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PHASE IA ARCHAEOLOGICAL/HISTORICAL
SENSITIVITY STUDY

HUDSON, CHAMBERS & READE STREETS
MANHATTAN, NEW YORK

CEQR # 87-267M

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INTRODUCTION

The purpose of this Phase IA Sensitivity Study is to document the potential prehistoric and historic sensitivity of the parcel at Hudson, Chambers & Reade Streets in Manhattan, New York through the review of existing archival, cartographic and published references, ~~and then to make recommendations regarding possible further testing.~~ 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evaluating any identified resources within the parcel itself, this survey shall include a synthesis of published and unpublished prehistoric and historic resources in the immediate locality surrounding the project area.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 lot 5 within block 140, which is located at the southwest corner of Reade and Hudson Streets in Manhattan, New York City. The project area has a frontage of approximately 98 feet along Reade Street, approximately 85 feet on Hudson Street, and extends south across the block to a frontage of about 75 feet on Chambers Street. See Figure 1.

PREHISTORIC SENSITIVITY

As part of the project evaluation process, this sensitivity study has surveyed published and unpublished resources in the files of the N.Y.S. Museum Division of Historical and Anthropological Services, the Research Branch of the N.Y. Public Library, and the Historic Preservation Field Services Bureau of the N.Y.S. Office of Parks, Recreation and Historic Preservation.

The only two confirmed prehistoric sites located within 2 miles of the project are New York State Museum Site Numbers 4059 and 4060. The sites were reported by former N.Y.S. Archaeologist Arthur C. Parker, who described them both as villages. Unfortunately, no description of artifacts recovered is included, so assignation of date range or cultural affiliation is not possible (Parker 1922). Judging from Parker's description of these sites as villages, it is probable that they date to the Woodland period, but no information exists to confirm this. Both are located close to the only substantial fresh water course that could be documented within the two mile search radius, the former stream that ran near the present course of Canal Street. See Figure 2 for the location of these sites relative to the project area.

The only other locations within 2 miles of the project area that may have supported prehistoric occupation are suggested on the basis of linguistic evidence by Robert Steven Grumet in his book Native American

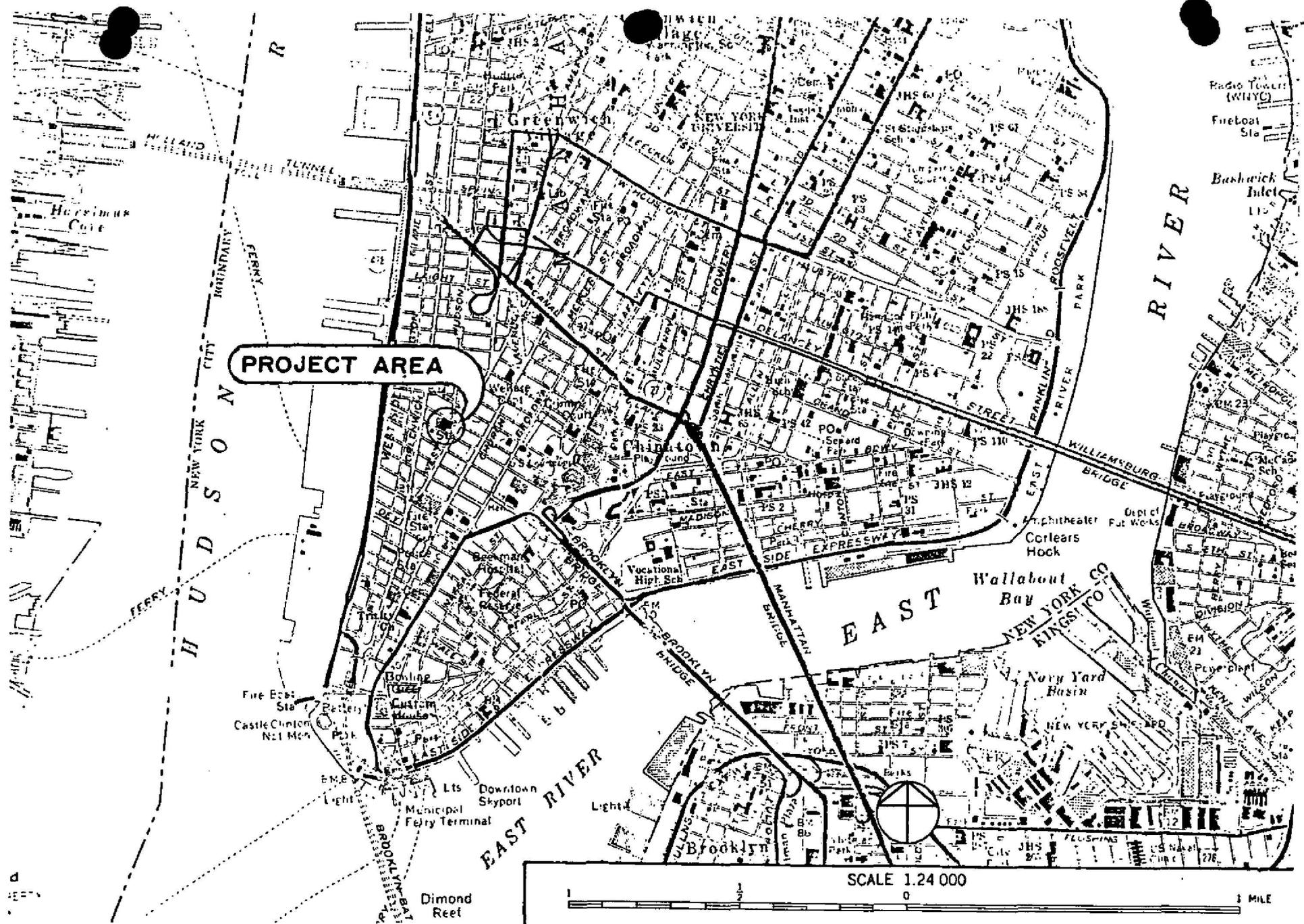


Figure 1: Project Area shown on portions of U.S.G.S. 7.5 minute series Jersey City, New Jersey - New York and Brooklyn Quadrangles.



Figure 2: Prehistoric Sites located within two miles of Project Area in Manhattan.

Place Names in New York City. This work provides the name "Sapohanikan" for an area north of Houston Street and south of West 14th Street in western Greenwich Village. Grumet notes a habitation site and cultivated fields here, which indicate an occupation during the Woodland Period. The location of this settlement and its associated fields is shown in Figure 2 as two ovals with grey shading. Grumet supplies several other native place names within two miles of the project area, but these evidently refer to geographic features and not settlements (Grumet 1981).

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 the water and food supplies of both systems.

This survey has documented the recorded or published location of 2 prehistoric archaeological sites within 2 miles of the West 12th Street project area. Neither of the locations are within or immediately adjacent to portions of the project area. Both sites are near a former stream course. No evidence exists for any stream course on or adjacent to the project area. As will be discussed below in the section on Historic Sensitivity, the project area lies between the original high and low water lines for this section of the Hudson River shore (see Figure 6). Since no fresh water resources are indicated for this location, it would appear that the project area is unlikely to preserve evidence of prehistoric occupation.

HISTORIC OVERVIEW

17th and 18th Centuries:

The project area was part of an approximately 62 acre farm north of the Dutch West India Company's Bouwerie, which was granted to Roelof Janssen (Jansz or Jansen) in 1636 by Governor Van Twiller. Also known as "Jan's Farm," "The property boundaries were roughly from Warren Street north along Broadway to Duane Street, thence northwest a mile and a half to Christopher Street" (Kirkorian & Tidlow 1984: 5). After Janssen's death, his widow, Annetje, married Dominie Bogardus, spiritual leader of New Amsterdam, who immediately took charge of his wife's

property. The farm became known as "Dominie's Bouwerie."

After Bogardus drowned along with Governor Kieft during the ill-fated voyage of the "Princess", Annetje Jans moved to Fort Orange in the Colony of Rensselaersyck but kept her property in Manhattan. On July 4, 1654, Governor Pieter Stuyvesant confirmed Wouter Van Twiller's original grant to Roelof Janssen, and recognized Annetje's rights. In 1664, Colonel Richard Nicolls took possession of New York for the English. On March 27, 1667, Nicolls confirmed the title of Annetje Jans' heirs to the farm.

In 1670, Governor Francis Lovelace purchased Annetje's land and added it to the "Company's Bouwerie" - it now being called "the Duke's Farm". With the brief reversion of the colony to Dutch power, Governor Lovelace abandoned his holdings, while Governor Lovelace's tenant, Dirck Siercken (Seckers) remained in possession of the Duke's Farm.

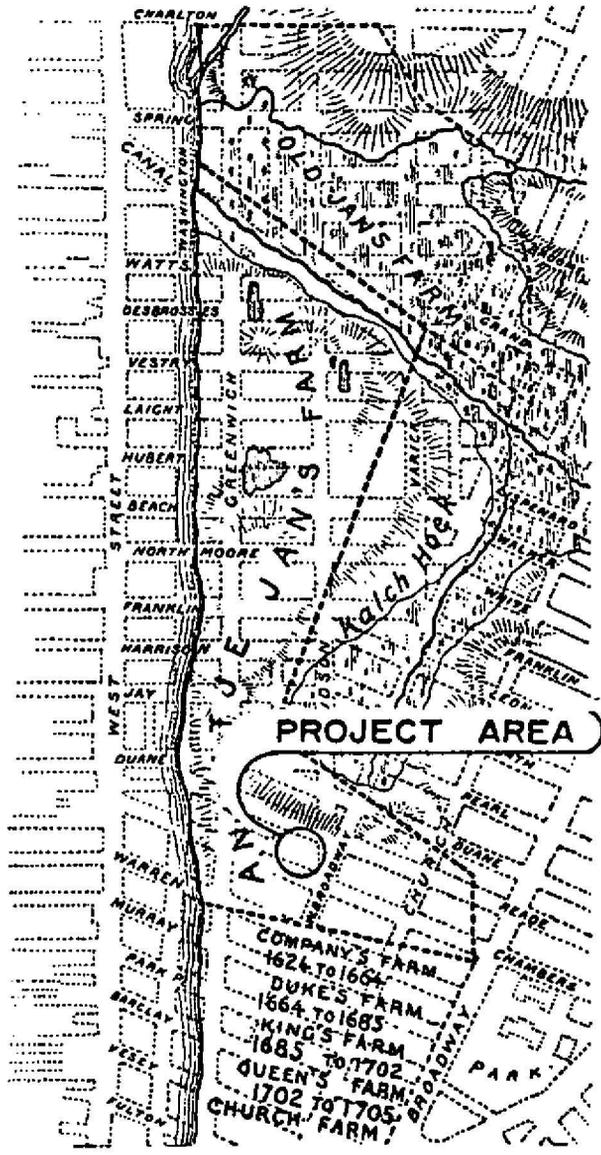
When the colony reverted to the English in 1674, all of Lovelace's property was confiscated by the Duke of York, who claimed a debt of 7000 pounds owed to him. "The whole was, henceforth, comprised under one title, which was altered from the 'Duke's Farm' to the 'King's Farm' and later to the 'Queen's Farm' when Queen Anne began her reign" in 1702 (Putnam:154).

The aforementioned Dirck Siercken maintained his tenancy throughout the changes in ownership of the land. "After his death, his widow married George Ryerssen, who was occupant of the farm in 1750" (ibid). At this time, Queen Anne granted the Queen's Farm to Trinity Church. The Company's Bouwerie and the Dominie's Bouwerie disappeared altogether into the boundaries of the Church Farm. At the time, none of Annetje's heirs protested the takeover. It was only 68 years after the sale to Lovelace and 31 years after Queen Anne's grant to Trinity Church that the descendants

"began to protest the occupancy of Trinity Church. . .
The history of the repeated suit is long and involved,
and no court has sustained the claims of the
'heirs'. . . ." (ibid:156).

In later years, the existing land and adjacent water lots were sold off by the Protestant Episcopal Church (Trinity Church) "after the city and the church agreed on specific rights and actions dictated by the Dongan Charter" (Kirkorian & Tidlow 1984:5). See Putnam's "Map of the Jans or Bogardus Farm" for the boundaries of the seventeenth and early eighteenth century farms discussed above (Figure 3).

Ratzer's 1767 "Plan of the City of New York" shows the project area within the city's West Ward, which extends north as far as Reade Street



MAP OF THE JANS OR BOGARDUS FARM WITH POSITION OF THE STREETS INDICATED.

Figure 3: 17th century shoreline and A. Jan's farm lines overlaid on late 19th century street plan (Putnam 1889).



Figure 4: Portion of Ratzer's 1767 Plan of the City of New York, showing location of Project Area.



Figure 5: Portion of B. Taylor & J. Roberts' New Accurate Plan of the City of New York (1797), with site location.

(Figure 4). "Vaux Hall Garden" is shown on this map at the southeast corner of the intersection of Chambers and Greenwich Streets, less than a block away from the project area (Figure 4). A tavern and gardens was in existence there by 1735, called "Bowling Green." It was called "old" Bowling Green probably to distinguish it from the Bowling Green near Battery Park (Kirkorian & Tidlow:1984).

By 1759, the tavern was known as "Mount Pleasant" and John Marshall was its proprietor (Stokes 195-1926). By 1762, it had changed hands. John Erkin was the new proprietor and the tavern was known as "Spring Gardens" (Kirkorian & Tidlow 1984). In 1764, Samuel Fraunces took over the property and renamed it "Vauxhall Gardens" (Stokes 1915-1926). Fraunces leased the property to a Major James, who used it as a residence. By 1768, Fraunces was again the proprietor of the tavern (ibid). Fraunces sold the property to Erasmus Williams in 1774, who changed the name back to "Mount Pleasant" (Ibid). According to Bayles (1915), a second Vauxhall was established at another location circa 1800. Bayles also significantly mentioned that the first tavern was converted into a pottery (Bayles 1915:218). The tavern at Vauxhall Gardens was converted into a pottery around 1790 and was in operation until at least the end of the eighteenth century (Roberts et al 1986:13).

Street History

For the most part, street names in this area date back to the mid-to late-eighteenth century. Chambers Street was named for John Chambers, a prominent lawyer, corporation counsel, alderman, Supreme Court Judge and officer of Trinity Church between 1727 and his death, circa 1765 (Moscow 1979:37). Chambers Street was paved to Greenwich Street by 1761 and surveyed in 1790 (Stokes 1915-1926, 3:995-6). On Ratzler's 1767 Plan, Chambers Street is shown running between Greenwich Street and Broadway (Figure 4). In 1811, it was extended to Chatham Street (present-day Park Row) (op. cit.:996). Reade Street, the project area's northern boundary, was named for Joseph Reade, a warden of Trinity Church (Moscow 1979:85). Ratzler's 1767 Plan shows Reade Street extending from Greenwich Street to Broadway, and as forming the northern limit of the west side of the city's built up area (see Figure 4).

West Broadway, from Barclay Street to Duane Street, appears on Ratzler's 1767 Plan, designated Chapel Street (see Figure 4). In 1831, the portion of it that runs from Barclay to Murray was renamed College Place (Moscow 1979:110). A decade later the segment from Murray Street to Canal Street was renamed West Broadway. It now included the northern extension, formerly south Fifth Avenue (Laurens Street) (Stoke 1913-1926 3:996). Hudson Street was laid out by 1797, and Trinity Church ceded the land for it to the city in 1808 (Moscow 1979:61). Bridge's 1811 map shows it running between Bethune and Duane Streets. Hudson Street's southward extension to Chambers Street appears to have been made by

1818, as it is shown on a City Plan published that year (Blunt 1818). An 1827 map also shows the project area's block (140) as it appears today, with its eastern side cut diagonally by Hudson Street (see Figure 6).

19th and 20th Centuries

A survey of nineteenth century cartographic sources and city directories has shown that the eastern portion of Block 140, within which the project area is located, was heavily populated by the mid-nineteenth century. This portion of the block was initially characterized by a combination of small businesses and residences. During the second half of the nineteenth century those structures that had been purely residential began to function also as shops and warehouses. Commercial and residential functions were apparently combined, as many business people resided at their workplace. By the late 1860's, and throughout the late nineteenth century, the buildings located within the project area all housed some form of commercial activity. Occupation of the project area during the second half of the nineteenth century and the first half of the twentieth consisted of three and five story commercial structures which probably had multi-usages. The floors of these buildings presumably alternated occasional living space with stores, offices, storage facilities (warehouses), salesrooms, shipping offices and light manufacturing.

Unfortunately, the maps and plans of New York City dating to the first half of the nineteenth century examined do not provide lot dimensions or structural information. These cartographic sources merely depict street plans and major landmarks. At most, they indicate the extent of development and growth within Manhattan during this period. Based on the use of shading, the common indicator of built up areas on these maps and plans, one can only assume that structures had probably been built within the project area by 1811. On both Bridges' 1811 map of the City of New York and an 1827 map, the project area's block is shaded more darkly and therefore built up to some, unspecified degree (see Figure 6).

Perris' 1852 Map of City of New York shows the project area to contain nine brick structures, many of which have related frame structures (Figure 7). The building shown fronting Hudson Street, within the project area's northeast portion, appears to be partially divided into two areas, each containing two stores (Figure 7). Of the four brick structures lining Reade Street, along the project area's northern boundary, three are shown to contain stores. The fourth, within the project area's northwest corner, is marked as a dwelling. The remaining four brick structures within the project area, three fronting Chambers Street and one in the middle of the block along the project area's western boundary, are shown as dwellings on this 1852 map

(see Figure 7). The building shown on the 1852 Perris map, located on Hudson Street and mentioned above, contained the Hudson River Railroad Office in 1851 (Doggett 1851:96). This 1852 map shows the Hudson River Railroad Passenger's Station on the west side of College Place (West Broadway), between Chambers and Warren Streets. The Hudson River Railroad Company was incorporated May 12, 1846. The depot at Chambers Street was built in 1851 and operated for circa two decades (Perris & Browne 1867, 1875; Kouwenhoven 1972:230; see Plate 1).

Doggett's 1851 Directory also lists the lot to the Railroad Office's immediate south as vacant (Doggett 1851:226). On the Perris 1852 map, part of this unoccupied lot is shown to lie within the project area (Figure 7). The three structures noted above on the 1852 map along Reade Street and marked as stores were used in 1851 (following west from Reade's intersection with Hudson) as a liquor store (D. T. White), a doctor's office (William Fortenbach) and a grocery store (John Kettenhorn) (Doggett 1851:298). Perris and Browne's 1857 maps show several structural and functional changes within the project area. By 1857, the project area is shown to consist of fewer and larger, extended structures which, with one exception, are all marked as either "manufactories & c." or stores and warehouses (Perris 1857). Perris and Browne's 1867 map depicts six structures within the project area (see Figure 8). The building fronting Hudson Street, noted above as housing the Hudson River Railroad Office in 1851, is shown on the 1867 map to extend to the project area's southern boundary, including part of the lot that had previously been vacant (see Figures 7 and 8).

The structural changes within the project area illustrated on the 1867 map reflect a general trend in the city's economic growth at this time. Aside from a yard shown at the back of the only non-commercial building within the project area, all areas shown as vacant or occupied by frame structures were, by 1867, built on or absorbed by structural extensions (see Figures 7 and 8). A total of six structures are shown within the project area on the Perris and Browne 1867 map (Figure 8). A three story dwelling is shown at the project area's northwest corner. The structure fronting Hudson Street (street numbers 3 and 5), shown to consist of two three and one four story sections, is marked as a "manufactory," as is the adjoining five story structure on Reade Street. Following west, two lots are shown spanning the entire width of the block on the 1867 map (see Figure 8). Both of these five story structures are marked as "stores and warehouses," each with two large skylights. The westernmost structure, fronting Chambers, within the project area is depicted as a five-story store and warehouse with a skylight on the building's north side (Figure 8).

An 1865 photograph of the west side of Hudson Street, between Chambers and Reade illustrates the "business boom" that characterized the project area and the city in general, during the 1860's (Kouwenhoven 1972:308; see Plate 2). The appearance of the storefronts along Hudson

Street shown in this photograph corresponds, on the whole, with the structural and functional information provided by Ferris and Browne's 1867 map. The buildings numbered 2, 3 and 5 on the photograph are represented on the 1867 map by a subdivided triangular structure shown extending from the project area's southern boundary to the corner of Hudson and Reade Streets. In the 1865 photograph, the southernmost of these (Number 2) is shown as a printer's shop run and presumably owned by Croker. The 1867 map shows this three story space housing two shops indicating that a second store was operated here by that date. The three story structure at 3 Hudson Street, was shared by a carpenter, J. V. Outcalt, and a "Drug Broker," John Feake, while Leonard Ring, house and sign painter, occupied the four story building at 5 Hudson in 1865 (see Plate 2). The 1867 map also indicated the existence of three stores (and "manufactories") within the three and four storied structures (Figure 8).

Lloyd's 1867 map of the business portion of New York City shows that the two large structures noted on the 1867 Ferris and Browne map as spanning the block's width, were then owned by "M. Conn, Hoop Skirts" and "Dixon Clark & Hartlett, Drugs". Other businesses within the block included a confectioners, a drug store and along Greenwich Street, R. C. & A. Stuart's Sugar Refinery. Listed in Morehead's 1848-1849 Mercantile Register, this Refinery occupied a large part of the block's western portion and offered "a large assortment of Steam Refined Candy, Sugar Plums & Co. of superior quality" and operated until the late 1880's (Morehead 1848:124; Ferris & Browne 1875, 1884).

Of the businesses that operated within the project area during the late 1860's noted above only one apparently continued into the 1870's. Leonard Ring, painter, at 5 Hudson Street is listed in Trow's 1870 Directory (Trow 1870:929). Maps dating to the last quarter of the nineteenth century do not reveal any major structural changes within the project area (Ferris & Browne 1875, 1884; Lefevre 1895). The only real change concerns the structures noted on earlier maps (Ferris 1852, 1857; Ferris & Browne 1867) as a dwelling located within the project area's northwest corner. By 1875 the lot previously shown to contain a three-story residential structure is covered by a five-story building with a store (Ferris & Browne 1875, 1884; Lefevre 1895). On the whole, the number and configuration of structures characterizing the project area by 1867 (Ferris & Browne) remained unchanged until sometime between 1934 and 1955 (Bromby 1934, 1955) when all but one structure within the project area were demolished to provide space for a parking lot. Some time after 1955, the remaining nineteenth century structure, at the project area's northwest corner, was demolished and the parking lot extended to its present dimensions (Bromley 1955; see Figure 1).

Lefevre's 1895 atlas shows that at the end of the nineteenth century all the buildings within the project area contained store and/or warehouses (Figure 9). The 1895 atlas provides the following numbers



Figure 6: Portion of 1827 Map of New York, showing location of Project Area. Author unknown.

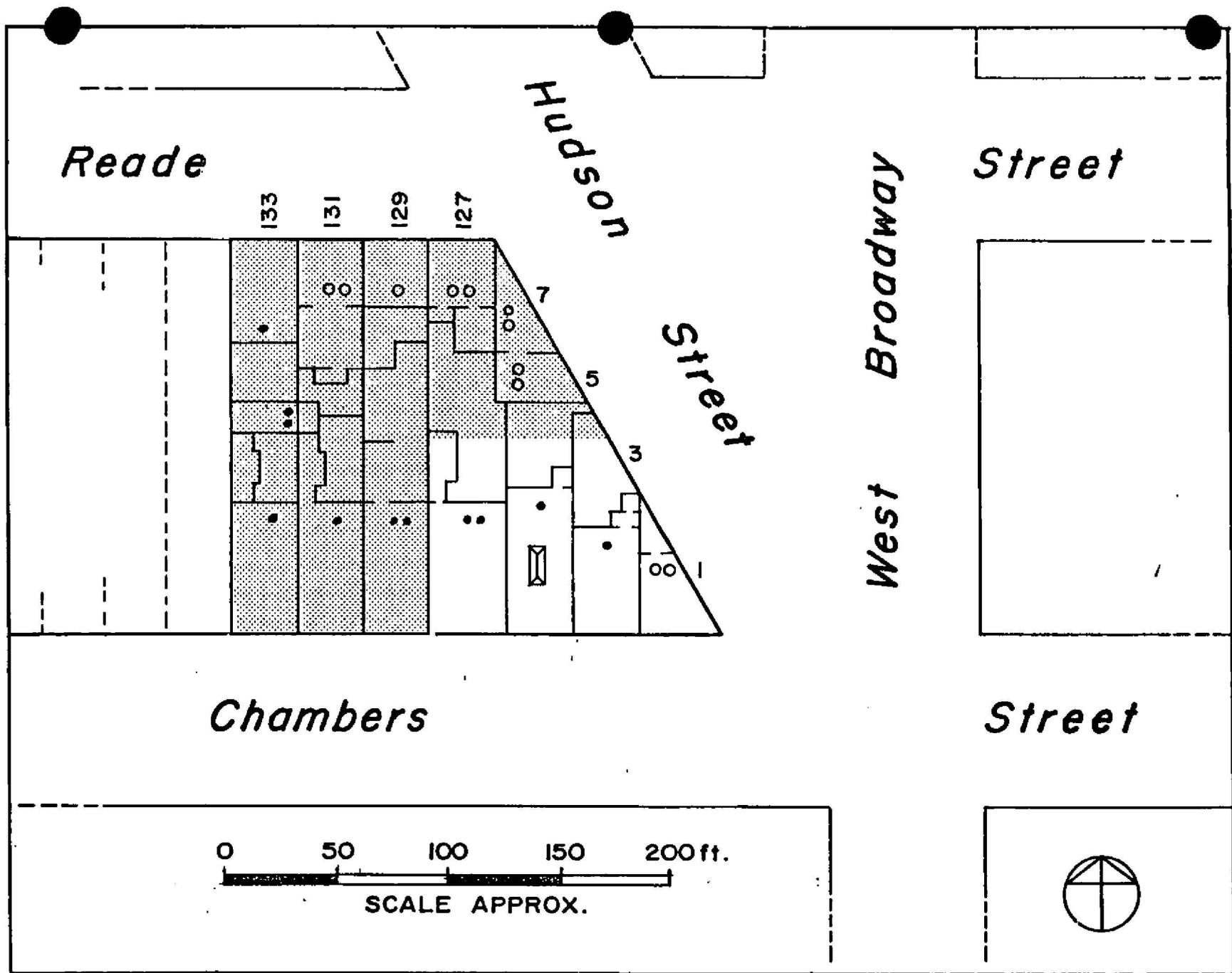


Figure 7: From Perris' 1852 Map of the City of New York, showing Project Area in gray.

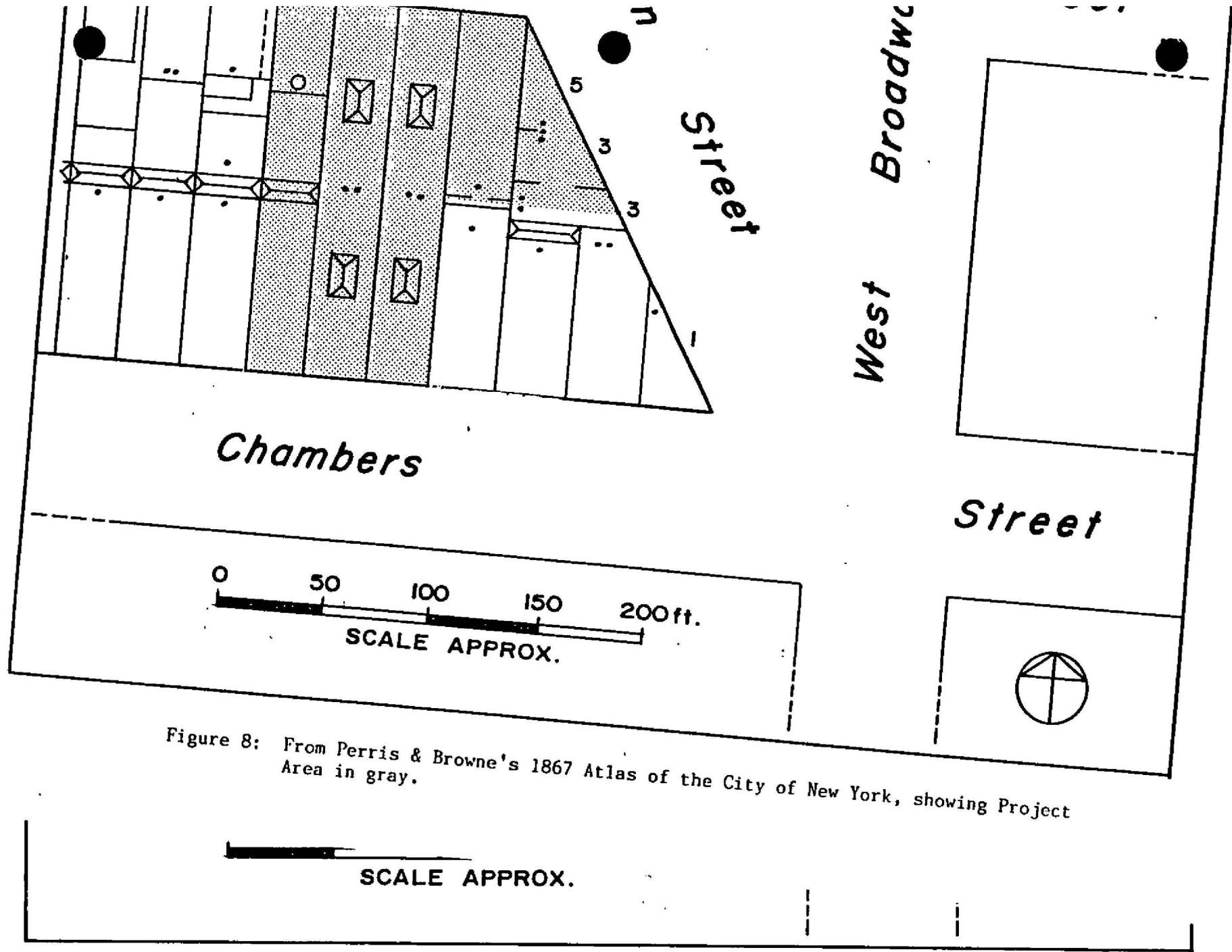


Figure 8: From Perris & Browne's 1867 Atlas of the City of New York, showing Project Area in gray.

Figure 9: From Lefevre's 1895 Atlas of Manhattan Island, New York, showing Project Area in gray.

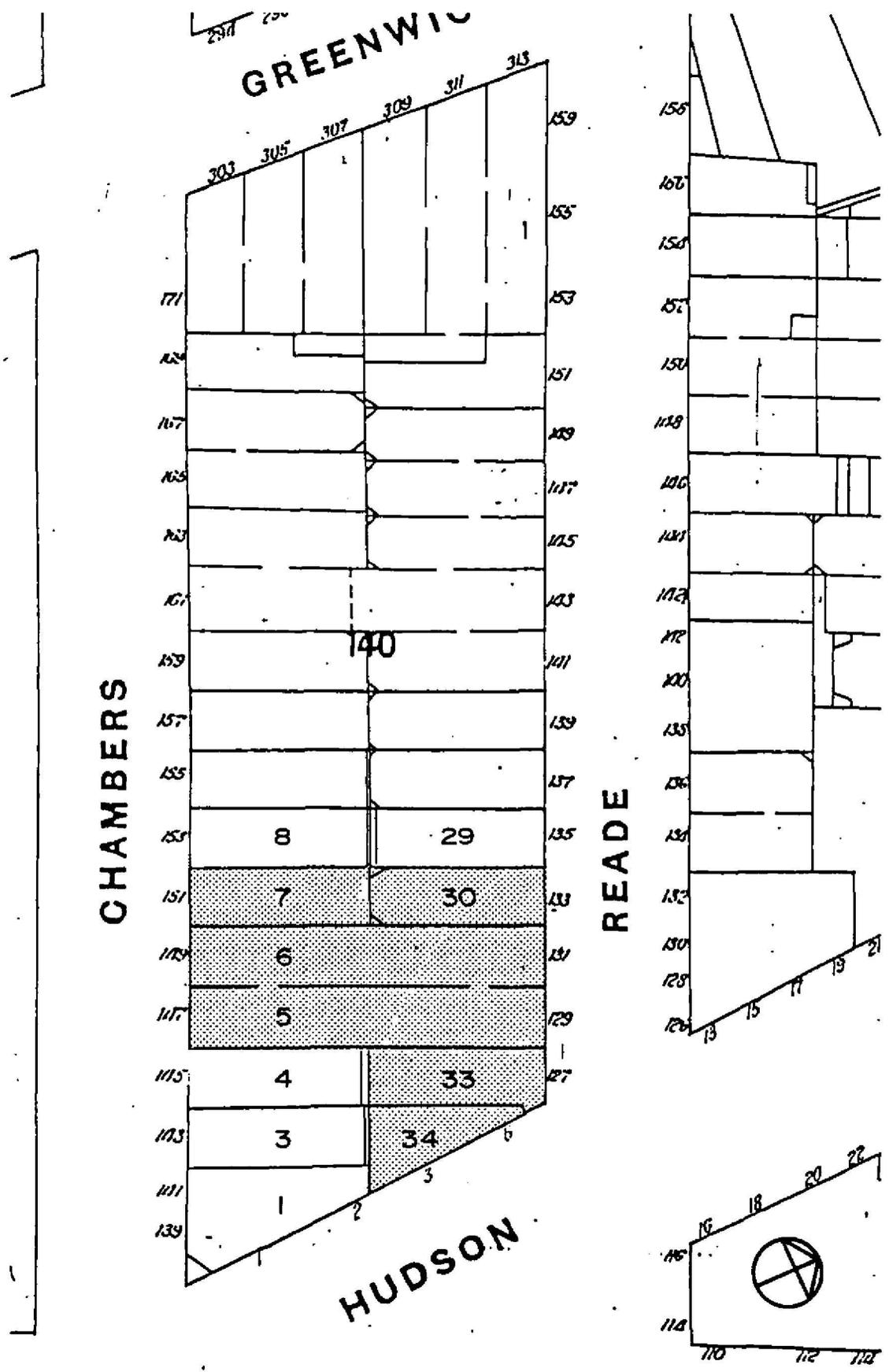


Figure 10: Skeleton map in Sanborn's 1923 Insurance Map of the Borough of Manhattan, New York, showing the Project Area in gray.

for lots within the project area: 1168 (structure facing Hudson Street), following west along Reade, 430, 431, 432, 433 and at the project area's southwest corner, 538 (Figure 9). Lots 431 and 432 are shown extending across the entire width of Block 140. By the early twentieth century, the lot numbers noted above were changed to 34, 33, 5, 6, 30 and 7, respectively (Bromley 1916; see Sanborn 1923, Figure 10).

Buildings Adjacent to the Project Area

On the 1852 Ferris map, buildings adjacent to the project area within Block 140 are depicted as relatively small brick structures (Figure 7). The easternmost of these fronts Hudson Street and is shown to contain two stores on the 1852 map (Figure 7). Following west along Chambers Street, three buildings marked as dwellings are shown. Two structures, also dwellings, are shown adjacent to the project area's western boundary, one fronting Chambers Street and the other on Reade Street.

On late nineteenth century maps, the lots within which these structures are shown are numbered as follows: along Chambers Street from east to west, 544, 543, 542, 541 and 537 and on Reade Street, 434 (for nineteenth century lot numbers, see Figure 9). On Ferris and Browne's 1867 map, Lot 544 is marked as a five-story brick structure containing a "Manufactory" (see Figure 8). In the early 1850's part of this lot was covered by a frame structure and one of the two stores noted above on the 1852 map was apparently a grocer's, owned by Hugh Martin (One Hudson) (Doggett 1851:226, Figure 7). On the 1867 map the building within Lot 544 covers the entire lot and, according to Lloyd's 1867 map and Trow's 1870 Directory, had been converted into a candy store by Ridley & Co. some time between 1852 and 1867 (Figure 8; Trow 1870:929). This structure apparently contained stores through the later part of the nineteenth century and is shown to still contain one on a 1923 Sanborn map (see Figure 10). Some time between 1895 and 1913 a larger ten story structure, covering lots 544 and 543 was built at One Hudson, called the Irving Building (present-day Lot 1) (See Figure 10; Plate 3).

On Lloyd's 1867 map of the business portion of New York City, the five story building covering Lot 543 is shown as the store and warehouse of "Harral Sisley and Tompkins Drugs." On the same map, the five-story building within Lot 541 is designated "Hirschkind & Adler, Wholesale Clothing Warehouse." As these two businesses are no longer listed at Chambers Street in Trow's Directory by 1870, one can assume that other small businesses occupied these buildings by that date (Trow 1870:468, 512). An 1895 map shows one large lot comprising lots 452 and 543 (Figure 9). Still shown containing a store, the 1895 depiction suggests that the two lots were, for a period of time, both owned by one person or company, and probably unchanged in their structural elements. Shown

as "Lofts" on Bromley's 1916 atlas, the two buildings presently standing on Chambers Street in present day lots 3 and 4 (nineteenth century lot numbers 543 and 542 respectively) may, on the basis of the cartographic evidence examined, date to the 1860's (see Figures 7 - 10; Plates 4 & 5).

Lot 537 (present day 8) contained a store and warehouse by 1867 and was apparently utilized commercially throughout the later nineteenth century and early twentieth (Perris & Browne 1867; Lefevre 1895; Sanborn 1923). This five story structure presently contains a store at street level, as can be seen in Plate 6. Lot 434, on Reade Street, is shown to contain two brick structures on Perris and Browne's 1867 map (see Figure 8). The three story structure shown fronting Reade Street is marked as a store on this 1867 map, while the three-story structure to the store's rear is shown as a dwelling. By the early 1830's the entire lot was covered by a structure running approximately half the block's width. This lot's depiction in Sanborn's 1923 map, which provides more detailed structural information, suggests that the two early structures were joined together, some time before 1895 (LeFevre 1895; Figures 9 and 19). The structure presently standing within this lot (present day 29) is occupied by "McGovern's Bar and Restaurant" (see Plate 8).



CONCLUSIONS AND RECOMMENDATIONS

The above text has documented that the Hudson and Chambers Streets project site has a very low probability of preserving archaeological evidence of either the prehistoric or early historic periods. As discussed in the section on prehistoric sensitivity, no fresh water sources could be located on or near the project area. This information, combined with the fact that the only known prehistoric sites within two miles of the project parcel are adjacent to stream courses, indicates that this location is unlikely to preserve prehistoric archaeological evidence. Research into the early history of the project area indicates that this location is comprised of fast land that was divided into farms by Dutch colonists. The agricultural use of this land continued into the early nineteenth century.

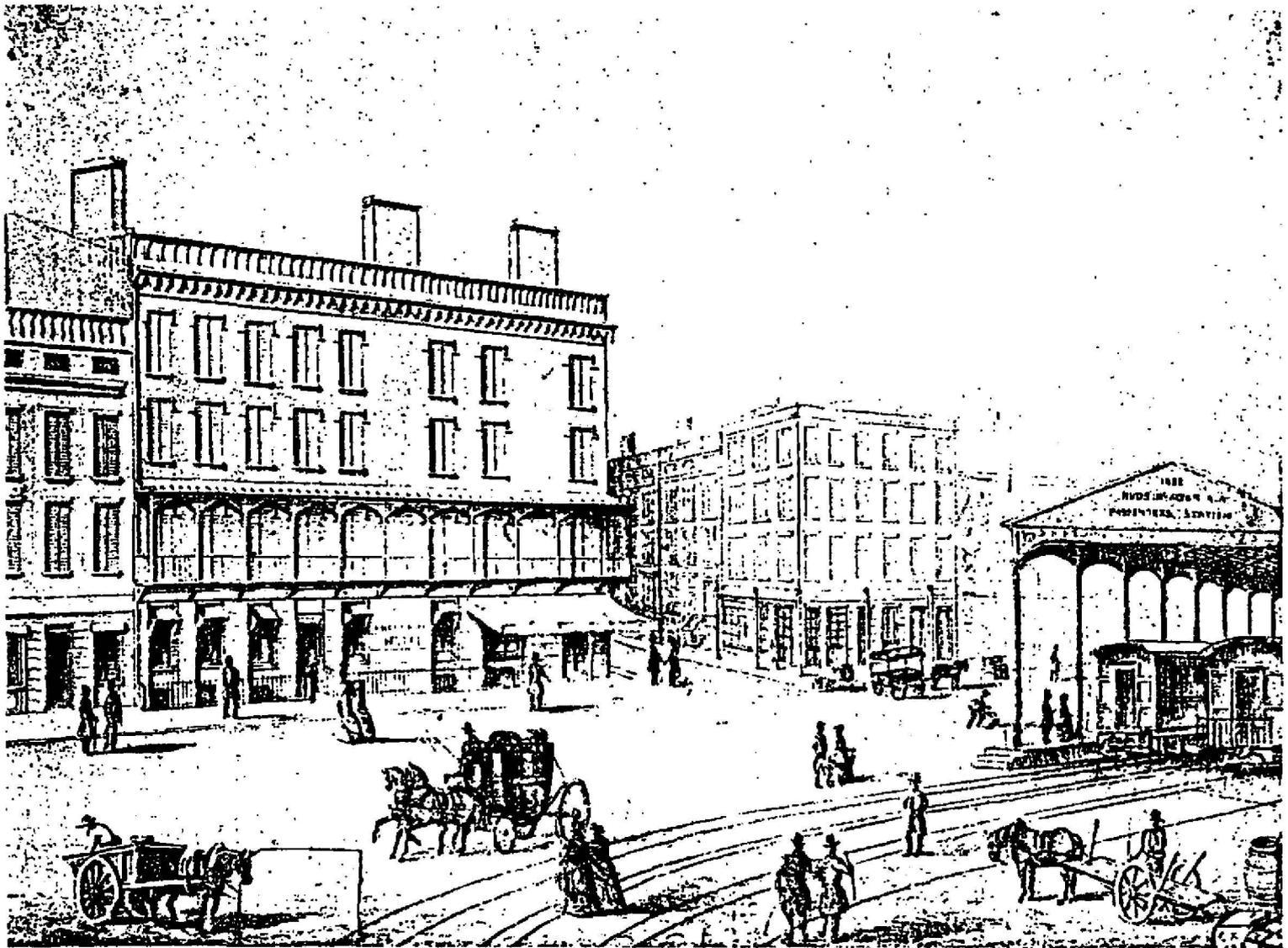
The section on historic sensitivity documents that structures were built on this lot by 1852. There is also the possibility that portions of the project area were built on by 1811, but the maps that provide this evidence do not depict individual structures. By 1867 all but one small yard had been built upon, and by 1895 no open areas existed within the project area. It is probable that most if not all of these structures had cellars, and some evidence to support this conclusion can be seen on the surface today (i.e., subsidence of parts of the parking lot surface over the former cellars). The construction of these cellars would have removed any evidence associated with the prehistoric and early historic periods. All but one of these structures were demolished prior to 1955, and the final building was demolished sometime between that date and the present.

Since it was possible that some remains of the foundations of early 19th century structures remained extant below the surface of the parcel, additional research into the cellar and foundation depths was conducted. The files of the Borough of Manhattan Department of Buildings were examined for references to Block 140, Lot 5. Demolition permits were found which related to the final destruction of the structures which stood in the former Lots 5, 6, 7 and 30 (See Figure 10 for old lot designations) prior to 1955. These permits indicated that abandoned vaults existed beneath all four structures which would have required filling during demolition. Although no measurements indicating exact depths of these vaults could be found, at least one cross-section drawing indicated that they extended to approximately twelve feet below grade. Additional comments on the permits regarding the filling of external stairs to these vaults indicate that they were most probably full basements. Considerable information was found regarding the use of former Lots 5, 6, 7, 30, 33 and 34 as an automotive service station and parking lot beginning sometime during 1956. The service station itself had a basement under its rear section, just north of the rear walls of

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the structure in Lots 3 and 4. Drawings of the service station definitely confirmed that its foundations extended to at least 24 feet below grade. The station also had ten 550 gallon gasoline tanks buried between Hudson Street and its structure. These tanks disturbed the remainder of Lot 34 to a depth of at least 7 feet below grade.

Thus it can be concluded that cellars, foundations and subterranean tanks disturbed all of Lots 5, 6, 7, 30 and 34 as well as the rear of Lot 33. No evidence could be found regarding the front of Lot 33, but is likely that this lot also contained a structure with a basement since this was the case in Lots 5 and 6 immediately to the west. It is therefore unlikely that any foundation remains from early 19th century structures could survive within the project area. It is our recommendation that no further work be required, and that construction of the project development proceed without delay.



Bequest of Mrs. J. Insley Blair, Museum of the City of New York

Plate 1: Drawing of uncertain authorship, showing the passenger station of the Hudson River Railroad, at the intersection of Chambers Street and West Broadway (looking southeast from the Project Area). Taken from Kouwenhoven 1972:230.

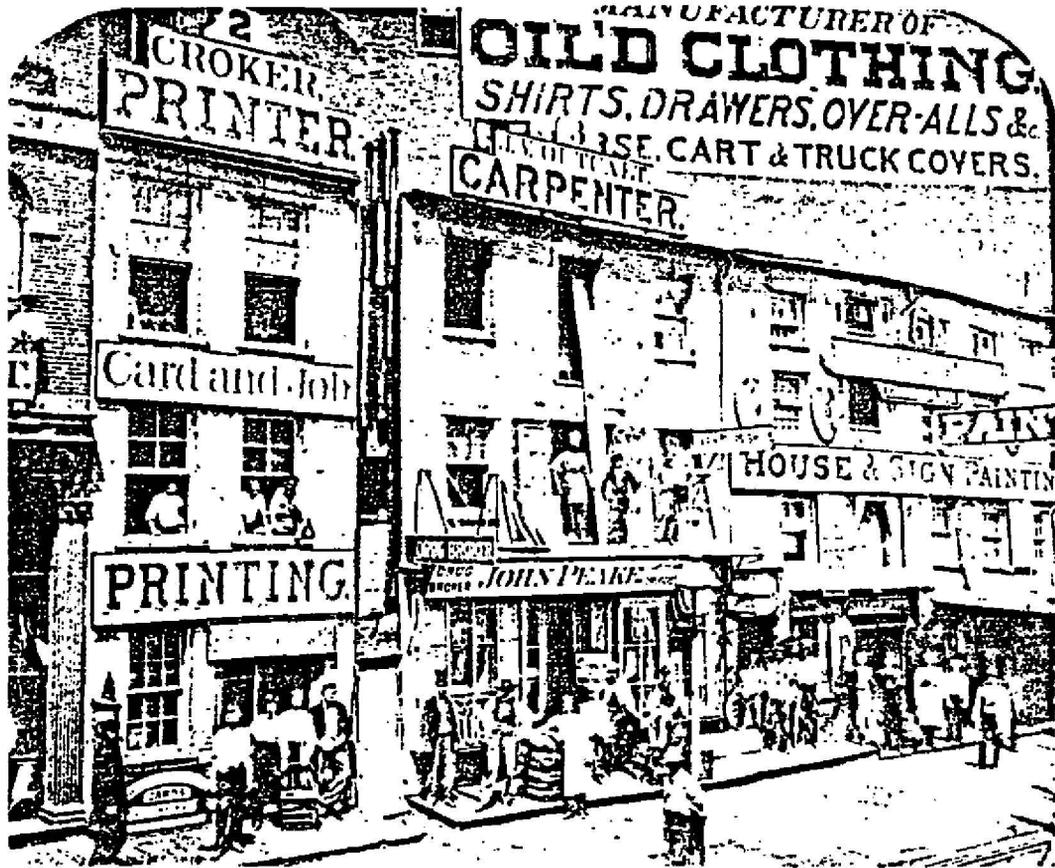


Plate 2 Photograph showing the west side of Hudson Street between Chambers and Reade Streets, in the summer of 1865. Taken from Kouwenhoven 1972:308.



Plate 3: View of 1 Hudson Street (Irving Building) showing building's east facade and portion of Project Area to its north and west.



Plate 4: View of standing structures at 143 and 145 Chambers Street, looking east toward Hudson Street.



Plate 5: View of rear elevations of 143 and 145 Chambers Street, looking southeast.



Plate 6: View of structure at 153 Chambers Street looking northwest, and showing portion of Project Area's western boundary.



Plate 7: View of Project Area looking north from Chambers Street, showing structures on the north side of Reade Street.



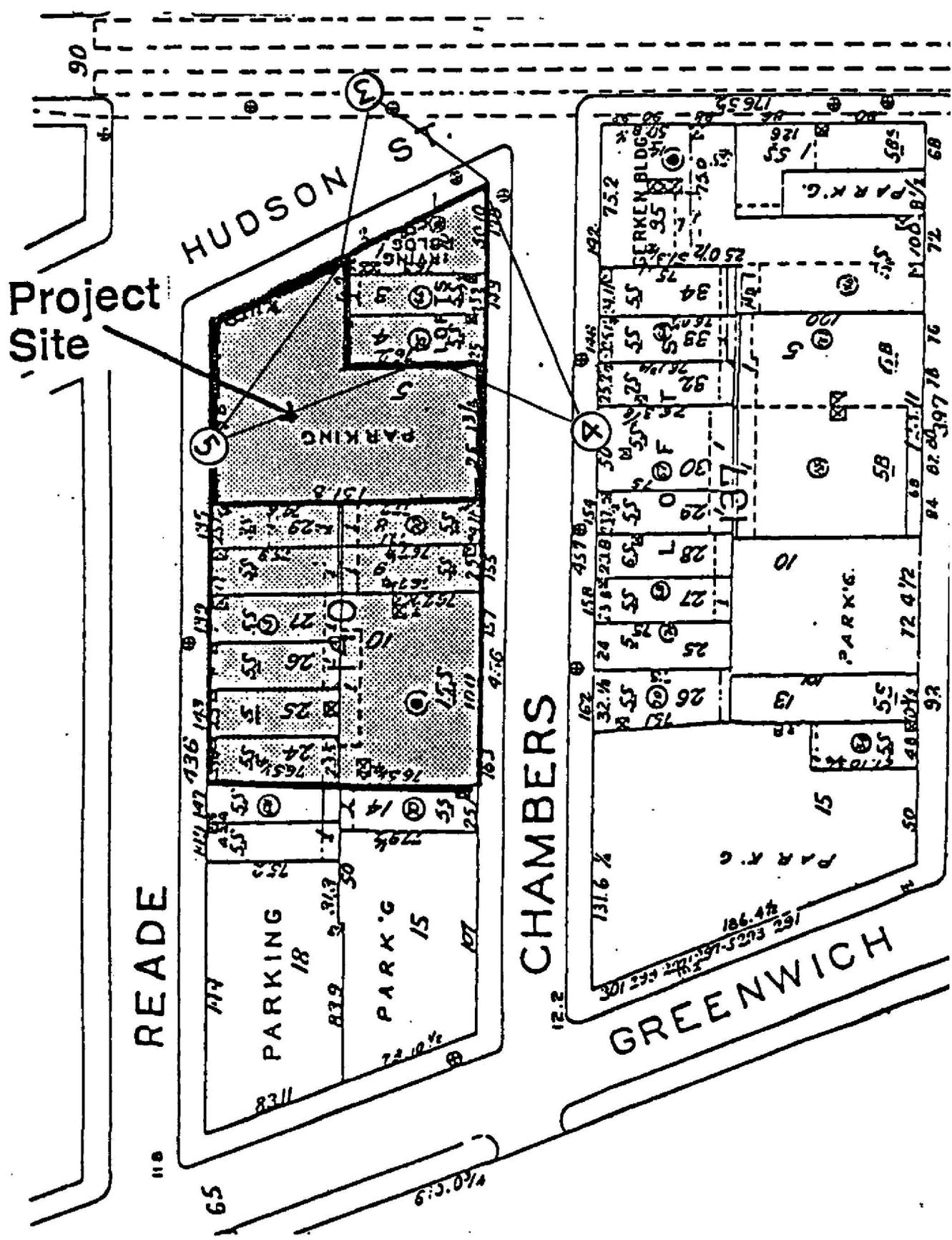
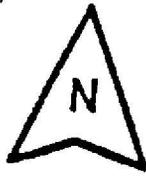
Plate 8: View of structure at 135 Reade Street looking west, with Project Area in foreground.

SCALE OF FEET

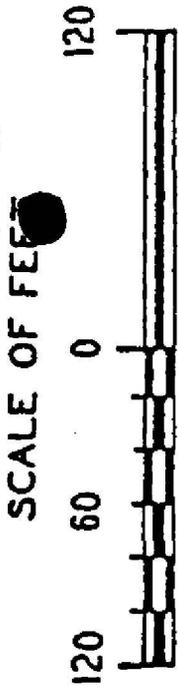
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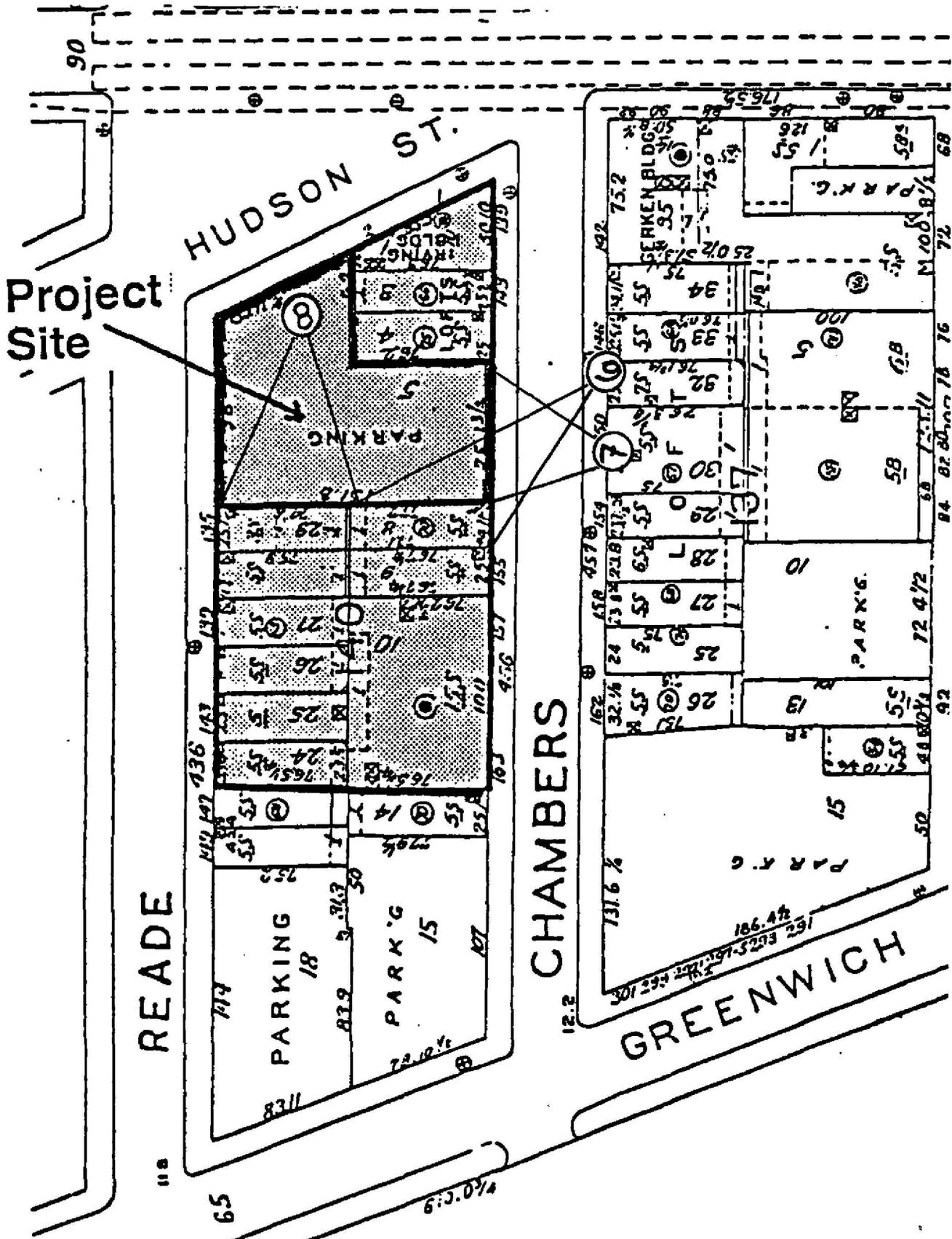
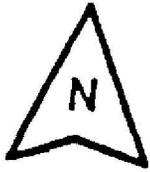
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Locations of views shown in Plates 3, 4 and 5.



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Locations of views shown in Plates 6, 7 and 8.

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