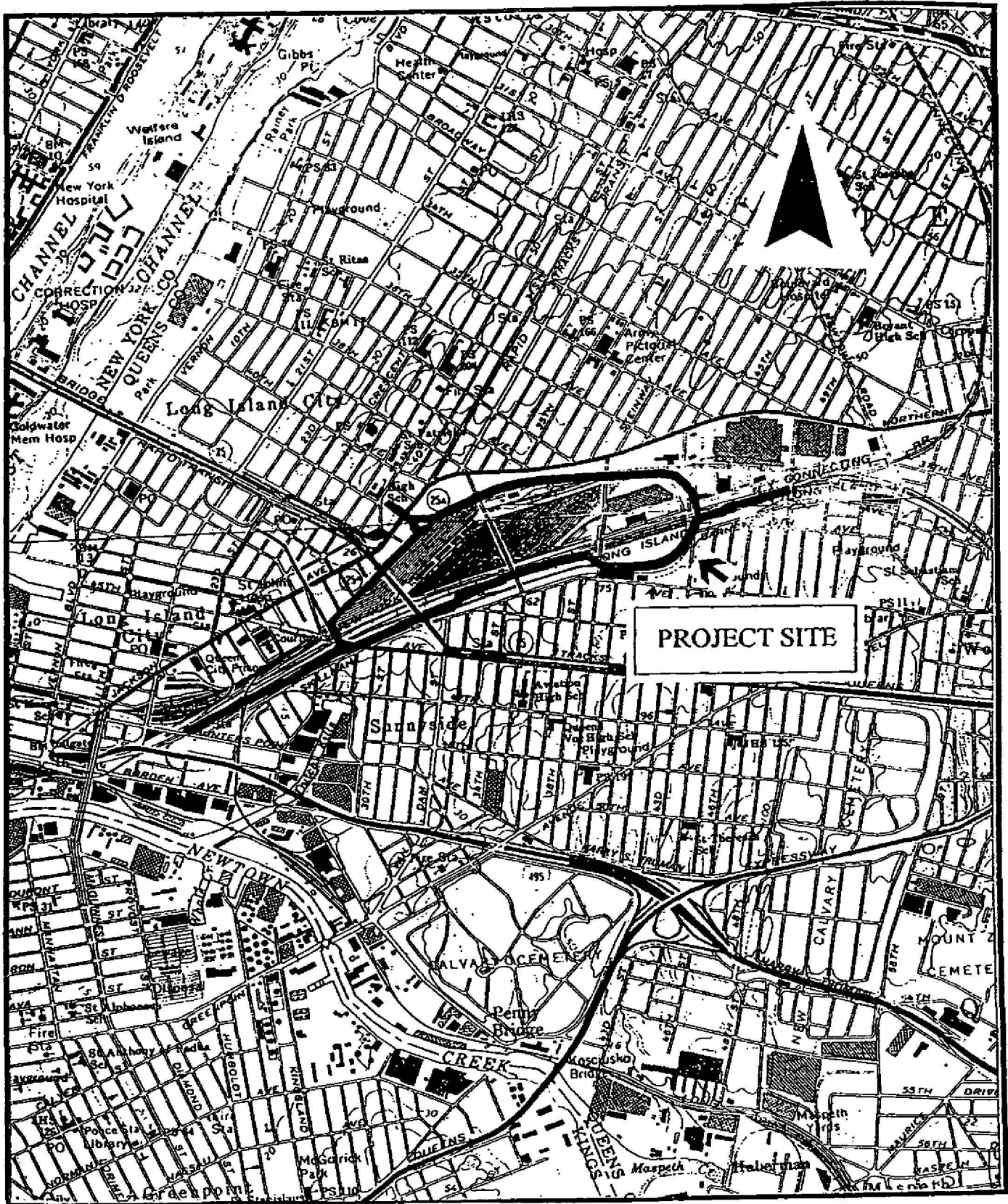


FIGURE 1

Project Site Location: U.S.G.S., Central Park and Brooklyn Quads, 1979

Scale 1:24,000

12-99

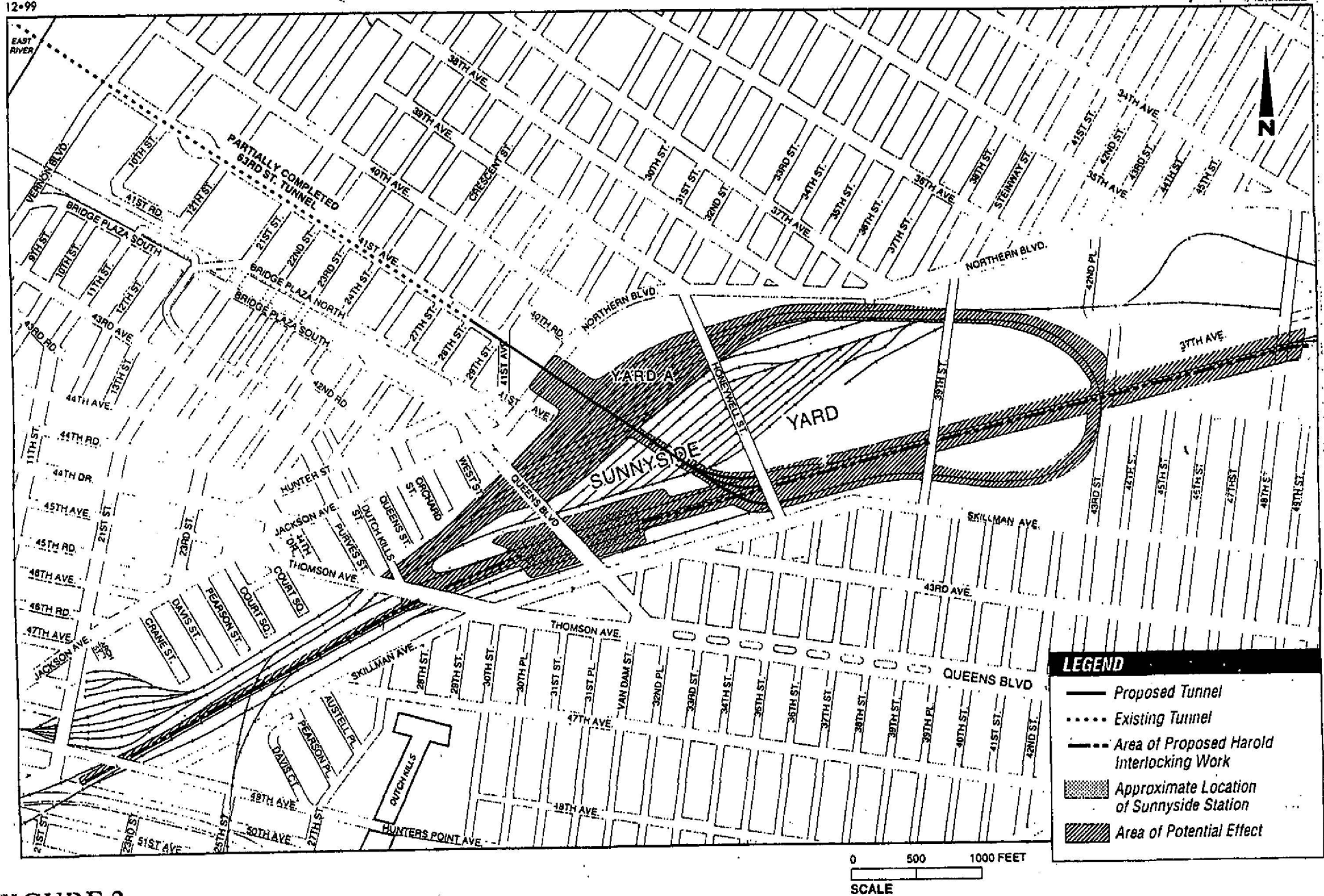


FIGURE 2
Project Site Boundaries.

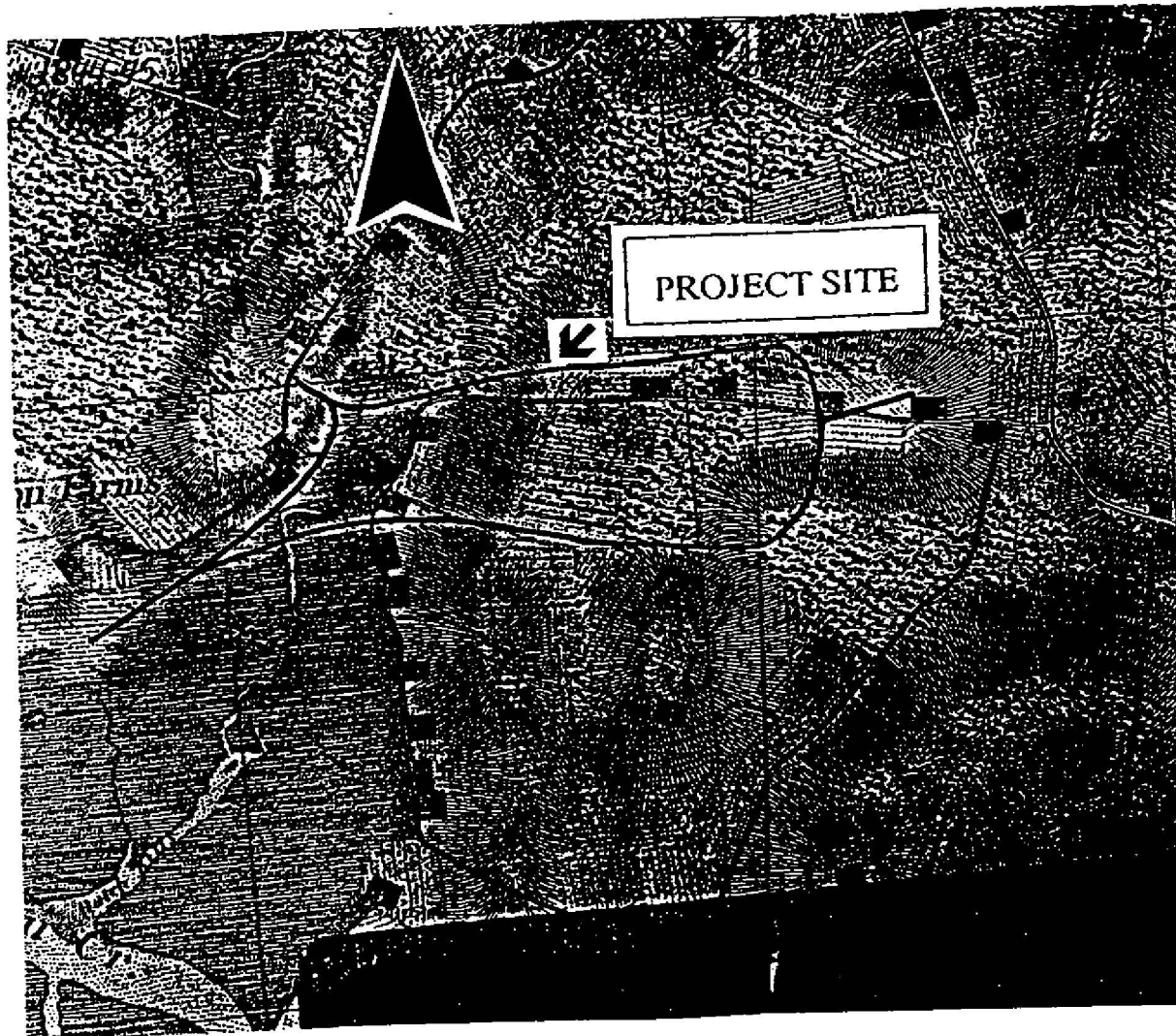


FIGURE 3

Coast Survey, U.S.C. & G.S., 1844-1845

Original scale: 1/30,000

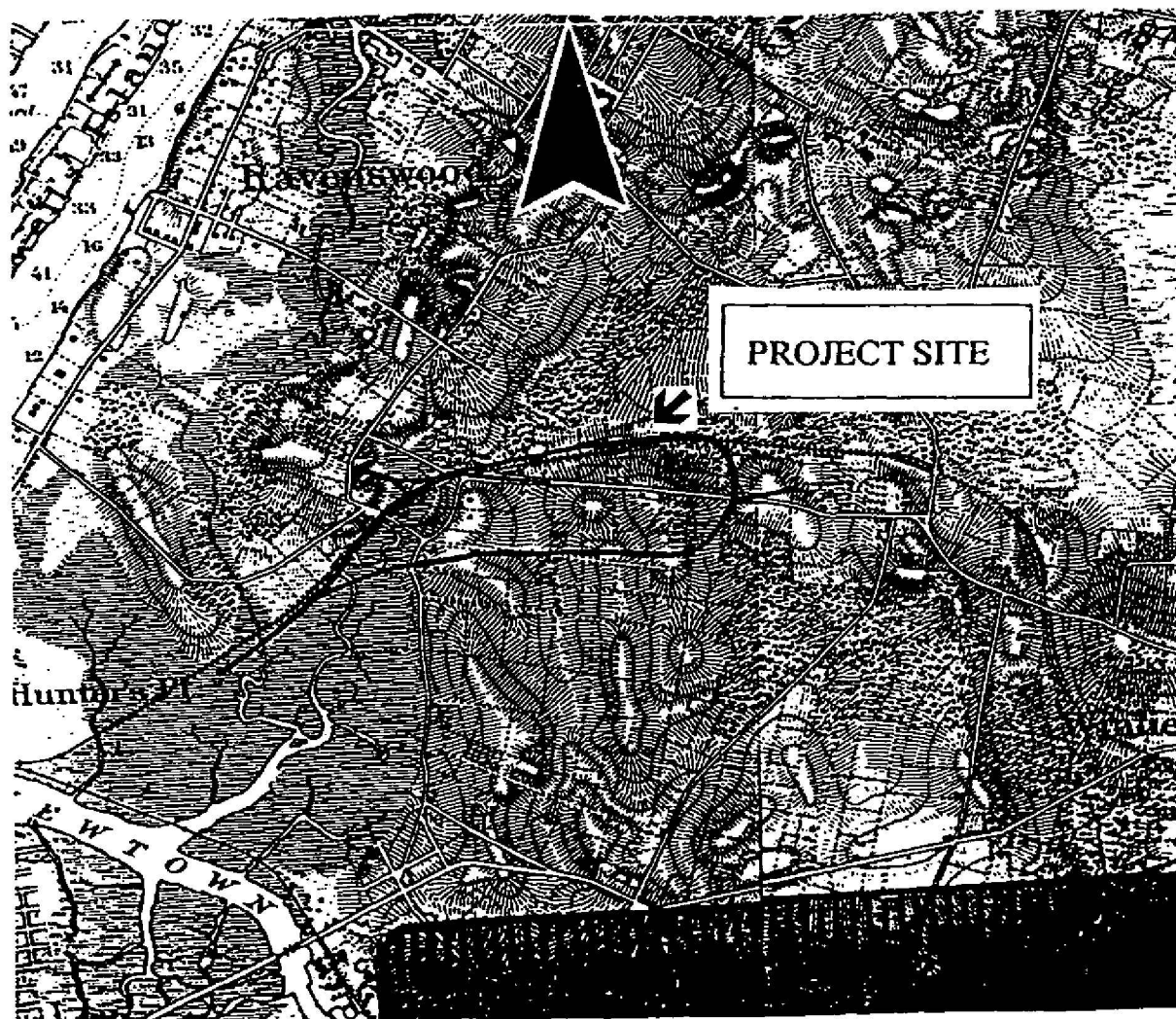


FIGURE 4

Coast Survey, U.S.G.S., 1874

Original scale: 1/40,000

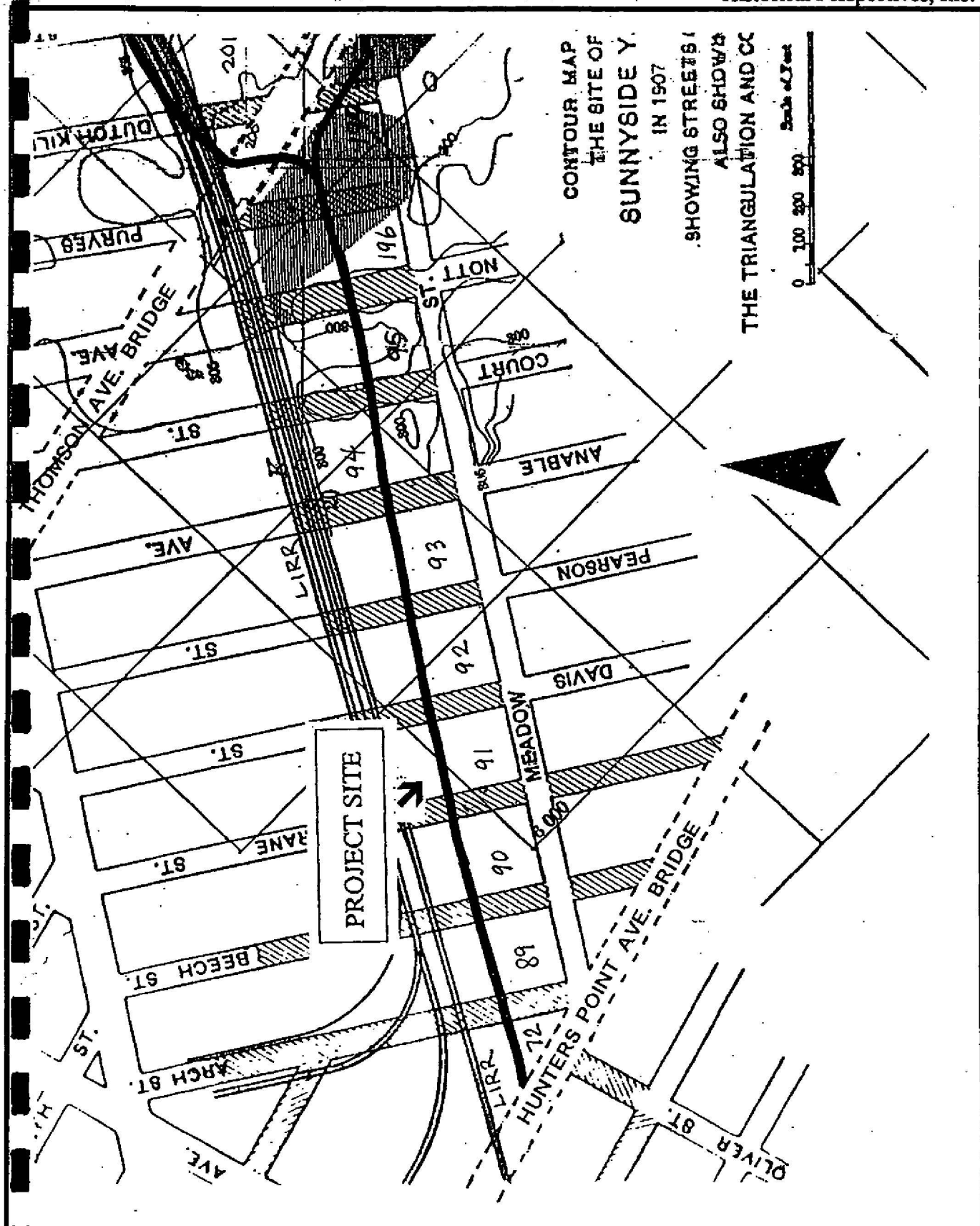


FIGURE 5

Contour Map of Sunnyside Yard, 1907

Scale: 1cm = c. 107.1 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)

Current Street

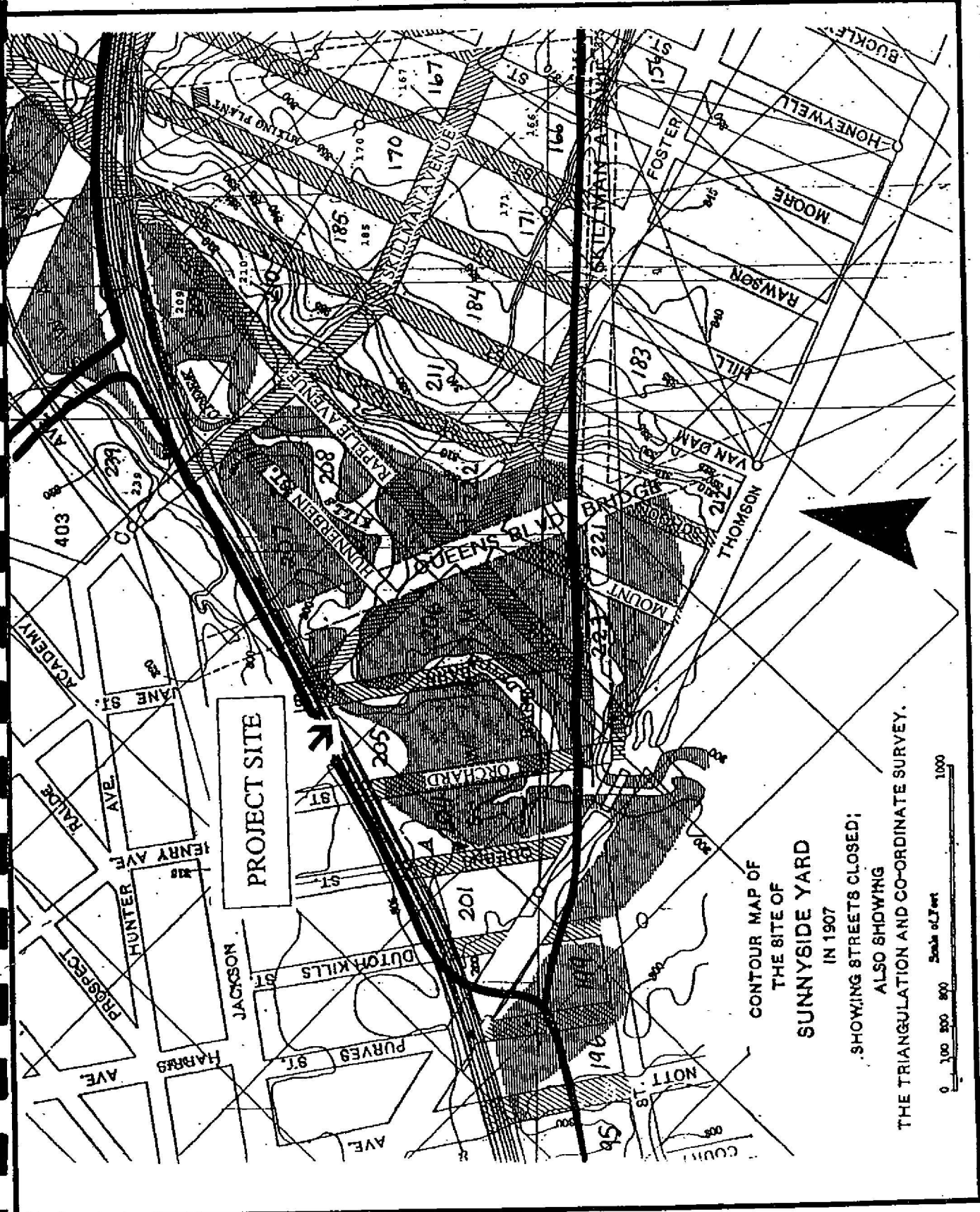


FIGURE 6

Contour Map of Sunnyside Yard, 1907

Scale: 1cm = c. 166.7 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)

Current Street

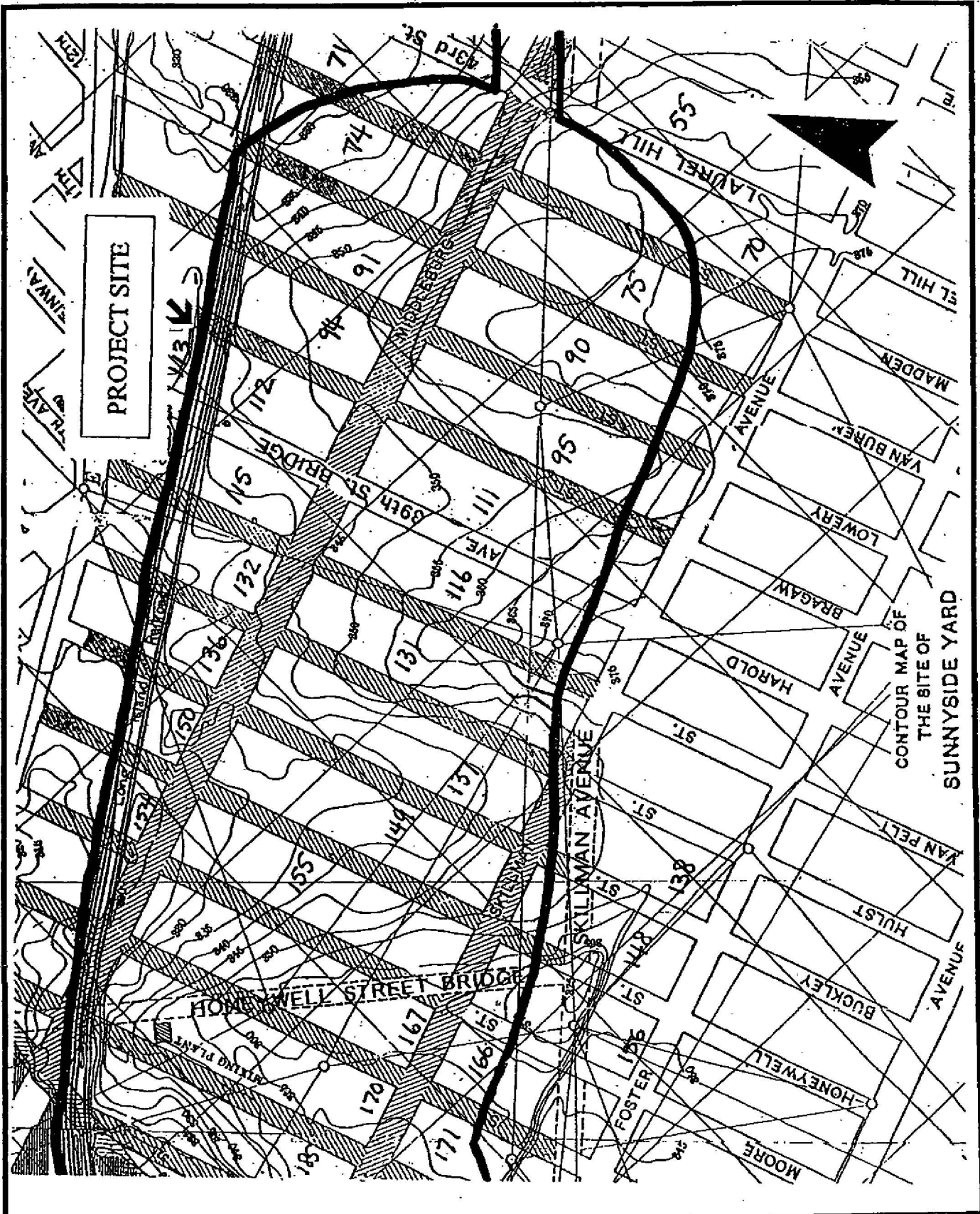


FIGURE 7

Contour Map of Sunnyside Yard, 1907

Scale: 1cm = c. 166.7 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)

--- Current Street

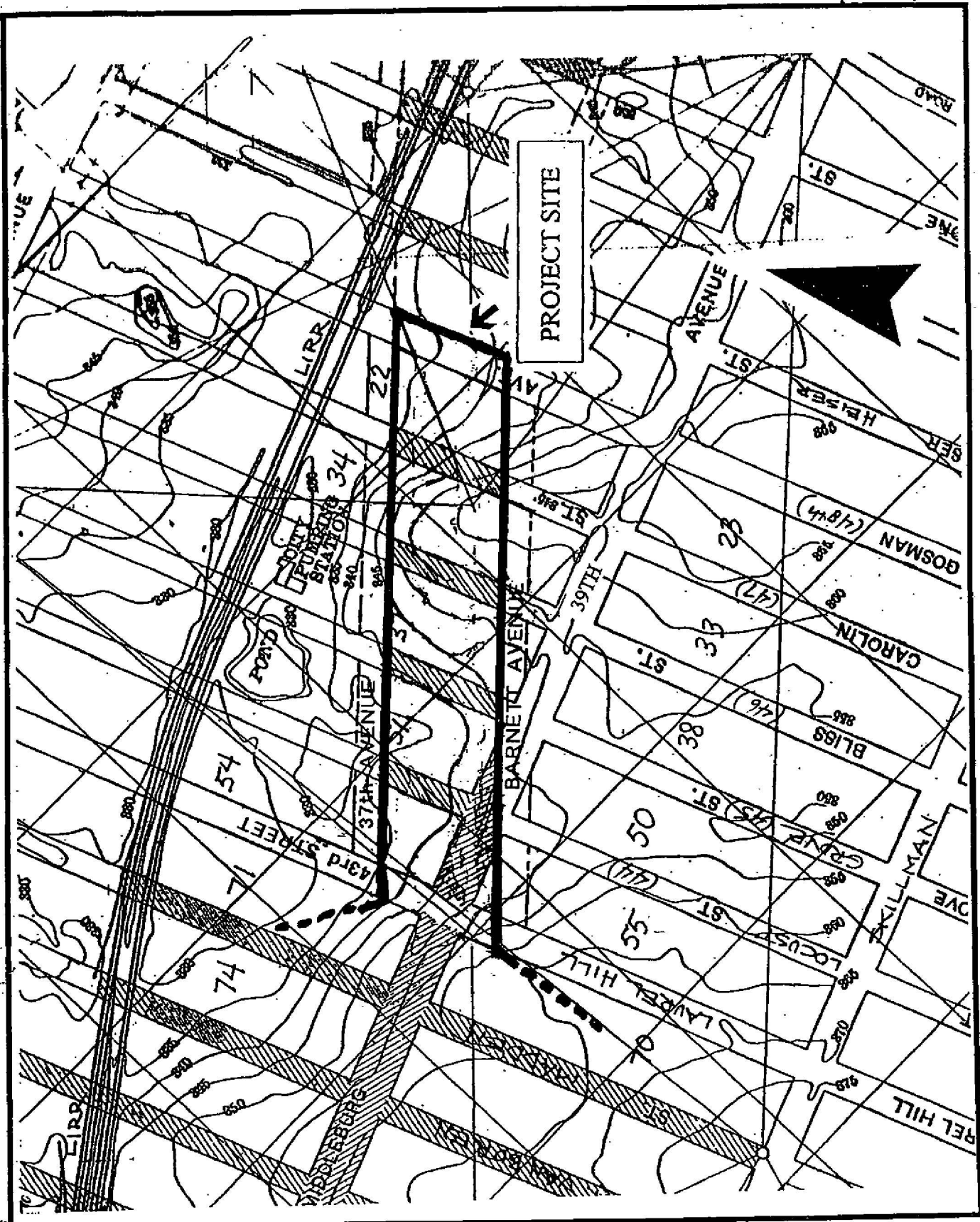


FIGURE 8

Contour Map of Sunnyside Yard, 1907

Scale: 1cm = c. 136.8 feet; Penn. RR el. - 300 + 2.75 = USGS el. (in feet)

Current Street

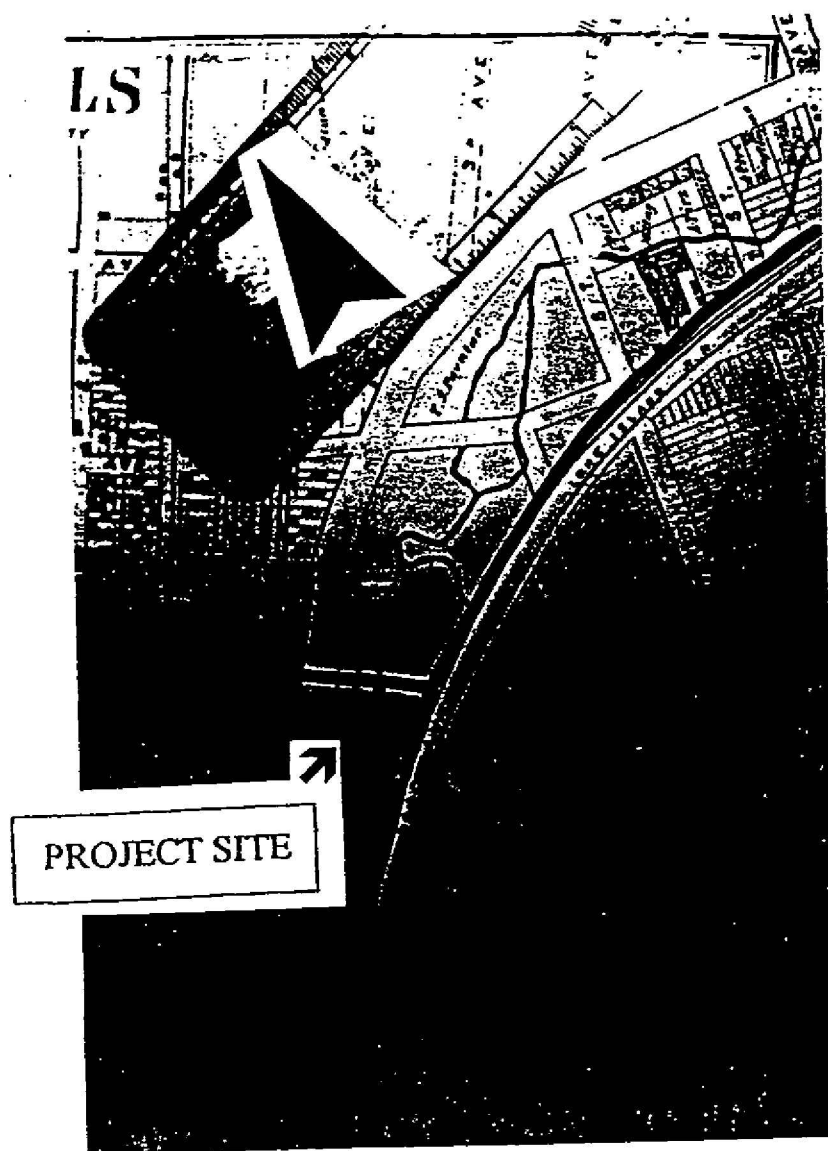


FIGURE 9
Atlas of Long Island, Beers, 1873
No Scale

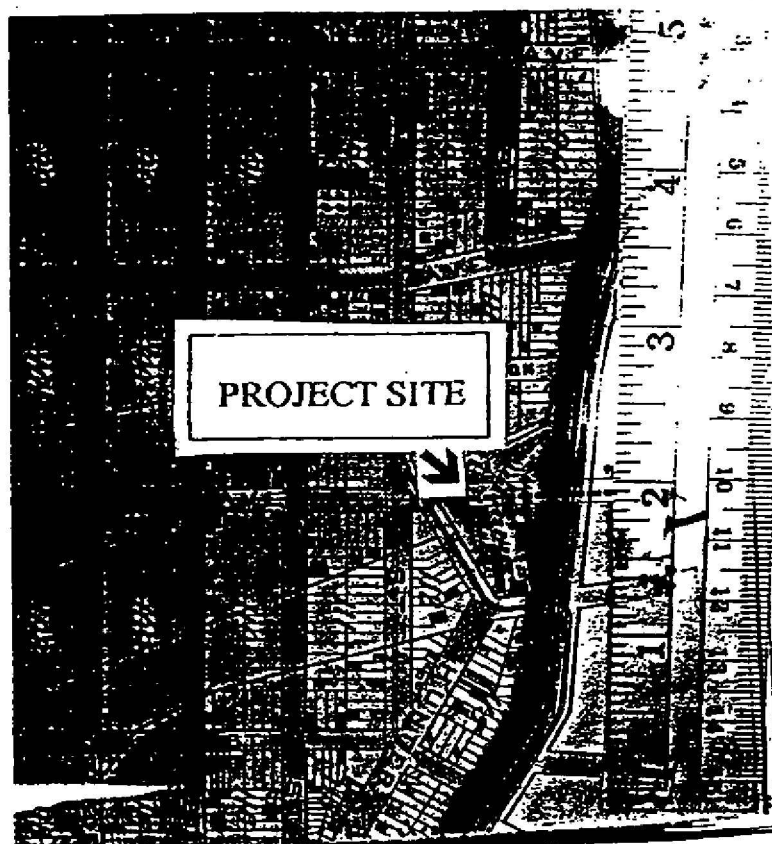


FIGURE 10

Atlas of Queens County, Wolverton, 1891

Scale: 1cm = c. 193 feet

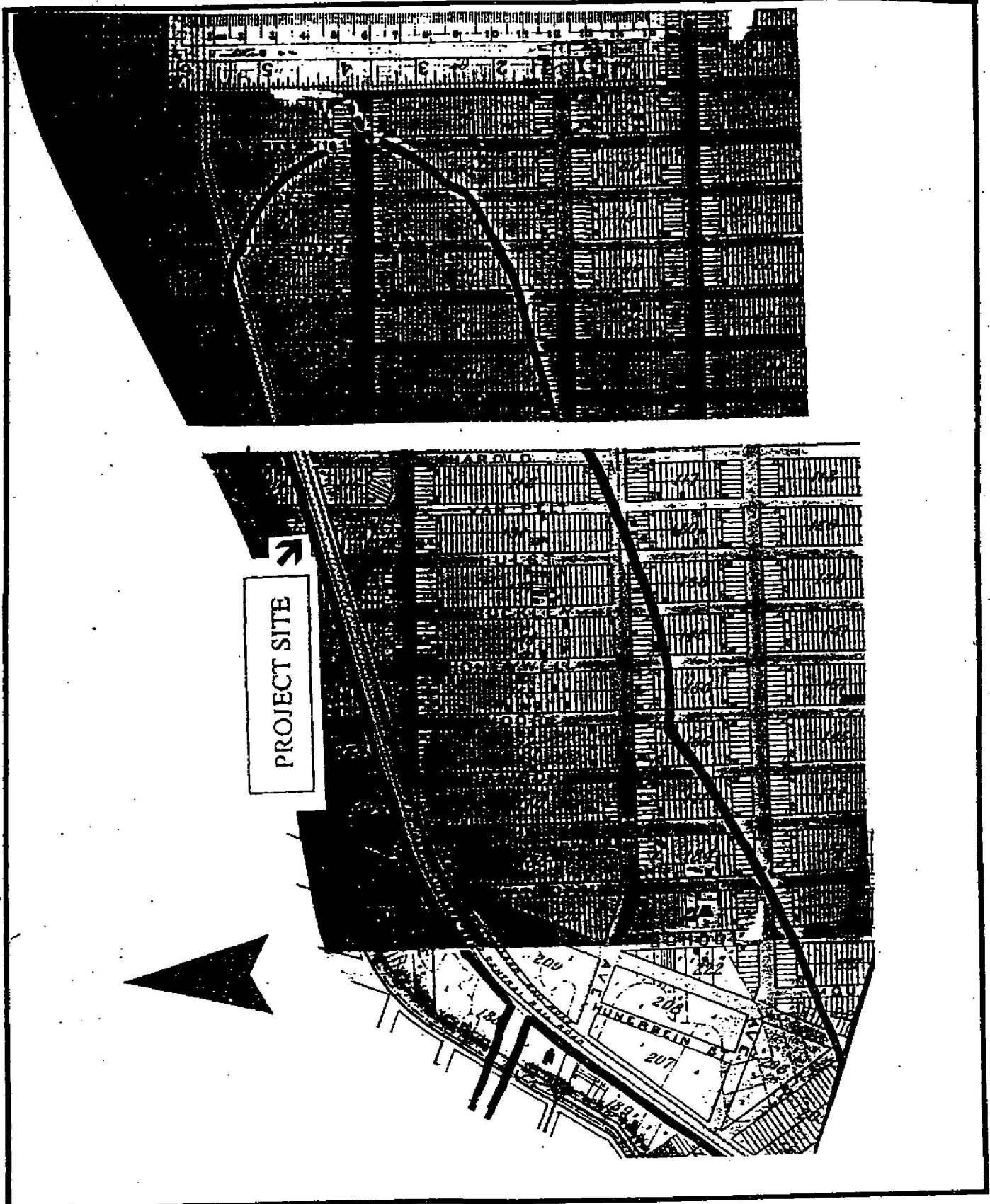


FIGURE 11

Atlas of Queens County, Wolverton, 1891

Scale: 1cm = c. 216 feet

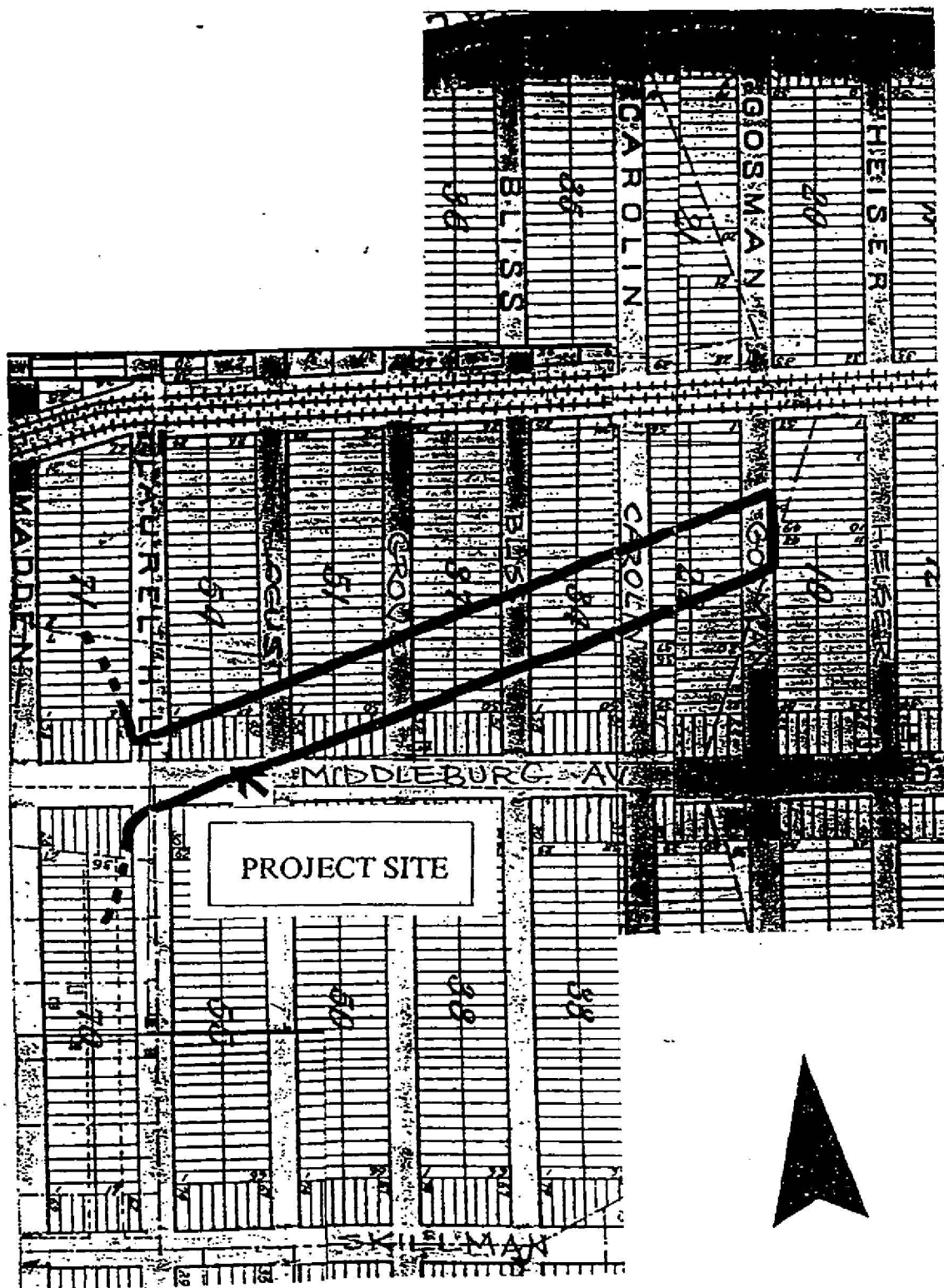


FIGURE 12

Atlas of Queens County, Wolverton, 1891

Scale: 1cm = c. 143 feet

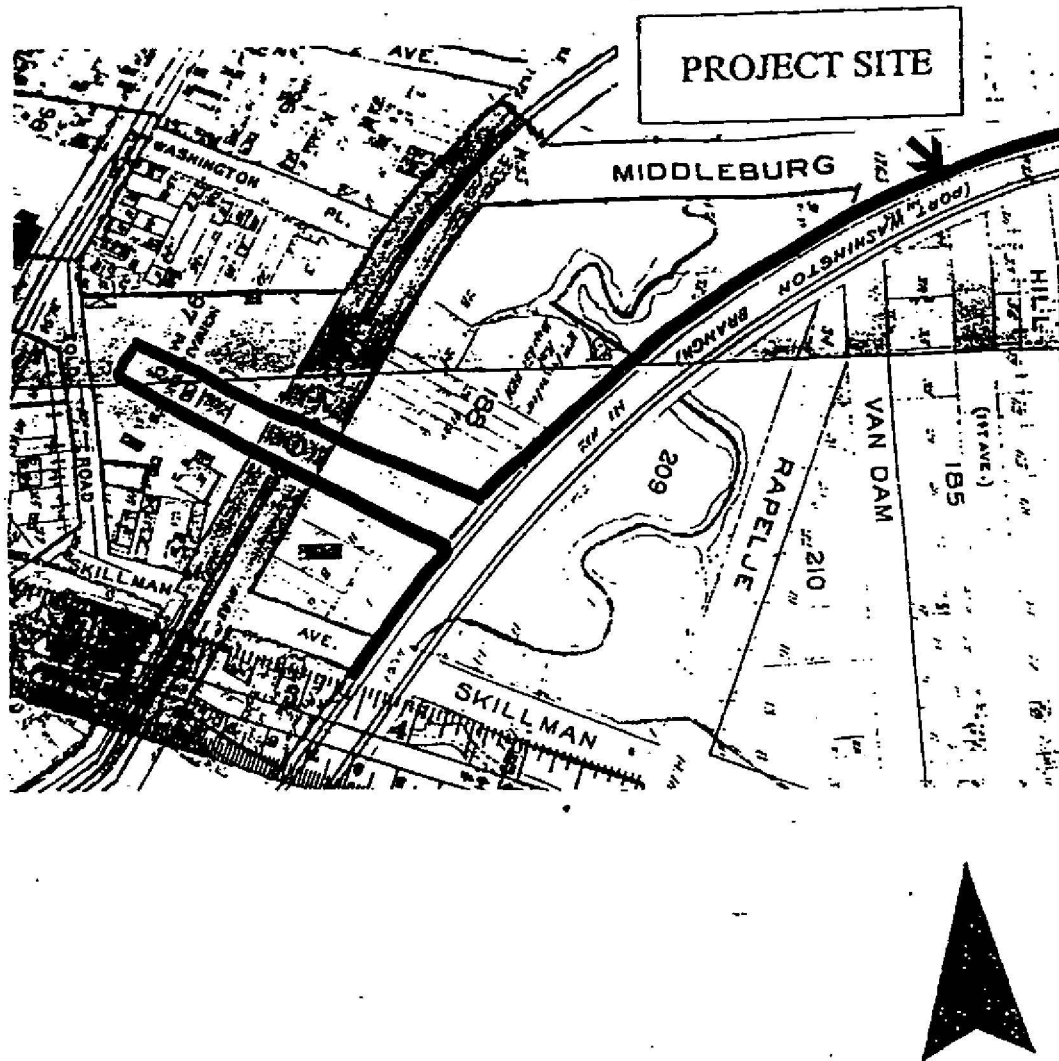


FIGURE 13

Atlas of the Borough of Queens, Hyde, 1903

Scale: 1cm = c. 110.3 feet

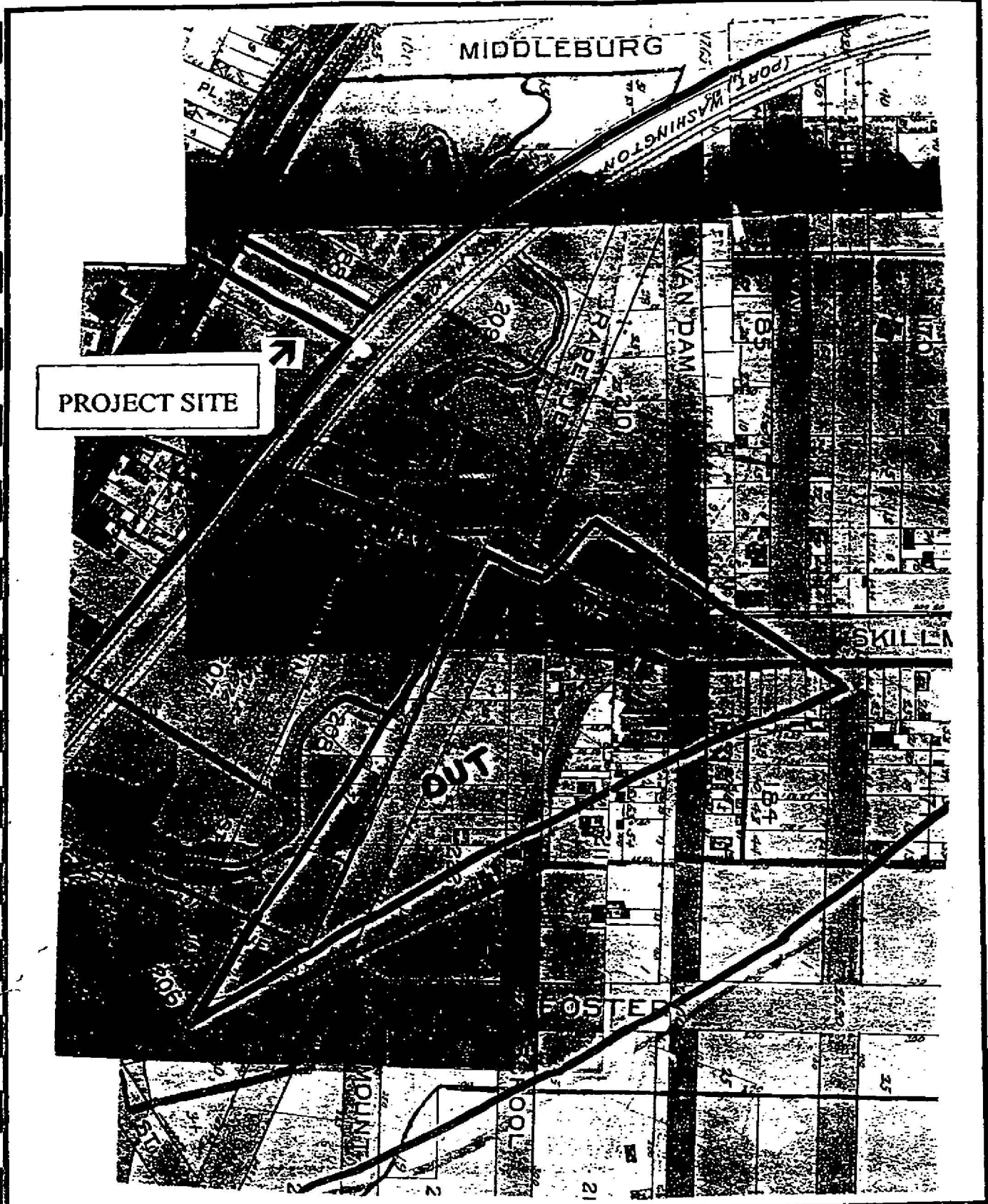


FIGURE 14

Atlas of the Borough of Queens, Hyde, 1903

Scale: 1cm = c. 94 feet

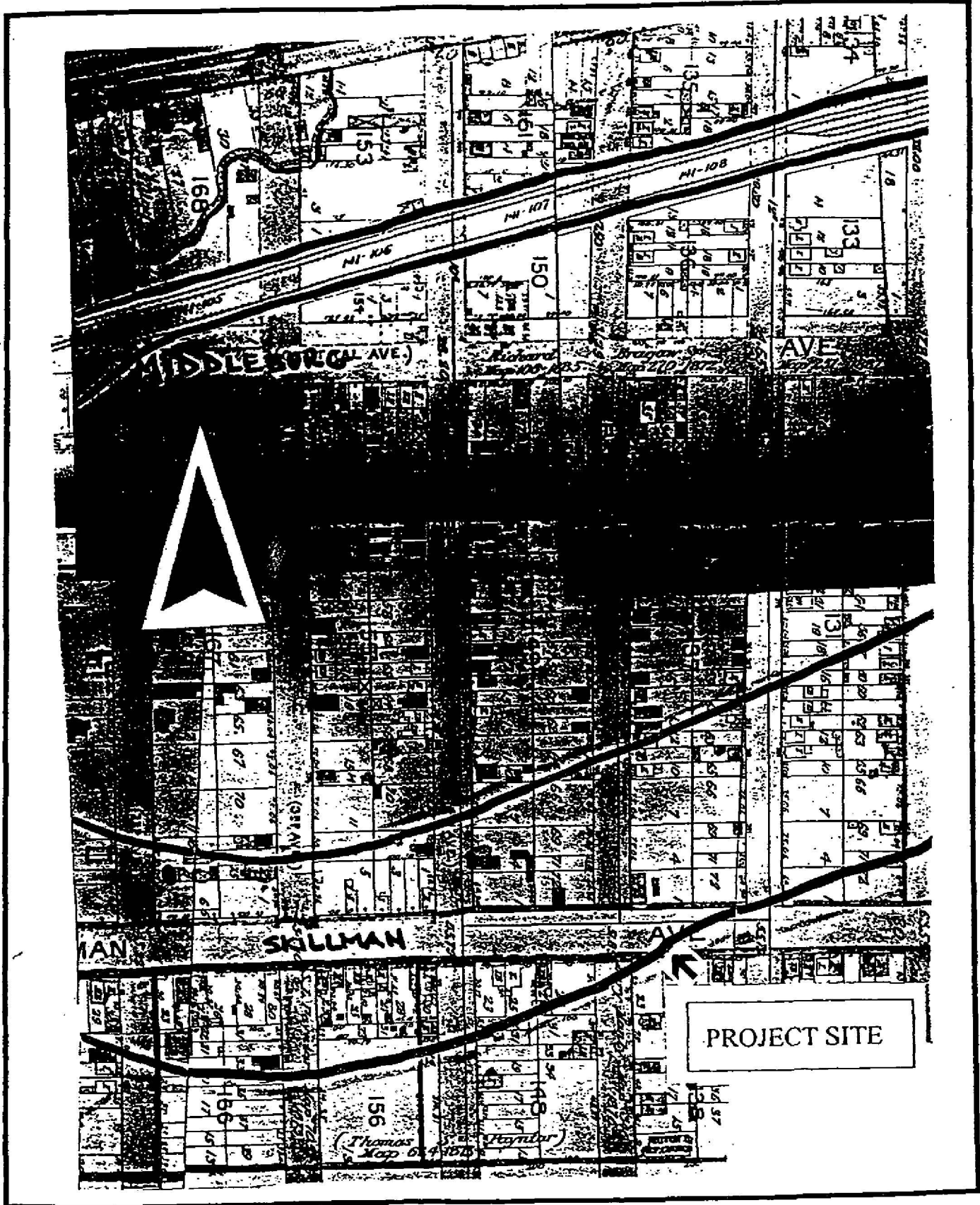


FIGURE 15

Atlas of the Borough of Queens, Hyde, 1903

Scale: 1cm = c. 94 feet

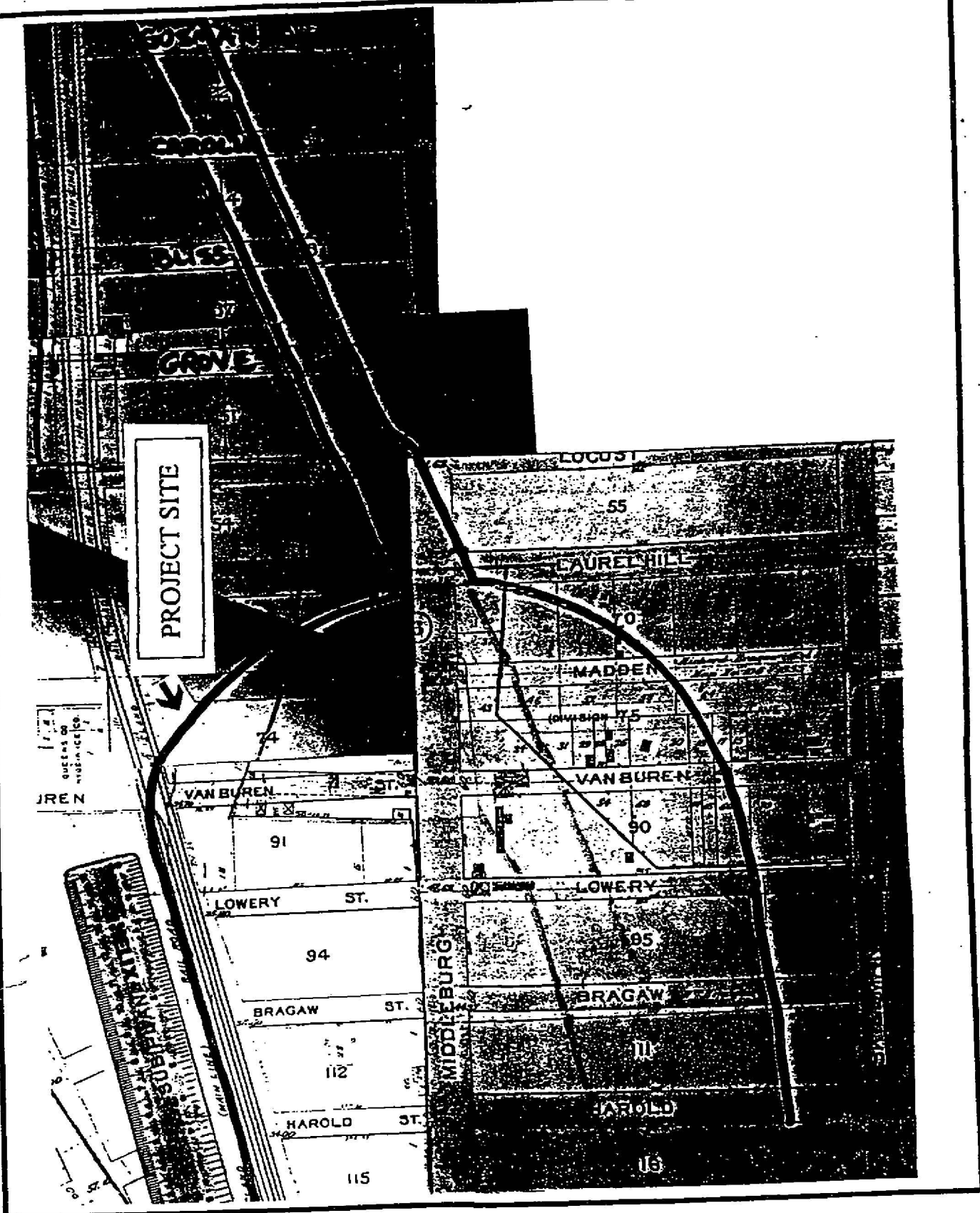


FIGURE 16

Atlas of the Borough of Queens, Hyde, 1903

Scale: 1cm = c. 129 feet

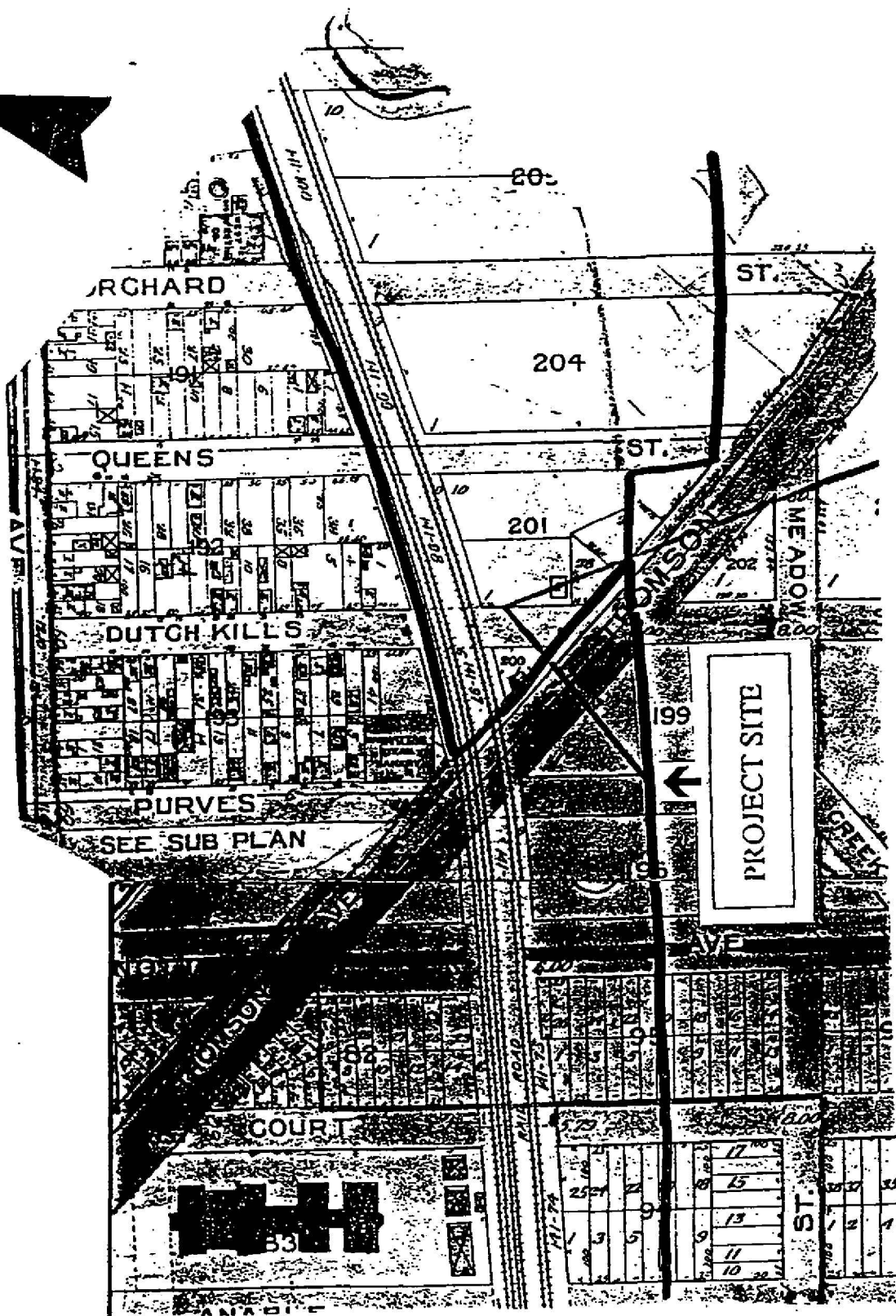


FIGURE 17

Atlas of the Borough of Queens, Hyde, 1903

Scale: 1cm = c. 91.4 feet

Scale: 1 cm = c. 91.4 feet