

PHASE IA HISTORICAL/ARCHAEOLOGICAL  
SENSITIVITY EVALUATION OF THE  
HONEYWELL FARMS DAIRY DEVELOPMENT PROJECT  
JAMAICA, QUEENS, NEW YORK

CEQR # 88-313 Q

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## H. HISTORICAL AND ARCHAEOLOGICAL SENSITIVITY

### 1. EXISTING CONDITIONS

#### 1.1 INTRODUCTION

The purpose of this Phase IA Sensitivity Study is to document the potential prehistoric and historic sensitivity of the Honeywell Farms Dairy Development Project in Jamaica, Borough of Queens, New York City through the review of existing archival, cartographic and published references. In order to provide a context for evaluating any identified resources within the parcel itself, this survey shall include a synthesis of published and unpublished prehistoric and historic resources in the immediate locality surrounding the project area.

The project area consists of four parcels located along both sides of Liberty Avenue to the east of 150th Street and west of 159th Street. See Figure 1 for the location of the project area and Plates 1-8 for views of its present condition.

The existing conditions section of this study is organized in the following manner: first, the geography and physical setting of the project area is described, second, a section follows on the prehistoric sensitivity of the area; and third, a review of the historic sensitivity of the area.

#### 1.2 GEOGRAPHY AND PHYSICAL SETTING

The general region including the project area lies in the Atlantic Coastal Lowland Physiographic Province, which is found in New York State only on Long Island and Staten Island (Thompson 1966:34). The project area lies within the gently sloping outwash plain south of the terminal moraine (Thompson 1966:34, 43).

The project area lies on a moderate slope approximately thirty feet above sea level. The principal investigator visited the project area during October of 1988. A pedestrian survey was used to inspect the entire project area. The majority of the parcel is covered with automobile junkyards and vacant lots. Several businesses exist along both sides of Liberty Avenue, most of which supply parts or services for automobiles and/or trucks. The present dairy facility is within the industrial park bordering the project area to the south and east.

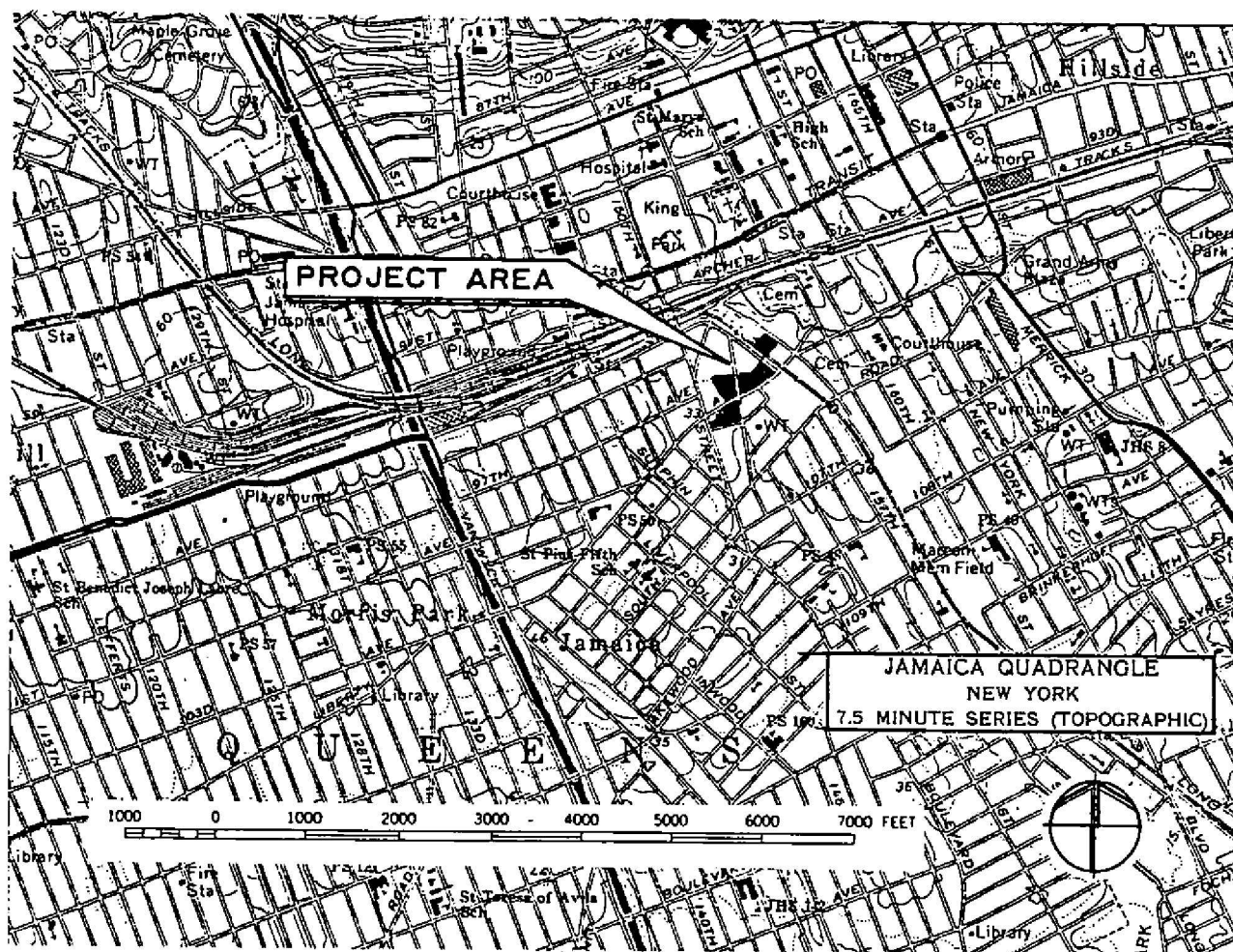


Figure 1: Location of the project area of U.S.G.S. 7.5 minute series, Jamaica Quadrangle.

### 1.3 PREHISTORIC SENSITIVITY

As part of the project evaluation process, this sensitivity study has surveyed published and unpublished resources in the archives of New York City, the files of the New York State Museum Division of Historical and Anthropological Services, the Research Branch of the New York Public Library, the New York State Historic Preservation Office (N.Y.S.H.P.O.), the Historic Preservation Field Services Bureau, as well as resources on file at Greenhouse Consultants.

Table 1 presents the results of our search for prehistoric sites in the vicinity of the Honeywell Dairy project area. Included in the table are two sites located two miles or less from the project area. The locations of these sites are presented on Figure 2 with letter code identifiers which correspond to those in Table 1. The New York State Museum conducted a complete search of their files for sites within two miles of the project area. Information on sites within two miles of the project area was also obtained from documents on file at Greenhouse Consultants.

Both of these two prehistoric sites are known primarily through the work of Arthur C. Parker, the former New York State Archaeologist, during the first quarter of this century. These are described as traces of occupation and a village. The village site is associated with the name Jameco and is situated along the stream feeding Baisley's Pond approximately 1.1 miles southeast of the project area. Unfortunately no detailed descriptions of artifacts recovered from these sites are supplied, so no assessments of date ranges can be made (Parker 1922). The site known as Jameco is described as a village and therefore may date to the Woodland Period. This inference is based solely on the general fact that villages were not a common occupation pattern of the preceding Archaic and Paleo-Indian Periods.

Documentary evidence from the seventeenth century also indicates that this region was utilized by the aboriginal population. Jamaica Avenue which lies 0.4 miles to the north of the project area was formerly called the King's Highway. It was evidently an old Indian path known as Mechawanienk. This word is derived from the Delaware and translates as "old path or trail" (Grumet 1981:33). The name Jamaica is also derived from the Delaware and related Algonkian terms for beaver. This is not the same as the derivation of the Caribbean Island also called Jamaica which comes from the Carib language and means "land of wood and water." The Delaware term was evidently only a place-name reference and not the name of a group. Beauchamp states that it was a Delaware place-name referring to "ye beaver-pond commonly called Jemeco" (Beauchamp 1907:177; Grumet 1981:16). According to Kelley, the Indians that lived at this place were "located along the banks of the stream connecting Beaver Pond with Jamaica Bay" (Kelley 1908:35). Although there is considerable evidence that the group that occupied Jamaica was Delaware speaking,



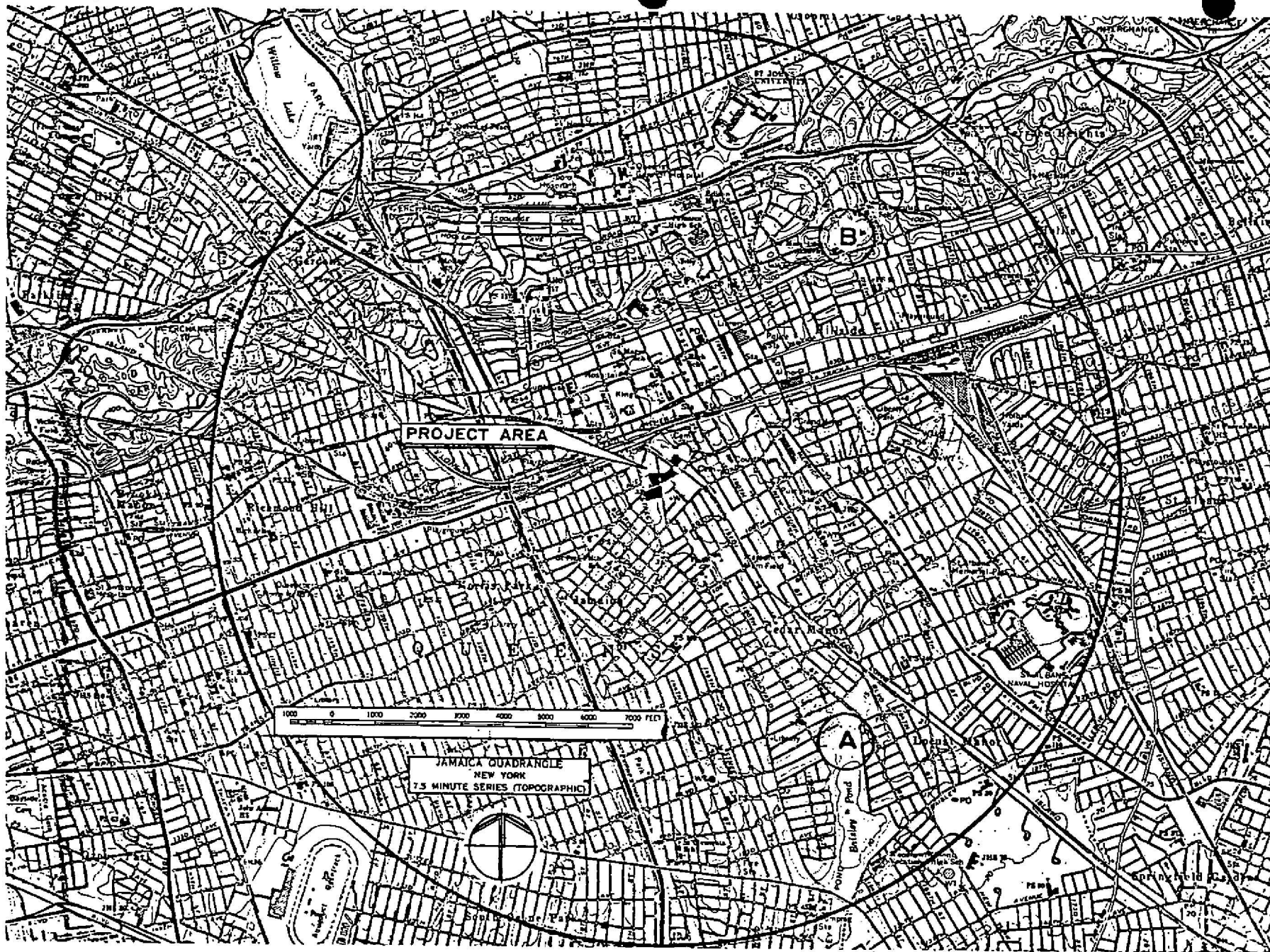


Figure 2: Prehistoric sites in the vicinity of the project area.



there are several possible affiliations including the Canarsee, the Massapequa and the Rockaway. It appears that their most likely affiliation would have been with the Massapequa (Grumet 1981:5-7, 29-31, 46-48).

In terms of potential prehistoric sensitivity, the project impact area was evaluated from two points of view:

- 1) the proximity of known prehistoric sites in or near the project area; and
- 2) the presence of fresh water drainage courses in general, and particularly the identification of river or stream confluence situations where two or more drainages come together, providing access to both water and food supplies of both systems.

This survey has documented the recorded or published location of two sites within a two mile radius of the Honeywell Dairy project area. Although sites have been identified in the general region of the proposed project impact area, none are known to exist within the project area itself. No evidence, positive or negative, based on previous survey work is available. It would be inappropriate, however, to characterize the Honeywell Farms Dairy project area as without prehistoric sensitivity, especially since a pond formerly existed within the project area. A small unnamed stream ran off to the south of the project area draining the pond ultimately into Jamaica Bay. Contact period evidence indicates that this stream was likely the location of the village of Jamaica. The location given by Parker is also along this stream course approximately 1.1 miles southeast of the project area.

This source of fresh water, although no longer evident, may have been utilized by prehistoric inhabitants of this region. The project area contains some relatively elevated soils situated from thirty to thirty-five feet above mean sea level formerly adjacent to the stream. The existence of this well-drained and elevated land with easy access to fresh water within the project area, combined with the knowledge of the two prehistoric sites in the vicinity as well as Contact Period references to occupation in this region, indicates that at least part of the Honeywell Farms Dairy project area may preserve evidence of prehistoric occupation.

## 1.4 HISTORIC SENSITIVITY

As part of the property evaluation process, this historic sensitivity study has surveyed published and unpublished sources located at the library of the New-York Historical Society and the New York Public Library's Main Research Branch, Local History and Genealogy, and Map Divisions in Manhattan. Resources housed at the Long Island Division of the Queens Borough Public Library and at the Topographical Bureau, Borough Hall in Queens, were also surveyed.

### The Seventeenth and Eighteenth Centuries

The Honeywell Farms study area is situated within South Jamaica, Queens, New York. Jamaica, one of the earliest towns founded on Long Island, was first settled by twenty-four Englishmen from Hempstead, who purchased the land from the Canarsee and Rockaway tribes "at the cost of two guns, a coat, and a certain quantity of powder and lead" (Peyer 1974:15). The founders of Jamaica petitioned Governor Peter Stuyvesant on March 10, 1656, to be recognized as owners of the land purchased from the Indians. On March 21, 1656 right to establish a new village was granted, with the same privileges and exemptions which the inhabitants of New Netherlands enjoyed.

Long Island's original towns were founded by dissatisfied New Englanders for a variety of reasons. As in the case of neighboring towns, Jamaica was a product of New England's dispersal and the determining factors which led to its settlement were constituted, in varying degrees, by "The Puritans' sense of community, their quest for religious and political autonomy, and search for more and better land" (op. cit.:1). In their petition to Governor Stuyvesant Jamaica's first settlers did, however, stress their need for land and material betterment rather than for religious freedom. Furthermore, the fact that the town church was not established until 1662, suggests that Jamaica's founders were motivated less by religious zeal than by land hunger (see op. cit.:14-16). Stuyvesant's original patent was renewed several times during the colonial period, and in 1660 the Governor conferred on it the name of Rustdorp.

The organization of Jamaica and other Long Island towns followed the pattern set by New England towns. Once a patent was procured the proprietors went on to divide and grant land and to form a government. Jamaica's twenty-four proprietors originally divided the town into quarters and assigned each person a home lot of six acres at the town's center. During the two years following the first land patent several newcomers purchased lots from the original settlers and further divisions and distributions of lands occurred, so that each man "obtained a house and lot within the stockade, a plantation for farming, a wood lot for fuel, and a salt meadow lot for hay for his horses and

cattle" (Hazelton 1925 VI:957).

Innes' 1908 depiction of "Old Jamaica Village," presented here as Figure 3, delineates the early town's main arteries and the quarters within which the community's residential, religious and political life was centered. On the 1908 map the Honeywell Farms development project area is located just southwest of the early village's nucleus, within the area shown to be covered by Beaver Pond (depicted in a simplified style on Figure 3). Although Innes' 1908 map of Old Jamaica Village does not represent an accurate plan, but rather a rudimentary sketch of the town's center, it provides one with a basically correct understanding of the village's layout during the early historic period. A comparison of this sketch with other cartographic sources examined suggests that the double dotted line marking the southern boundaries of the parsonage lot and the village burial ground on the 1908 map corresponds to the later route of Church Street (present day 158th Street), the project area's northeastern boundary (see Figures 3-6). The town's main arteries depicted on Innes' map persist throughout the historical period and are presently incorporated within modern Jamaica's far more intricate and developed road network.

After the surrender to the English in 1664, land purchases from the Indians became subject to the Duke's Laws. On February 15, 1666, Richard Nicolls, the first English governor, issued another patent which recognized the town and its boundaries. For the purposes of civil administration the towns of Jamaica, Hempstead, Newtown and Flushing were organized into what was known as the North Riding of Yorkshire (in analogy to the civil divisions bearing the same name in Yorkshire, England). A sessions house for judicial and administrative business and a goal were built in Jamaica in 1667. As the "Shiretown" or county seat, Jamaica became the center of administrative and judicial government and the most active town in the North Riding of Yorkshire (Peyer 1974:53). By the act of November 1, 1683 the towns making up the North Riding of Yorkshire, together with the eastern town of Oyster Bay, were united to form Queens County with its courthouse and other county buildings located in Jamaica. This organization persisted until after the Revolution.

During the colonial period Jamaica developed an active and complex economy. Jamaica's proximity to Manhattan Island and its consequent contacts with New Amsterdam and later New York City fostered the development of commercial agriculture and "made flour milling, barrel making, and stock raising important industries" (op. cit.:120). During the last years of the century and throughout the eighteenth century Jamaica's exports to New York City became an important component of that city's trade with both the British West Indies and the North American provinces. Jamaica's economic growth found its basis, however, with the natural advantages which favored Long Island: abundant land and good soil. A Brief Description of New York, written by Daniel Denton, one of



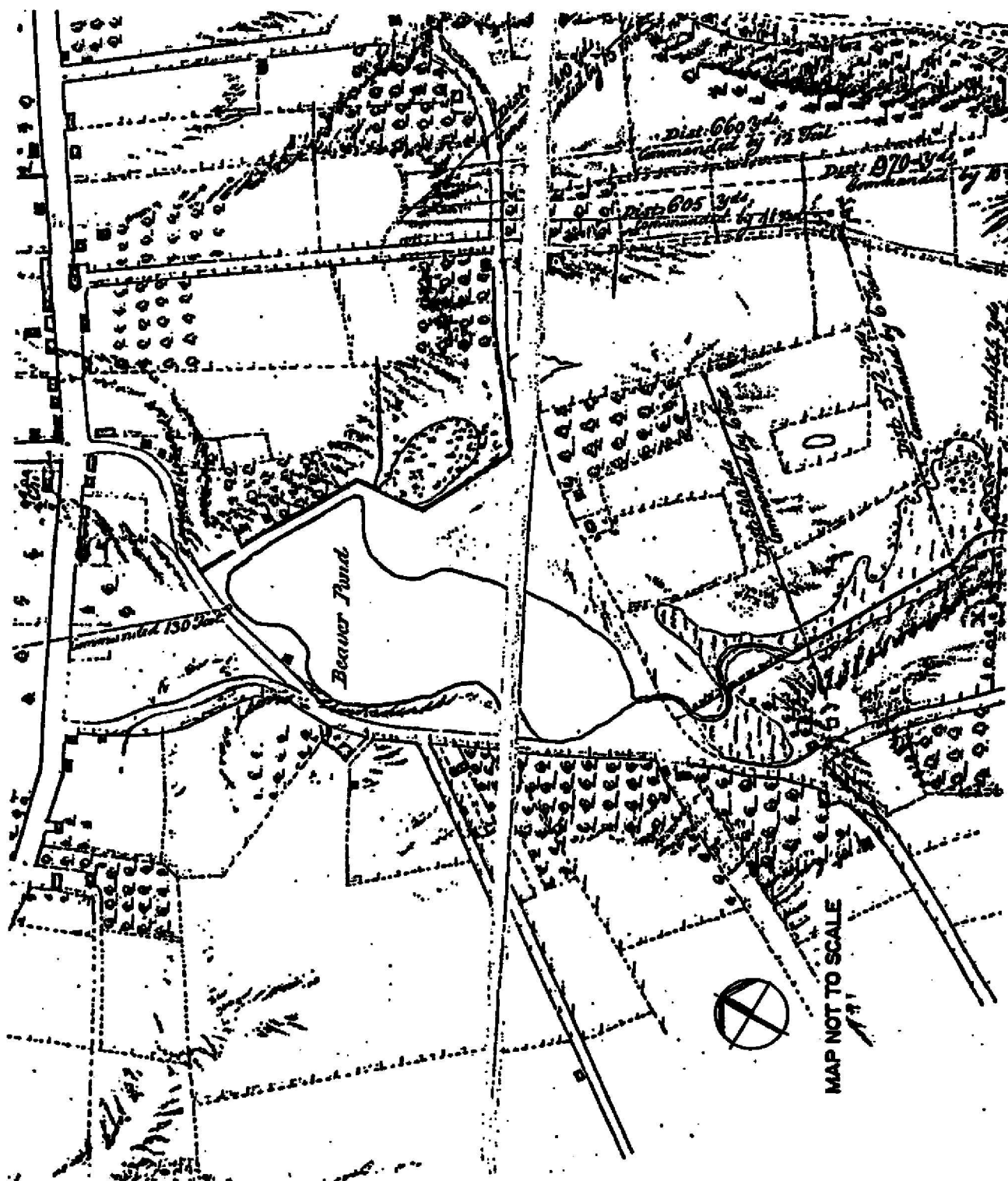


Figure 4: From Taylor's 1782 Map of the Pass, at Jamaica, Long Island.

Jamaica's original settlers, and published in 1670, praises the province's agricultural advantages. Denton likens the area to a "terrestrial Canaan . . . , where the land floweth with milk and honey" and states its attraction as follows:

Here any one may furnish himself with land, and live rent-free, yea, with such quantity of land, that he may weary himself with walking over his fields of corn, and all sorts of grain; and let his stock of cattel amount to some hundreds, he needs not fear their want of pasture in the summer, or fodder in the winter, the Woods affording sufficient supply (Peyer 1974:2 and 121).

Jamaica's position as county seat contributed further to the town's economic and social complexity and stimulated the development there of an active urban environment.

The early development and success of commercial agriculture in Queens County was "the product of rich soil, the availability of land, and good transportation facilities" (op. cit.:136). Present day Jamaica Avenue follows the route of an Indian trail (Mechawanienk) which, during the early colonial period, became the Ferry Road. The distance between New York City and Jamaica along this Road is only twelve miles. In 1704 Governor Cornburg appointed a commission which laid out the King's Highway, built along the two lines of the Ferry Road, one leading to Jamaica and the other to Flatbush and Flatlands (Armbruster 1919:9). During the 1740's this main road became the Jamaica and Brooklyn Plank Road. Jamaica was linked to Manhattan Island by this early road and by the ferry at Brooklyn, which was already in existence during Peter Stuyvesant's governorship. Although people were also allowed to transport goods by way of their own boats, the ferry from New York City to Long Island had become a "considerable thoroughfare" as early as the 1670s (Peyer 1974:139).

Churches were established in Jamaica shortly after its settlement. The First Presbyterian Church of Jamaica was organized in 1662, and is the oldest Presbyterian church in the United States. The first building, which also housed town assemblies and other features of civic life, "is said to have been built of logs and to have stood on the east side of Beaver Pond" (Hazelton 1925 II: 970). In 1699 a stone building was erected in the middle of the Ferry Road (Jamaica Avenue), and in 1814, a new structure was constructed just north of the site of the 1699 church (see nos. 12 and 13 on Figure 3). The Dutch Reformed Church was founded in 1695, and the Grace Episcopal Church in 1701 (see nos. 5 and 7 on Figure 3). For a more detailed historical narrative of Jamaica's early churches see Hazelton 1925, volume II, pp. 958-976.

As noted above, the Honeywell Farms project area was located just southwest of the town's parsonage lot. This lot was reserved by the town's first settlers and a parsonage was built on it in or about 1662.



The earliest First Presbyterian church, referred to above, was probably located within this lot. The parsonage lot was used for other town purposes, including the town burial ground, shown as no. 3 on Figure 3. On November 5, 1668 the town employed a John Wascot "to fence the burying place 10 rods square with a sufficient fire-rail fence," promising "him 4 pounds in current pay for his pains and labor" (Munsell 1882:221). In 1670 William Brinkley was granted a lot on the west side of the cemetery ("leaving a passageway between his fence and Beaver Pond") and entrusted with the grounds' upkeep (ibid.). For a period of time the town burial ground became the focus of discord between the Presbyterians and the less numerous Episcopalians, Lord Cornburg confiscating it for the use of the latter (Kelley 1908:35). In 1704 the Rev. Mr. Hubbard was driven out and the Rev. William Urquhart, "the newly appointed Episcopalian incumbent, although violently opposed by the townspeople, held it until 1710" (ibid.). The burial ground then reverted to the Presbyterians through the marriage of a Presbyterian theological student to the daughter of Urquhart's widow, and was held by them until 1813, when it was sold. A late nineteenth century literary sources notes some of the oldest tombstones visible in ca. 1882: Thomas Parmyter, who died February 2, 1732, aged 65; Thomas Walton, who died in March 1737, aged 55; and Judith, wife of Rev. John Pierson, who died October 19, 1767, aged 67 (Munsell 1882:221).

In 1857 Nicholas Ludlum of New York bought three acres of land east of the old burying ground and had the "Chapel of the Sisters" built at his own expense, in memory of his daughters. Built of "brown and gray stone, (it) forms the entrance to the cemetery" and was used for funeral services (op.cit.:222). The cemetery was incorporated in 1879 under the name of Prospect Cemetery. Walks and burial lots were laid out and the grounds (about eight acres) beautified (ibid.). In 1850, four years after a new, second Methodist Church was built, the Methodists established their own burying ground. The graves of members of the Jamaica Methodist Society located at the old burying ground were then moved: "the trustees accepted the proposal of C.A. Yerington to move the graves from the old burying ground for \$1.75 each" (Hazelton 1925 VI:966). The nineteenth century sources examined show the old burying ground and, the later and larger Prospect Cemetery, to the project area's northeast.

As Jamaica's population increased the original four quarters or sections of the town were extended. Not all families lived in this centrally located area and early deeds and wills note the sale of a few home lots at Beaver Pond (Peyer 1974:189). Two deeds dated as early as 1768 and 1769 refer to the transfer of properties near Beaver Pond (op. cit.:188). A good view of Beaver Pond could apparently add to the appeal of properties purchased near it. A plantation advertised for sale in 1760 is described as "having the beautiful prospect of a large pond before the door called Beaver Pond," a factor which undoubtedly contributed to the opinion that this plantation was "a very suitable place for a gentleman" (Onderdonk 1865:32).



Beaver Pond's real fame was, however, derived less from its noted natural beauty than from the racetrack that ran around it. According to one literary source, "horse racing really was the first industry of Queens County and its meets were long the most famous in the country" (Ross 1902:524). The first race course in Queens County was established on Salisbury plains. In 1665 Governor Nicolls appointed a horse race to take place in Hempstead, "not so much for the divertisement of youths as for encouraging the bettering of the breed of horses, which through neglect have been impaired" (as cited in Munsell 1882:57). In circa 1669, Governor Lovelace also appointed by proclamation that trials of speed should take place each year in the month of May, and that subscription be taken and sent to Captain Salisbury "of all such as were disposed to run for a crown of silver or the value thereof in wheat" (ibid.). Queens County's tracks brought crowds to their "events" and swelled the fame which the county enjoyed - enjoyed even in England - as the headquarters of horse-racing in America.

The Beaver Pond race course was a mile in length. Unfortunately, the date of its first establishment is apparently unknown. However, its establishment dates prior to 1757, for on June 13th of that year, the New York subscription plate was run for there and won by Lewis Morris junior's horse "American Childers." Races were held at Beaver Pond yearly in the spring and autumn until or after the close of the eighteenth century (Munsell 1882:58). Taylor's 1782 map depicts Beaver Pond and the stream connecting it with Jamaica Bay (see Figure 4). The Pond is shown to have extended from a point near the junction of Beaver Street and present day 158th Street to South Road. Beaver Street and present day 150th Street roughly bounded the Pond westerly and north-westerly, and the route of present day 158th Street apparently paralleled the pond's northeastern limits which, as suggested by the 1782 map, was formed by a beaver dam (Figure 4). The 1782 map does not indicate the course of the Beaver Pond racetrack and it is unfortunate that none of the early cartographic sources examined attest to this aspect of Jamaica's early history.

In Jamaica, as in other portions of Queens County, the Tory feeling was dominant during the Revolutionary struggle. The only military action within the present limits of Queens during the American Revolution involved troops under the command of General Nathaniel Woodhull, less than two hundred in all, "whose task was to destroy crops and drive off cattle in the face of the British advance in August 1776" (MacMaster 1961:1). General Woodhull and his men kept their position on the John Polhemus Farm on Eldert's Lane, near modern Woodhaven Boulevard on the night of August 27th, failing to come to the aid of Washington, while less than two miles away "10,000 British regulars ... completed the night march that left Washington surrounded and facing certain defeat at the Battle of Long Island" (ibid.). Woodhull and his troops fell back to Jamaica that same day. Woodhull was taken prisoner by the British on

August 28, 1776 about two miles east of Jamaica. During the following few days Sir William Erskine, with his 71st Fraser Highlanders and the 17th Light Dragons, made Jamaica his headquarters.

After 1777 the main British forces tended to winter on Long Island or New York and General Delancey, commanding three battalions of Loyalists, chose to make Jamaica his headquarters (op. cit.:4). Many of Jamaica's farmhouses, barns and churches served as barracks for these troops. Headquarters for British Grenadiers and Hessian Jagers and Grenadiers were maintained at Jamaica during 1780 and 1781 and the hill in Jamaica along which Highland Avenue runs became "dotted with the huts and cantonments of British troops" (ibid.). Taylor's 1782 map depicts these huts, located approximately half a mile north of the project area as well as others, located approximately three quarters of a mile northeast of the project area. Most of the Revolutionary landmarks of Jamaica have long been obliterated. A marble marker at 150th Street and Highland Avenue describes the site as that of a rifle pit. This is an erroneous description as this site, uncovered by a construction worker in the 1920s, actually marks that of one of the huts referred to above (op. cit.: 4).

#### The Nineteenth and Early Twentieth Centuries

In 1814 Jamaica, then with a population of 1500, became an incorporated village. The Brooklyn and Jamaica Railroad was opened in 1836 and after 1861, the year in which the Long Island Railroad terminus shifted from Brooklyn to Long Island City, Jamaica became the railroad center of Long Island (Hazelton 1925 II:976). The earliest reliable nineteenth century cartographic source, the 1837 U.S. Coast Survey, shows the route of the Long Island Railroad running through Jamaica just north of the project area. The 1837 survey depicts the area once covered by Beaver Pond as a large marshy area, suggesting that a gradual draining of the pond had begun during the early part of the century, prior to the survey's date (see Figure 5). It is difficult to determine when this drainage process may have begun as a local historian writing in the 1870s suggests that the pond was "overgrown with shrubs and bushes" by the late eighteenth century (Onderdonk 1876:50). This author notes, while describing a late eighteenth century property near Beaver Pond, that a view of the pond was "more attractive than now" and that the pond "was a resort of birds and wild fowl" (ibid.). Although the evidence upon which this description of the pond's late eighteenth century condition is based is not offered, one can assume that by 1876 the area once covered by Beaver Pond had become somewhat "unattractive."

The Brooklyn, Jamaica and Flatbush Turnpike Road was incorporated on March 17, 1809, and it laid its turnpike upon the two main branches of the Kings Highway (Armbruster 1919:13). As noted above, these two were old Dutch roads, originally constructed by the Dutch authorities along

the Indian trails. In 1855 the Brooklyn and Jamaica Plank Road Company was chartered and the old turnpike (modern day Jamaica Avenue) was taken over and made a plank road. In 1866 the Jamaica and East New York Horse Car Company, was chartered and it built a horse car line from Jamaica to East New York "on the Plank Road where it connected with the horse car line on Fulton Avenue and Broadway in East New York" (Jamaica Board of Trade 1919:5). Later nineteenth century cartographic sources examined designated this road Fulton Street and/or Jamaica Road or Plank Road. At the turn of the century, this major thoroughfare was still known as Fulton Street, but by 1916 it had acquired its present appellation, Jamaica Avenue (1916 Section 128 of the Final Maps of the Borough of Queens). The Borough of Queens of the City of New York was formed on January 1, 1898, from the former townships of Newtown, Flushing and Jamaica, together with Long Island City and a small portion of the town of Hempstead, embracing the Far Rockaway and Rockaway Beach district of that town (Kelley 1908:5).

As the town became more and more populous common lands naturally became less. Throughout the first half of the nineteenth century measures were taken by the town to dispose of these lands through sale. In 1854, Beaver Pond, "which was the last of the public lands owned by the town, was sold in small parcels" (Munsell 1882:195). An 1842 map of the Village of Jamaica designates the area that had been covered by Beaver Pond "Public Square" and indicates that it was covered by marsh or grass (see Figure 6). The 1842 map does not show any paths intersecting the square within which the Honeywell Farms project area lay, and depicts only one small structure, to the project area's north, designated "the Pound." The 1782 map referred to above also depicts a structure at this approximate location (see Figure 4). The undeveloped character of Beaver Pond and of the public space there later would seem an appropriate site for an animal pound. Townspeople apparently felt the need for such a structure early on as in 1786 it was noted at a town meeting "that no hogs shall run at large in this town, and if caught at any time in any inclosure shall be liable to be pounded, and the owner or owners of such hogs to pay the damage" (as cited in Munsell 1882:197).

A "Map of Land belonging to the Town of Jamaica commonly called 'The Beaver Pond'," filed at the county clerks office September 15, 1854 (no. 142), shows the earliest lot divisions to be made within the area shown as a public square on the 1842 map noted above (Figures 6 and 7). Although the 1854 map depicts Water and Catharine Streets traversing the town's property these streets had probably been only proposed at this point in time. Walling's 1859 map of Jamaica Village shows Catherine Street (present day Liberty Avenue) but does not show Water Street (present day Tuckerton Road) (see Figure 8). According to the evidence provided by the 1859 map, a total of nine structures had been built within the previously publicly owned property between 1854 and 1859. One of the structures, located along the northerly side of Catherine

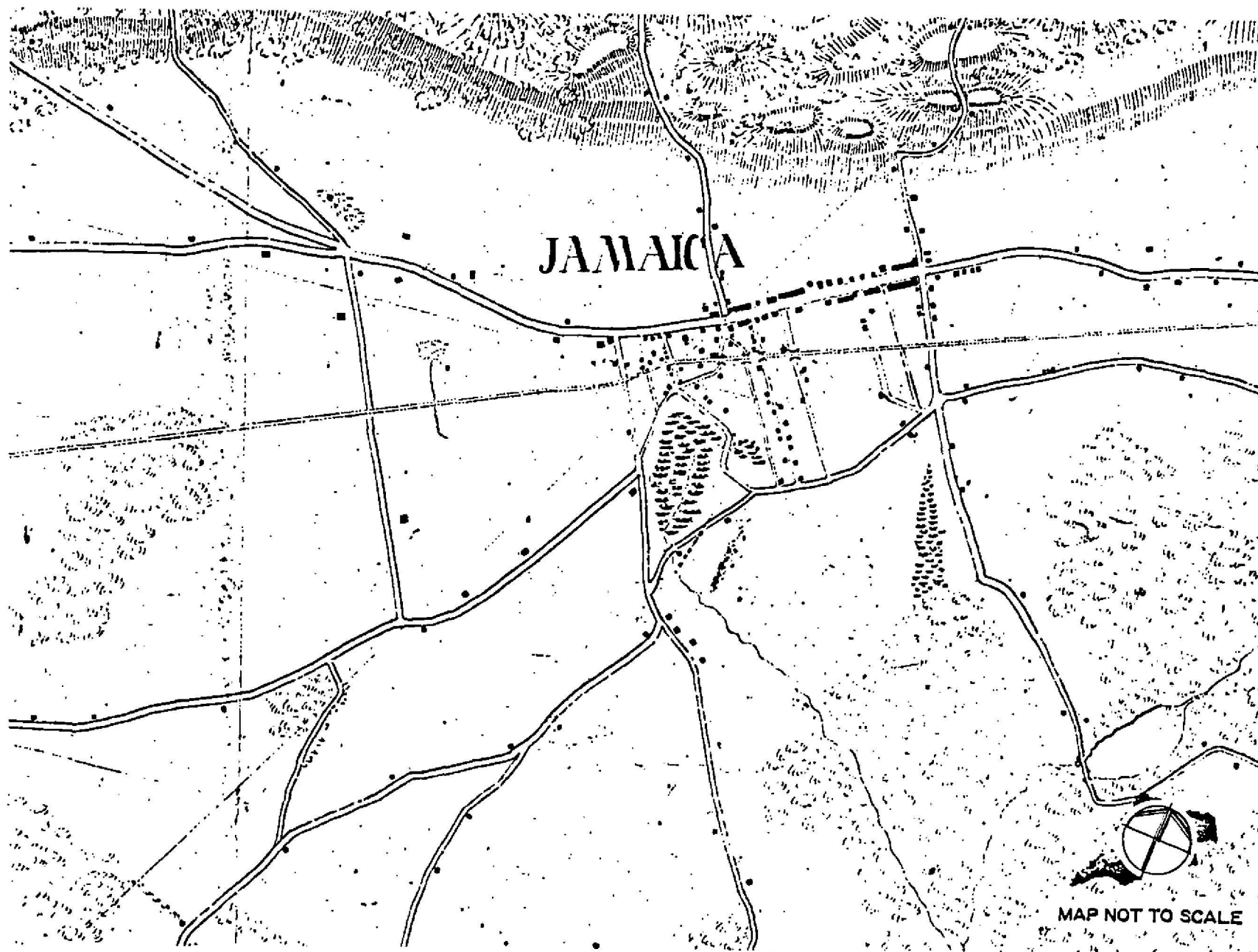


Figure 5: From the 1837 U.S. Coast Survey Map of the Interior of Long Island from Brooklyn to Jamaica, New York.

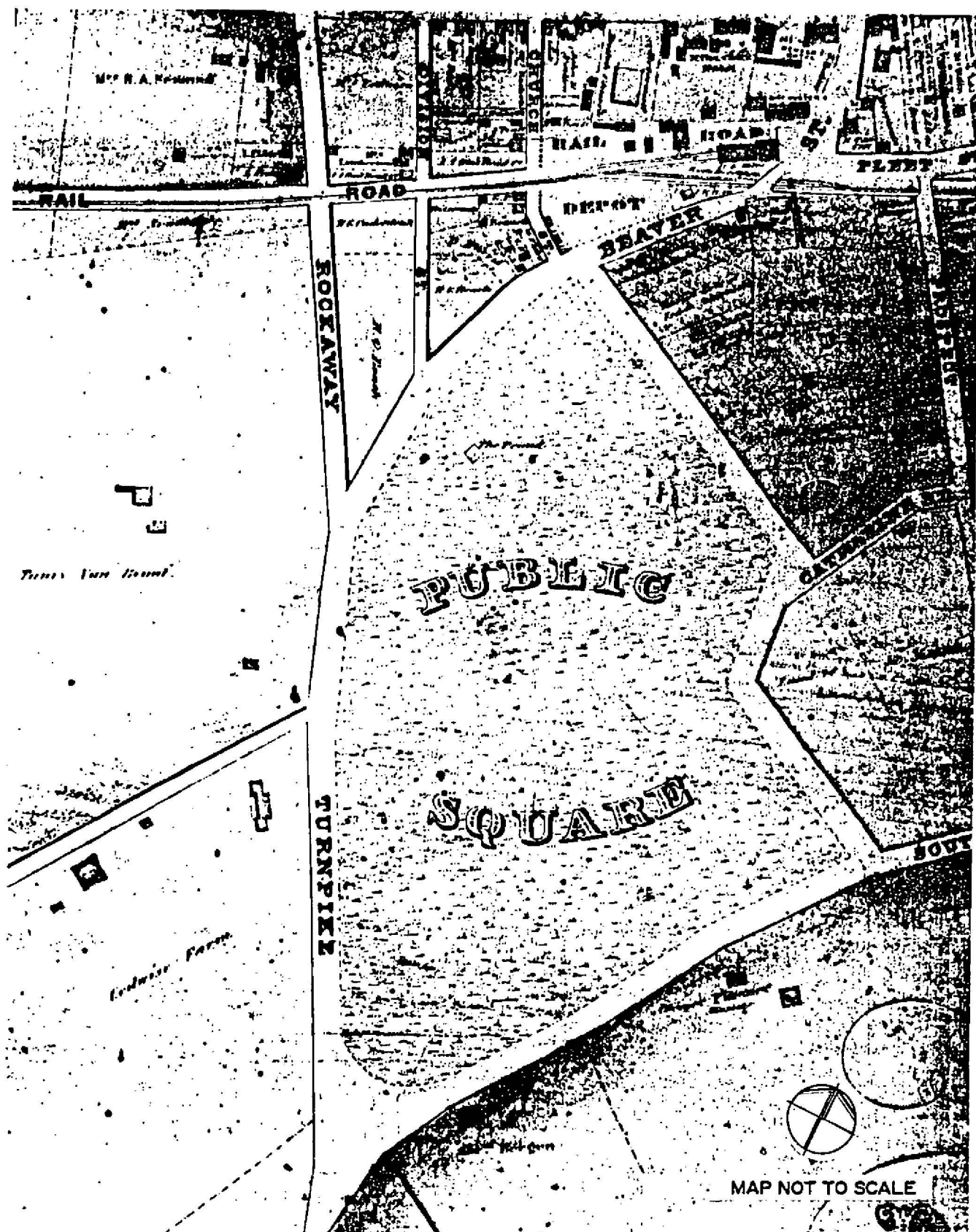


Figure 6: From Johnson's 1842 Map of the Village of Jamaica, Queens County, Long Island.



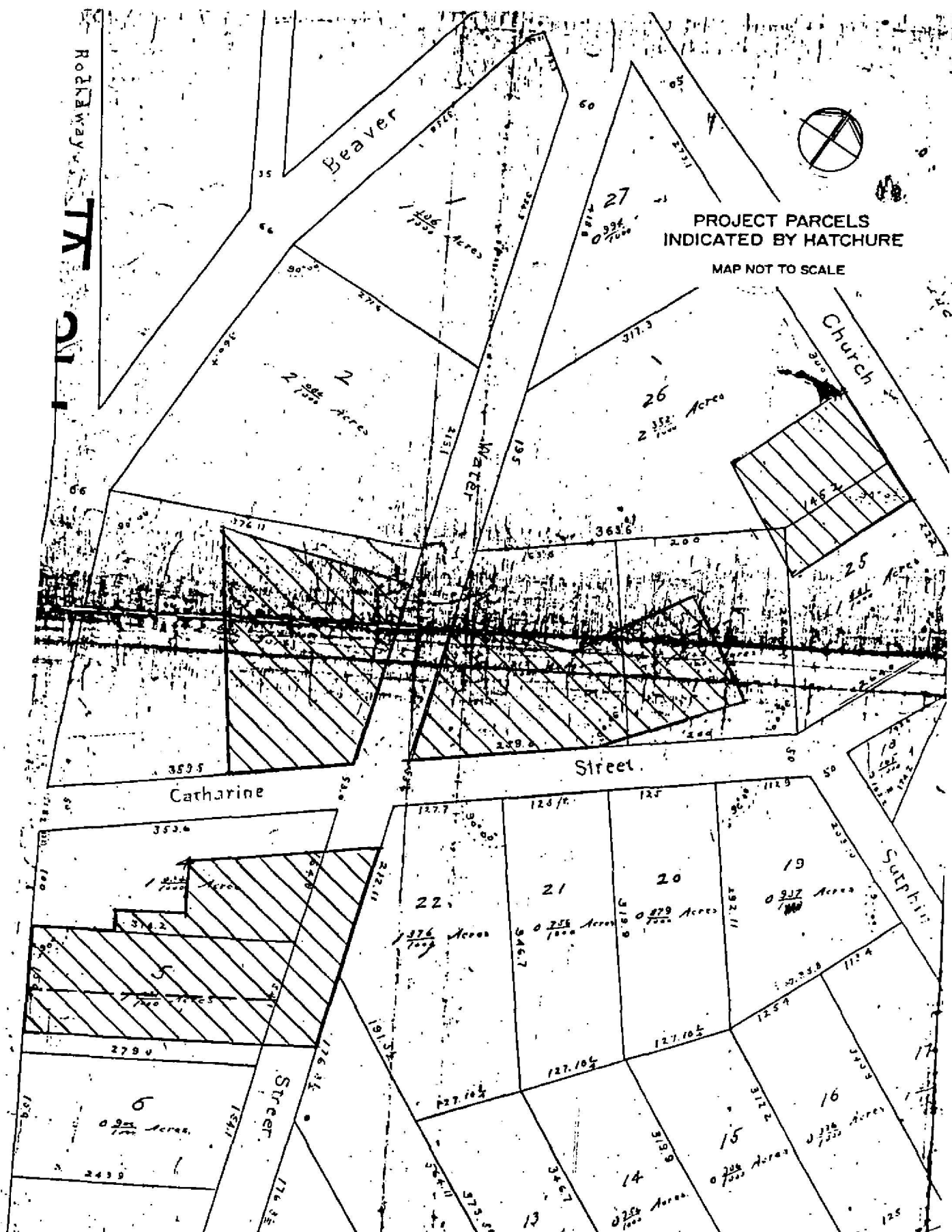


Figure 7: From an 1854 Map of land belonging to the Town of Jamaica called "The Beaver Pond," no. 142.

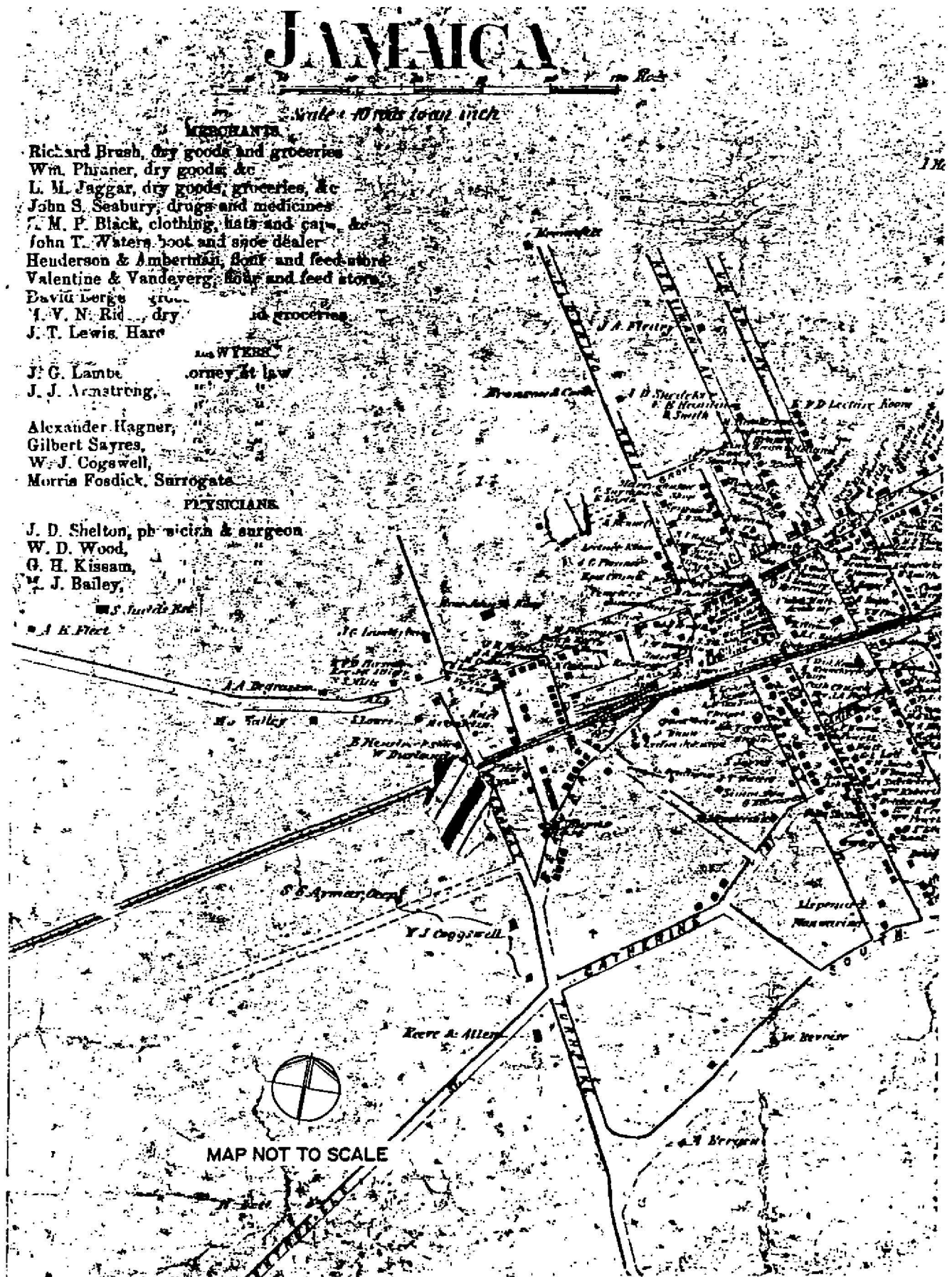


Figure 8: From Walling's 1859 Map of Jamaica Village. Inset from: Topographical Map of the Counties of Kings and Queens, New York.





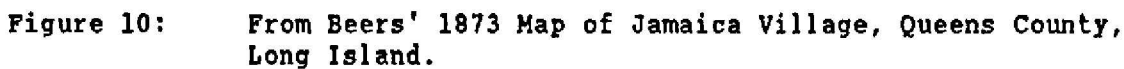


Figure 10: From Beers' 1873 Map of Jamaica Village, Queens County, Long Island.

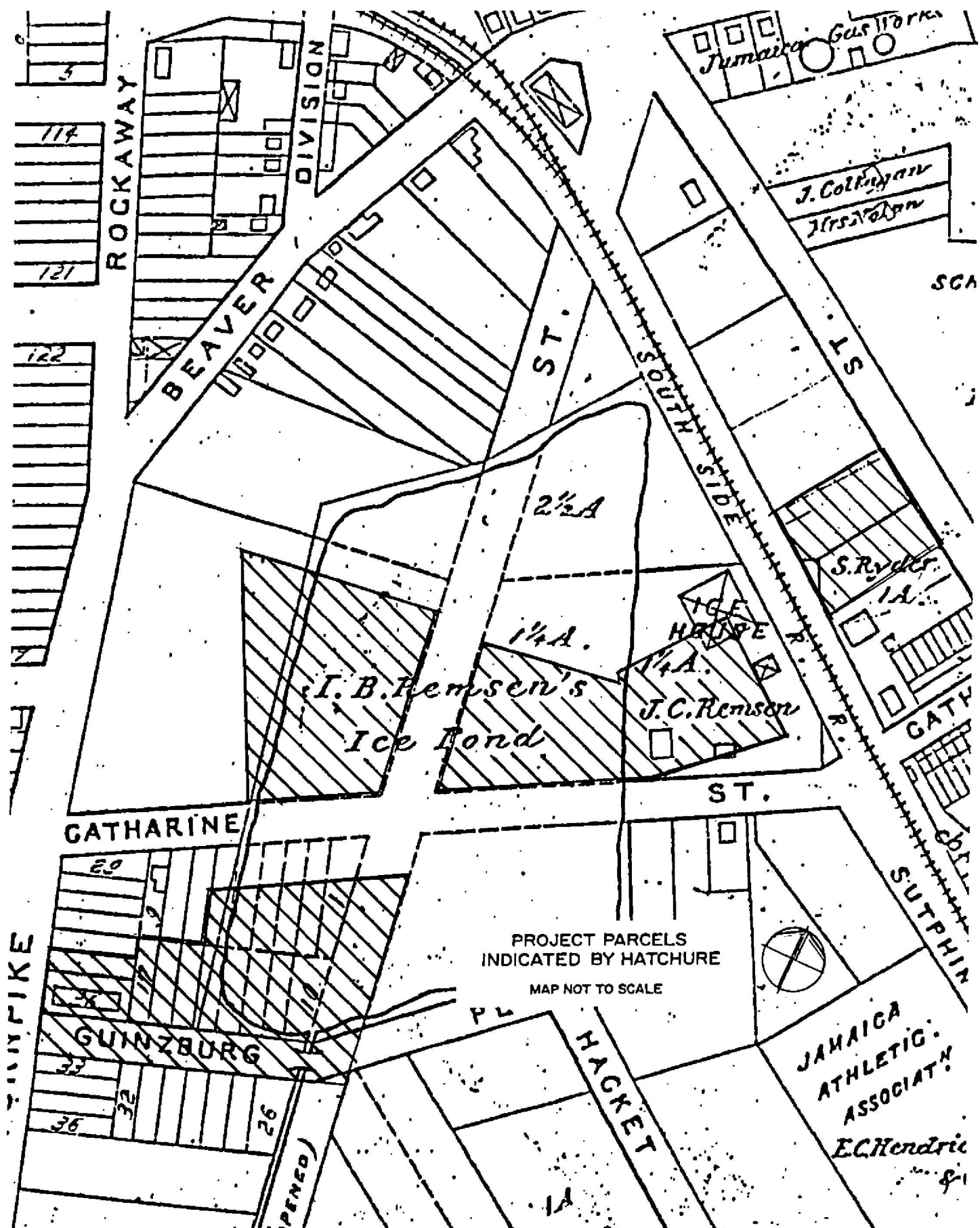


Figure 11: From Wolverton's 1891 Map of Jamaica Village. Plate 8 in Atlas of Queens County, Long Island, New York.

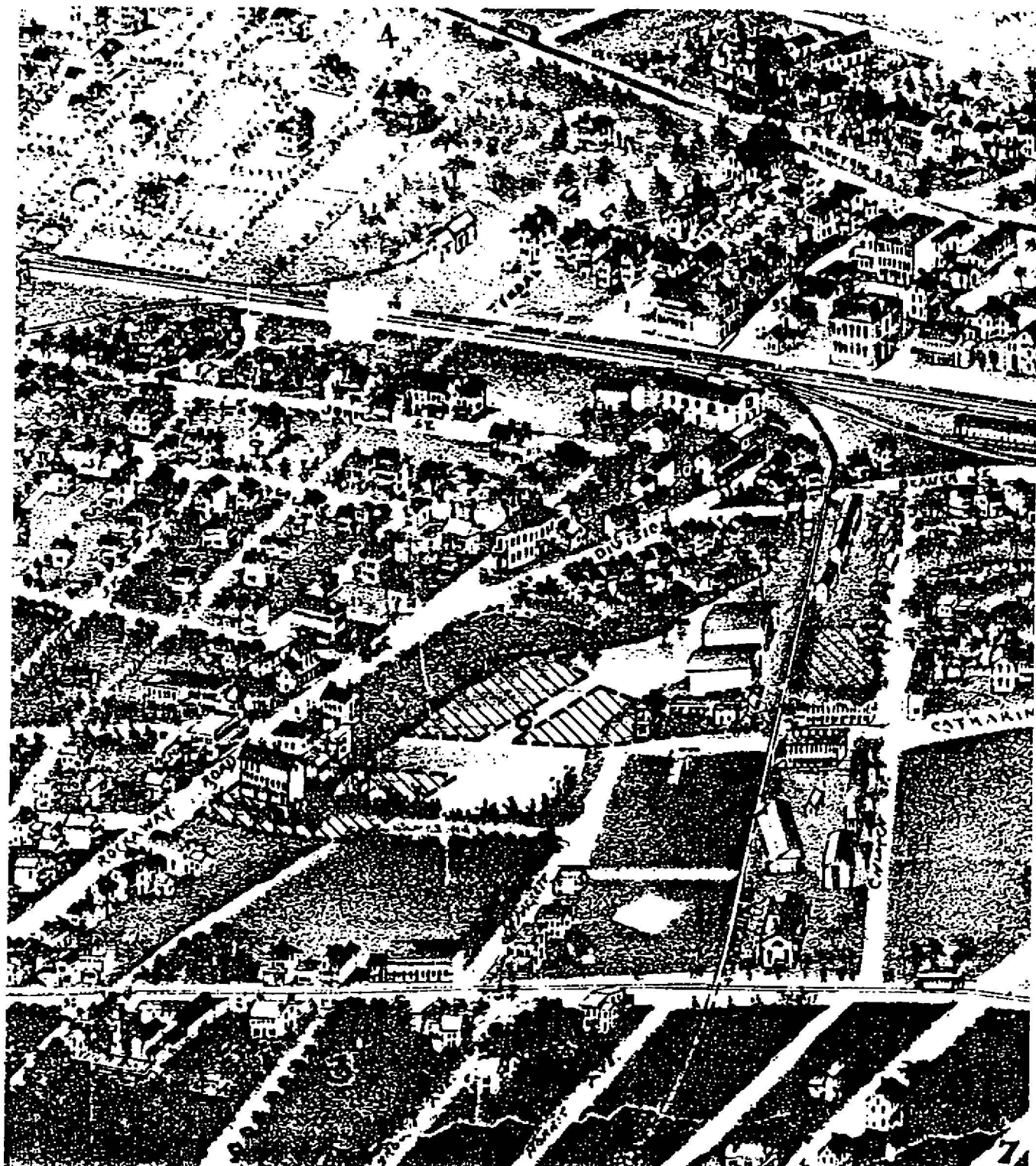


Figure 12: From an 1895 Bird's Eye View of Jamaica, Long Island, New York. Published by D.L. Hardenbrook.



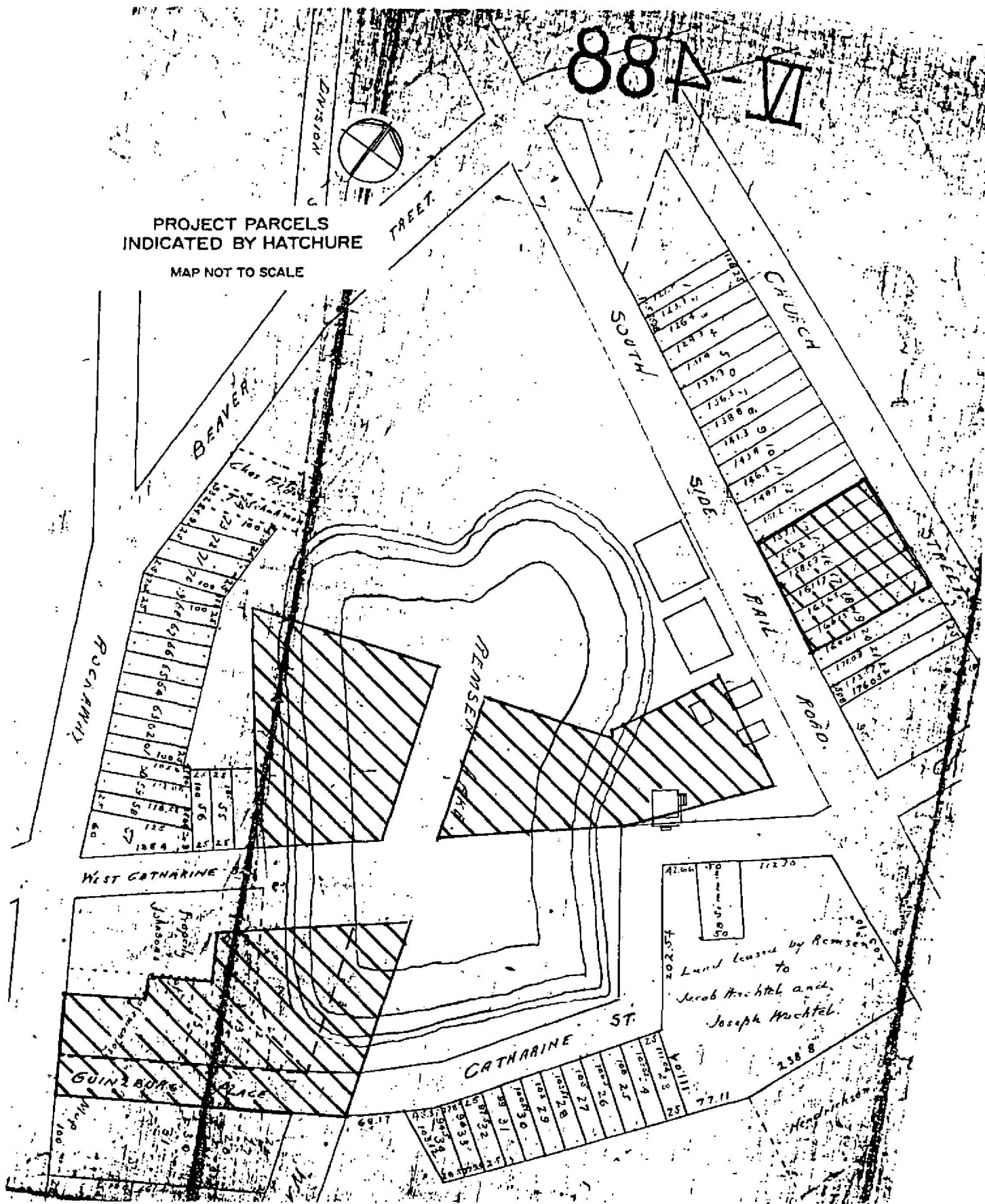


Figure 13: From an 1898 Map of Lots situated at Jamaica in the Fourth Ward of the Borough of Queens, City of New York, belonging to I.B. Remsen. No. 488.

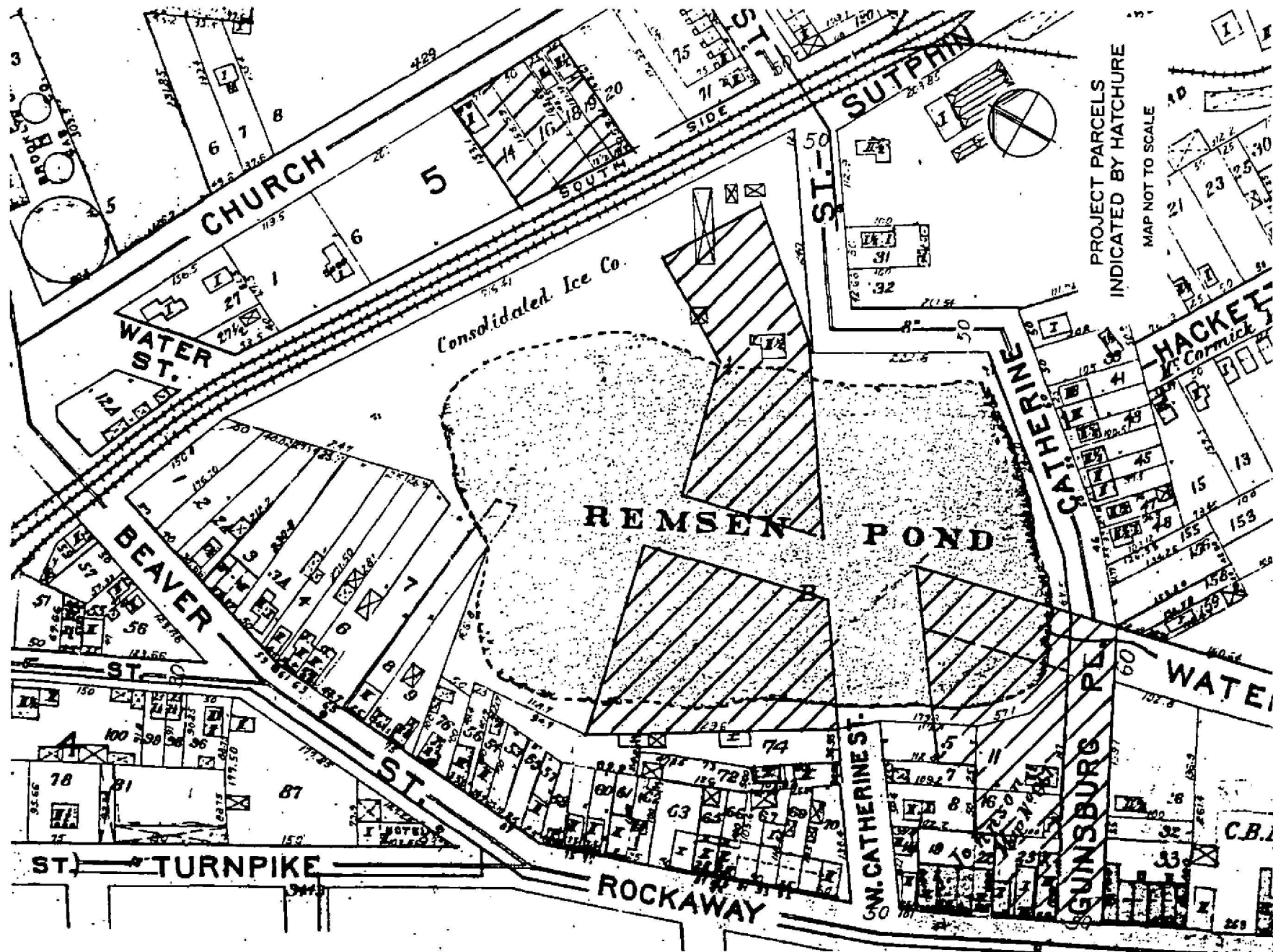


Figure 14: From Hyde's 1907 Atlas of the Borough of Queens, County of New York, vol. 1.

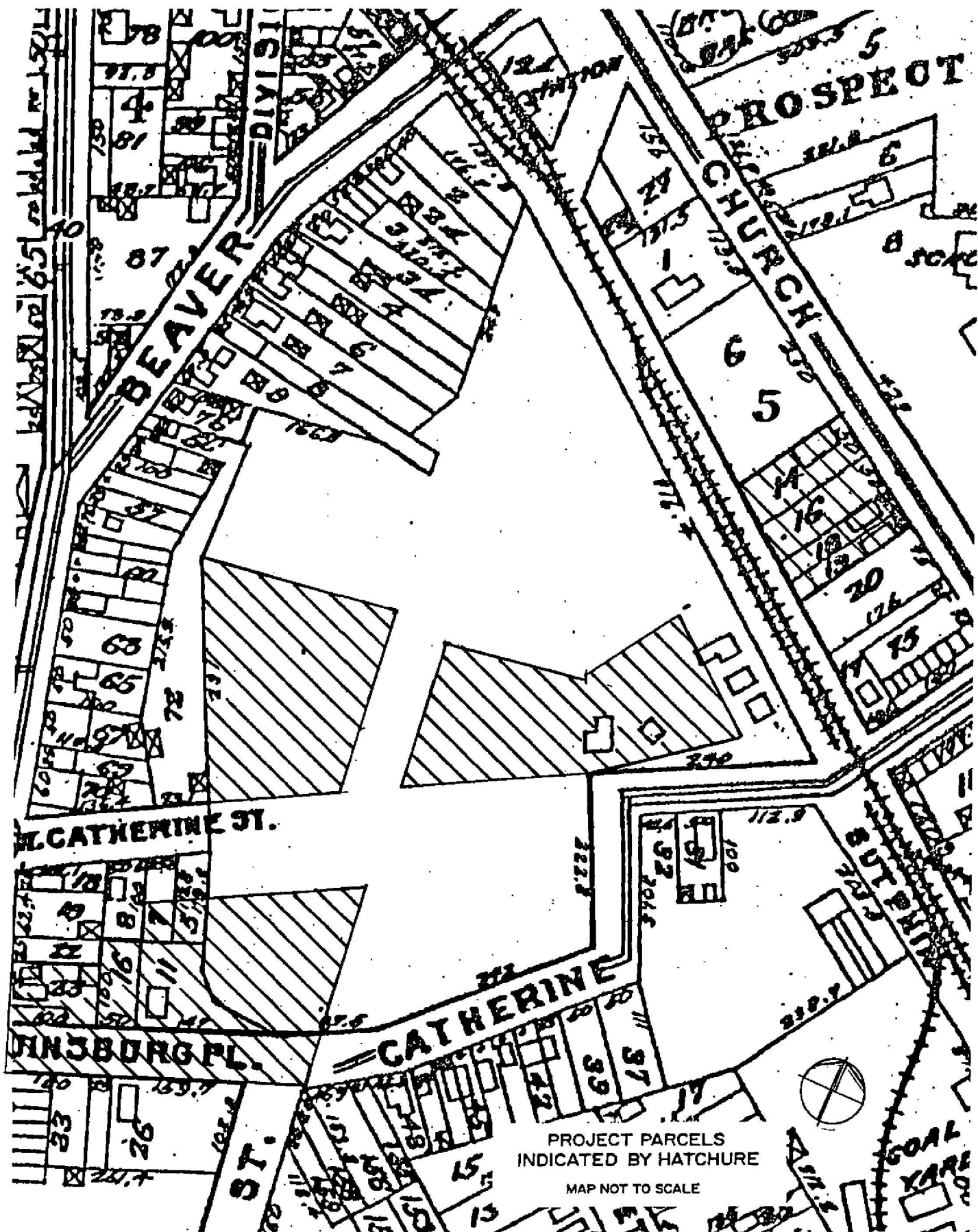


Figure 15: From Bromley's 1909 Atlas of the City of New York, Borough of Queens.



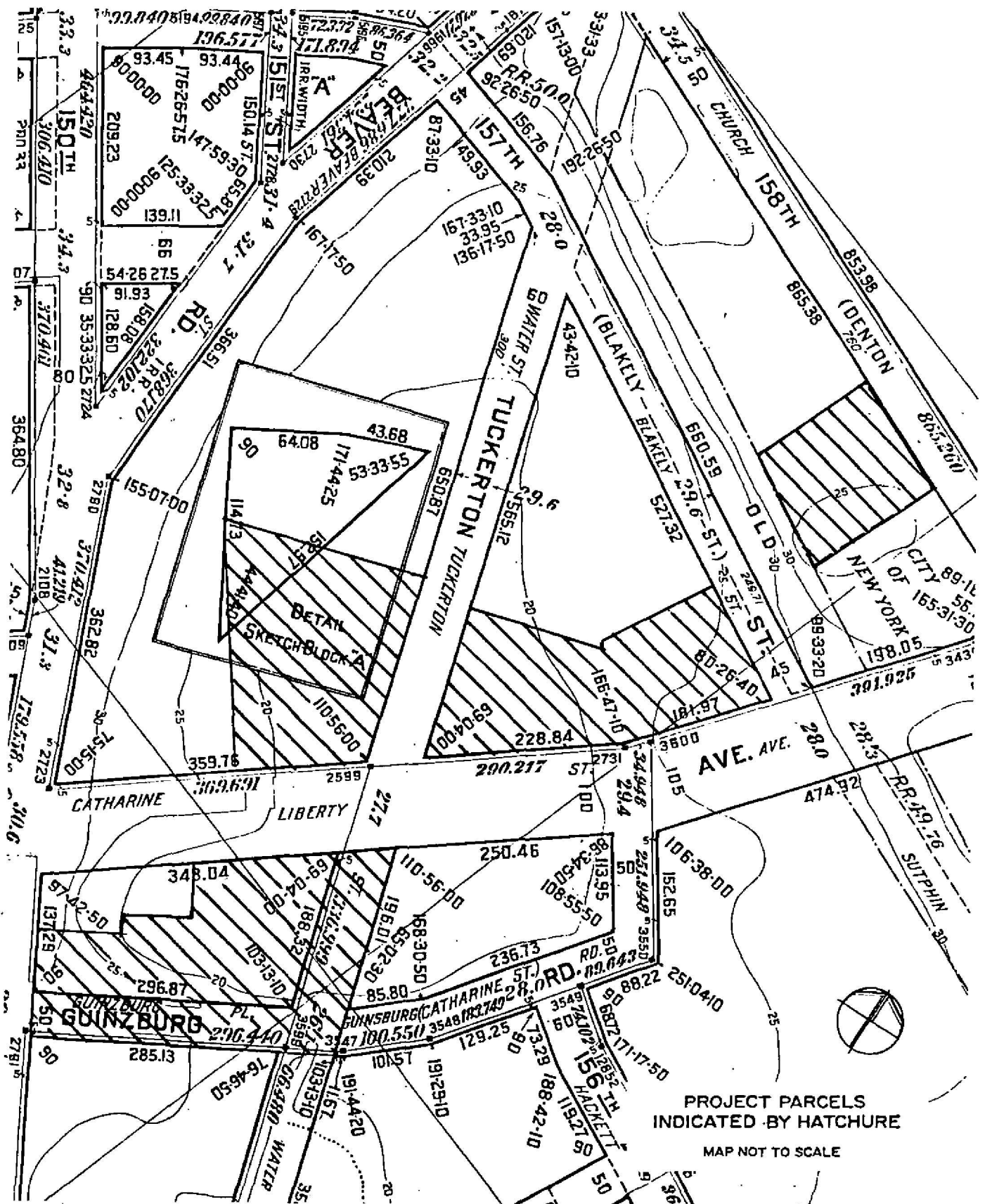


Figure 16: From Section 128 (dated 1916) of the Final Maps of the Borough of Queens 1909-38. Topographical Bureau, Borough of Queens.

Street appears to have been located within one of the parcels comprising the Honeywell Farms project area (Figure 8). No structures are shown within the project area's three other parcels.

To facilitate a description of the character and changes which took place within the lands covered by the project area indicated by later nineteenth and early twentieth century cartographic sources, the four parcels comprising the project area will hereafter be referred to by number. The project area's southernmost parcel, bound southerly by Guinzburg road and easterly by Tuckerton Road will be referred to as parcel 1. The remaining three parcels will be referred to as parcels 2, 3 and 4 in correspondence to their locations from west to east.

Conklin's 1868 Atlas of Jamaica indicates that the lot divisions dating to the 1854 sale had changed little, noting further subdivisions only in what is marked on these maps as lot 2 (see Figures 7 and 9). The 1868 atlas is the earliest of the cartographic sources examined to provide ownership information regarding the properties under study. Parcel 1 is shown to lie within two undeveloped lots designated the Estate of the L. Reeve, deceased. An examination of several directories and census records dating between 1850 and 1870 did not reveal a listing for a L. Reeve. However, a 1869/1870 Directory of Long Island does list (within its residential section) a Judith Reeves, widow of Lawrence, residing at Fulton Street (Jamaica Avenue) near Grand Street (Curtin 1869:271). Mrs. Reeves (or Reeve) had apparently sold what had been her husband's estate by 1870.

In fact, by 1870 the property had been subdivided into several smaller lots and was owned by a Jeremiah Johnson, Jr. Parcel 1 of the Honeywell Farm project area is shown contained within the lots described on a "Map of Property at Jamaica, Long Island owned by Jeremiah Johnson Jr. allotted July 1870," filed at the County Clerks Office August 23, 1870 (no. 667). The 1870 property map is the earliest to show Guinzburg Avenue, which is included within the southern portion of Parcel 1. Johnson's 1870 property is shown to comprise not only the two lots previously owned by Lawrence Reeve (Reeves), but also approximately half of the lot which is shown on the 1868 atlas as adjoining Reeve's property, marked there as lot no. 6 and owned by Isaac B. Remsen (Figure 9).

Parcel 2 is shown on the 1868 atlas as covering approximately one half of a lot owned by a M.I. Bryant. No structures are depicted within this lot (Figure 9). On the 1868 atlas, parcel 3 is shown to cover portions of two lots. The more westerly of the two (here lot 23) is shown vacant and undesignated, while the other (lot 24) is shown to be the property of a Benjamin Simmons. Three structures are depicted within this lot; the two shown located near the northern side of Catherine Street are located within Parcel 3, as is a southeastern portion of the third, northernmost structure (Figure 9). The larger, more easterly of the two

structures shown located along Catherine Street within Parcel 3 on the 1868 atlas appears to correspond approximately in location to that noted above on the 1859 Walling map as the earliest documented structure built within the project area (see Figure 8).

The 1868 atlas does not show any structures within the area covered by Parcel 4. Parcel 4 is shown here to be comprised of portions of three lots (here, numbers 24, 25, and 26); lot 26 is designated Isaac B. Rensen (Figure 9). Although adjoining lot numbers 25 and 27 are not designated here it seems probable that these were also owned by Rensen by 1868. In fact, the depiction of lots within the project area and its immediate vicinity supplied by Conklin's 1868 atlas may actually represent lot information that had been superseded by that date. Although the 1868 atlas depicts the then new railroad branch running along what was then Sutphin Place and its northerly extension to Beaver Street, it fails to show any of the changes in the 1854 lot boundaries that would have necessarily resulted from the railroad's right of way (Figure 9). The 1868 atlas depicts three structures within what it shows as lot 25. The largest of these structures appears to have been located just south of Parcel 4, and a portion of it either adjoined or lay within the parcel.

Beers' 1873 map of Jamaica Village shows the lot divisions within Parcel 1 as they are depicted on the 1870 map of property owned by Jeremiah Johnson Jr., referred to above. Parcel 1 is shown here to consist of a section of Guinzburg Avenue, eleven full lots and portions of six other lots. The 1873 map does not depict any structures within Parcel 1 (see Figure 10). The other lots within which the project area's remaining three parcels are located appear on the 1873 map much as described above on the 1868 atlas, except for the new lot boundaries created by the "South Side Railroad" branch's right of way, which had been omitted by the earlier atlas.

Property ownership within the project area's parcels 2, 3 and 4 does not appear to have changed between 1868 and 1873. The 1873 map shows parcel 2 to still form part of an undeveloped lot owned by M.L. Bryant (Figure 10). Although the 1868 atlas fails to designate all of the lots it depicts as comprising parcels 3 and 4, the property designations provided by the 1873 map most probably refer to titles established by 1868 or earlier. Aside from what is marked here as lot 24 and designated Benjamin Simmons, the remainder of the area bound by Water Street (Tuckerton Road), Catherine Street (Liberty Avenue) and Church (158th) Street (and traversed by the railroad branch) is shown to be owned by Isaac B. Rensen on the 1873 map (see Figure 10). Parcel 3 is therefore shown covering portions of lot 23 (owned by Rensen) and of the lot owned by Simmons. The 1873 map depicts two structures within Simmons' lot, suggesting that a third structure, noted above as located within parcel 3 on the 1868 atlas had been demolished by 1873 (see Figures 9 and 10). One of the two structures shown located just north of the north side of

Catherine Street was also noted on both the 1859 Walling map and the 1868 atlas. The lot's other building, also noted on the 1868 atlas, appears located within parcel 3 on the 1873 map. Due to the degree of inaccuracy inherent in these nineteenth century cartographic sources it is difficult to determine this structure's exact location. Although the 1868 atlas and the 1873 map do not provide a concurring description of this structure's location, one can nonetheless assume that the structure did lie, whether wholly or only partially, within parcel 3's northeast corner. The 1873 map shows parcel 4 covering portions of two lots owned by Remsen. Two of the three structures noted on the 1868 atlas as located to parcel 4's south appear to have been demolished by 1873, as the 1873 map shows only one of these structures, located near the northeast corner of Catherine Street and Sutphin Place (see Figure 10).

Some time between 1873 and 1891 Isaac B. Remsen purchased several other properties, including those shown as owned by M.L. Bryant and Benjamin Simmons on the 1868 atlas and 1873 map referred to above. Remsen acquired these properties so that he could use a portion of the former site of Beaver Pond as that of an ice pond. Wolverton's 1891 map of Jamaica Village depicts "I.B. Remsen's Ice Pond" as well as the structures needed for ice production and storage (see Figure 11). As illustrated by the 1891 map, Guinzburg Place had been extended, so that it ran along the pond's southern edge and then led north to join the eastern section of Catherine Street, providing an alternate route between Rockaway Turnpike (150th Street) and Sutphin Place (157th Street) (Figure 11).

Wolverton's 1891 map shows that the eastern half of Parcel 1 then comprised a part of the area covered by Remsen's ice pond. The 1891 map marks only one change regarding the lots covered by Parcel 1, west of the pond. The parcel's two southernmost lots, shown fronting Rockaway Turnpike on the 1870 and 1873 maps noted above are shown to have been joined to form one, larger lot and to contain a structure by 1891 (Figure 11). The 1891 map shows that most of parcel 2 and the western half of Parcel 3 lay within areas covered by the ice pond. The eastern portion of parcel 3 is shown here within a 1 1/4 acre lot designated J.C. Remsen. The ice house and other structures related to the industry were located within this portion of Remsen's property. One of these buildings and portions of two others (including the ice house) appear located within parcel 3 on the 1891 map. Although the more easterly of the two structures shown here on the north side of Catherine Street, appears only partially located within parcel 3, given the often quite approximate locational information provided by the nineteenth century cartographic sources, it seems safe to assume that it actually represents the same structure noted above on maps dating between 1859 and 1873 (see Figures 8-11). The 1891 map does not depict any structures within parcel 4. A southern portion of the parcel is shown to lie within a one acre lot designated S. Ryder. Several structures including a series of row houses fronting Catherine Street, are shown within this

lot, south of parcel 4.

An 1895 bird's eye view of Jamaica provides an interesting portrayal of the project area and its general locality (see Figure 12). Unfortunately, this depiction cannot be considered a totally accurate representation of the area, as it tends to both exaggerate and omit information. The view illustrates what it refers to as "Remsen's Lake" and depicts some of the structures noted on maps discussed above. The structure noted above as located within parcel 1 on the 1891 map is shown here as a three-story building. Just northeast of this building, a smaller structure is shown, apparently located at the southwest edge of the pond. As neither the earlier nor later cartographic sources examined show a structure at this location and, as West Catherine Street is not clearly indicated on the 1895 bird's eye view, it is probable that this structure was actually located outside parcel 1, to its north.

In regards to the project area's three remaining parcels the 1895 pictorial view notes the existence of structures only within parcel 3. A building is shown fronting Catherine Street, of two or two-and-a-half stories. This would appear to probably represent the structure noted within parcel 3 on early cartographic sources (Figures 8-12). Two to three other structures are also depicted within parcel 3 on the 1895 view. These structures are not clearly defined and their depiction is difficult to read, though they do not appear to represent the structures depicted within this lot on the 1891 atlas, described above. Two large structures are shown to the north of parcel 1, presumably representing Remsen's ice houses (Figure 12).

In 1898 a survey was made of the lots owned by Isaac B. Remsen, indicating that he had at that time decided to sell off parts of his property surrounding the Pond that were not needed in his ice production and storage operations (see Figure 13). The 1898 survey of lots belonging to Isaac Remsen, filed at the County Clerk's Office June 26, 1899 (no. 444), shows that Remsen then owned several properties along Beaver Street, Rockaway Road (150th Street), Church Street (158th Street) and the easterly extension of Guinzburg Place. Parcel 1 is shown to be still owned, in part, by Johnson. The 1898 survey depicts structures within and to the north of parcel 3 (Figure 13). The two structures shown to the north of Parcel 3 appear to represent the large ice houses depicted on the 1895 bird's eye view noted above. The 1898 survey depicts four structures within Parcel 3. Three of these are located within the parcel's northeastern portion and probably represent sheds and offices. The structure shown fronting Catherine Street would appear to represent the structure noted within parcel 3 on earlier maps and built some time between 1854 and 1859. The 1898 survey does not depict structures within the project area's other parcels. The absence of such structural information is, in the case of this property map, not considered negative evidence as the depiction of areas covered by parcels 2 and 4 intended here to illustrate their subdivision into lots for sale



and not concerned with the representation of structures within them. As the portion of parcel 1 which lay to the pond's west did not form part of Remsen's property, the property map was casually unconcerned with the depiction of lots and structures within it.

The early twentieth century cartographic sources examined show that Remsen's Ice Pond was filled some time between 1907 and 1909 (Figures 14 and 15). Hyde's 1907 Atlas of the Borough of Queens depicts Remsen's Pond and shows that the operations there were then run by the "Consolidated Ice Company" (Figure 14). Bromley's 1909 Atlas indicates that the pond had been filled by that date (Figure 15). Cartographic sources dating between 1907 and 1913 indicate that the early structure noted as located within parcel 3 on earlier maps and atlases, near the north side of Catherine Street, remained standing during that period. This structure, possibly built during the late 1850s, was apparently demolished some time between 1913 and 1925, as it is not depicted on the 1925 Sanborn Insurance Maps of Queens. Other structures shown within and near to parcel 3 on these early twentieth century cartographic sources appear to have been frame structures serving the storage and office needs of the ice companies, built during the 1890s and later.

Atlases depicting Jamaica between 1907 and 1913 show that during this period lots comprising parcels 1 and 4 became more developed. Lot divisions within these parcels were redefined and several structures built within them (see Figures 14 and 15). The structure noted within parcel 1 on Wolverton's 1891 map and the 1895 bird's eye view is also shown on these early twentieth century atlases. On the Hyde 1907 and 1913 atlases this structure is shown to contain two stores fronting Rockaway Turnpike (150th Street). Lot divisions and building within parcel 2 does not appear to have occurred until after 1925.

Section 128 of the "Final Maps of the Borough of Queens" (1916) show the modern day lay out of streets which bound the project area (see Figure 16). It illustrates the widening of Catherine Street (Liberty Avenue) and the construction of Blakely Street (157th Street). The topographical information provided by this map is of particular interest, as it gives us an indication of the extents of both the "Beaver Pond" of colonial days as well as of Remsen's late nineteenth century pond. The twenty foot contour line appears to follow the approximate edge of Remsen's Pond, while the twenty-five foot contour line that of the old Beaver Pond. Filling necessitated by street widenings and the railroad bed built along the eastern side of what is now 157th Street is a factor which must also be taken into consideration and this slightly limits the reconstruction of the original dimensions of these two bodies of water as indicated by the 1916 map (see Figure 16).

In an attempt to learn more about the persons noted as property owners of the lands comprising the Honeywell Farms development project area on

the nineteenth century maps and atlases discussed above, some census records and directories of Jamaica were examined. For the most part, this search proved to be of limited value. The 1850 Census of Queens County, New York does not show listings for any of the names which appear on cartographic sources dating between 1868 and 1891. An examination of the nineteenth century census records generally proved to be too time-consuming and confusing to be useful in this instance. As these census records do not provide addresses for the individuals listed, but proceed in an unknown order of visitation, even if, after scanning hundreds of pages of listings, one does find a name corresponding to the last name and first initial of a person noted as a property owner within the project area it is not always possible to determine whether the listing does in fact relate to the person under study. For example, the 1890 census population schedules for Jamaica lists two persons by the name of Stephen Ryder, one a sixty-two year old "Dealer in Hides"; a listing is also provided for a Sarah Ryder, a thirty-seven year old housekeeper. Without indications of residential or business addresses, it is not possible to determine which of these Ryders, if any, may represent the S. Ryder shown as owning a portion of parcel 4 in 1891 (Figure 11).

Directories of Jamaica, often including residential directories, proved to be of more use in this search. Trow's 1898 Business and Residential Directory of the Borough of Queens lists a Stephen Ryder, clerk, resident at 98 Union Hall Street (Trow 1898:75). Morris' 1921 directory also lists Stephen Ryder at the same address and as retired (Morris 1921:202). Although these references post-date the 1891 cartographic reference to S. Ryder, it is likely that they relate to the same person. As the 1898 map of Remsen's property (Figure 13) indicates that property owned by Ryder in 1891 had become that of Remsen the residential address provided for Stephen Ryder in the abovementioned directories does not in itself pose a problem.

The directories examined, dating between 1868 and 1921, do not show any listings for Jeremiah Johnson, Jr., noted above as owning lands within and adjacent to parcel 1 (1870 property map, no. 667 and Figure 13). Benjamin Simmons, who is shown owning part of parcel 3 on maps dating to 1868 and 1873, and M.I. Bryant, shown as the owner of lands covered by parcel 2 on the same maps, are also not listed in the directories surveyed. Some evidence concerning the widow of L. (Lawrence) Reeve(s), whose husband had owned lands within and near to parcel 1 prior to Johnson's 1870 purchase of that property, and is discussed above.

The Remsen family in Jamaica was apparently an old and very numerous one. The family's American progenitor in Jamaica was from Westphalia and several early references to members of this family date to the 1770s (Ross 1902 I). A poll list, taken in November 1775, listing voters for and against sending representative deputies to the Provincial Congress includes twelve males of the Remsen family, all voting "no deputy"

(Calendar 1:180-186). James S. Rensen was a prominent member of this family during the mid- and late nineteenth century. Born in 1815, he was the owner of a large and well known hotel who had ten children by Mary Seaman (Munsell 1882:251). Unfortunately, it has not been possible to determine the reactions, if any, of the Isaac B. Rensen, known to have owned portions of the project area between 1868 and 1898, to the Rensens noted above.

Curtin's 1868/69 and 1869/70 directories list Isaac B. Rensen, butcher on Fulton Avenue (Jamaica Avenue), resident on Washington Street (Curtin 1868:249; Curtin 1869:271). Curtin's 1870/71 directory suggests that Rensen had changed his profession, for he is listed here as a real estate agent at the same business and residential addresses noted on the two earlier directories (Curtin 1870:275). Boyd's 1888/89 directory, which does not provide residential town directories and list only Long Island business, does not list Rensen, neither as real estate agent nor as an ice dealer. In 1898, Isaac B. Rensen is listed in Jamaica's residential directory as an ice dealer, with a business address at Catherine Street near Atlantic Avenue and a residence at 50 Bergen Avenue (Trow 1898:75). The 1898 business directory lists the Consolidated Ice Company under the category of "ice dealers," with its business address at Vernon Avenue near Flushing Avenue, Long Island City and at Catherine Street, Jamaica (op. cit.:65). This would suggest that Rensen had, by 1898, become a partner in the Consolidated Ice Company. Trow's 1912 and Morris' 1921/22 directories do not show any listings for Isaac Rensen or the Consolidated Ice Company.

## 2. THE FUTURE WITHOUT THE PROJECT

If the Honeywell Farms Dairy project is not constructed as proposed, then there will be no changes to the existing conditions of the project area. If this option is chosen then it is anticipated that there will be no impacts on any of the potential historical or archaeological resources within or adjacent to the project area.

## 3. PROBABLE IMPACTS OF THE PROJECT

### 3.1 ANTICIPATED DISTURBANCE

The proposed Honeywell Farms Dairy development project in South Jamaica, Queens County, New York consists of two phases. The four parcels studies in detail above are all included in Phase II. Phase I consists of the acquisition of seven lots along the east side of 150th Street between Quinzburg Road and South Road (Block 10112; Lots 42, 59, 60, 61, 63, 64, and 65) for the purpose of expanding existing truck and employee parking facilities. If the construction of these parking lots is limited to grading the existing surfaces in the seven lots followed by

laying down gravel and asphalt, then the anticipated impacts will be minimal. If the parking lot construction involves the removal or disturbance of soil or debris below the existing surface, then it is anticipated that impacts could occur to potential subsurface remains within these lots.

Phase II consists of the acquisition of 22 lots within four blocks located along both sides of Liberty Avenue between 150th and 158th Streets (Block 10107, Lots 137 and 142; Block 10108, Lots 301, 305, 310, 312, 314, 316, and 348; Block 10109, Lots 25, 31 and 44; Block 10110, Lots 1, 2, 3, 10, 12, 15, 19, 50, 58 and 60) as well as the demapping of portions of Tuckerton Street and Guinzburg Road for the construction of a new four story parking garage, new office facilities, a new truck maintenance area, and new truck storage. It is anticipated that all of these activities included in Phase II will impact potential subsurface resources. All of these proposed structures will require excavation or otherwise disturb subsurface deposits.

### 3.2 RECOMMENDATIONS TO FIELD ASSESS CONDITIONS

The above section of text dealing with the existing conditions has documented that the Honeywell Farms Dairy Development project area potentially may preserve archaeological evidence from the prehistoric period. This location is considered sensitive to the preservation of prehistoric archaeological remains because it is topographically similar to several locations of documented prehistoric sites. Two such sites exist within a two mile radius of the project area, and both are on relatively elevated soils near to present or former stream courses, a description which characterizes the Honeywell Farms Dairy Development site. Although no prehistoric artifacts have been reported from this location, it is our opinion that its physical condition would have been conducive to its use and/or occupation during prehistory.

The above text has also documented that the Honeywell Farms Dairy project area was the site of several historic features particularly during the 17th and 18th centuries. The Beaver Pond, the racetrack and the Public Square that surrounded it, as well as parts of the first church and graveyard in Jamaica were all within or adjacent to the project area. Evidence from these historic uses of this land may be preserved beneath the present surface.

We recommend that a Phase IB archaeological survey be undertaken within the project area to determine the presence or absence of any prehistoric or historic archaeological site(s) that may be at this location. We recommend that testing is necessary for all of the Honeywell Farms Dairy Development project area that may be impacted by the planned construction and related activities, where such testing is possible. This would be done to test the entire tract for the presence of

aboriginal occupation, as well as early historic remains dating to the 17th and/or 18th centuries. Phase IB testing is specifically recommended for the four parcels on Blocks 10107, 10108, 10109 and 10110, prior to the beginning of the second phase of construction which will impact these lots. Phase IB testing is also recommended for the two lots on Block 10112 if the proposed construction of parking facilities there will include subsurface impacts. If this is the case, then it is recommended that either subsurface testing be completed prior to the prior to the beginning of the first phase of construction, or that a professional archaeologist monitor all of the subsurface excavations associated with parking lot construction.



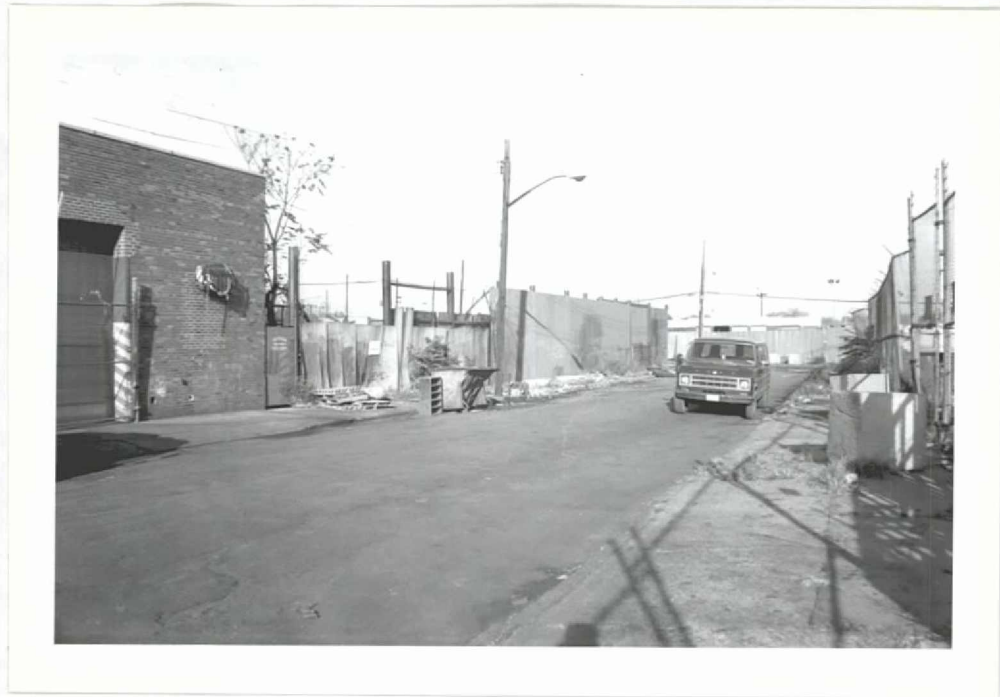


PLATE H-1: View of Guinzburg Road looking northeast with project area to the left and Tuckerton Road in the background.

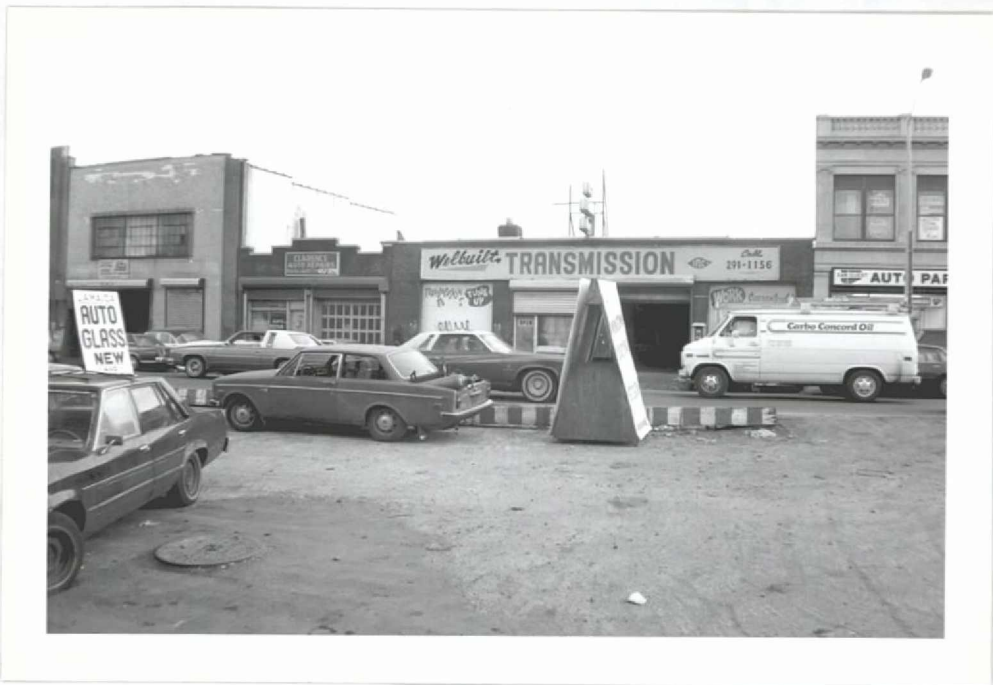


PLATE H-2: View of project area along the southeastern side of Liberty Avenue west of Tuckerton Road, looking southeast.

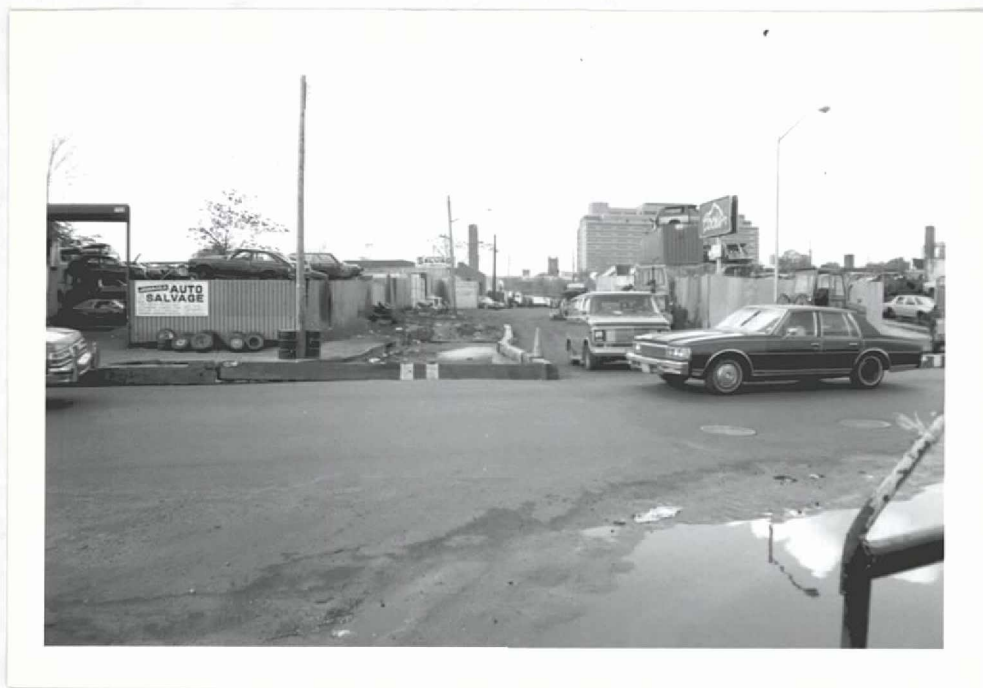


PLATE H-3: View of project area parcels to the east and west of Tuckerton Road along the northwestern side of Liberty Avenue, looking north northwest.



PLATE H-4: View of project area parcel south of 157th Street and along the northwest side of Liberty Avenue, looking north.

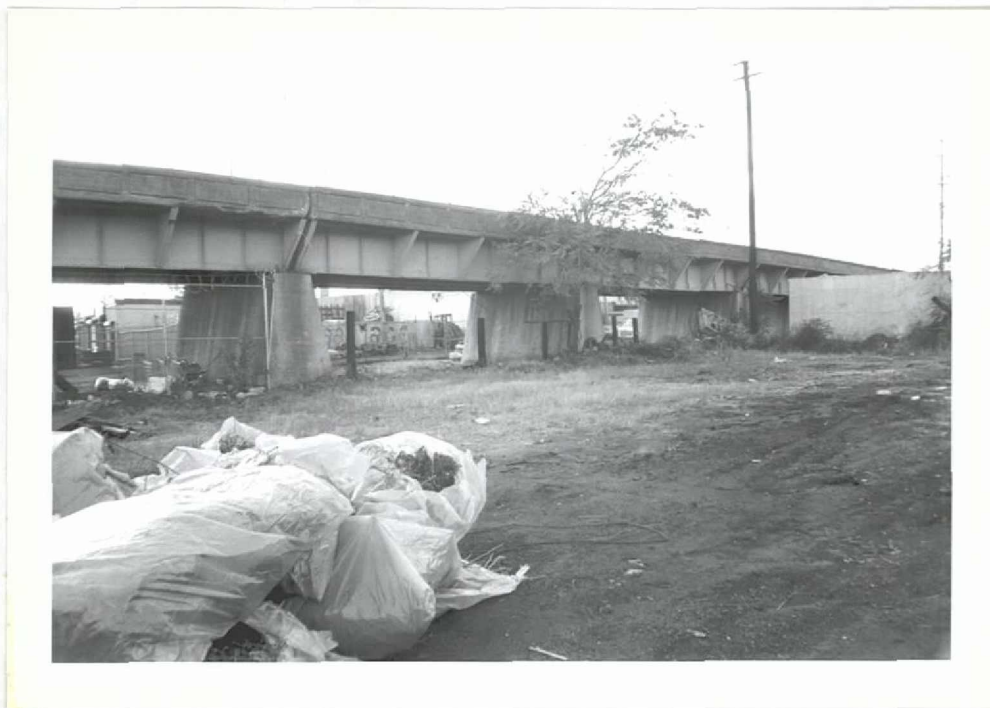


PLATE H-5: View of project area parcel along southside of 158th Street with Long Island Railroad trestle in background, looking southwest.

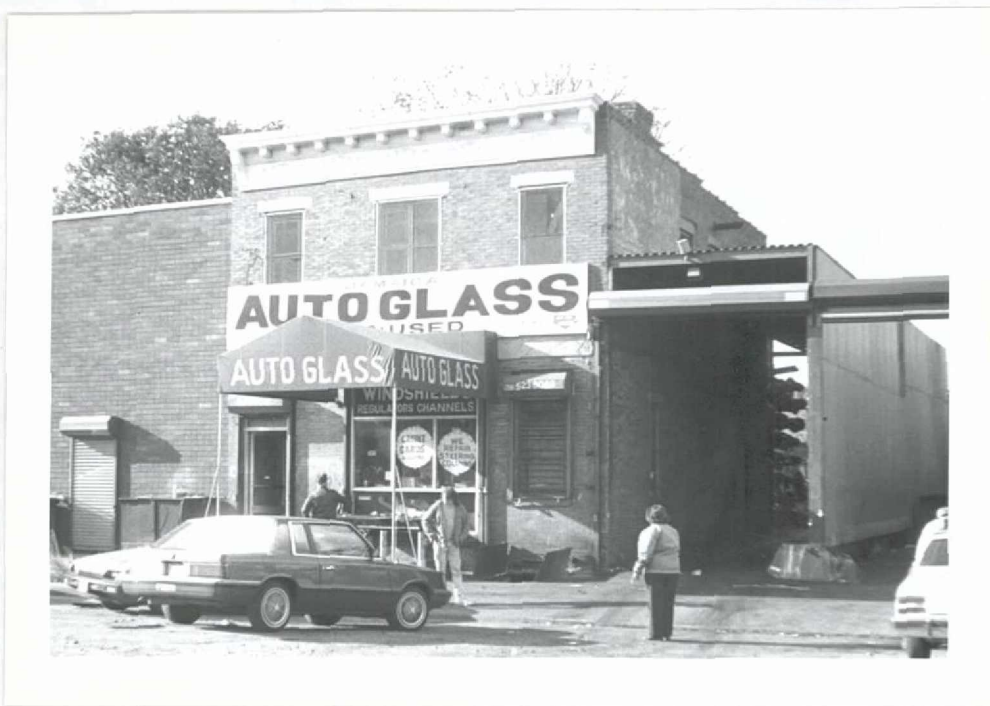


PLATE H-6: View of probable 19th century structure outside of project area on the northwest side of Liberty Avenue southwest of Tuckerton Road, looking northwest.





PLATE H-7: View of two probable 19th century structures outside of project area along the southwestern side of 158th Street, looking west.



PLATE H-8: Close up view of one of the above 19th century structures, looking south.

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1891 Jamaica Village. Plate 8 in: Atlas of Queens County, Long Island, New York.

Property surveys on file at the Topographical Bureau, Queens Borough Hall:

1854 no. 142. Map of land belonging to the Town of Jamaica commonly called "The Beaver Pond." Surveyed by Martin G. Johnson. Filed September 15, 1854.

1870 no. 667. Map of property at Jamaica, Long Island owned by Jeremiah Johnson, Jr. Allotted July 1870 by J.A. Beers C.E. Filed August 23, 1870.

1898 no. 444. Map of lots situated at Jamaica in the Fourth Ward of the Borough of Queens, City of New York, belonging to I.B. Remsen. Surveyed October 11, 1898. Filed June 26, 1899.