North/West Battery Park City Resiliency Project

Portions of Block 142, Lots 25 and 50; Block 16, Lots 3, 15, 20, 100, 125, 140, 150, 160, 225, 7501 (formerly Lot 90), 7502 (formerly Lot 95), 7505 (formerly Lot 65), 7508 (formerly Lot 50), 7509 (formerly Lot 45), and 7511 (formerly Lot 25); and Portions of Streetbeds of Greenwich, North Moore, Harrison, and Route 9A/West Streets

MANHATTAN, NEW YORK COUNTY, NEW YORK

Supplemental Phase 1A Archaeological Documentary Study

SHPO Project Review Number: 22PR07165 LPC Unique Site Identifier: 36492

Prepared for:

Battery Park City Authority 200 Liberty Street, 24th Floor New York, NY 10281



AKRF, Inc. 440 Park Avenue South New York, NY 10016 212-696-0670

DECEMBER 2024

Management Summary

| SHPO Project Review Number: | 22PR07165 |
|---|---|
| LPC Unique Site Identifier: | 36492 |
| Involved Agencies: | Battery Park City Authority New York State Department of Transportation New York State Department of Environmental Conservation U.S. Army Corps of Engineers |
| Phase of Survey: | Phase 1A Documentary Study |
| Location Information | |
| Location: Minor Civil Division: County: | Portion of the streetbed of Greenwich Street south of North Moore Street; Portion of the streetbed of North Moore Street between Greenwich Street and Route 9A/West Street; Portion of the streetbed of Harrison Street between Greenwich Street and Route 9A/West Street; Portions of the streetbed of West Street between North Moore Street and Albany Street; Portion of West Thames Street west of Route 9A/West Street; Portions of Block 142, Lots 25 and 50; Block 16, Lots 3, 15, 20, 100, 125, 140, 150, 160, 225, 7501 (formerly Lot 90), 7502 (formerly Lot 95), 7505 (formerly Lot 65), 7508 (formerly Lot 50), 7509 (formerly Lot 45), and 7511 (formerly Lot 25) New York, New York 06101 New York County |
| Survey Area | |
| Length: | Approximately 5,000 feet |
| Wiain. Area: | Approximately 1,000 leet Approximately 14 acres |
| USGS 7.5 Minute Quadrangle Map: | Jersey City |
| Report Author: | Elizabeth D. Meade, PhD Registered Professional Archaeologist 16353 |
| Date of Report: | December 2024 |

North/West Battery Park City Resiliency Project—Supplemental Phase 1A Archaeological Documentary Study

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Chapter 1:

Introduction and Methodology

A. INTRODUCTION

The Battery Park City Authority (BPCA) is proposing the North/West Battery Park City Resiliency Project (NWBPCR Project) to provide coastal flood protection for Battery Park City (BPC) and surrounding areas of Lower Manhattan (see **Figure 1**). The Proposed Project is intended to protect against coastal storm events and predicted future more intense storms, taking into account climate change and sea level rise, and to reduce coastal storm impacts to residential populations, commercial business, and critical transportation systems. The proposed flood protection is functionally independent from but would connect with the South BPC Resiliency Project (SBPCRP).

The Proposed Project would require permits and approvals from several city, state, and federal agencies. The Proposed Project is therefore subject to the New York State Environmental Quality Review Act (SEQRA) the National Environmental Policy Act (NEPA), and Section 106 of the National Historic Preservation Act ("Section 106"). BPCA is serving as lead agency for the environmental review of the above-referenced action. As a state action taking place within New York City, the methodologies for assessing environmental impacts are based on SEQRA and 2021 *City Environmental Quality Review (CEQR) Technical Manual* guidelines.

Pursuant to CEQR, consultation was initiated with the New York City Landmarks Preservation Commission (LPC) regarding the Project Area's potential archaeological sensitivity. In a comment letter issued on July 18, 2022, LPC determined that the Project Area is potentially archaeologically significant in association with its Indigenous occupation in the precontact period. LPC requested that an archaeological documentary study be prepared to further clarify its archaeological sensitivity. Consultation was also initiated with the New York State Historic Preservation Office (SHPO) pursuant to Section 106. In a comment issued through the New York State Cultural Resource Information System (CRIS) on October 11, 2022, SHPO also requested a Phase 1A Archaeological Documentary Study ("Phase 1A Study") of the Project Area to confirm its archaeological sensitivity. A Phase 1A Study of the Project Area as then delineated was prepared by AKRF in November 2022. In comment letters issued November 29, 2022, and December 9, 2022, LPC and SHPO, respectively, concurred with the conclusions and recommendations of the Phase 1A Study.

This Supplemental Phase 1A Archaeological Documentary Study ("Supplemental Phase 1A Study") has been prepared to address project design changes that have occurred since the preparation of the Phase 1A Study in November 2022. As a result of these revisions, the Project Area has been refined, and some areas identified as archaeologically sensitive in the Phase 1A Study are no longer part of the Project Area while additional areas that have not yet been analyzed have been added to the Project Area. This Supplemental Phase 1A Study clarifies the areas of archaeological sensitivity for the revised Project Area as described in the following section and depicted on **Figure 2**. This Supplemental Phase 1A Study and relies on the same background research and contextual information, including historical cartographic research (see **Figures 3 and 4**). This Supplemental Phase 1A Study therefore only includes information relevant to justify any revisions to the areas of archaeological sensitivity are presented on **Figure 5**.

B. DEFINITION OF REVISED PROJECT AREA

The Project Area as defined herein and depicted in the accompanying figures encompass all possible areas of subsurface disturbance within the Project Area based on design changes that have occurred between November 2022 and December 2024 (see **Figure 2**). The following streetbeds and tax lots are included within the revised Project Area:

- Portion of the streetbed of Greenwich Street south of North Moore Street;
- Portion of the streetbed of North Moore Street between Greenwich Street and Route 9A/West Street;
- Portion of the streetbed of Harrison Street between Greenwich Street and Route 9A/West Street;
- Portions of the streetbed of Route 9A/West Street between North Moore Street and Chambers Street and along isolated areas between Chambers Street and Albany Street;
- Portions of Block 142, Lots 25 and 50; and
- Portions of Block 16, Lots 3, 15, 20, 100, 125, 140, 150, 160, 225, 7501 (formerly Lot 90), 7502 (formerly Lot 95), 7505 (formerly Lot 65), 7508 (formerly Lot 50), 7509 (formerly Lot 45), and 7511 (formerly Lot 25).

A. INTRODUCTION

As a result of the project design changes that occurred subsequent to the preparation and approval of the November 2022 Phase 1A Study, the Project Area has been revised. While in many portions of the Project Area, the limits of disturbance have been reduced, in limited areas, the limits of disturbance have been expanded to include areas that were not previously analyzed in the November 2022 Phase 1A Study. In locations where the revised Project Area is smaller than the Project Area as previously analyzed, areas of archaeological sensitivity have been adjusted as indicated on **Figure 5**.

B. CONCLUSIONS OF THE NOVEMBER 2022 PHASE 1A STUDY

The archaeological sensitivity of the areas that have been added to the Project Area are analyzed in this chapter using the methodologies employed for the November 2022 Phase 1A Study. The conclusions of the November 2022 Phase 1A Study are presented below. These conclusions also apply to the revised study area and were used to inform the likelihood of the existence of additional areas of archaeological sensitivity as documented in the Section C below.

PREVIOUS DISTURBANCE

The Project Area has been subject to three centuries of landscape modification, as it changed from an inundated section of the Hudson River to an industrial waterfront and then again into a residential community. In the location of North Moore Street between Washington and Greenwich Streets—the only portion of the Project Area that was dry land by the 17th century—disturbance has occurred as a result of the construction and demolition of 18th century industrial buildings and later the construction and maintenance of North Moore Street.

In waterfront areas, disturbance occurred as a result of the landfilling process and the construction of a working waterfront. Such disturbance could have included dredging of the river bottom and slips to permit the passage of increasingly large ships. Additional disturbance would have occurred as a result of the construction of piers and wharves, which often involved driving piles into the river bottom to anchor waterfront structures. Many older piers and docks were replaced with more modern facilities in the late 19th and 20th century, resulting in further disturbance. However, the extent to which older pier structures and pilings were entirely removed is unclear, and the possibility remains that older waterfront structures were incorporated into later replacements or otherwise left in place.

Due to this history of disturbance, all streetbeds within the Project Area were assumed to be disturbed to a depth of at least 2 feet below the ground surface as a result of the installation of extensive networks of utilities, including water, sewer, gas, and electric and telecommunications lines in addition to other subsurface vaults, conduits, catch basins, fire hydrants, and street lighting connections. However, streetbeds may include undisturbed areas that do not contain utility lines or feature large gaps between existing utility lines. For the purpose of this analysis, it was assumed that the locations of any existing utilities would be considered to be disturbed from the ground surface to a depth of 1 to 2 feet below the bottom of the utility line and to a distance of 1 to 2 feet on either side, beyond the outer edges of each utility line, to represent the trench likely dug as part of the line's installation. Any location where no utilities was considered to be

undisturbed. Those locations beneath the disturbed portions of existing utility trenches were also considered undisturbed in areas that have not experienced landscape modification.

PRECONTACT SENSITIVITY ASSESSMENT

The precontact sensitivity of project sites in New York City is generally evaluated by a site's proximity to level slopes (less than 12 to 15 percent), watercourses, well-drained soils, and previously identified precontact archaeological sites (NYAC 1994). The Project Area was historically inundated, and only a small portion in the vicinity of North Moore and Greenwich Streets is known to have been dry, habitable land prior to the initiation of landfilling efforts along the Hudson River coast. Other coastal precontact archaeological sites have been identified in Lower Manhattan, and the Project Area was situated near waterfront bluffs in close proximity to fresh- and saltwater resources provided by the Hudson River and nearby marshes. The area was therefore likely to have been utilized by Indigenous populations for resource exploitation if not for long- or short-term occupation. However, despite the high likelihood that Native Americans utilized the land across the project corridor, precontact period archaeological sites are typically found at shallow depths, within the top 5 feet of the original ground surface. Given the extent of development and landscape modification on the Project Area during the 19th and 20th centuries, much of the pre-development ground surface was likely destroyed as a result of development between the 18th and 19th centuries. The Project Area was therefore determined to have low sensitivity for precontact archaeological resources.

The portions of the Project Area that were part of the Hudson River proper to landfilling efforts could have been dry and habitable land prior to the rise of sea levels thousands of years ago. Previous archaeological investigations (HCI 1983; Hartgen and HPI 1990) determined that deeply buried landforms are present within the streetbed of Route 9A/West Street at depths greater than 30 to 60 feet below what was the ground surface before modern Route 9A was constructed. In 1990, as a result of the impacts disclosed as part of the Route 9A reconstruction project, it was determined that an archaeological investigation of deeply buried landforms would be impractical. However, subsurface impacts for the current NWBPCR Project could impact depths greater than 30 to 60 feet in limited locations.

HISTORIC SENSITIVITY ASSESSMENT

The Project Area's historical development extended gradually westward, with different portions of the Project Area being filled and occupied at different times. The Project Area is sensitive for two types of historical archaeological resources associated with 18th century industrial uses in the portion that was originally fast land in the vicinity of North Moore and Greenwich Streets, and for 18th through mid-19th century resources associated with landfilling.

The portion of the Project Area in the vicinity of North Moore Street between Washington and Greenwich Streets was the site of an 18th century foundry as depicted on the 1776 Ratzer map (see **Figure 3**). The streetbeds of North Moore and Greenwich Streets appear to have been constructed by the late 18th century and have been maintained as active roads since that time. Historical maps suggest that within the Project Area, these streets have maintained the same widths¹ and approximately the same surface elevation (with potential increases of 1 to 2 feet) since the mid- to late-19th century. Washington Street historically passed through the Project Area but has since been demapped. Undisturbed portions of this streetbed could contain archaeological resources associated with the 18th century foundry located in this area before North Moore Street was constructed. Therefore, this portion of the Project Area was determined to have low to moderate sensitivity for archaeological resources dating to the 18th century and earlier (see **Figure 2**).

¹ The streetbed of North Moore Street between West and Greenwich Streets was widened to the north by approximately 15 feet, but the southern line (including the portion of the streetbed included within the Project Area) has not been altered.

Landfill and landfill-retaining structures became standardized beginning in the mid-19th century. As such, landfill deposits pre-dating 1850 have significantly higher archaeological research value and provide greater insight into historical land-making technology. While many of the older waterfront structures may have been removed as part of the construction of later, more modern pier structures, the extent to which older structures were entirely removed is unknown. As described previously, intact segments of the historic Hudson River Bulkhead—which is eligible for listing on the State and National Registers of Historic Places—have been documented along Route 9A/West Street within and in the vicinity of the Project Area. Those portions of the Project Area that were developed with landfill or waterfront structures (e.g., wharves, piers, or docks) prior to 1850 were therefore determined to have moderate sensitivity for historical landfill-retaining structures and landfill deposits.

C. REVISED SENSITIVITY DETERMINATIONS FOR THE EXPANDED PROJECT AREA

EXPANDED PROJECT AREA WITHIN NORTH MOORE AND GREENWICH STREETS AND PORTIONS OF BLOCK 16, LOTS 25 AND 50

The November 2022 Phase 1A Study analyzed a portion of the streetbed of North Moore Street between Route 9A/West Street and Greenwich Street and a portion of the streetbed of Greenwich Street between North Moore Street and a point approximately 67 feet to the south. The eastern half of this section of North Moore Street and Greenwich Streets were the only portions of the Project Area that were not entirely located on anthropomorphic landfill. As such, the eastern half of that portion of the streetbed of North Moore Street that was located within the Project Area and all of that portion of Greenwich Street that was located within the Project Area were identified as sensitive for archaeological resources associated with the historic period usage of those streets. The western half of that portion of North Moore Street located within the Project Area was identified as sensitive for archaeological resources associated with landfilling efforts completed before 1850.

The Project Area within North Moore and Greenwich Streets has been expanded to the north and east as a result of project design changes. The revised Project Area also includes small portions of the adjacent properties on Block 16, Lots 25 and 50. Lot 25 is currently developed with a 39-story residential development complex, and Lot 50 is developed with a portion of the campus of the Borough of Manhattan Community College (BMCC). The revised Project Area includes an additional 20 to 30 feet of the streetbeds of North Moore and Greenwich Streets. Since these added portions of the streetbeds share the same development histories of the areas analyzed in the November 2022 Phase 1A Study, as a result of this supplemental analysis, they are determined to have sensitivity for the same resources as identified in that Phase 1A Study (see Figure 5).

The small portions of Block 16, Lot 25, on the south side of North Moore Street now included in the Project Area would have been heavily disturbed as a result of the construction of the 39-story residential development complex currently located on that parcel. Those portions of the Project Area situated within Lot 25 are therefore determined not to be archaeologically sensitive.

Finally, the revised Project Area includes small portions of Block 16, Lot 25 to the east of Route 9A/West Street. The November 2022 Phase 1A Study identified portions of this area as sensitive for deeply buried archaeological resources associated with landfill and landfill-retaining structures constructed before 1850. The Phase 1A Study concluded that those resources may be deeply buried and could therefore have survived intact despite subsequent development. The expanded portions of the Project Area adjacent to these areas of archaeological sensitivity share the same development histories as the locations analyzed in the November 2022 Phase 1A Study (see **Figures 3 and 4**). Therefore, the expanded Project Area is also determined to be sensitive for landfill-related archaeological resources pre-dating 1850 (see **Figure 5**).

EXPANDED PROJECT AREA WITHIN HARRISON STREET

The November 2022 Phase 1A Study analyzed the archaeological sensitivity of an approximately 15-foot portion of the streetbed of Harrison Street east of the line of Route 9A/West Street. This area was identified as sensitive for landfill-related archaeological resources dating to before ca. 1850.

The revised Project Area now includes a segment of Harrison Street extending approximately 130 feet east of Route 9A/West Street. As shown on the 1776 Ratzer map depicting conditions ca. 1767 (see **Figure 3**), the expanded Project Area includes a portion of Harrison Street that was historically occupied by a sandy beach situated along what was originally Manhattan's coastline. By the publication of the 1797 Taylor Roberts map, the area had been landfilled, and the line of Harrison Street was constructed. This portion of the Harrison Street streetbed is therefore determined to be sensitive for archaeological resources associated with the 18th century landfilling process.

EXPANDED PROJECT AREA WITHIN WEST STREET/ROUTE 9A

The study area analyzed in the November 2022 Phase 1A Study included a limited portion of the streetbed of Route 9A/West Street between Harrison and Chambers Streets and between Chambers and Albany Streets. These areas were identified as sensitive for archaeological resources associated with the pre-1850 landfilling of Manhattan's western coastline. The expanded Project Area in this location includes additional area in and around the previously identified areas of archaeological sensitivity. Historical maps published between the 1790s and 1850s depict the gradual filling of this area. The 1852 Dripps map (see **Figure 4**) depicts the piers, wharves, and bulkheads that were constructed through this portion of the revised Project Area analyzed in November 2022. Therefore, the expanded portions of the Project Area within this portion of Route 9A/West Street adjacent to areas previously identified as archaeologically sensitive are also determined to be sensitive for archaeological resources associated with landfill constructed before ca. 1850 as shown on **Figure 5**.

EXPANDED PROJECT AREA WITHIN WEST THAMES STREET AND PART OF BLOCK 16, LOT 7508

This portion of the revised Project Area was not included in the November 2022 Phase 1A Study. Block 16, Lot 7508 (formerly Lot 50) is developed with a 44-story residential building constructed in 1987. To the east of the building, the lot is developed with an adjacent park/open space, a portion of which is included within the revised Project Area.

The 1776 Ratzer, 1797 Taylor Roberts, and 1836 Colton maps of Manhattan depict this area as entirely inundated by the Hudson River. By the publication of the 1852 Dripps map (see **Figure 4**), a pier identified on the map as Pier 6 had been constructed through that portion of the Project Area located in the vicinity of Block 16, Lot 50 and West Thames Streets. Therefore, the central area of this portion of the revised Project Area—a piece of land through which a pier ran in the mid-19th century, is determined to be sensitive for archaeological resources associated with landfill and waterfront structures constructed before the mid-19th century.

EXPANDED PROJECT AREA WITHIN PORTION OF BLOCK 16, LOTS 100, 210, 225, 7501, AND 7502

The expanded Project Area includes small portions of Block 16, Lots 100, 210, 225, 7501 (formerly Lot 90), and 7502 (formerly Lot 95) within Battery Park City that were not included within the study area of the November 2022 Phase 1A Study. As shown on the 1852 Dripps map (see **Figure 4**), these areas were inundated by the Hudson River in the mid-19th century. These portions of the Project Area are therefore

determined not to contain landfill predating the mid-19th century and are not considered archaeologically sensitive.

EXPANDED PROJECT AREA WITHIN SOUTH END AVENUE; WEST 3RD STREET; 1ST PLACE; AND PART OF BLOCK 16, LOTS 15, 20, AND 7511

The expanded Project Area includes small portions of the streetbed of South End Avenue and West 3rd Street as well as small sections of Block 16, Lots 15, 20, and 7511 (formerly Lot 25) southeast of South End Avenue. These newly added areas are adjacent to an area that was identified in the November 2022 Phase 1A Study as archaeologically sensitive due to the presence of landfill deposits and landfill-retaining structures that predate the mid-19th century. The small areas included in the expanded Project Area were developed with the same landfill deposits and waterfront structures documented previously. As such, the areas of archaeological sensitivity in this portion of the Project Area have been expanded to include the newly added portions of the Project Area. A small area west of the area of archaeological sensitivity within what is now the streetbed of 1st Place is not considered to be archaeologically sensitive because it did not include landfill deposits or waterfront structures before ca. 1850.

EXPANDED PROJECT AREA WITHIN PORTIONS OF BLOCK 16, LOT 3

The expanded Project Area includes several small locations situated within Block 16, Lot 3 but outside the study area analyzed in the November 2022 Phase 1A Study. The majority of these were inundated by the Hudson River until after the mid-19th century and are therefore not determined to be archaeologically sensitive. These areas include:

- An area near the intersection of Chambers Street and River Terrace;
- An area within River Terrace west of the terminus of Warren Street;
- An area within River Terrace northwest of the terminus of Murray Street;
- An area near between the southern terminus of River Terrace and Vesey Street;
- Two small areas in the vicinity of the two branches of Rector Place and the island median formed by the streetbeds; and
- An area near the circular path of the western end of West Thames Street;

In the area east of the North Cove Marina and west of the southwest corner of Block 16, Lot 125, a small area of the expanded Project Area extends to the north of the previously analyzed study area. This portion of the expanded Project Area is adjacent to an area previously identified as sensitive for resources associated with landfill created before the mid-19th century. The expanded Project Area has been developed with the same or similar landfill-retaining structures and waterfront structures as previously documented in this area. The area of archaeological sensitivity has therefore been expanded to include the newly added portion of the Project Area in this location.

A. CONCLUSIONS

As part of the background research for this Supplemental Phase 1A Archaeological Documentary Study, the archaeological sensitivity of all portions of the revised Project Area situated outside of the study area analyzed in the November 2022 Phase 1A Study was assessed. The newly added areas included small areas adjacent to the study area analyzed in the Phase 1A Study. Any areas that were adjacent to previously identified areas of archaeological sensitivity and which featured the same development histories as previously documented were likewise characterized as archaeologically sensitive as shown on **Figure 5**. Any newly added portions of the Project Area that are located on landfill constructed after the mid-19th century are determined to have no archaeological sensitivity.

B. RECOMMENDATIONS

The November 2022 Phase 1A Study recommended further archaeological analysis to confirm the presence or absence of archaeological resources within the Project Area owing to the identified historic period archaeological sensitivity of the Project Area and the potential for it to contain deeply buried landforms with potential precontact archaeological sensitivity. The recommendations also applied to the revised Project Area as analyzed in this Supplemental Phase 1A Study.

As recommended in the November 2022 Phase 1A Study, potential precontact landforms initially identified as a result of a review of soil borings in the early 1980s are buried at depths of 30 to 60 feet or more beneath the Project Area. The Phase 1A Study recommended a geomorphological analysis of the Project Area to revise and update the conclusions of the previous investigation and to determine if the construction of the Proposed Project would impact intact archaeologically sensitive landforms. This investigation was also recommended for all locations within the Project Area where subsurface impacts would extend to depths greater than 30 feet below the ground surface. A Work Plan outlining the scope of work for the geomorphological investigation was prepared by AKRF in March 2023. In comment letters issued March 23, 2023, and March 30, 2023, LPC and SHPO, respectively, approved the Work Plan. The geomorphological investigation commenced in the summer of 2023 and involved the monitoring of soil borings that were being completed to provide information required to inform the design of the Proposed Project. The analysis of soils samples and reporting is currently underway. The study area for the geomorphological investigation included the broader vicinity surrounding the Project Area and minor expansions to the areas already identified as archaeologically sensitive (see Figures 2 and 5). As such, no changes have been recommended to the scope of work for the on-going geomorphological investigation based on the revisions to the Project Area.

The November 2022 Phase 1A Study recommended additional archaeological analysis of areas of historic period or landfill archaeological sensitivity that would be impacted by the Proposed Project to depths of greater than 2 feet. This additional analysis would be completed in the form of a Phase 1B Archaeological Monitoring Investigation. The monitoring would occur during the excavation of undisturbed areas that would be completed for the construction of the NWBPCR Project both in the area of 18th century archaeological sensitivity identified on North Moore Street between Washington and Greenwich Streets and in the locations that found to be sensitive for pre-1850 landfill. It is recommended that the Phase 1B Archaeological Monitoring occur in the revised areas of archaeological sensitivity as shown on **Figure 5**.

Any areas previously identified as archaeologically sensitive that have been removed from the Project Area would no longer require archaeological monitoring. The Phase 1B Archaeological Monitoring should be completed in coordination with LPC and SHPO. Prior to the completion of the archaeological monitoring, an Archaeological Work Plan outlining the proposed analytical strategy(ies) and scope(s) of work should be completed and submitted to LPC and SHPO for review and concurrence.

| AKRF, Inc. 2022 | "North/West Battery Park City Resiliency Project: Portions of Block 142, Lots 25 and 50; Block 16, Lots 3, 12, 15, 20, 70, 100, 120, 125, 140, 150, 160, 210, 215, 225, 7501 (formerly Lot 90), 7502 (formerly Lot 95), 7505 (formerly Lot 65), 7509 (formerly Lot 45), and 7511 (formerly Lot 25); and Portions of Streetbeds of Greenwich, North Moore, Harrison, and Route 9A/West Streets; Manhattan, New York County, New York: Phase 1A Archaeological Documentary Study." Prepared for: Battery Park City Authority; New York, NY. |
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| 2023 | "North/West Battery Park City Resiliency Project: Portions of Block 142, Lots 25 and 50; Block 16, Lots 3, 12, 15, 20, 70, 100, 120, 125, 140, 150, 160, 210, 215, 225, 7501 (formerly Lot 90), 7502 (formerly Lot 95), 7505 (formerly Lot 65), 7509 (formerly Lot 45), and 7511 (formerly Lot 25); and Portions of Streetbeds of Greenwich, North Moore, Harrison, and Route 9A/West Streets; Manhattan, New York County, New York: Work Plan for Geomorphological Investigation." Prepared for: Battery Park City Authority; New York, NY. |
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Figures



USGS Topographic Map – Jersey City Quadrangle



Old Project Area

 \square

Location of Recommended Geomorphological Analysis Where Project Impacts are Greater than 30 feet in Depth

Areas sensitive for pre-1850 landfill resources in undisturbed areas

Areas with historic period sensitivity in undisturbed areas





1,000 FEET





Project Area

1852 Dripps Map Figure 4

NORTH/WEST BATTERY PARK CITY RESILIENCY



Project Area



Location of Recommended Geomorphological Analysis Where Project Impacts are Greater than 30 feet in Depth

Areas sensitive for pre-1850 landfill resources in undisturbed areas

Areas with historic period sensitivity in undisturbed areas