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HISTORICAL **PERSPECTIVES** INC.



ARCHAEOLOGICAL ASSESSMENT
HUDSON CENTER HOTEL SITE
BLOCK 218, LOTS 20, 23, AND 28
MANHATTAN, NEW YORK

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I. INTRODUCTION

Brewran West Associates is proposing to redevelop several properties on Block 218 in the Tribeca neighborhood of Manhattan in order to create a hotel and conference center (Figures 1 and 2). Proposed construction has necessitated seeking a variance from the New York City Board of Standards and Appeals. As part of the permitting process, the New York City Landmarks Preservation Commission (NYCLPC) reviewed the site and determined that an archaeological assessment would be required for the parcel.

Historical Perspectives, Inc. was retained to complete a Phase IA archaeological assessment of the project area. Several sources of data were researched in order to assess the character of potential cultural resources at the site. Maps and atlases provided essential information on the changing topography of the study area, as well as furnishing information on the building history of the project site. Local histories were examined to address the historical use of this block, and to determine who former occupants of the site may have been. Information on recorded archaeological sites in the vicinity of the project site was collected from the New York State Museum and the State Historic Preservation Office. In addition, a site visit and photographic record was conducted in order to assess the current conditions of the lot.

The purpose of the Phase 1A Archaeological Assessment Report, in accordance with the established CEQR Manual Guidelines, is to determine the presence and type of any buried cultural resources which potentially may be present at the Hudson Center Hotel site. Although the block and the surrounding area will be discussed in the report, the evaluation of cultural resource sensitivity will be based upon the area to be directly impacted by the proposed construction.

Block 218 is bounded by Vestry, Laight, West, and Washington Streets (Figure 1). The Hudson Center site, which is irregularly shaped, has a lot area of 24,123 square feet and is comprised of Lots 20, 23, and 28 (Figure 2). Lot 20, at the intersection of West and Laight Streets, is about 6,807 square feet and is used as a parking lot. This single Lot actually encompasses three city lots, formerly numbered 20, 21, and 22. Lot 23, which is roughly 3,038 square feet, fronts West Street and has a standing vacant one and two story brick building. Lot 28 is occupied by a vacant five-story warehouse. The NYCLPC described the warehouse on Lot 28 as being in "ruinous condition," although it has been stabilized. The warehouse is a

contributing structure within the Tribeca North Historic District. At present, the proposed redevelopment plans include further stabilizing and rehabilitating this historic warehouse structure.

II. RESEARCH METHODS

The purpose of this report is to present the results of the archaeological assessment for Block 218, Lots 20, 23, and 28, in Manhattan. A determination of horizontal and vertical subsurface disturbance on the proposed site can help to determine the presence and type of any buried cultural resources and to assess the condition of these resources. This evaluation will establish if prehistoric and/or historical cultural materials may be present on the site and if there is a possibility that they have survived urban development.

Much of the data used for this assessment was gathered at the New York Public Library's Map Division and Local History Room. Information for this report was compiled from documents, maps, atlases, and prior cultural resource surveys conducted for sites in proximity. Maps and atlases provided data on the past and present topography of the project site, building construction and demolition episodes, and the presence or absence of public utilities. Site sensitivity and possible disturbance over time was established by examining these cartographic resources in conjunction with histories of the area. These published local histories were also reviewed for information on the historical background of the project area. One notable resource was I. N. P. Stokes' *Iconography of Manhattan Island*, which yielded extensive information on the historic development of Manhattan. Another helpful resource was Ann L. Bittenwieser's *Manhattan Waterbound*, which furnished considerable data on the growth of Manhattan's waterfront.

Various archaeological reports were consulted for descriptions on waterfront features and coastal sites, as well as specific information on any identified historical and prehistoric sites near the present project area. For the present archaeological assessment William Ritchie's *The Archaeology of New York State* also provided helpful information and details regarding Native American lifeways during the prehistoric era. Data files at the New York State Museum and the State Historic Preservation Office were reviewed for information regarding recorded sites in and around the project area (Appendix). Finally, a site visit was conducted in order to assess the current conditions of the project site (Photographs 1-6).

III. ENVIRONMENTAL SETTING

Manhattan Island lies within the Hudson Valley region and is regarded as part of the New England Upland Physiographic Province (Schuberth 1968:10). Located specifically on the Manhattan prong, the New York City area is a projection of the New England uplands, characterized by 360 million year old metamorphosed bedrock (Ibid:11). Bedrock in the project site area is less than 100 feet below the current surface (Barlow 1969:18). The underlying geology, much like that of the Bronx and lower Westchester County, is comprised of "gneiss and mica schist with heavy, intercalated beds of coarse grained, dolomitic marble and thinner layer of serpentine" (Scharf 1886:6-7).

The land surface in the Northeast was carved, scraped, and eroded by advancing and retreating glaciers during the periods when the northeast was covered by glaciers. During the Pleistocene, glaciers advanced and receded over the Northeast about four times, but by about 15,000 years ago the most recent glaciers receded, and sea levels rose (Kieran 1982:26). Following the final retreat during the Post-Pleistocene, glacial debris - a mix of sand, gravel, and clay - formed the many low hills or moraines that constitute the present topography of the New York City area. Ridges of gneiss and hornblende slate created immense masses of rock and earth, often rising 80 feet above the surface (French 1860:418). Adjacent to these low hills or ridges, many ponds, marshes, streams, and rivers were formed. The continual flow of these rivers and streams as well as the corresponding rise in sea level consistently altered the landscape. The rising sea level also reduced the Hudson River's velocity, causing it to turn into an estuary. The river reached its maximum estuarial extent between 7,000 and 8,000 years ago, and by about 3000 years ago had receded to about its present level (Rutsch et al. 1983:25). When this happened, Manhattan's western shoreline along the Hudson River was formed, running about one block east of the project site roughly parallel to Washington Street. Thus the project site was off-shore until the 1820s.

The project site is located in the embayed section of the Coastal Plain. The 1874 Viele map depicts Block 218 as filled in land with adjacent wharves extending out into the Hudson River (Figure 3). The most recent U.S.G.S. topographical map shows the project area as a well defined urban setting at an elevation of 5-10 feet above sea level (Figure 1). The ground immediately underlying the surface of the project site is nineteenth-century "made-land" that was introduced to horizontally expand the waterfront. Historical maps indicate that this area was submerged by the time that Europeans travelled to the New World. Much of New York City's development

as a city, and a major participant in the world market, is centered around the development of its waterfront for commercial enterprise (first mercantile and later industrial). The project area is in a location that therefore was examined for cultural resources relating to the commercial development of the Hudson River waterfront.

The project site is comprised of three lots within one city block. At present, two of the lots (23 and 28) contain two vacant structures (Photographs 1 and 4). One of these buildings, a warehouse on Lot 28, is a contributing structure within the Tribeca North Historic District. This historic warehouse likely has deep foundations and a large cellar area (Photographs 2 and 3). A small parking lot is present on Lot 20 (Photographs 5 and 6).

IV. PREHISTORIC OVERVIEW

Archaeological research in the Northeast has demonstrated the Native Americans entered the region by about 12,000 years ago. Prehistoric sites in the Hudson Valley and metropolitan New York region span these 12,000 years and are known to fall into specific cultural chronologies. Archaeologists have divided North American prehistory into three periods, the Paleo-Indian, Archaic, and Woodland. The latter periods are generally divided into subperiods using the appellations Early, Middle, and Late. Each of these periods is characterized by specific diagnostic artifacts, and shifting settlement patterns. As climatic changes occurred, prehistoric people varied their preferences for occupying and utilizing specific landforms and ecological niches. Changes in the prehistoric environment, the characteristics of prehistoric peoples, and the cultural artifacts that were left behind enable archaeologists to present a chronological framework for the prehistory of North America. The final cultural manifestation representing the transition from prehistory to the historic era is the Contact Period, where, as the name implies, the European voyagers and colonists came in contact with the native inhabitants of North America.

Examination of the site files at the State Historic Preservation Office and the New York State Museum indicates that the closest known prehistoric site is the Shell Point village site (NYSM #4059). This prehistoric village, the only site discovered within a 1/2 mile radius of the present project location, contained large deposits of shell. Only the general location of the site "overlooking a small lake" is known.

At the time of European Contact, Block 218 was submerged beneath the Hudson River. However, prehistorically there may have been times when the Hudson River's level was lowered far enough so that what is now the floor of the river was exposed. As part of a previous analysis of the prehistoric shoreline, Historic Conservation and Interpretation, Inc., (HCI) developed a subsurface soil and fill profile of the land now beneath West Street (Rutsch et al. 1983). South of Laight Street, research concluded that during the prehistoric period several small islands, knolls and headlands once existed beneath West Street which were exposed for occupation by Native Americans (Rutsch et al. 1983:43). These landforms were then inundated by the rising Hudson River, and are now below historical fill. Research also concluded that the prehistoric shoreline north of Vestry Street was inundated by 13,000 year ago, before Native Americans were known to inhabit the Northeast (Rutsch et al. 1983:20). No potentially habitable landforms were noted between Laight and Vestry Streets. Therefore, based on HCI's conclusions, there is no sensitivity for prehistoric resources to have once existed beneath the landfill which created Block 218.

V. HISTORICAL OVERVIEW

Historic maps indicate that during the early historical period much of the coastal area along the Hudson River was used as farmland or pastureland. The southern tip of Manhattan, on both the east and west sides was the location of most waterfront activity (wharves, slips, and warehouses). To the north only a few docks and slips were present. As the city expanded and the population grew, the commercial waterfront extended up the East River, and later the Hudson, transforming the landscape from an agricultural to an urban setting.

In a brief summary it is difficult to compress the history of one of the world's leading cities. New York City, with Manhattan Island as its commercial and locational center, developed at a brisk pace over the last three centuries. An important factor was the flourishing commercial waterfront and the growth of the surrounding mercantile and later industrial ventures. The land now comprising the project site remained submerged through at least the 1820s (Longworth 1808, 1817). The earliest European settlements in New York City were concentrated far to the south of Block 218, at the southern tip of Manhattan. By the mid nineteenth century the project area had been completely filled and was now supporting several structures. What follows is a summary of the historical development of Manhattan with emphasis on the evolution of the waterfront.

By the early seventeenth century, Europeans were attempting to establish world-wide trade connections. The Dutch West India Company, formed by a group of merchants, concentrated their attention on the Americas. After 1623, the year the Company received a grant for all of the land rights on Manhattan Island (Buttenwieser 1987: 25), several parcels of land were set aside for Company use and the colony's fortifications. Land was then granted to individual settlers for private estates. The majority of these settlers were merchants and fur traders who required access to the popular shipping routes. As a result, much of the land granted was located along the rivers surrounding the island.

Throughout the colonial period the construction of wharves and fill-retaining structures was constant along the East and Hudson River waterfronts. The three types of wharves constructed were made of stone, timber, and, in a few cases, the remains of ships (Heintzelman 1986: 125-132). While the primary function of these wharves was to provide docking space, in some cases they were later used as bulkheads for the continuing landfill along the rivers. Most of the bulkheads constructed were of stone, although in some cases timber bulkheads were driven into the river bottom.

It was during the eighteenth century that the urbanization of Manhattan Island began in earnest. The need for more waterfront land promoted the Montgomerie Charter of 1730, which extended the boundary for development around the island to 400 feet (Buttenwieser 1987: 28). Waterfront construction escalated and a number of shipyards were established, mainly along the shores of the East River. The number of ships owned by residents of Manhattan increased dramatically from approximately 60 ships at the turn of the century to 447 by 1760, and nearly doubled to 709 by 1770 (Buttenwieser 1987: 35-36). This rapid increase in the number of ships accentuated the shortage of waterfront dock space.

Along with the lack of dock space, Manhattan merchants had the additional problem of having their shipping curtailed by British taxation. In the few years before the Revolutionary War, waterfront expansion was reduced by the lack of freedom in colonial trading. During the War the occupation of the Harbor by the British also prevented waterfront construction and in most cases even the maintenance of the existing facilities. In addition, the population of Manhattan dropped from approximately 20,000 to 10,000 during the war years.

Following the war the recovery of the city was swift. Central to this revitalization was the establishment of new trade routes to China which gave "fresh impulse and energy to American industry" (McKay 1969: 5). The China trade and open markets encouraged buying, filling, repairing, and building along New York's waterfront.

During the early nineteenth century the continued growth of maritime trade made New York the most important port in the United States. The Randall Plan, or Commissioner's Map of 1811, established new roads for Manhattan's unoccupied and newly filled areas along the waterfront. Many coastal landowners built narrow private piers at the end of the new streets laid out. The area directly adjacent to the waterfront became the location for supplementary shipping activities (e.g., machine works, sail makers, ship's carpenter tool makers, iron and brass foundries and lumber yards).

As nineteenth century New York continued to expand in both size and population, sources for landfill were abundant. Many of the low hills on the island were cut down and the material deposited along the shoreline. These hills, many of which stood 80 feet above sea level, were cut down between 1800 and 1830 (Stokes 1967 (4): 1460). In addition, the construction of streets and new buildings, especially those with cellars, provided soil, sand, rocks, and other debris for fill. Another source of fill was the immense amount of garbage generated by

the inhabitants of the island. Dumping Boards were older docks used to "dump" materials collected. The refuse was allowed to spill into adjacent slips. Because clean landfill was scarce this practice was an inexpensive way to rid the city of garbage and to fill in slips to create land for additional growth and construction.

Since the Hudson River was deep and difficult to navigate, early docks, industries, and landfilling episodes in Manhattan were centered on the East River. Not until the early nineteenth century did landfill along the Hudson River serve to push the shoreline westward in the vicinity of Vestry Street. By that time, the increased shipping traffic and narrow passage amplified the difficulty of docking along the East River. The new longer, and, in many cases wider, ships of the mid-nineteenth century began to use the western side of Manhattan, on the much wider Hudson River, for berth space.

In 1824 the entire study block was land under water (Hooker 1824). By 1826 landfill had been added to the shoreline, which was previously to the east between Greenwich and Washington Streets, and Block 218 was created (Prior Dunning 1826). The 1827-1830 Ewen map shows the entire block vacant, and divided between three property owners - Cochran, Davis and Biggum. Few early nineteenth century maps provide enough detail to determine when the first structures were built on the project site lots (ie. Colton 1836; Hooker 1838, Burr 1846).

By the mid nineteenth century New York, with over ten thousand vessels moored in the harbor, was distinguished as one the world's preeminent seaports (Buttenwieser 1987: 56). Shipwrights, riggers, sailmakers, merchants, and blacksmiths, as well as lumber yards, and iron foundries were among the many commercial establishments crowding the riverfront. Along with the many boat builders and lumber yards, iron foundries dotted the many blocks along the waterfront. These industrial enterprises were needed for constant ship repairs, as well as boiler and engine work. While some foundries employed only a few workers, large establishments, such as the Delamater Iron Works on the Hudson, had over one thousand workers in the last quarter of the nineteenth century (Rutsch 1983: 356).

In the 1830s three Greenwich Village engineers, James Cunningham, Adam Hall, and Peter Hogg, established an iron works near West and Laight Streets (Rutsch 1983: 352). Their business entailed repair work, and soon they were constructing boilers and engines for side wheel ships (Porter 1918:2). Captain John Ericson, a Swedish engineer, designed and commissioned a variety of projects there in the 1830s which greatly increased the success of the foundry. Increased business and their excellent reputation led them to into a partnership with William Delamater

(Rutsch 1983: 353). Delamater's son, Cornelius, was hired as a clerk.

By 1838 they had expanded their shop to 260 West Street, between Vestry and Laight Streets, where they then established the Phoenix Foundry (260 West Street was former Lot 24, directly north of Lot 23 and out of the current project site). Cunningham relocated into a building around the corner at 86 Laight Street (also out of the current project site).

The Phoenix Foundry was an impressive facility. Their notoriety led them to receive a commission from the United States Government to build iron canal boats. In fact, the foundry produced the first iron boats built in this country (Porter 1918:5). Other notable work completed at the foundry included constructing the original 36 inch cast iron pipes for the Croton Aqueduct, New York City's celebrated aqueduct system.

By 1842 Hall and Cunningham had left the business, and the foundry became the Hogg and Delamater Iron Works, owned and operated by Peter Hogg and Cornelius Delamater. The propellers and engine of the first completely American-built steamboat, the *Princeton*, were constructed at the foundry ca. 1842. Their business success continued to grow, and sustained a pattern shop, machine shop, and boiler shop. By 1844 over fifty propeller steamers had been built at the foundry (Porter 1918:5). Their success lead them to slowly outgrow their facilities. According to one account:

There was plenty of work of all kinds crowding into the foundry, so much so that an extension to the corner of Vestry Street was made in 1849 and 1850, but as the amount of land available in that locality was extremely limited...they began to cast about for a larger site. (Porter 1918:9).

Their new site, located at West 13th Street, had to be filled and made solid enough to support weight-bearing machinery. Much of the tools and machinery used at the works were imported from England, since the machine tool industry in this country had not advanced enough to produce the necessary machinery (Porter 1918:9). Their move took several years, during which time they worked at both the Vestry Street site and the West 13th Street site.

After they moved uptown, Hogg and Delameter Iron Works continued doing a great deal of business with sugar refineries, such as building boilers, engines, and tanks. In 1858 when they had completed outfitting the Moller and Martin Refinery at Corlears Slip on the East River, Hogg accepted a partnership

offer at the sugar refinery and left the foundry. Delamater stayed on to run the Delamater Iron Works for many years.

During the second half of the nineteenth century production at the Delamater foundry reached its zenith, employing an average of 1,200 men by 1876 (Rutsch 1983: 356). One of the more famous projects completed by the foundry was the production of the boilers and engines of one of the most famous iron-clad ships, the *Monitor* in ca. 1862 (Ibid). The foundry also helped to complete another of the iron clads, the *Dictator* in 1863. Prior to its closing in 1890, the foundry also supplied the equipment for the Moller & Martin Sugar Refinery and the large 100-ton capacity derricks for the City of New York.

As mentioned above, the late nineteenth century was notable for the growth of shipping along the shores of the Lower West Side. The area surrounding the docks became a center for produce markets when the spillover from Washington Market spread throughout the local streets. This continued well into the twentieth century. Many of the local warehouses and houses became repositories for vegetables and fruit. As the trucking industry expanded to include the produce markets in the twentieth century, the streets of the Lower West Side became congested with traffic necessitating the construction of the West Side Elevated Highway above West Street. When the elevated highway was demolished in the early 1980s city planners began to examine plans for a replacement highway. Eventually the large produce market and associated businesses moved to new City-built facilities in the Bronx at Hunts Point.

The Lower West Side became known as "TriBeCa," from Triangle Below Canal, after the produce market moved to the Bronx. It lies south of Canal Street, north of the World Trade Center, east of West Street and west of West Broadway. The name "TriBeCa" became popular in the 1970s when the many warehouses and manufacturing locations became available for sale. In order to attract potential buyers, real estate agents attempted to give the locale an identity, or more of a neighborhood appeal. Many of the older buildings were renovated encouraging an influx of artists from other parts of the City.

The examination of the site files at the New York State Museum and the State Historic Preservation Office indicated that only two of the 17 recorded historic sites within a 1 mile radius are located within the bounds of the Lower West Side, or Tribeca (Appendix). Only one of the two offers information regarding the type of historic site present. In 1984 a foundry located approximately two blocks south of the present project site was examined. The foundry dated from ca. 1826 and the site file report indicated that the foundation was present below historic landfill.

VI. PROJECT SITE HISTORY (LOT BY LOT MAP AND DOCUMENT REVIEW)

During the early nineteenth century intense landfilling activity along the waterfront of the Hudson River pushed the shoreline westward in the vicinity of Vestry Street. By the second quarter of the nineteenth century, Block 218 was inhabited by the foundry and other waterfront businesses. What follows is a Lot by Lot examination of the project site.

1. Lot 20 (see Figure 2)

The 1852 Dripps map depicts a number of standing structures on the project block that were occupied by the Phoenix Foundry discussed above (Figure 4). The current Lot 20, at one time divided into three lots numbered 20, 21, and 22 (referred to hereafter as Historic Lots), had several structures belonging to the Phoenix Foundry. Historic Lots 20 and 21 were covered by a building, while Historic Lot 22 had a single structure on its western half. The Phoenix Foundry vacated these buildings shortly thereafter. An 1857-1862 map depicted the building on Historic Lots 20 and 21 as a stone-faced structure at 256 and 257 West Street. Historic Lot 22 was now predominantly covered by a brick structure, with two small vacant yards remaining; one ran north-south on the northern part of the lot adjacent to the eastern end of the building extension, the second being an area at the very eastern end of the lot. The eastern end of Historic Lot 22 may have been part of a Mahogany Yard, a lumber yard located on the eastern part of the block fronting Washington Street. Since the 1857-1862 map is vague, it is unclear whether the lumber yard actually extended onto this lot.

In 1868 all the lots appeared as they did in 1862 (Dripps 1868; Figure 5). The 1879 Bromley atlas showed no structural details, but in 1885 the lot appeared much as it did in 1868 (Bromley 1879; Robinson 1885; Figures 6 and 7). By 1893 another structure appeared on the very eastern end of Historic Lot 22, where the vacant area of yard had existed. However, a small vacant yard remained between the two buildings. (Robinson 1893). By 1902 Historic Lots 20 and 21 remained unchanged, and the building at the eastern end of Historic Lot 22 had been removed (Bromley 1902). The map depicted the building spanning Historic Lots 20 and 21 as six stories tall, and the building on the western two-thirds of Historic Lot 22 as five stories tall.

In 1913 the six-story building spanning Historic Lots 20 and 21 was labeled H.J. Heinz Co., and measured 50 feet wide by 80 feet long (Hyde 1913). The building on Historic Lot 22 was five stories on the front, one story at the rear, and was approximately 25 feet wide (Hyde 1913). In 1926 the Heinz Co. still occupied the large building, and the map indicated that

the five-story structure on Historic Lot 22 also contained a store (Bromley 1926). By 1955 the building spanning Historic Lots 20 and 21 had been removed, and Historic Lot 20 now contained a gas station (Figure 8). A diner spanned all of Historic Lot 21 and Historic Lot 22 remained unchanged. Currently, the three historic are now vacant and combined together forming Lot 20.

2. Lot 23 (see Figure 2)

In 1852 Lot 23 had a building on its western half, fronting West Street, which was part of the Phoenix Foundry (Dripps 1852; Figure 4). This remained unchanged through 1893 (Perris 1857-1862; Dripps 1868; Bromley 1879; Robinson 1885; Robinson 1893). On the Bromley 1902 Atlas, Lot 23 is shown as having a five story building on its western half and a three story building at the rear of the lot on the eastern end. A vacant yard was present between the two buildings. While a one-story addition had been built at the western end of the five story building by 1913, the remainder of the lot was unchanged (Hyde 1913). The lot appeared the same in 1926 (Bromley 1926). By 1955 a new large structure covered the entire lot (Bromley 1955: Figure 8). The building was two stories tall at the very western end, and one story tall for the remainder. This building, which appeared on atlases to lack a basement, is still standing.

3. Lot 28 (see Figure 2)

In 1852 a structure, which was part of the Phoenix Foundry, stood on the eastern half of Lot 28 and another building stood on the southern part of the lot (Dripps 1852; Figure 4). The eastern most building was labeled "Mollers, Shotwell, Boscher Sugar Refinery in 1862, perhaps related to the sugar refinery on Peter Hogg was associated with and/or the Grand Street Refinery that was supplied with equipment made by the Phoenix foundry in ca. 1858. The building on the southern part of the lot had been removed and the area now part of a Mahogany Yard (Perris 1857-1862). By 1868, Lot 28 was covered with a new building which ran the entire east-west length of the lot, while the southern part of the lot remained vacant (Dripps 1868; Figure 5). The Bromley 1879 atlas shows the Holbrook Mfg. Co. inhabiting the large building on Lot 28 by that date (Bromley 1879; Figure 6). In 1885, F.C. Linde and Co. was depicted as occupying the structure on Lot 28, which had been enlarged to cover the entire lot and was used for storage (Robinson 1885; Figure 7). The structure appeared unchanged through the twentieth century, was always labeled as "storage" or "warehouse," and was recorded as five stories tall with a basement (Robinson 1893; Bromley 1902; Hyde 1913; Bromley 1926; Bromley 1955; Figure 8).

V. PREHISTORIC AND HISTORICAL ARCHAEOLOGICAL SENSITIVITY

A. Prehistoric Resources

It is impossible to travel through Manhattan without seeing the many changes brought about by ongoing construction. The constant modifications made to the landscape present an ideal opportunity to examine the urban locale for the possible recovery of buried cultural material. In general, the prehistory of coastal New York is poorly understood, which is why it is so important to research potential sites.

As discussed above, a comprehensive reconstruction of the prehistoric shoreline clearly showed that the Hudson River inundated this block by 13,000 years ago, prior to any known Native American habitation in the region. The block remained inundated throughout prehistory as well as much of the historic era. While prehistoric landforms were noted for the area south of Laight Street, it is highly unlikely that any prehistoric underwater remains, if they ever existed on the site, would have survived subsequent tidal action and dredging episodes. What now constitutes Block 218 is entirely artificial landfill. The prehistoric archaeological potential on the project site is very low. Therefore, the entire block has very low sensitivity for prehistoric cultural material.

B. Historical Resources

LOT 20

The fill material beneath Lot 20 dates to the 1820s, and apparently lacks any association with a particular filling event or individual. Therefore, landfill beneath this lot has very limited potential to yield historically important and relevant information.

A portion of what is now Lot 20 may be sensitive for historical period archaeological deposits. The structure which spanned all of Historic Lots 20 and 21 dated between c.1852 and the mid-twentieth century. This building was once occupied by the Phoenix Foundry, but they vacated the structure by the mid 1850s. Since there was never any vacant yard associated with this structure on these two lots, only building foundations probably exist beneath the surface. Anything of potential historical significance associated with the Phoenix Foundry, which may have been inside the building itself, would have been removed by subsequent occupants since the building stood for many years after the foundry left. There is very little reason to believe that archaeological deposits on what were formerly Historic Lots 20 and 21 would have any significance. However,

Historic Lot 22, which is now part of Lot 20, may host potentially important deposits.

The building on the western end of Historic Lot 22 stood between ca. 1852 and ca. 1955 and never had a basement. The eastern end of the lot remained vacant throughout most of the lot's use, with the exception of a temporary structure which was seen at the very eastern end of the lot on an 1893 atlas (Bromley 1893). By 1902 the temporary structure had been removed, and the eastern end of the lot was vacant once again. Since the eastern one-third of the lot was vacant at the time the building was used by the Phoenix Foundry, there may be associated deposits located on this part of the lot. Deposits may also remain from subsequent occupants. The temporary nature of the ca. 1893 structure at the eastern end of the lot probably caused little disturbance. Therefore, the eastern end of Historic Lot 22, now a part of Lot 20, may be sensitive for historical period archaeological remains associated with the Phoenix Foundry and subsequent occupants (Figure 9).

LOT 23

Landfill beneath this lot dates to the 1820s, and apparently lacks any association with a particular filling event or individual. Therefore, fill beneath this structure has very limited potential to yield historically important and relevant information.

Currently there is a building spanning Lot 23 which was built between 1926 and 1955. The remains of an earlier structure depicted on an 1852 map may exist beneath the foundation of the extant structure on the lot (Figure 4). Since the eastern half of the lot remained vacant for many years, it may have served as a disposal site for factory debris from the Phoenix Foundry which occupied the pre-1852 structure through the mid-1850s, and debris associated with subsequent occupants of the building. None of the additions or outbuildings built on the lot appeared to have basements which would have disturbed early deposits from the Foundry. Therefore, this lot may be sensitive for historical period archaeological deposits (Figure 9).

LOT 28

Landfill beneath this lot also dates to the 1820s and apparently lacks any association with a particular filling event or individual. Therefore, fill beneath this structure has very limited potential to yield historically important and relevant information.

The extant structure on Lot 28 covers the entire lot and has a basement. Therefore, the remnants of earlier buildings on the

lot, associated with the Phoenix Foundry, would have been removed or severely disturbed during foundation excavation for the warehouse. The extant building was constructed in stages with the original section dating to ca. 1868, and the southern addition dating to ca. 1885. Since the building was primarily used for storage, and had no vacant yards which would have been undisturbed over the years, there is no archaeological sensitivity associated with this structure (Figure 9).

VI. CONCLUSIONS AND RECOMMENDATIONS

The research clearly shows that there is very low potential for prehistoric resources to exist on or beneath Block 218, and more specifically beneath Lots 20, 23, or 28. Furthermore, landfill beneath this block dates to the mid-1820s and is not associated with any specific individual or dumping event. Therefore, it apparently lacks the necessary association to make it sensitive. This portion of the Lower West Side was not a residential area. The majority of the structures were involved in shipping and manufacturing. Therefore this location is not sensitive for residential features. Parts of these lots may, however, be sensitive for other historical period cultural resources (Figure 9).

The Phoenix Foundry, an important iron works, was established on this block sometime in the early to mid-nineteenth century. By the middle of the 1850s it had vacated the block. Lot 20, which really consists of three city blocks formerly numbered 20, 21, and 22, is partially sensitive for remains of the foundry. Historic Lots 20 and 21 are not sensitive since they were entirely covered by a structure. Lot 28 was also determined to have little if no archaeological sensitivity since the extant structure covers the entire lot and has a subsurface basement which would have impacted any earlier remains. However, the eastern end of Historic Lot 22, or a portion of current Lot 20, may possess deposits associated with the Phoenix Foundry and subsequent occupants of the building on the western end of the lot (Figure 9). Furthermore, the eastern end of Lot 23 may also be sensitive for foundry debris, and deposits from subsequent occupants of a building on the western end of that lot.

Portions of two of the lots within Block 218 (Lots 20 and 23) may be a potential resource for the recovery of materials relating to metallurgical technology and foundries geared toward the production of objects used for ships and shipping, as well as for industrial manufacturers. The fact that a diverse number of these waterfront foundries were coexisting all along the shore of Manhattan makes this type of site a potentially informative resource for understanding the industrial waterfront of the nineteenth century. The amount and types of objects cast could furnish insight into the competitive world of the late nineteenth-century foundry. Although portions of the foundry on the project site may have been disturbed by subsequent development, (e.g., the construction of the surrounding buildings), some of the cultural materials associated with this resource may remain buried.

It is therefore recommended that once final design plans are complete a Phase 1B topic-intensive examination be conducted on the sensitive lots that will be impacted by construction. The topic intensive examination, which is beyond the scope of this report, should involve the investigation of additional nineteenth century primary documents, business directories, photograph collections, and archaeological reports on waterfront foundry sites. This type study should enable archaeologists to formulate research questions; for example, the examination of the Phoenix foundry could be an important source of comparative data that would help to provide insight into the potential for significant archaeological visibility of this type of industry.

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FIGURES

JERSEY CITY QUADRANGLE

NEW JERSEY-NEW YORK

7.5 MINUTE SERIES (TOPOGRAPHIC)

GEORGE WASHINGTON BRIDGE 8 MI.

6765 IV SW
(CENTRAL PARK)

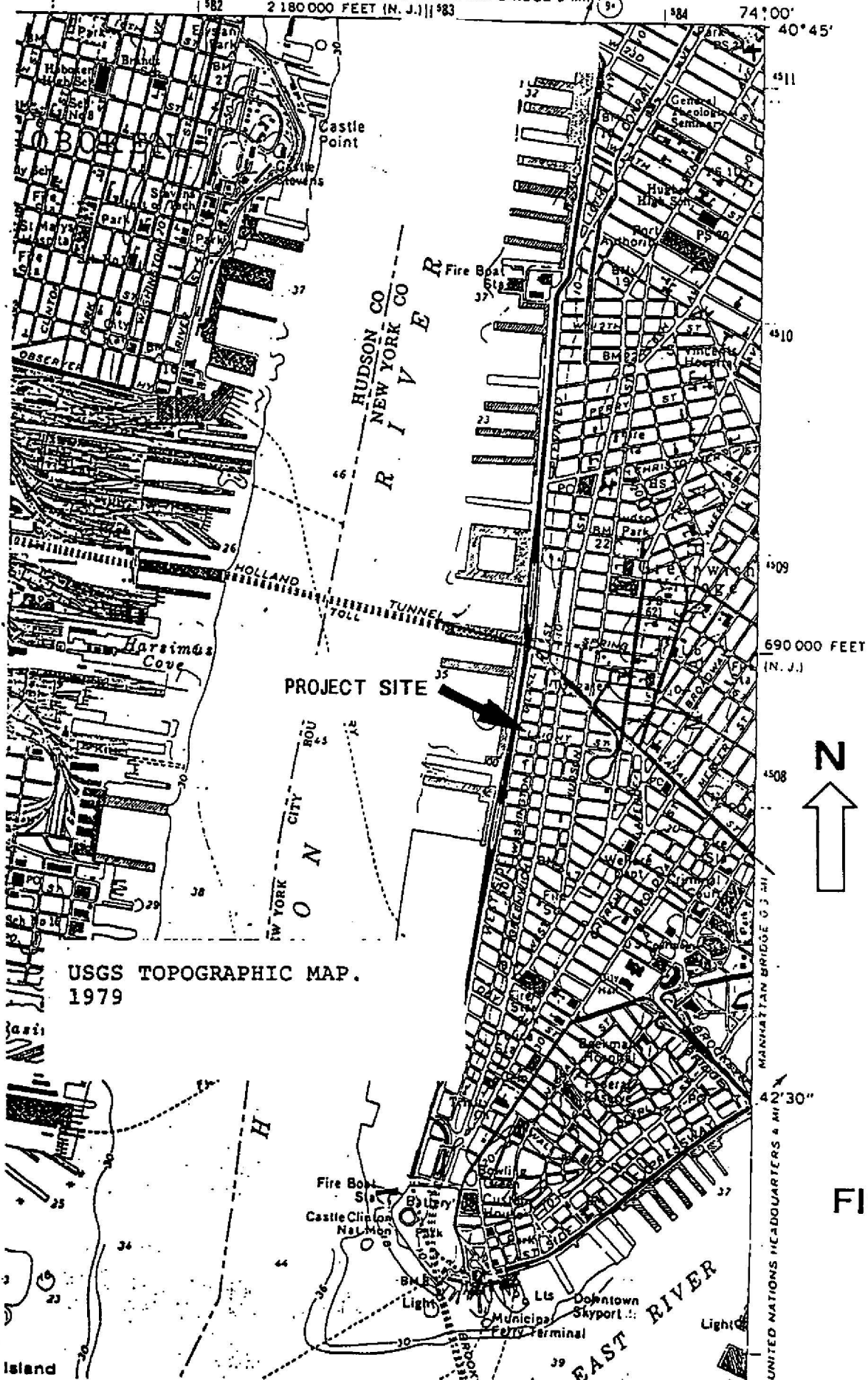
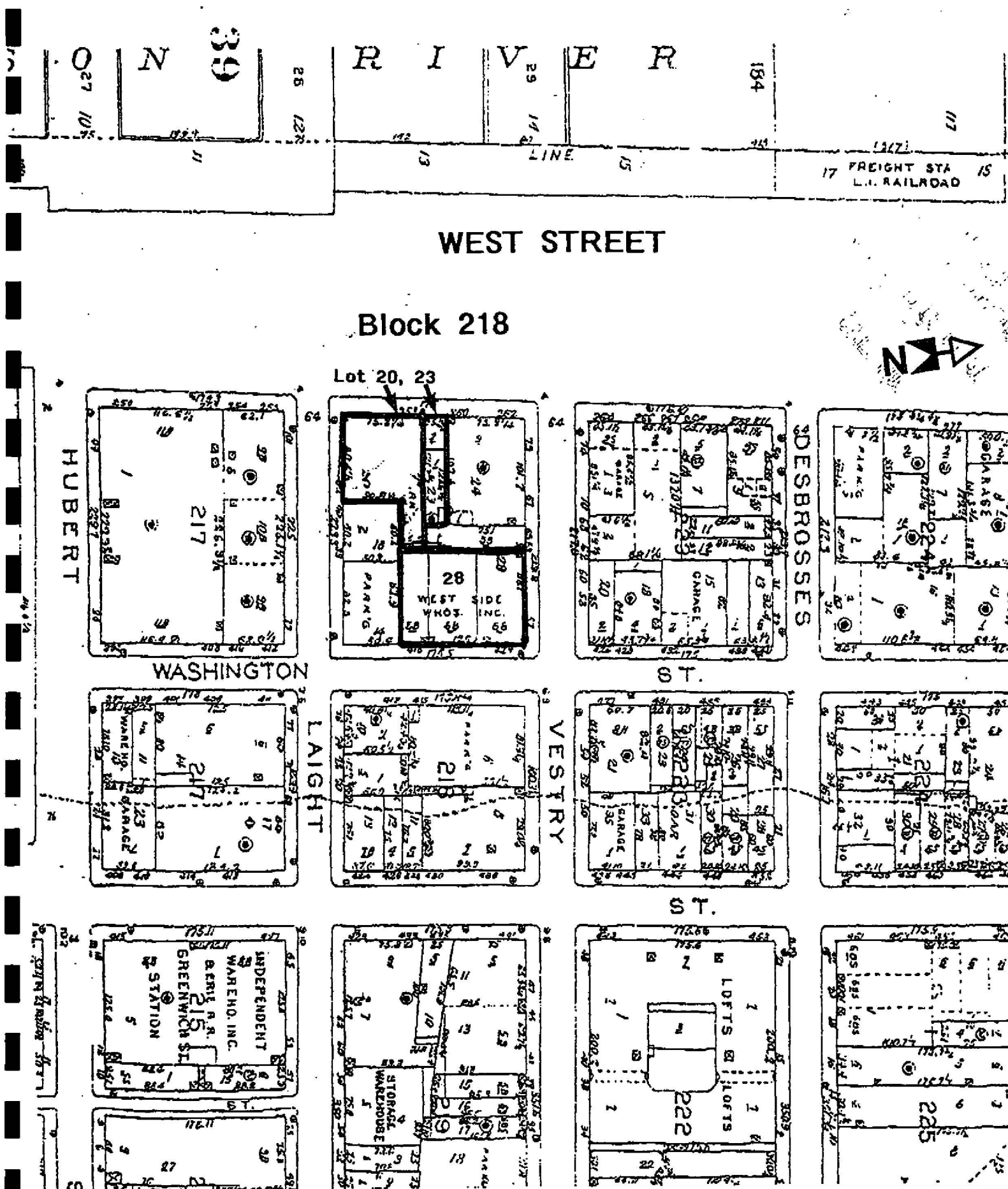


FIGURE 1



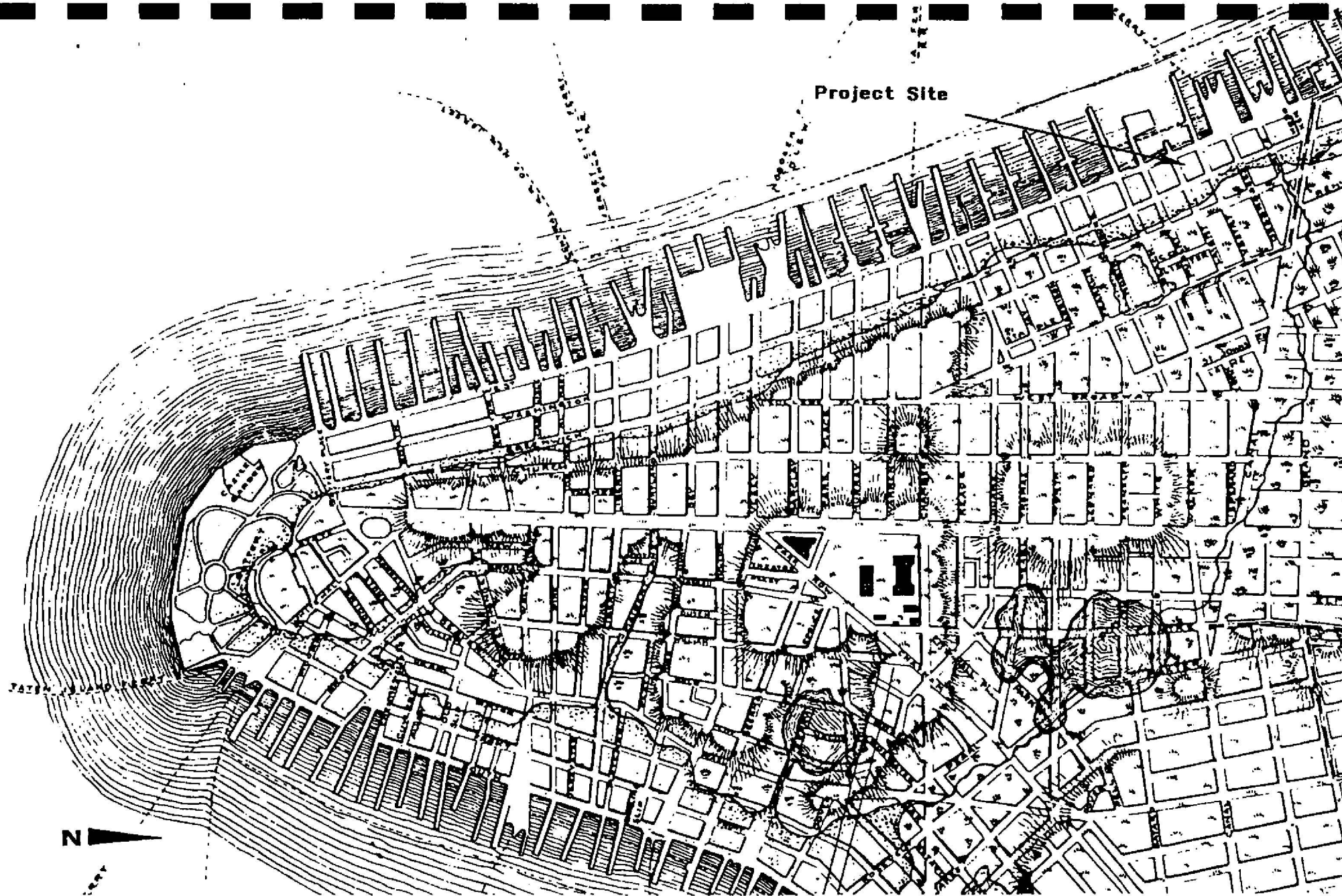


Figure 3: 1874 Viele Topographical Atlas of the
City of New York. No Scale.

Project Site

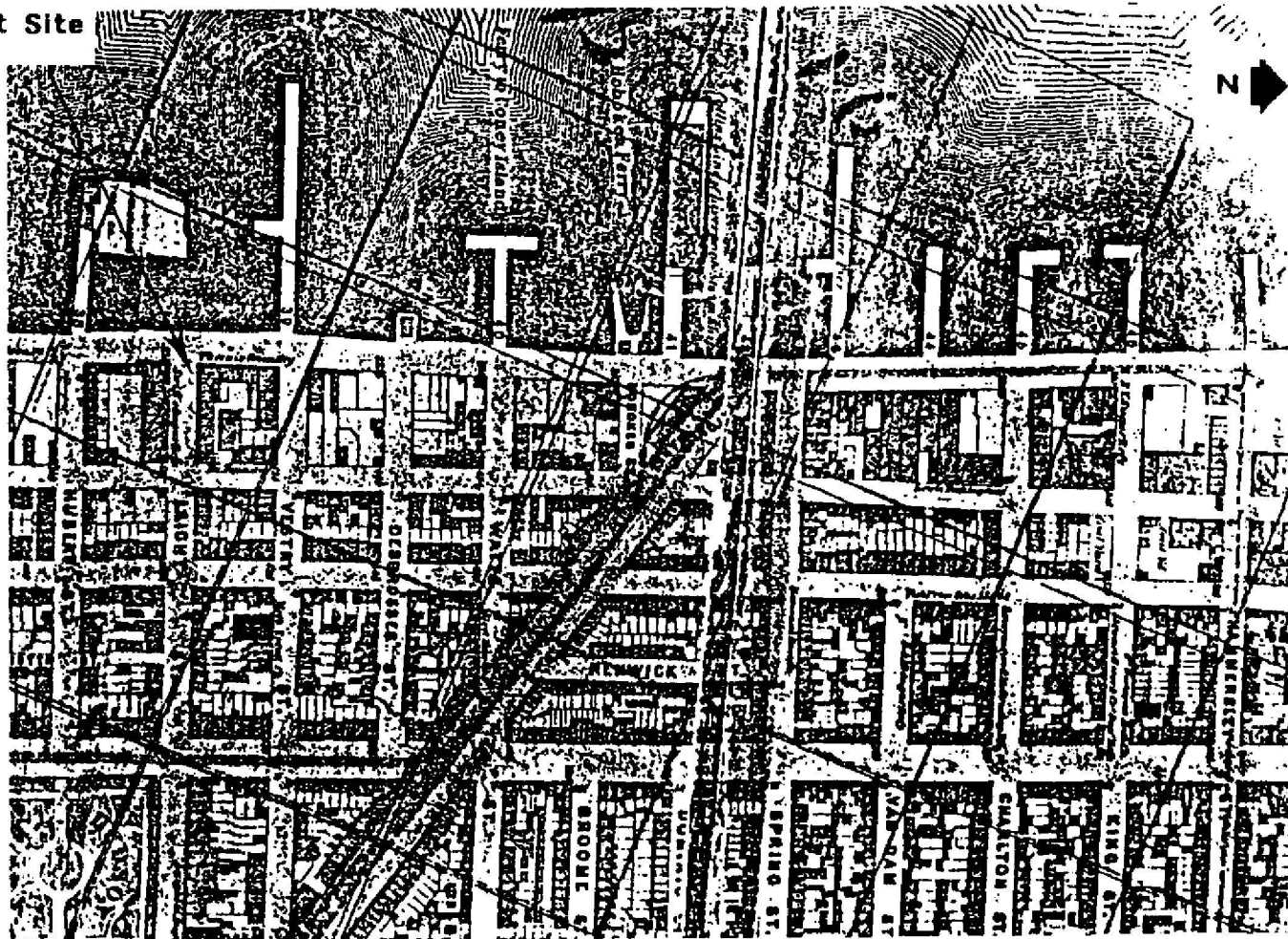


Figure 4: 1852 Dripps Map of the City of New York
Extending Northward to 50th Street. No Scale.

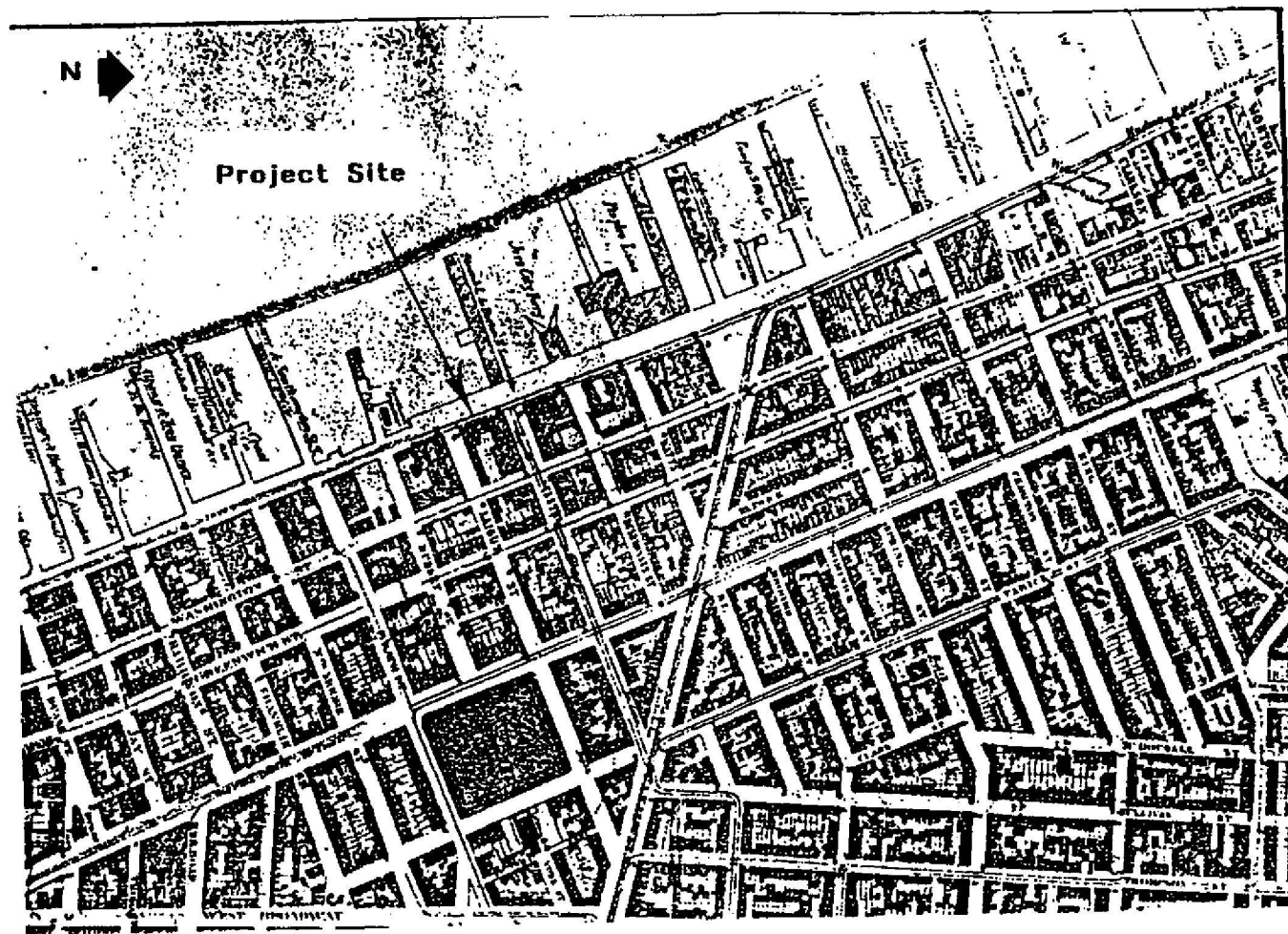


Figure 5: 1868 Dripps Plan of New York City. No Scale.

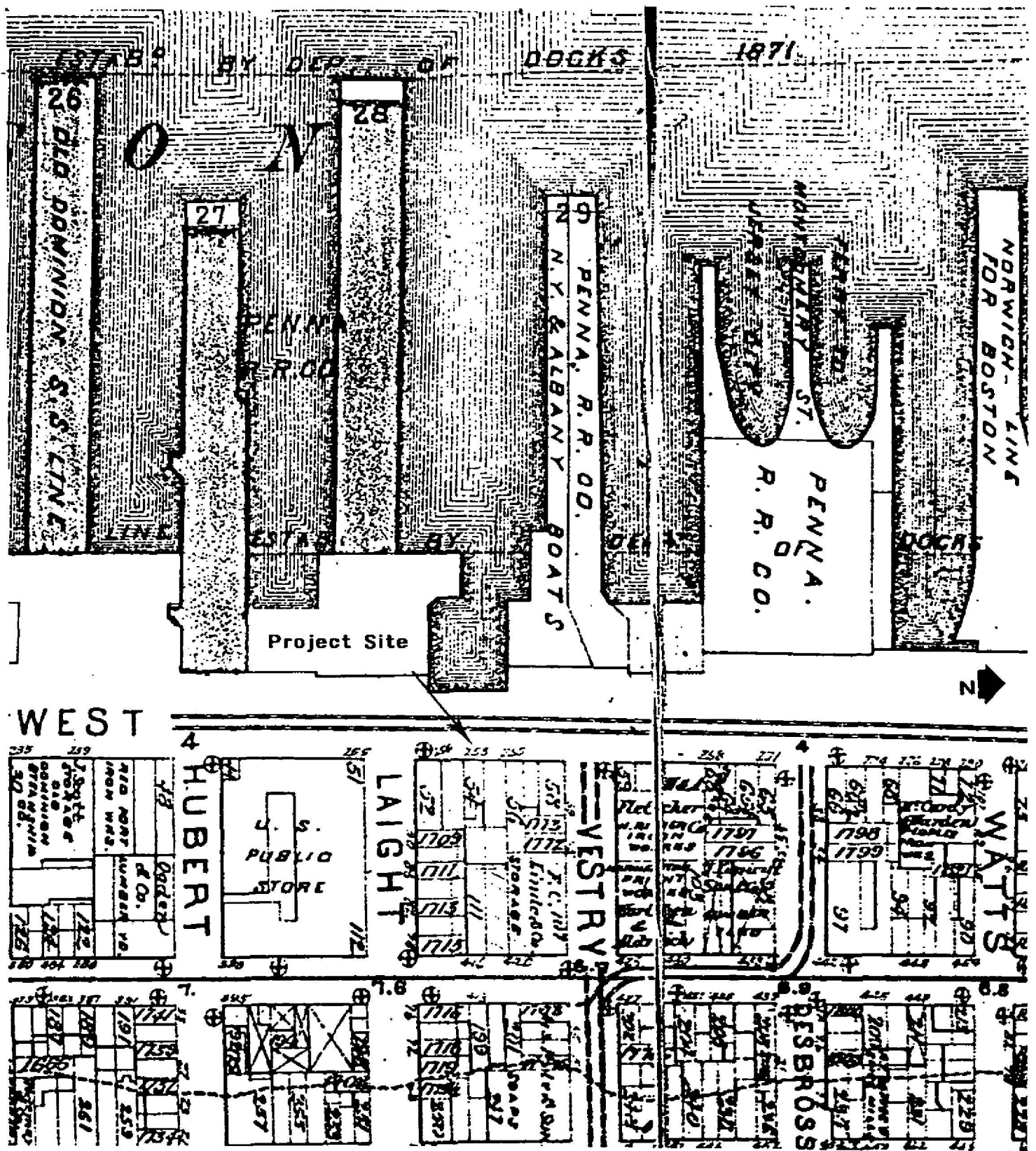


Figure 7: 1885 Robinson's Atlas of the City of New York. No Scale.

[illegible][illegible]

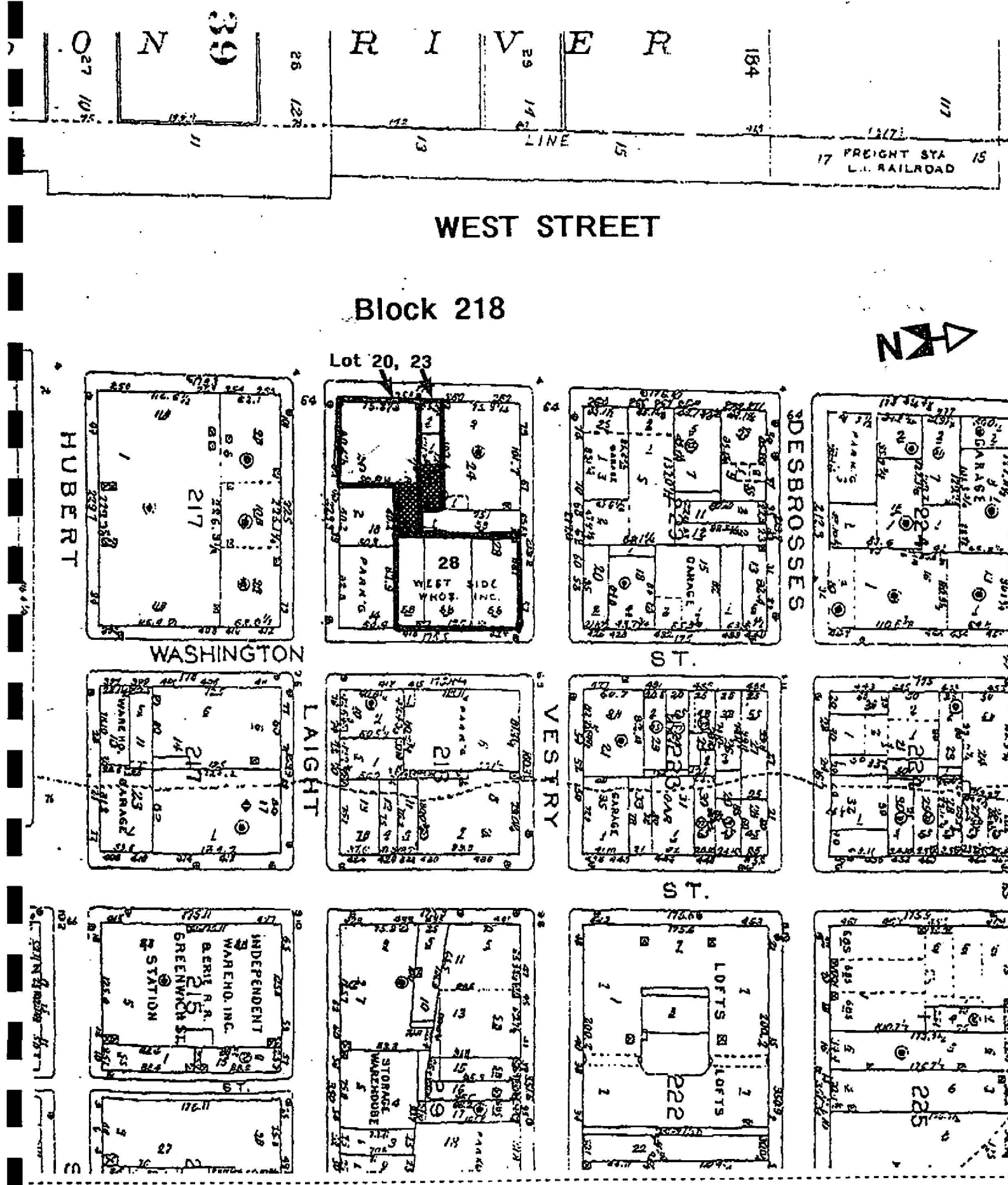


FIGURE 9

Archaeologically Sensitive Areas

PHOTOGRAPHS

Photo 1: From the southeast corner of Laight Street and Washington Street looking North-northwest toward the building on Lot 28.

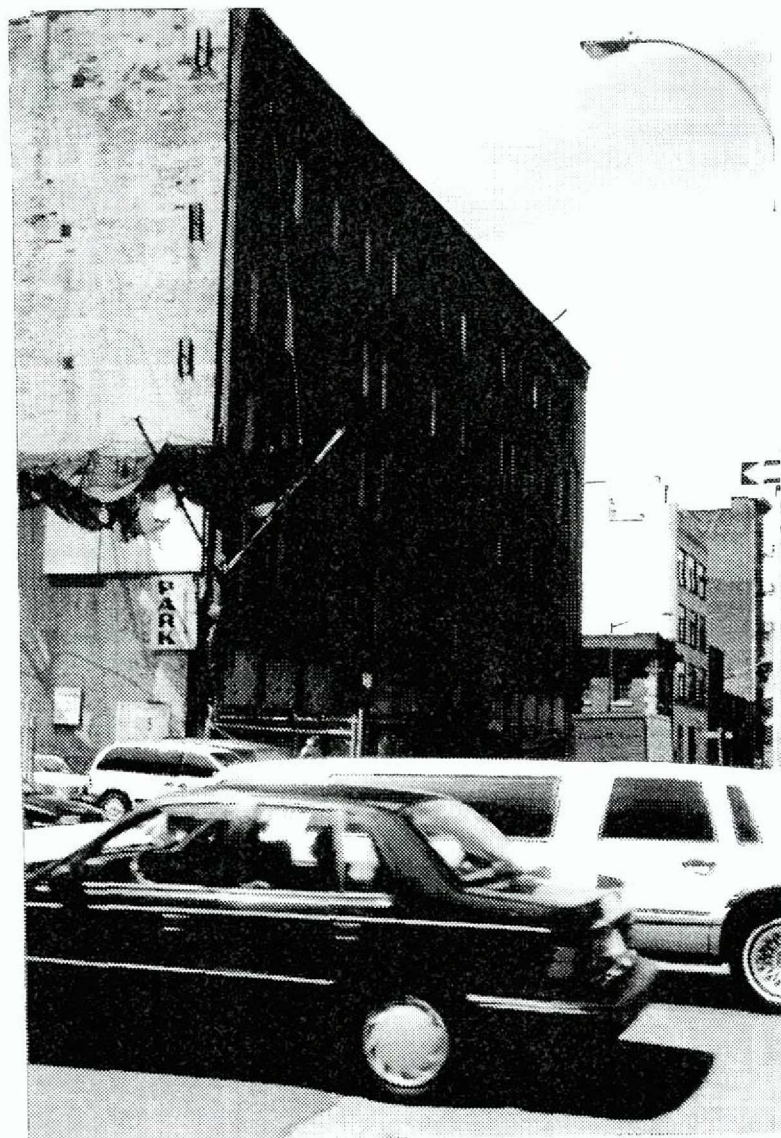


Photo 2: From Washington Street sidewalk. View of portion of first floor and basement entry to building on Lot 28.

Photo 3: Close-up of basement entry.

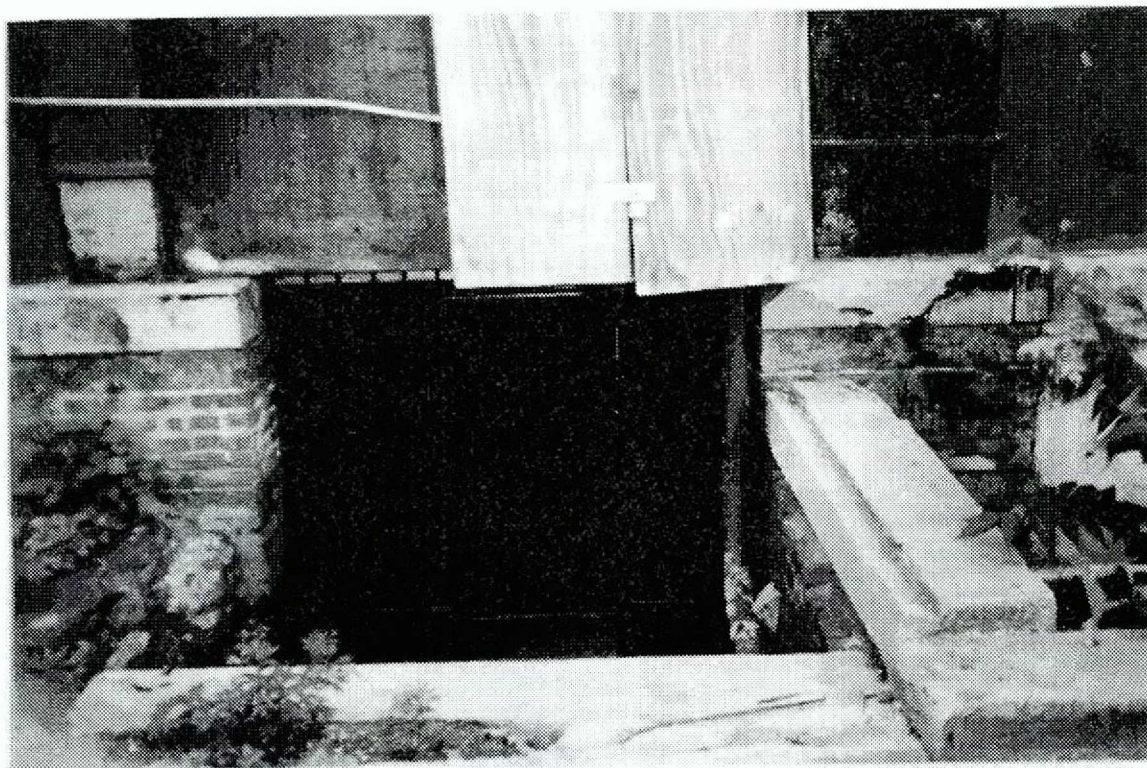
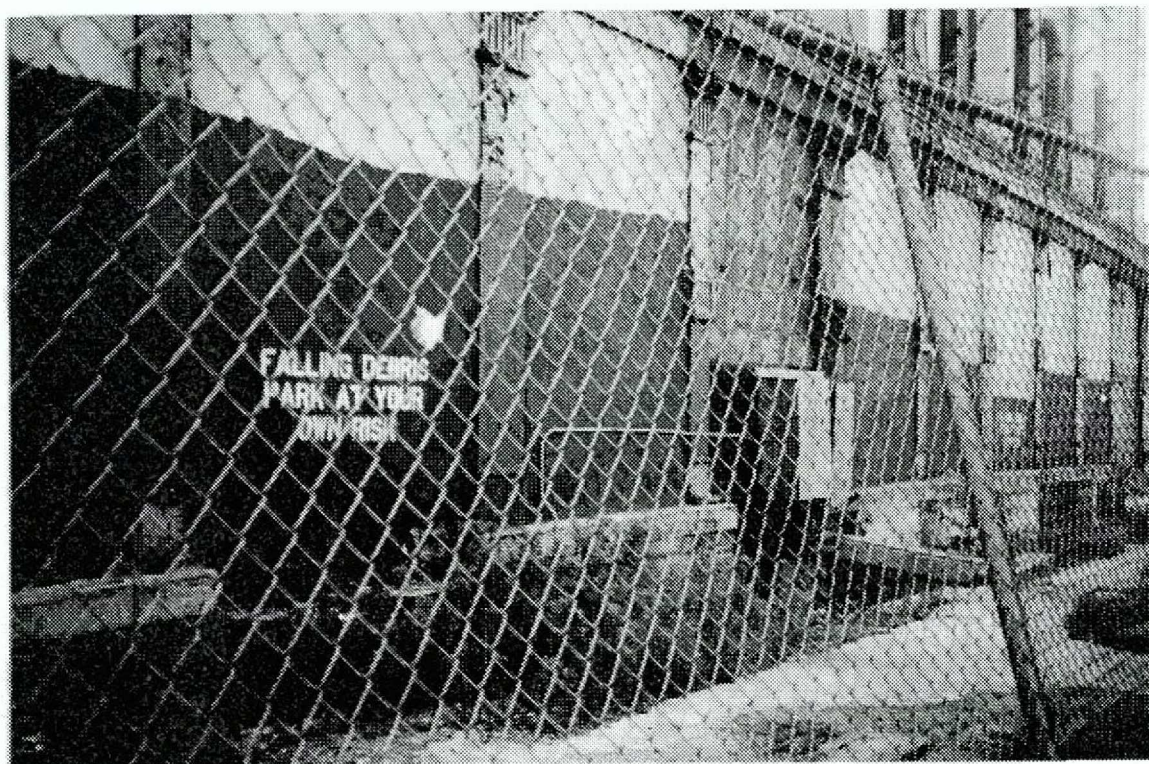


Photo 4: From the northeast corner of Vestry and West Streets
looking southeast toward building on Lot 28.

Photo 5: From the northeast corner of Vestry and West Streets
looking south. "Park" sign is Lot 20.

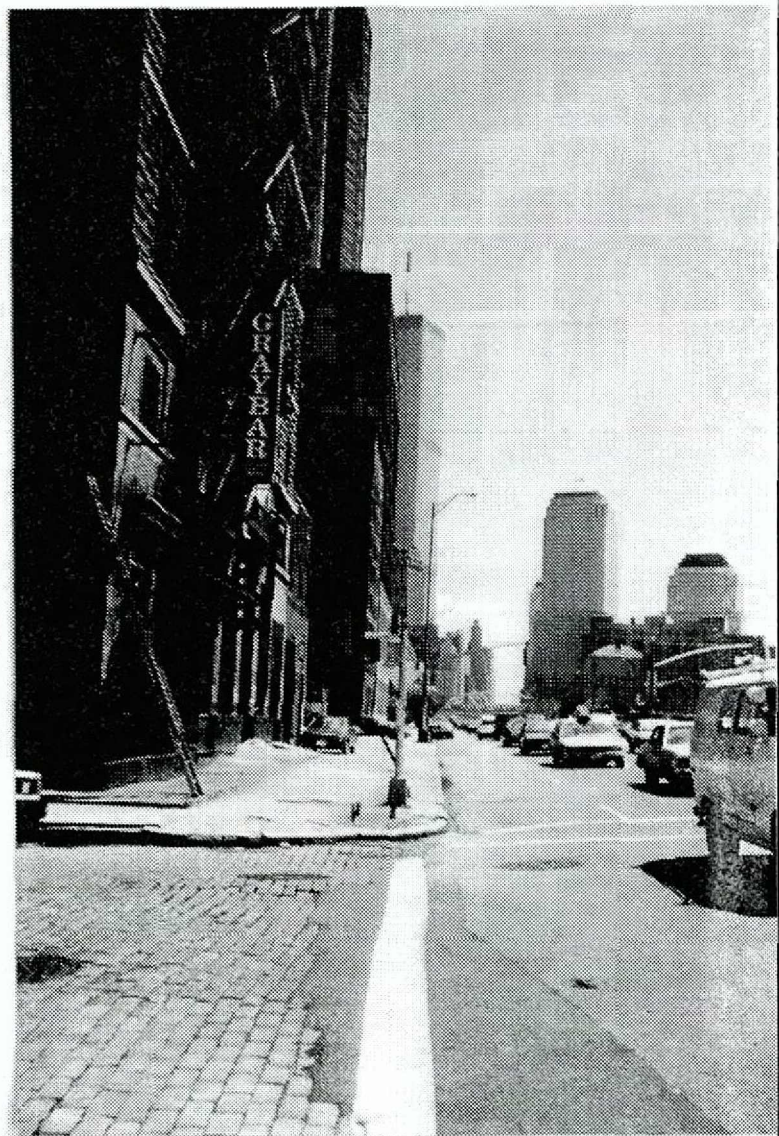
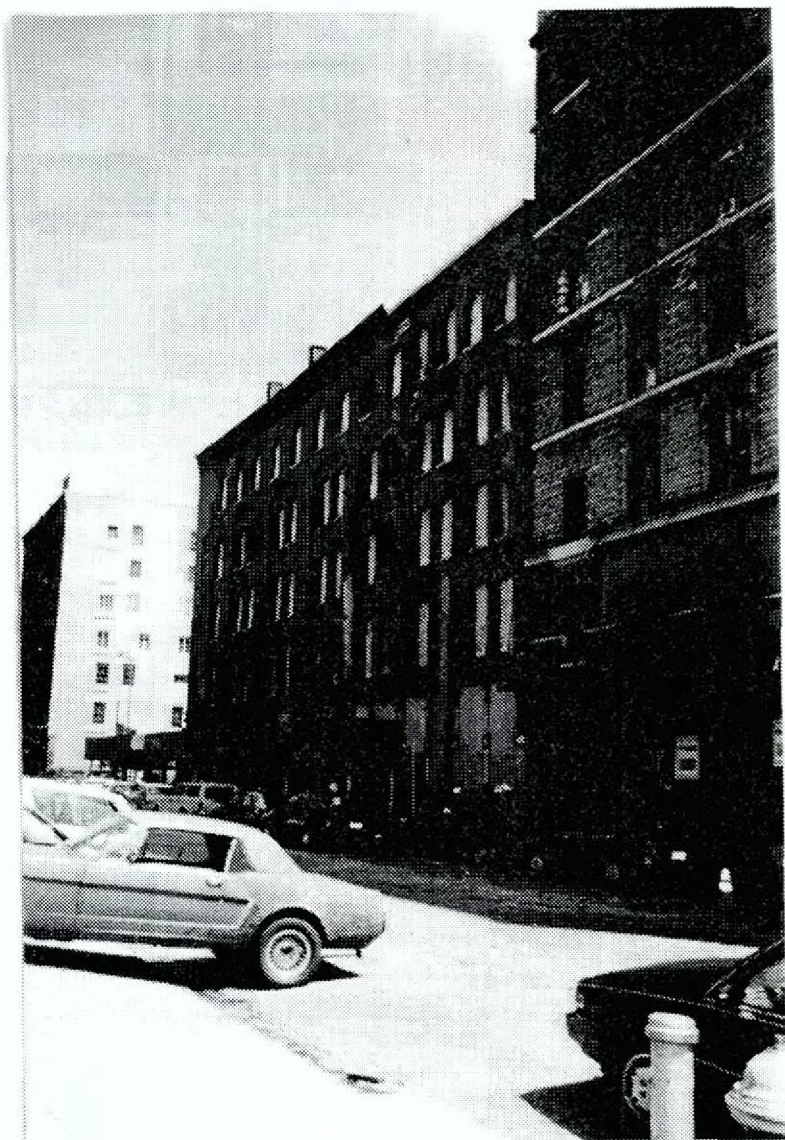
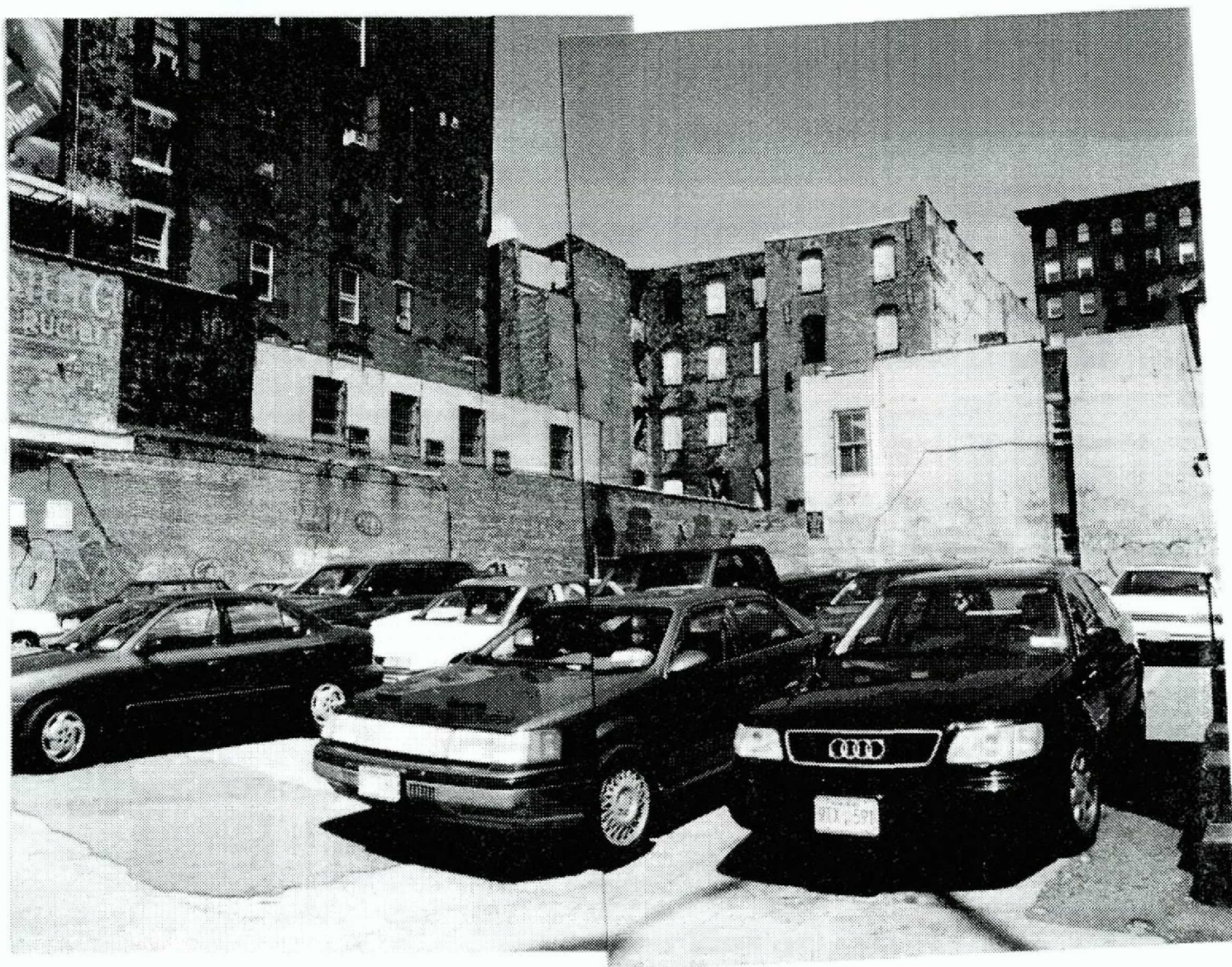


Photo 6: From West Street near the corner of Laight Street
looking northeast across Lot 20. Low building to
left of photo is Lot 23.



APPENDIX

Communication from NY State Museum and NYSOPRHP

NEW YORK STATE MUSEUM

3122 Cultural Education Center
Albany, NY 12230
518/474-5813 FAX 518/473-8496

Anthropological Survey

DATE: 6/19/96

To:
CECE SAUNDERS
HISTORICAL PERSPECTIVES
P.O. BOX 3037
WESTPORT, CT 06880

Proposed Project: ERICSSON PLACE
7.5' U.S.G.S. Quad: BROOKLYN, JERSEY CITY

In response to your request our staff has conducted a search of our data files* for locations and descriptions of prehistoric archaeological sites within the area indicated above. The results of the search are given below.

If specific information requested has not been provided by this letter, it is likely that we are not able to provide it at this time, either because of staff limitations or policy regarding disclosure of archaeological site data.

Questions regarding this reply can be directed to the site file manager, at (518) 474-5813 or the above address. Please refer to the N.Y.S.M. site identification numbers when requesting additional information.

Please resubmit this request if action is taken more than one year after your initial information request.

*[NOTE: Our files normally do not contain historic archeological sites or architectural properties. For information on these types of sites as well as prehistoric sites not listed in the N.Y.S.M. files contact The State Historic Preservation Office; Office of Parks, Recreation & Historic Preservation; Agency Building #1; Empire State Plaza; Albany, NY, 12238 at (518) 474-0479.

RESULTS OF THE FILE SEARCH:

Recorded sites ARE located in or within one mile of the project area. If so, see attached list.

Code "ACP" = sites reported by Arthur C. Parker in The Archeology Of New York, 1922, as transcribed from his unpublished maps.

SEARCH CONDUCTED BY: BW (initials) Anthropological Survey, NYS Museum

cc: N.Y.S. OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION; HISTORIC PRESERVATION FIELD SERVICES BUREAU

6/19/96 To: CECE SAUNDERS, HISTORICAL PERSPECTIVES

Project: ERICSSON PLACE Topo. Maps: BROOKLYN, JERSEY CITY
Bk/(initials) Anthropological Survey, NYSM

New York State Museum Prehistoric Archaeological Site Files

EVALUATION OF ARCHAEOLOGICAL SENSITIVITY FOR PREHISTORIC (NATIVE AMERICAN) SITES

Examination of the data suggests that the location indicated has the following sensitivity rating:

HIGH PROBABILITY OF PRODUCING PREHISTORIC ARCHAEOLOGICAL DATA. NO.

The reasons for this finding are given below:

- ☒ A RECORDED SITE(S) IS(ARE) INDICATED IN, ADJACENT TO, OR IN THE VICINITY OF THE LOCATION AND WE HAVE REASON TO BELIEVE IT(HEY) COULD BE IMPACTED BY THE PROPOSED ACTIVITY.
- ☐ A RECORDED SITE IS INDICATED IN THE GENERAL VICINITY OR SOME DISTANCE AWAY. DUE TO THE MARGIN OF ERROR IN THE LOCATION DATA IT IS POSSIBLE THE SITE ACTUALLY EXISTS IN OR IMMEDIATELY ADJACENT TO THE LOCATION.
- ☒ THE TERRAIN IN THE LOCATION IS SIMILAR TO TERRAIN IN THE GENERAL VICINITY WHERE RECORDED ARCHAEOLOGICAL SITES ARE INDICATED.
- ☒ THE PHYSIOGRAPHIC CHARACTERISTICS OF THE LOCATION SUGGEST A HIGH PROBABILITY OF PREHISTORIC OCCUPATION OR USE.
- ☐ THE PHYSIOGRAPHIC CHARACTERISTICS OF THE LOCATION SUGGEST A MEDIUM PROBABILITY OF PREHISTORIC OCCUPATION OR USE.
- ☐ THE PHYSIOGRAPHIC CHARACTERISTICS OF THE LOCATION SUGGEST A LOW PROBABILITY OF PREHISTORIC OCCUPATION OR USE.
- ☐ EVIDENCE OF CULTURAL OR NATURAL DESTRUCTIVE IMPACTS SUGGESTS A LOSS OF ORIGINAL CULTURAL DEPOSITS IN THIS LOCATION.
- ☐ THE PHYSIOGRAPHIC CHARACTERISTICS OF THE LOCATION ARE MIXED, A HIGHER THAN AVERAGE PROBABILITY OF PREHISTORIC OCCUPATION OR USE IS SUGGESTED FOR AREAS IN THE VICINITY OF EITHER PRESENT OR PREEXISTING BODIES OF WATER, WATERWAYS, OR SWAMPS. A HIGHER THAN AVERAGE PROBABILITY IS SUGGESTED FOR ROCK FACES WHICH AFFORD SHELTER OR FOR AREAS SHELTERED BY BLUFFS OR HILLS. AREAS IN THE VICINITY OF CHERT DEPOSITS HAVE A HIGHER THAN AVERAGE PROBABILITY OF USE. DISTINCTIVE HILLS OR LOW RIDGES HAVE AN AVERAGE PROBABILITY OF USE AS A BURYING GROUND. LOW PROBABILITY IS SUGGESTED FOR AREAS OF EROSIONAL STEEP SLOPE.
- ☒ PROBABILITY RATING IS BASED ON THE ASSUMED PRESENCE OF INTACT ORIGINAL DEPOSITS, POSSIBILITY UNDER FILL, IN THE AREA. IF NEAR WATER OR IF DEEPLY BURIED, MATERIALS MAY OCCUR SUBMERGED BELOW THE WATER TABLE.
- ☐ INFORMATION ON OTHER SITES MAY BE AVAILABLE IN A REGIONAL INVENTORY MAINTAINED AT THE FOLLOWING LOCATION(S).

COMMENTS:

cc: N.Y.S. OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION; H. P. FIELD SERVICES BUREAU

N.Y.S. MUSEUM ARCHAEOLOGICAL SITE FILE
 RM. 3122, C.E.C., ALBANY, N.Y., 12230
 CONFIDENTIAL: INFORMATION FOR RELEASE ONLY AS REQUIRED BY LAW
 OR AS AUTHORIZED IN WRITING BY THE NYSM ANTHROPOLOGY SURVEY

ID. #	S- ALT, SITE OLD, NAME (DHP)	REPORTED: *:AGE :SITETYPE :STRATIG	REMARKS	USGS TOPO REPORTER 7.5' (15') (RECORDER) :COUNTY -[EARLIER REPORTER]	PROJ. ID. #	DFILE 1NOTE 2MAP: 3ELOC
1059	ACP-NYKE		Village Shell Point Parker on a small island overlooking a small lake - large deposits of shell! general location			
1060	ACP NYKE		Village Parker no info.			
3376	ACP-Kings Sites	General	"Kings Co. was... without doubt... occupied in nearly every part." ACP Part 2, p.582.			



FAX TRANSMISSION

HARTGEN ARCHEOLOGICAL ASSOCIATES, INC.

27 JORDAN ROAD
TROY, NEW YORK 12180
(518) 283-0534
FAX: (518) 283-6276

To: Cece Saunders

Date: June 21, 1996

Fax #: (203) 226-8376

Pages: 2~~4~~, including this cover sheet.

From: Lori Blair *LB*

Subject: Ericsson Place

COMMENTS: Sorry for the delay. Following are the site file search results. I'll mail the site forms. I have to check with Betsey (who did the files search), but I would assume that there were no forms for the sites listed below without any other information. I'll get back to you if that's not the case.

this is true!

OPRHP

1	A061-01-1273	Sheridan Square	18th and 19th cent. stuff
2	A061-01-7671		
3	A061-01-1285	Site 1 Wash. St.	1826 foundry site & hist. landfill
4	A061-01-1304	City Hall Park Site	early 18th century material
5	A061-01-0604	209 Water Street	historic ceramics in cellar
6	A061-01-0623-D023	Telco Block	historic
7	A061-01-0001		
8	A061-01-6763	Schermerhorn Row	historic
9	A061-01-0014-D03		
10	A061-01-1271	175 Water Street	historic
11	A061-01-1283	Barclays Bank Site	18th century materials
12	A061-01-0491		
13	A061-01-1272-D14	64 Pearl St-34 Water	historic landfill site; late 17th on
14	A061-01-1282	Ronson Project Site	Dutch surface under 19th c found.
15	A061-01-0490		
16	A061-01-1284	The Assay Site	historic landfill site; inc. 4 revo-era cannon
17	A061-01-1286	Sullivan Str.	early 19th cen. suburban area

NYSM

4059	ACP-NYRK 9	Shell Point	village
4060	ACP NYRK no#		village site

Apparently no archeological sites are on the National Register

NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM

For Office Use Only--Site Identifier A061-01-1285

Project Identifier Washington St. Urban Renewal Project Date 6/27/81
Your Name Juan Geisner Phone () _____
Address _____

Zip _____

Organization (if any) _____

1. Site Identifier(s) Site 1 Washington St. Urban Renewal Project
2. County New York One of following: City Manhattan
Site area bounded by Hubert St, Washington St, N Moore St, & West St Township _____
Incorporated Village _____
Unincorporated Village or Hamlet _____

3. Present Owner Shearson American
Address _____
Zip _____

4. Site Description (check all appropriate categories):
Structure/site 1826 Foundry Site & historic landfill
Superstructure: complete partial collapsed not evident ☒
Foundation: above below ☒ (ground level) not evident
Structural subdivisions apparent Only surface traces visible
☒ Buried traces detected
List construction materials (be as specific as possible):

Grounds

Under cultivation Sustaining erosion Woodland Upland
Never cultivated Previously cultivated Floodplain Pastureland
Soil Drainage: excellent good fair poor
Slope: flat gentle moderate steep
Distance to nearest water from structure (approx.) _____
Elevation: _____

5. Site Investigation (append additional sheets, if necessary):
Surface--date(s) _____
Site Map (Submit with form*)
Collection
Subsurface--date(s) 1981
Testing: shovel coring other _____ unit size _____
no. of units _____ (Submit plan of units with form*)

Excavation: unit size _____ no. of units _____
(Submit plan of units with form*)

* Submission should be 8 1/2"x11", if feasible

Investigator Juan Geisner
Manuscript or published report(s) (reference fully):

Present repository of materials _____

RECEIVED
STANDARD & APPEALS
JUL 11 PM '91

CAL. NO.

6. Site inventory:

- a. date constructed or occupation period 1826
b. previous owners, if known
c. modifications, if known

(append additional sheets, if necessary)

7. Site documentation (append additional sheets, if necessary):

a. Historic map references

- 1) Name _____ Date _____ Source _____
Present location of original, if known _____

- 2) Name _____ Date _____ Source _____
Present location of original, if known _____

b. Representation in existing photography

- 1) Photo date _____ Where located _____
2) Photo date _____ Where located _____

c. Primary and secondary source documentation (reference fully)

d. Persons with memory of site:

- 1) Name _____ Address _____
2) Name _____ Address _____

8. List of material remains other than those used in construction (be as specific as possible in identifying object and material):

If prehistoric materials are evident, check here and fill out prehistoric site form. _____

9. Map References: Map or maps showing exact location and extent of site must accompany this form and must be identified by source and date. Keep this submission to 8½"x11", if feasible. See Plot on U.S.G.S. Topo Sheet

USGS 7½ Minute Series Quad. Name Jersey City

For Office Use Only--UTM Coordinates _____

10. Photography--(optional for environmental impact survey):

Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.