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CULTURAL RESOURCES ASSESSMENT

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499 Greenwich Street
Block 594, Manhattan

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CULTURAL RESOURCES ASSESSMENT

499 Greenwich Street
Block 594, Manhattan

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July 2, 2001

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INTRODUCTION

The proposed residential building at the 499 Greenwich Street project site in Manhattan would result in the demolition of an existing 1-story truck loading platform and associated loading area and subsequent deep excavations for substantial foundations. The proposed construction on Block 594, Lots 29 and 37 requires the completion of an environmental review. As part of that process, a Phase 1A Archaeological Assessment was undertaken.

This Phase 1A Archaeological Assessment, completed by Historical Perspectives, Inc. (HPI), was designed to determine the likelihood that precontact – or prehistoric – and historic archaeological resources were once present on the project site and the likelihood that these resources have remained undisturbed by historic and modern development and still possess their integrity. Background research included a review of primary and secondary sources, including modern soil borings, to document the prior usage of the individual historic lots in the project site. In addition, cartographic analysis, site file reviews of previous pertinent archaeological findings, and field visits have been completed.

The review requirements of the New York City Landmarks Preservation Commission (NYCLPC) and the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) have been addressed. The following HPI assessment has been conducted in compliance with the State Environmental Quality Review Act (SEQRA) and was completed as per New York Archaeological Council (NYAC) Standards (1994).

Site Location and Current Conditions

The proposed 499 Greenwich Street project site fronts on both Greenwich and Renwick Streets on Block 594 in Manhattan. The current project site lots are 29 and 37; the current street addresses are 499-509 Greenwich Street and 35-43 Renwick Street. The site is currently occupied by three parking lots, and one 1-story warehouse/garage, which has loading dock bays that can be entered via both Greenwich and Renwick Streets. The Greenwich Street warehouse/garage entrance, situated at the east side of 499 Greenwich, has a 4-bay, raised loading dock with metal doors, while the Renwick Street warehouse/garage, situated at the west side of 35-43 Renwick, has a 10-bay, raised loading dock with metal doors. (See Figures 1 and 2 for site location; See Photographs A-C.) The site is relatively level, with a very slight rise from the Greenwich and Renwick Street curbs toward the center of the project block. A site inspection noted manholes and sewer grates in the streetbeds and basements in adjoining buildings. Currently, there are no visibly apparent below grade structures on either lot.

Soil within Manhattan is mostly glacial till, clay, sand, gravel, mud, and assorted debris (Kieran 1982:24). Recently conducted site-specific borings indicate possible below-grade conditions on the site. Soils in the general area include possible fill, silty clay, clayey silt and fine sand, silty coarse to fine sand, and glacial till (Mueser Rutledge 1997: Boring Logs). The groundwater level fluctuates with tidal variations in the river (Ibid.). Within the sidewalk between Renwick Street and the site, possible fill has been recorded to a depth of 13 feet and 9.7 feet below street level (NYC Subsurface Exploration Section 1982: B-1). Sands and gravels underlay the disturbed soils. To the south of the site and along the same sidewalk, these 1982 borings identified fill underlain by a distinct peat lens starting at 9, 11, and 15 feet below grade (Ibid.). These findings clearly reflect the original topography of the 499 Greenwich Street project site; it was at the interface of an inundated meadow and non-inundated meadow. Figure 3 illustrates this historic landform.

Methodology

To place the project parcel in an historical context, both city and neighborhood histories (e.g., Stokes' *Iconography* and the 1865 *Report* by the Citizen's Association of New York) and archival materials (e.g., Endicott's *Map of the Croton Water Pipes with the Stop Cocks*) were examined. Archaeological evaluations of parcels in the vicinity were reviewed for pertinent data. HPI's earlier assessment of the surrounding blocks and streetbeds for the Phase 1A Archeological Assessment, Route 9A [Segment 3, Canal Street 48", 12" and 20" Watermains] (Hartgen et al 1997) was particularly helpful.

Lot specific data was collected through an examination of New York City Buildings Department microfiche records, as well as original document files. Currently, the project site is only two consolidated lots but historically it was 12 lots. See Figures 4, 7, and 8 for earlier lot divisions. Soil boring logs were analyzed for subsurface conditions, and an Environmental Site Assessment Report and a field survey of subsurface anomalies provided information on below grade disturbances (AKRF 2000).

A review of a series of the Annual Records [1820 -- 1855] of Assessed Valuation of Real Estate [Manhattan] provided specific information on when individual project lots were actually developed with a house and/or store. Census records were collected in an effort to define the demographics of the project lots in the nineteenth century.

Cartographic study was done to reveal, as far as possible, the original topography of the site. Historic atlases, as well as maps by the Sanborn Insurance Company, were studied to determine construction sequences and details of building plans, so as to ascertain the amount of disturbance to the site. The following map resources were researched:

Bridges, William	Plan of the City of New-York, 1803
Bromley, G.W.	<i>Atlas of Manhattan</i> , 1879, 1897, 1926, and 1932
Commissioners of New York State	Map of the City of New York, Manhattan. 1811
Dripps, M.	City of New York, 1852 and Map of New York, 1867
Endicott	Map of the Croton Water Pipes with the Stop Cocks.
Ewen, Daniel	Maps and Surveys of the City of New York. 1827-1830
Hooker, W.	Plan of the City of New York.
Longworth, David H.	Actual Map and Comparative Plan of New York. 1817
Mangin, Josephy F. and Casimir Goerck	Plan of the City of New York, 1803
Perris, William	Maps of the City of New York, 1853 and 1857
Robinson & Pidgeon	Atlas of the City of New York, 1880-81; 1883-88; 1890-93
Sanborn Map Company	Insurance Maps 1905, 1921, 1922, 1951, 1976, 1984, 1986, 1999
Stevens, B.F.	Facsimile of the Unpublished British Head Quarters Map (1782)
Viele, Egbert L.	Topographical Atlas, 1874

A site inspection was made in December, 2000, and photographs of the proposed development location were taken.

NATIVE AMERICAN ARCHAEOLOGICAL POTENTIAL

Historical development has altered many of the natural topographic features that once characterized Manhattan (Gratacap 1909:5), but an understanding of the topography of the site before European settlement is essential in determining whether it has the possibility to contain Native American archaeological resources.

The lands that lie west of Greenwich Street in the project neighborhood were submerged through at least the early nineteenth century. Prior to that time the Hudson River shoreline meandered between what are now Greenwich and Washington Streets. Bluffs characterized the Hudson River shoreline with beaches below them (Stokes Vol. 3 1909:157). A deep valley with a large stream ran from the Collect Pond, east of the project area, through Lispinard's Meadow along the current route of Canal Street and drained into the Hudson River (French 1860:418). The project block, which fronts on the north side of Canal Street, is illustrated in historic maps as part of, or on the edge of, Lispinard's Meadow (Rutsch et al. 1983:17; Valentine 1856; and MacCoun 1730). Eventually a sewer line replaced the route of the stream, and the Meadow was filled in the first decades of the nineteenth century by leveling the surrounding hills, including the northern edge of the project site. This leveling of the surrounding hills to fill the low-lying meadow is a clear case of how historic development has obliterated and hidden natural topographic features in Manhattan (Gratacap 1909:5).

Known Native American Archaeological Sites in the Vicinity

The only reference to a known Native American site in the vicinity of the project site is a parcel of land named "Werpoes," depicted on historic maps as an elevated terrace below Canal Street, south and east of the project site (MacCoun 1909). The word, a derivative of the Delaware word "Wipochk," is thought to translate to "a bushy place or thicket" (Grumet 1981:58). No other Native American sites or trails are known to exist in or near the project site. No prehistoric sites in or near the project site are included in the inventories of the NYSOPRHP and the New York State Museum.

The prehistoric sensitivity of land east of the paleo-shoreline within the project site was preliminarily assessed by the NYCLPC when they created a model identifying potentially sensitive areas where prehistoric archaeological remains may be found in Manhattan. Their study earmarked land north of the project site, outside Lispinard's Meadow, as potentially sensitive (NYCLPC 1982: Map). This NYCLPC assessment was based on the pre-development topography of the area. Pre-development topographic maps show that there were two streams terminating at the Hudson River in this area; one at Canal Street immediately south of the project site, and the other at Charlton Street two and a half blocks north of the project site (Viele 1865; Figure 5). The project site, however, falls outside the stream corridors and within the historic Lispinard's Meadow area. The Meadow, composed of low-lying and inundated lands, would not be considered potentially sensitive for habitation and/or processing (e.g., shellfish harvesting or butchering) sites. The project site appears to fall on the edge of the Meadow, where the sandy and gravelly hills met the low-lying areas.

In any case, the original topography of the site has been radically altered. The natural streams have been diverted and/or buried, the Meadow has been filled, and the surrounding knolls have been leveled, their soils used to fill the Meadow. This land manipulation is fully depicted in the 1865 Citizen's Association of New York *Sanitary and Topographical Map of the Third Inspection District* (See Figure 3). The project site appears to fall along the natural division between the original Meadow and the surrounding original "sandy soil and gravelly hills." In 1865, the Greenwich Street roadbed between Canal and Spring Street was only between 6'6" and 8'6" above the tide level. The sewers in this roadbed were subject to inundation during high-tide water flows.

HISTORICAL BACKGROUND

The Dutch West India Company received a grant for all the land on Manhattan Island in 1623. Thus the island was originally settled by the Dutch, most of whom were merchants and fur traders and so established themselves along the east and west shores of lower Manhattan (HPI 2000:11). The actual City of New York was concentrated at the southern tip of Manhattan. Maps from the time period show the project area as undeveloped meadow, mostly inundated.

By 1782 Greenwich Street was laid out along the shoreline, and a “canal” had been created draining the Collect Pond (near present day City Hall) through Lispinard’s¹ Meadow on a route that roughly corresponds to what is now Canal Street (Stevens 1900). As early as 1796 negotiations with property owners and engineers for a roadway were initiated by the City Council and its committees. According to I. N. P. Stokes’ Iconography, in 1797 the Common Council passed an ordinance for “digging out & filling in Greenwich Street to Lispenards Gate.” In 1798 the Common Council ordered Greenwich Street to be surveyed north of Lispinard’s Meadow, and by 1800 a rough roadway called Duggan Street, which was partly inundated with water, was laid out in approximately the route of what is now Canal Street. In August of 1801 the Common Council ordered payment to street commissioners for filling Greenwich Street at the outlet of Lispinard’s Swamp. By 1809, the minutes of the Common Council indicate a paving of Greenwich Street (Longworth 1817).

Spring Street, north of the project lots, was originally known as Brannon Street. It was laid out some time prior to 1799, and a “market-house” was allowed on the street by the Common Council in 1800. The street, not officially leveled and opened until 1801, was originally part of the landholdings of Trinity Church until ceded by the church to the city in 1802. Brannon (Spring) Street was extended as far west as Washington Street for a “public slip” in 1803 (Stokes V. VI: 589). Markets and docks were closely linked, since “Meat and produce which was unloaded at the docks always passed directly to markets nearby” (NYCLPC 1982: 38). Although City regulations prohibited produce purchases outside the market, the rules were often flaunted by citizens meeting the produce-laden boats at the water’s edge (Ibid.). Brannon Street was officially changed to Spring Street in 1807 (Stokes V. III: 994).

According to the Mangin-Goerck Plan, the location of the original neighborhood market-house appears to be east of the project site at the intersection of Hudson and Brannon (Spring) Streets.² After the extension of Spring to Washington Street, a “New Market” is illustrated on the 1803 Bridges Plan of the City of New York.³ If accurately illustrated, this

¹ The spelling of the Meadow has been recorded as both Lispinard’s and Lispenard’s.

² The Mangin-Goerck Plan of the City of New York has come under extensive criticism for inaccurate depictions, particularly around shoreline areas (Cohen and Augustyn 1997:96). Therefore, the proximity of this market to the project site is problematic.

³ The Bridges’ Plan of the City of New York has also come under extensive criticism for inaccurate depictions, particularly around shoreline areas (Cohen and Augustyn 1997:96-98). Therefore, the proximity of this market to the project site is problematic.

market location is approximately 150 feet north of 509 Greenwich Street, the northwestern limit of the project site. Although the NYCLPC Market Time Line (1982: Appendix 8) lists the Spring Street Market as operating from 1800 to 1829, with one or more expansions occurring in 1819 and/or 1822, there is no mention of a “new market” or relocation between 1800 and 1803.

All of these street improvements were undertaken irrespective of the natural landscape, and much land manipulation is indicated in the record. The pre-manipulation landscape can be seen on both the Viele map of 1865 (Figure 5) and the ca. 1782 British Headquarters Map⁴ (Figure 6). The improvements did help to create marketable lots that were advertised for sale in the newspapers of the time (Stokes V.VI: 594-595).

Furthering these early road building efforts, the Commissioner’s Plan of 1811 imposed a grid system over the entire city, disregarding natural topographic features that may have impeded road construction. Street regulations called for extensive grading and filling (Commissioners of New York State 1807-1811; Ewen 1827-30). To implement this Plan, in circa 1817 the elevated northern limits of the project site – made up of natural sands and gravels – were graded to fill in Lispinard’s Meadow (Citizen’s Association of New York, 1866: 34).

By 1811 the Canal Street (formerly, Duggan Street) ditch was operating between the Collect Pond and the Hudson River, whose shoreline ran between Greenwich and Washington Streets. Accounts of this ditch suggest attempts were made to improve the aesthetics of the ditch by bordering it with iron railings and shade trees (Lamb and Harrison 1877:566 as quoted in Goldman 1988:52). Regardless of these beautification efforts, the breadth of the ditch prohibited the proper flow of waste water, which stagnated and emitted offensive odors. Attempts to modernize and improve the sewer channel and roadway were not realized until 1819, when a covered brick sewer was completed and a new Canal Street was opened above it. This new street and sewer, west of Broadway, ran in a straight line south of the original water ditch, which curved northward toward the Hudson River (Stokes V.III: 560-562).

Most importantly, the city blocks bordering Canal Street, including the project block, were some of the first to have the opportunity to connect to the city’s initial sewage outlet (i.e., Canal Street). In addition, both Greenwich and Renwick Streets had Croton Water Pipes installed by 1842 (Endicott 1842). The introduction of a reliable household water source was often paired with a sewer connection, or a sewer outflow connection was quickly necessitated by the influx of water. Although an early sewer, built circa 1819, was available on Canal Street less than a block away from the project site, a new sewer was built on Greenwich Street, between Canal and Spring Streets, in September of 1851. Another sewer was built in October of 1851 on Renwick Street (Board of Alderman, 1857).

⁴ As opposed to the Mangin-Goerck and Bridges’ Plan maps, the British Headquarters Map is considered a very accurate portrayal of Manhattan’s landscape and development at the end of the eighteenth century. (Cohen and Augustyn 1997:84).

PROJECT LOT HISTORIES

The 499 Greenwich Street development site was, historically, composed of a series of small city lots, each with a separate street address, and not the consolidated lots of today. See Figures 4, 7, and 8 for the division of these earlier, individual lots. There is some difficulty in absolute associations between the gathered data and a specific location on today's landscape. Over time, the lot designation numbers changed and the house numbers shifted on each street frontage, creating some uncertainty, particularly since the lots have since been consolidated into two larger lots. For example, on some atlases and maps 35 Renwick Street is listed as 33 Renwick; on other maps, 41 and 43 Renwick Street are completely subsumed within the 35-39 Renwick Street address; and, the city's current Building Department files incorporate 45 Renwick Street into Lot 29, which is part of this project site. Compare Figures 2, 4, and 9. The discussion for each of the following parcels traces the specific lot, as measured in relation to block limits, through time but uses the 2001 street number designations adopted for this project.

In order to assess the archaeological potential of these individual lots, specific data from various sources was compiled and compared. A cartographic review, specifically of atlases and insurance maps, has provided the sequence of development within each approximately 25-foot x 100-foot lot. Complementing the cartographic review has been twentieth century soil boring data and recent environmental assessments and site investigations.

There was limited NYC Buildings Department information on subsurface disturbance for the original individual lots on the project site. The block and lot folders included a number of listings for plumbing improvements, but very little data on original construction or prior subsurface impacts.

Earliest Occupant Data

There do not appear to be any early farmsteads, taverns, redoubts, markets, etc. on the project block by ca. 1782 (See Figure 6). From the Common Council's records and maps of ca. 1800, we know that there was some settlement in the general area of the project block. The major changes in the landscape were initiated after ca. 1810, and by 1820 the leveled project block had been divided into slightly irregular lots, most with a frontage of 22 to 25 feet. The Common Council ordered house numbers for this area in 1822 (Stokes V. VI: 595).

A review of a series of the Annual Records [1820 – 1855] of Assessed Valuation of Real Estate [Manhattan] provided specific information on when individual project lots were actually developed with a house and/or store. Appendix 1 is a summary table of this Assessed Valuation information. Additional owner and/or occupant data has been gathered from census records. Relevant owner/occupant data is presented in a later discussion on archaeological potential.

The project site clearly encompasses some of the first occupied residential lots of the block. There were also some shops within the first two decades of development. Not all of the residents were owners; non-owner residents were assessed by their personal property. Jane Renwick's undeveloped lot holdings, which were in the southern half of the block in 1820, most probably corresponded to the last filling of the Meadow in this city block.

Cartographic and Records Review

As the city grew and areas north of the original settlement were developed, individual blocks were divided into residential/commercial lots of relatively uniform size. Atlases that are scaled to include these individual lots, with specific notations for houses, shops, sheds/outbuildings, water lines, etc., provide a chronology of development, expansion, demolition, and reconstruction. Obtaining information from a relatively tight sequence of such lot-specific atlases is critical to identifying project site function over time and potential archaeological visibility. For this site, detailed real estate atlases were located for the mid-nineteenth through the twentieth century. Copies of the atlases from 1905, 1857, 1888, 1921, and 1951 are provided as Figures 4, 7, 8, 9, and 10. Cartographic information is supplemented by records from the New York City Buildings Department related to structures on the site. The development history of the former lots of the project site, based on a review of maps and Buildings Department records, is presented below.

o 35 Renwick Street

The front portion of what is now 35 Renwick Street was undeveloped in 1852 (Dripps), 1853 (Perris), and 1857 (Perris). One small, square frame structure abutting the northern lot line was sited in the middle of the lot during the 1850s and was still on the lot as late as 1867. See Figure 7. However, by 1867, although difficult to read, the Dripps atlas appears to include a more substantial structure in the front portion of this lot, as well as an additional outbuilding in the rear of this parcel. The subsequent 1879 Bromley depicts this lot (No. 2226) as empty, but the Robinson atlas of 1880-81 reverts to the 1850s view of one frame structure in the middle of the lot. Within seven years, however, this lot was incorporated into the massive brick construction that covered the entire lot for each of the 35 (and/or 33) – 39 Renwick Street addresses. See Figure 8. The 1905 Sanborn, Figure 4, confirms the 1888 (Robinson) and 1893 (Robinson) construction of this large structure but provides more details: a 3- and 4-story brick building with 20-inch-thick first floor walls had completely replaced the smaller structures of 35 (and/or 33) – 39 Renwick Street. There was no open space on the lot. A 50-foot chimney had been added to the southeast corner of the 4-story portion of the building.

The footprint of this substantial structure, noted as an ice company [American Ice Company] on subsequent atlases (see Figure 4), remained basically unchanged through 1932 (Sanborn 1921; Bromley 1932). By 1951 the ice company structure had been demolished and the lot, still incorporated into the lots to the north, provided surface parking for trucks but

supported no building on this lot.⁵ See Figure 10. The extant loading dock, “trucking warehouse terminal and office,” was completed in 1953 (Department of Housing and Buildings, Certificate of Occupancy No. 40959). There are no officially recorded below-grade fuel tanks associated with the trucking occupation. The 1-story building does not have a below-grade basement.

○ *37 Renwick Street*

What is now 37 Renwick Street was, in part, undeveloped in 1852 (Dripps), 1853 (Perris), and 1857 (Perris); there was no development in the front or middle of the lot. The front and middle portions of the lot were constricted in the 1850s by an irregular lot division that apparently followed the original farm line property division. Due to the irregular size of the lot and the overlapping of street addresses, it is unclear if 37 Renwick included one, two, or three small frame structures along the rear lot line. It is entirely possible that an earlier street address of 35 Renwick Street applied to at least one of the small frame structures. See Figure 7. As late as 1881 (Robinson), three small, square frame structures, abutting the extreme western, or rear, lot line, were still on the lot. The irregularly shaped lot had a frontage of 22 feet and a rear width of 51 feet. Within seven years, however, this lot was incorporated into the massive brick construction that covered the entire lot for each of the 35(33) – 39 Renwick Street addresses, which is described above for 35 Renwick Street. As discussed above, this was a 3 and 4-story brick building with 20-inch-thick first floor that covered the entire lot and was used by an ice company. There was no open space on the lot.

The footprint of this substantial structure, noted as an ice company [American Ice Company] on subsequent atlases (see Figure 4), remained basically unchanged through 1932 (Sanborn 1921; Bromley 1932). By 1951 the ice company structure had been demolished and the lot, still incorporated into the lots to the north and the south, provided surface parking for trucks but supported no building on this lot.⁶ See Figure 10. The extant loading dock, “trucking warehouse terminal and office,” was completed in 1953 (Department of Housing and Buildings, Certificate of Occupancy No. 40959). There are no officially recorded below-grade fuel tanks associated with the trucking occupation. The 1-story building does not have a below-grade basement.

○ *39 Renwick Street*

What is now 39 Renwick Street was a very small lot with an irregular shape in 1852 (Dripps), 1853 (Perris), and 1857 (Perris). The entire lot, with an approximate street frontage of 24 feet, was not deep, perhaps 50 feet deep on the north side and approximately 25 feet deep on the south side. The lot was completely covered by a brick building as early as 1857. See Figure 7. By 1888, this lot was incorporated into the massive brick construction that

⁵ Two requests through the Building Department’s Block and Lot desk and another request through the Municipal Archives failed to produce any construction/demolition/additions/inspections data on this parcel.

⁶ Two requests through the Building Department’s Block and Lot desk and another request through the Municipal Archives failed to produce any construction/demolition/additions/inspections data on this parcel.

covered the entire lot for each of the 35(33)– 39 Renwick Street addresses, discussed above. There is no open space on the lot. By 1951 that building had been demolished and replaced by surface parking. In 1953 the extant loading dock, “trucking warehouse terminal and office,” was completed (Department of Housing and Buildings, Certificate of Occupancy No. 40959). There are no officially recorded below-grade fuel tanks associated with the trucking occupation. The 1-story building does not have a below-grade basement.

○ *41 Renwick Street*

What is now 41 Renwick Street supported a brick structure on the front of the lot in 1852 (Dripps), 1853 (Perris), and 1857 (Perris); there was no development in the middle of the lot. A very small, square brick outbuilding was at the rear lot line. This outbuilding is unidentified and is not depicted on subsequent maps. Again, as above, the lot lines did not conform to regular city lots but apparently followed the original farm line property division. This earlier division literally “pinched” the rear lot and extended the 41 Renwick rear yard at such an angle as to be in the rear of the 43 Renwick Street structure. See Figure 7. The 1857 Perris indicates that the 41 Renwick rear lot line is less than ten feet across. The available atlases from the 1860s and 1870s are contradictory about the extent of the development of the site during those two decades, but all atlases do show a brick building in the broad (36.1 feet), front section of the lot. This frontage measurement includes 41 and 43 Renwick Street, depicted as one lot but two separate buildings. Note that this is contradicted on subsequent, twentieth century atlases that include a measurement of 34 feet for 41 Renwick and 34 feet for 43 Renwick.

Until the demolition of these buildings, after 1926, there was no change in the lot development that fronts on Renwick Street (Robinson 1881, 1888, 1893; Sanborn 1905; Bromley 1897, 1926; Sanborn 1922, 1951). The attached building was three stories high, 75 feet deep and had a basement. See Figures 8 and 9. The twentieth-century Sanborns do not indicate the rear yard space of 41 Renwick as constricted, or “pinched.”

There are some changes in the lot over time, however. By the early twentieth century, the extreme rear yard area of 41 Renwick was completely covered by a 1-story building that paralleled the street corridor (Sanborn 1905, 1922).⁷ See Figures 4 and 9.

By 1951 the brick residential structure had been demolished and the lot, now incorporated into the lots to the south, provided surface parking for trucks but supported no substantial building.⁸ See Figure 10. According to the 1951 Sanborn, a very small 1-story office, associated with the “Truck Parking” on the consolidated lots, was sited on the sidewalk at approximately 41 Renwick.

⁷ Two requests through the Building Department’s Block and Lot desk and another request through the Municipal Archives failed to produce any construction/demolition/additions/inspections data on this parcel.

⁸ Two requests through the Building Department’s Block and Lot desk and another request through the Municipal Archives failed to produce any construction/demolition/additions/inspections data on this parcel.

The extant loading dock, "trucking warehouse terminal and office," was completed in 1953 (Department of Housing and Buildings, Certificate of Occupancy No. 40959). There are no officially recorded below-grade fuel tanks associated with the trucking occupation. The extant 1-story building does not have a below-grade basement.

○ *43 Renwick Street*

What is now 43 Renwick Street supported a brick structure on the front of the lot in 1852 (Dripps), 1853 (Perris), and 1857 (Perris); there was no development in the middle or rear of the lot. Again, as above, the lot lines did not conform to regular city lots but apparently follow the original farm line property division. This earlier division literally "pinched" the rear lot to less than ten feet across. See Figure 7. The available atlases from the 1860s and 1870s are contradictory about the extent of the development of the site during those two decades, but all atlases do show a brick building in the broad (36.1 feet), front section of the lot. This frontage measurement includes 41 and 43 Renwick Street, depicted as one lot but two separate buildings. Note that this is contradicted on subsequent, twentieth century atlases that include a measurement of 34 feet for 41 Renwick and 34 feet for 43 Renwick. Until the demolition of these buildings, after 1926, there was no change in the lot development that fronts on Renwick Street (Robinson 1881, 1888, 1893; Sanborn 1905; Bromley 1897, 1926; Sanborn 1922, 1951). The attached building was three stories high, 75 feet deep and had a basement. See Figures 8 and 9.

There were some changes in the lot by the first quarter of the twentieth century, however. As discussed above, the rear yard space of 41 Renwick encroaches onto 43 Renwick, reducing its rear lot line width to approximately 10 feet, or less. This restricted rear yard area supported three additional structures: one, an open addition to the rear of the residence and two 1-story buildings in the rear of the lot (Sanborn 1905, 1922).⁹ See Figures 4 and 9.

By 1951 the brick residential structure had been demolished and the lot, now incorporated into the lots to the south, provided surface parking for trucks but supports no substantial building.¹⁰ See Figure 10.

The extant loading dock, "trucking warehouse terminal and office," was completed in 1953 (Department of Housing and Buildings, Certificate of Occupancy No. 40959). There are no officially recorded below-grade fuel tanks associated with the trucking occupation. The 1-story building does not have a below-grade basement.

○ *499 Greenwich Street*

In the 1853 and 1857 Perris atlases, as well as all subsequent maps and atlases, the street numbers on Greenwich Street roughly correspond to the current site frontage. 499

⁹ Two requests through the Building Department's Block and Lot desk and another request through the Municipal Archives failed to produce any construction/demolition/additions/inspections data on this parcel.

¹⁰ Two requests through the Building Department's Block and Lot desk and another request through the Municipal Archives failed to produce any construction/demolition/additions/inspections data on this parcel.

Greenwich is a rather small lot. The 1850s maps show a 3-story frame dwelling with store on the first floor, with a brick addition extending almost to the rear lot line. See Figure 7. Although difficult to read, the available atlases from the 1860s and 1870s do not contradict the 1850s view of the lot or the subsequent 1880s depiction. In 1881 (Robinson), the lot is noted as only 22.7 feet wide and 75 feet deep.

By 1888 (Robinson; Figure 8), there was no longer a frame structure on the lot; it is a 3-story brick structure covering the entire earlier building footprint, with less than 10 feet of open space in the rear yard. The 1905 Sanborn, Figure 4, provides more details. A store and dwelling in 1905, the 499 Greenwich Street business is listed as "Oils." A 1-story outbuilding had been added to the rear yard space, squeezed between the 20-inch-thick ice house walls to the east and the 15-inch-thick walls of the 3-story addition to the west. No change in the property layout is shown on the later, 1921 or 1922 Sanborns. See Figure 9.

The buildings on 499 Greenwich were demolished between 1932 (Bromley) and 1951 (Sanborn).¹¹ See Figure 10. Records indicate that the extant loading dock, "trucking warehouse terminal and office," was completed in 1953. However, the Department of Housing and Buildings, Certificate of Occupancy No. 40959, only refers to 33-43 Renwick and gives no indication if the 499 Greenwich lot was incorporated into the warehouse business at that time. (Sanborn 1976 and 1984). There are no officially recorded below-grade fuel tanks associated with the trucking occupation. The extant 1-story building does not have a below-grade basement.

o *501 Greenwich Street*

In the 1853 and 1857 Perris atlases, as well as all subsequent maps and atlases, the street numbers on Greenwich Street roughly correspond to the current site frontage. 501 Greenwich is, also, a rather small lot. The Perris 1853 map shows a 3-story frame dwelling with store on the first floor with a 2-story brick addition on the north side of the rear of the frame structure. Interestingly, the 1857 map does not show this addition. See Figure 7. In 1881 (Robinson), the lot is noted as only 21.11 feet wide and 75 feet deep. By 1888 (Robinson; Figure 8), a brick front has been added to the earlier frame structure and the brick rear addition is clearly indicated. See Figure 8. There were no other changes in the lot through 1897 (Robinson 1888, 1893; Bromley 1897). However, the 1897 Bromley does provide a different width measurement for the street frontage: 22.9 feet.

The 1905 Sanborn, Figure 4, provides more details about rear yard development. A free-standing 1-story building had been added to the south side of the rear yard area. This same configuration is shown on the Sanborns of 1921 and 1922. See Figure 9.

¹¹ Two requests through the Building Department's Block and Lot desk and another request through the Municipal Archives failed to produce any construction/demolition/additions/inspections data on this parcel.

The buildings on 501 Greenwich were demolished between 1932 (Bromley) and 1951 (Sanborn).¹² See Figure 10. The extant loading dock, “trucking warehouse terminal and office,” was completed in 1953. However, the Department of Housing and Buildings, Certificate of Occupancy No. 40959, only refers to 33-43 Renwick and gives no indication if the 501 Greenwich lot was incorporated into the warehouse business at that time. (Sanborn 1976 and 1984). There are no officially recorded below-grade fuel tanks associated with the trucking occupation. The extant 1-story building does not have a below-grade basement.

According to the tax evaluation records, the 501 Greenwich Street lot was owned and occupied by the same family for at least 15 years and possibly as long as 35 years, 1820-1855. As summarized below, the Kirbys owned and occupied one house on one lot (or a portion of a lot) on Greenwich Street from 1820 to 1855. At one time the Kirbys owned 499-509 Greenwich Street. It does not appear that the family took boarders; rather, they acted as landlords, renting out detached residences. By the 1870 census records, there are no Kirbys listed on Greenwich Street. See the appendix for a full listing of owners and occupants.

501/503 Greenwich Street

1820	501 Greenwich Street	-----	
	503 Greenwich Street	1 house and 1 lot	Rich. Kirby, owner
1835	501 Greenwich Street	1 house and 1 lot	Richard Kirbey, owner
1840	501 Greenwich Street	1 house and 1 lot	Isaac Kirby, owner
1845	501 Greenwich Street	1 house and 2/3 lot	Richard Kirby, owner
1850	501 Greenwich Street	1 house and 2/3 lot	Rich. T. Compton (?), owner
1855	501 Greenwich Street	2 houses and 2/3 lot	Nat (?) Kirby, owner

o **503 Greenwich Street**

In the 1853 and 1857 Perris atlases, as well as all subsequent maps and atlases, the street numbers on Greenwich Street roughly correspond to the current site frontage. 503 Greenwich is, also, a rather small lot. The 1857 Perris atlas shows a 3-story frame dwelling with store on the first floor with a 2-story brick addition and a 1-story brick addition on the rear of the frame structure. See Figure 7. There was minimum open space left on the lot, perhaps 3 ft. x 10 ft. Although difficult to read, the available atlases from the 1860s and 1870s do not contradict the 1850s view of the lot (Dripps 1867; Bromley 1879). By 1888 (Robinson; Figure 8), although the same footprint is illustrated, all three buildings appear incorporated into one brick-facade building.

The 1905 Sanborn, Figure 4, provides more details about rear yard development. An additional 1-story detached building had been added to the northeast corner of the rear yard area, further reducing any available open space to approximately 3 ft. x 5 ft.

The owners of both 503 and 505 Greenwich, M. English and A. Ewald, secured a demolition permit in 1937 (Buildings Department No. 467-37) and the lot was cleared

¹² Two requests through the Building Department’s Block and Lot desk and another request through the Municipal Archives failed to produce any construction/demolition/additions/inspections data on this parcel.

sometime before July of 1945, when a small new building was erected on the rear portion of a consolidated, 44-foot frontage, 503-505 Greenwich Street parcel (Department of Housing and Buildings, New Building Permit No. 84-45; Certificate of Occupancy No. _8104).¹³ The 1-story, above-grade loading station, owned by the 495-7 Greenwich St. Corp., is depicted on a subsequent Sanborn (1951; Figure 10). It was part of the shipping business of the 505-509 Greenwich Street property. See discussion below.

Although there are no demolition permit files on record, the loading dock was apparently cleared away sometime prior to 1981 when a permit for a parking lot was filed with the city (Department of Buildings, Certificate of Occupancy No. 81361). By 1990, the 503-505 lots were owned by Greenwich Carriage House, perhaps also the owners of 507-509 (NYSDEC No. 9006678). Recent backhoe investigations for subsurface anomalies at 503-509 Greenwich (Roux 1999) revealed that the site is “underlain by a significant amount of construction and demolition debris.” The investigation excavations identified brick and concrete block building footings in the rear yard area of 503 Greenwich (Ibid).

o *505 Greenwich Street*

In the 1853 and 1857 Perris atlases, as well as all subsequent maps and atlases, the street numbers on Greenwich Street roughly correspond to the current site frontage. 505 Greenwich is also a rather small lot. The Perris 1853 and 157 maps show a 3-story frame dwelling with store on the first floor occupying the front half of the lot. See Figure 7. In 1881 (Robinson), the lot is noted as only 21.6 feet wide and 75 feet deep. By 1888 (Robinson), a brick front had been added to the earlier frame structure. See Figure 8. There were no other changes in the lot through 1897 (Robinson 1888, 1893; Bromley 1897).

The 1905 Sanborn, Figure 4, provides more details about rear yard development. An open rear addition had been added to the northeast corner of the frame building. An additional small 1-story detached building has been added to the southeast corner of the rear yard. This same configuration is shown on the Sanborns of 1921 and 1922. See Figure 9.

The owners of both 503 and 505 Greenwich, M. English and A. Ewald, secured a demolition permit in 1937 (Buildings Department No. 467-37) and the lot was cleared sometime before July of 1945, when a small new building was erected on the rear portion of a consolidated, 44-foot frontage, 503-505 Greenwich Street parcel (Department of Housing and Buildings, New Building Permit No. 84-45; Certificate of Occupancy No. _8104).¹⁴ The 1-story, above-grade loading station, owned by the 495-7 Greenwich St. Corp., is depicted on a subsequent Sanborn (1951; Figure 10). It was part of the shipping business of the 505-509 Greenwich Street property. See discussion below.

¹³ Two requests through the Building Department’s Block and Lot desk and another request through the Municipal Archives produce minimum construction/demolition/additions/inspections data on this parcel.

¹⁴ Two requests through the Building Department’s Block and Lot desk and another request through the Municipal Archives produce minimum construction/demolition/additions/inspections data on this parcel.

Although there are no demolition permit files on record, the loading dock was apparently cleared away sometime prior to 1981 when a permit for a parking lot was filed with the city (Department of Buildings, Certificate of Occupancy No. 81361). This is confirmed by the 1984 Sanborn. By 1990, the 503-505 lots were owned by Greenwich Carriage House, perhaps also the owners of 507-509 (NYSDEC No. 9006678). Recent backhoe investigations for subsurface anomalies at 503-509 Greenwich (Roux 1999) revealed that the site is “underlain by a significant amount of construction and demolition debris.”

According to the tax evaluation records, the 505 Greenwich Street lot was owned and occupied by the same family for at least 30 years. As summarized below, John Darg, and apparently his son John Darg, occupied one house on one lot (or a portion of a lot) from 1820 to 1850. John Darg took in boarders, as did many of the other owners on this block. See the appendix for a full listing of owners and occupants. Although it appears that Mathias Clark was the owner of the 505 Greenwich Street lot in 1840, Darg is, again, the owner of a reduced portion of his original plot and the house by the next evaluation in 1845. It is assumed that this was a reflection of a temporary economic setback. Mathias Clark was perhaps the holder of a mortgage or quit claim to the lot; and Darg lost a quarter of the lot when his debt to Clark was settled.

505 Greenwich Street

1820	1 house and 1 lot	John Darg, owner Samuel Radcliff Platt Smith John Darg
1830	1 house and 1 lot	John Darg(e), owner John W. Howe
1835	1 house and 1 lot	John Darg, owner
1840	1 house and 1 lot	Mathias Clark, owner
1845	1 house and 3/4 lot	John Darg, owner
1850	1 house and 3/4 lot	John Darg, owner
1855	2 houses and 2/3 lot	Valentine Kirby, owner

o **507 Greenwich Street**

In the 1853 and 1857 Perris atlases, as well as all subsequent maps and atlases, the street numbers on Greenwich Street roughly correspond to the current site frontage. The Perris 1853 and 1857 maps show a 3-story frame dwelling with store on the first floor occupying the front half of the lot. See Figure 7. In 1881 (Robinson), the lot is noted as 24.3 feet wide and 75 feet deep. By 1888 (Robinson), a brick front had been added to the earlier frame structure and a large, lot-wide brick addition had been added to the rear of the earlier frame structure. See Figure 8.

The 1897 atlas (Robinson) provides more detail on this brick addition, indicating that it was divided into two distinct sections: a 1-story section with a skylight window and a 2-story section. By 1905, another rear addition (1-story) had been added to the southeast corner of the lot. See Figure 4. This same configuration is shown on the Sanborns of 1921 and 1922.

See Figure 9. Sanborns, often more reliable in construction detail, note that this building was four stories and had a basement.

Major changes took place on the 507-509 Greenwich Street consolidated lot in the mid-1930s, and it is extremely difficult to sort out the various sequences of activities. Four separate owners are listed on city records in 1936: Essenfield Bros., Louis Leviton, 507 Greenwich Street Corporation, and Charles Van Kueren. A laundry is listed as a business in a 1-story section of the 507-509 address. An application to the city for the installation of a 550-gallon gas tank and pump (Application No. 487/36) does not specify the precise location of the installation. The application for the installation of a gas-fill box (Application No. 335/36) does indicate a location close to the 507 Greenwich Street curb. Demolition plans for the removal of two buildings, also in 1936, were marked for the cellars "to be filled in." Obviously missing from the city records is the permit for the new building to replace the older, demolished structures. It could be assumed that the loading dock built at 503-505 Greenwich in 1946, which appears to be associated with the 507-509 parcel, was built at the same time as the new structure on 507-509 Greenwich. However, it appears that the new building did not take place until 1950. The city Buildings Department does have one microfiche entry for 1950 plans (No. 391; Joseph Saravis, owner) for a 1-story garage with a foundation that extends at least five feet below grade. A 1950 New Building permit (No. 1854) is referenced in a 1952 permit (No. 40090) for alteration to the multi-car garage.

The 1951 Sanborn confirms the new construction: a 1-story "Express Depot" that is open to the loading dock at 503-505 Greenwich Street. See Figure 10. When a permit for a building alteration was granted in 1965 (No. 61860), the garage lot (507-509 Greenwich) had been consolidated with 45 Renwick Street for through-block access. The garage building, accommodating 25 people on the ground floor and five people on the mezzanine floor, is specified as a "garage for more than five motor vehicles." The 1984 Sanborn confirms the "garage" use for this lot.

In 1990, a diesel oil spill was reported for the 507-509 parcel (NYSDEC No. 9006678). This report is based on the inspection failure of a 4,000-gallon underground storage tank (UST).¹⁵ Recent investigations into this spill report and other possible USTs document two additional 275-gallon USTs on the 507-509 parcel (Roux 1999). This is not surprising, considering the long history of transportation-related uses for the lot. Following the report on the USTs, ground-penetrating radar and backhoe excavations for subsurface anomalies at 503-509 Greenwich (Roux 1999) revealed that the site is "underlain by a significant amount of construction and demolition debris." The investigation excavations confirmed that all USTs had been removed and identified a major subsurface disturbance on the 507-509 parcel (Ibid). Buried drainage pipes, conduits for storm water from the roof of the adjacent building to the east, run approximately along the lot division between the 507 and 509 lots (Ibid).

o *509 Greenwich Street*

¹⁵ Subsequent actions (1999) by the property owners has closed this spill report.

The Perris 1853 and 1857 maps show a 3-story frame dwelling, with store on the first floor, and large lot-wide brick addition on the rear. See Figure 7. However, no subsequent atlases or insurance maps depict an addition this large; rather, the subsequent Robinson atlases and Sanborns through the 1920s, depict a 2-story brick addition that covers only a small section of the southern yard area. An open addition to the rear of the original frame structures is apparent by 1905. See Figures 4, 8, and 9. Contrary to what is depicted on these early, and usually very accurate, twentieth century Sanborn insurance maps, 509 Greenwich Street apparently did have a partial basement under the original footprint of the building and at least a crawl space under the brick addition in the rear yard (NYC Buildings Department, 1936 Demolition Plan). The 509 parcel hosted a "Cooperage" on the first floor in the mid-1920s (Sanborn 1921/1922).

Major changes took place on the 507-509 Greenwich Street consolidated lot in the mid-1930s, and it is extremely difficult to sort out the various sequences of activities. As described above, four separate owners are listed on city records in 1936: Essenfield Bros., Louis Leviton, 507 Greenwich Street Corporation, and Charles Van Kueren. A laundry is listed as a business in a 1-story section of the 507-509 address. An application to the city for the installation of a 550-gallon gas tank and pump (Application No. 487/36) does not specify the precise location of the installation. The application for the installation of a gas-fill box (Application No. 335/36) does indicate a location close to the 507 Greenwich Street curb. Demolition plans for the removal of two buildings, also in 1936, were marked for the cellars "to be filled in."

Obviously missing from the city records is the permit for the new building to replace the older, demolished structures. It could be assumed that the loading dock built at 503-505 Greenwich in 1946, which appears to be associated with the 507-509 parcel, was built at the same time as the new structure on 507-509 Greenwich. However, it appears that the new building did not take place until 1950. The city Buildings Department does have one microfiche entry for 1950 plans (No. 391; Joseph Saravis, owner) for a 1-story garage with a foundation that extends at least five feet below grade. A 1950 New Building permit (No. 1854) is referenced in a 1952 permit (No. 40090) for alteration to the multi-car garage.

The 1951 Sanborn confirms the new construction: a 1-story "Express Depot" that is open to the loading dock at 503-505 Greenwich Street. See Figure 10. When a permit for a building alteration is granted in 1965 (No. 61860), the garage lot (507-509 Greenwich) has been consolidated with 45 Renwick Street for through-block access. The garage building, accommodating 25 people on the ground floor and five people on the mezzanine floor, is specified as a "garage for more than five motor vehicles." The 1984 Sanborn confirms the "garage" use for this lot.

In 1990, a diesel oil spill was reported for the 507-509 parcel (NYSDEC No. 9006678). This report is based on the inspection failure of a 4,000-gallon underground storage tank (UST).¹⁶ Recent investigations into this spill report and other possible USTs document

¹⁶ Subsequent actions (1999) by the property owners has closed this spill report.

two additional 275-gallon USTs on the 507-509 parcel (Roux 1999). This is not surprising, considering the long history of transportation-related uses for the lot. Following the report on the USTs, ground penetrating radar and backhoe excavations for subsurface anomalies at 503-509 Greenwich (Roux 1999) revealed that the site is “underlain by a significant amount of construction and demolition debris.” The investigation excavations confirmed that all USTs had been removed and identified a major subsurface disturbance on the 507-509 parcel (Ibid). Buried drainage pipes, conduits for storm water from the roof of the adjacent building to the east, run approximately along the lot division between the 507 and 509 lots (Ibid).

Soil Boring Data, 2000

Recent soil borings conducted on Lot 29 and Lot 37, both geo-technical and environmental, confirm the presence of the original Lispinard’s Meadow [silts and organics] directly beneath a “fill” layer (Steve Ciambuschini, Langan Engineering, personal communication, 6/25/01). The geo-technical borings were conducted with a 2 ½ split spoon, continuous tube. The findings indicate that fill material (trace of red brick, glass, porcelain) extends to an approximate depth of 11 feet below grade and is immediately underlain by “former marsh deposit” (Langan Engineering 2001).

Very importantly, the recorded depth of water below grade is relatively shallow, ranging from 8 to 12 feet below current grade (Ibid.).

CONCLUSIONS

Prehistoric Sensitivity

A search of the New York State Museum files showed no Native American sites within the vicinity of Block 594, nor have archaeologists identified any Indian trails, planting fields or villages in the vicinity. The NYCLPC's sensitivity evaluation was based on proximity to a major freshwater resource. While the low-lying meadow would not be considered potentially sensitive for habitation and/or processing sites, it is entirely possible that Native Americans would have walked through the northern limits of the project site and possibly exploited the resources of Lispinard's Meadow. If evidence of this use and/or occupation was deposited in the project site, there is little doubt that the early nineteenth century leveling of the sand and gravel hills that bordered the Meadow would have severely disturbed any of the normally shallowly buried Native American archaeological resources.

Based on this appraisal, the project site is considered to have minimal potential for prehistoric-era archaeological resources. Therefore, further research and study concerning potential prehistoric-era archaeological resources is NOT WARRANTED.

Historical Potential and Sensitivity

o *Market House, 1800 – 1829*

As described earlier, an early nineteenth century market house may have been located in the area around the northern portion of the project site. The archaeological visibility of a market house would be high. However, for early markets the "foundation and structure were most often located in the street or in the Slip, right over the water...By the early 19th century...As the city grew, markets were not torn down, but were enlarged, a result of widening streets and filling in slips" (NYCLPC 1982:41). The project site is clearly separated by more than 100 feet from the street bed that would have hosted the market house foundations, possible cellars and passageways. "Artifacts at the market place would result from day to day breakage, refuse [e.g., meat bones] and loss" and "would tend towards a broad spectrum of manufactured and dietary products;" (Ibid.:47) however, there is no refuse pattern outside the immediate periphery of the market house that would indicate a market-house deposition. In addition, activities that would have traditionally taken place between the market and the dock, albeit outside the law, were to the west of the market house and, therefore, further removed from the project site.

Further research and study concerning potential market house archaeological resources is NOT WARRANTED.

○ *Residential and Small Industry Lots, ca. 1820 – 1850*

Cartographic study has shown that the 499 Greenwich Street project site was part of Lispinard's Meadow - perhaps partly under water and partly on the edge of the inundated lowland - until after circa 1817. At approximately the same time that the land was filled and leveled and made ready for development, public waste-water channels were becoming available less than one block to the south, at Canal Street. It can be assumed that efforts were made to install some form of drainage from the new structures on Greenwich and Renwick Streets to the Canal Street "ditch." Based on the mid-nineteenth century health reports, the water table in this neighborhood was very high and tidal. With such a high water table, it must be assumed that all residence-related shaft features would be relatively shallow.

Subsequent development of brick 2-story buildings and additions, an ice manufacturing multi-story building, fuel tanks, storm water drains, and modern garages would have obliterated any rear yard homelot features or vestiges of small-scale industry on the vast majority of the nineteenth century residential/ shop lots. The impact histories are summarized below, per street address.

35-39 Renwick Street below-grade potential resources were severely impacted by the construction of the substantial ice company brick building. No further archaeological research is warranted.

41 Renwick Street was, historically, a 3-story building with a basement. The lot's severely restricted private rear yard space hosted two sequential outbuildings: a mid-nineteenth century brick outbuilding and a late nineteenth/early twentieth century 1-story rectangular outbuilding. The latter episode most probably severely impacted any earlier, potential resources associated with the nineteenth century outbuilding. However, further analysis through archaeological testing of the very limited rear lot, i.e., location of the ca. 1857 brick outbuilding, at 41 Renwick is WARRANTED.

43 Renwick Street was, historically, a 3-story building with a basement. The lot's rear yard area was impacted over time by three additions/outbuildings, severely impacting any potential homelot resources. No further archaeological research is warranted.

499 Greenwich Street was, historically, a 3-story building. The very restricted open space during the nineteenth century was a 10 foot, lot-wide strip that was bounded and impacted by the foundations of two large, brick buildings. No further archaeological research is warranted.

501 Greenwich Street hosted a 3-story residence/shop and a 2-story brick addition in the rear yard, limiting the potential for intact yard resources. An additional 1-story outbuilding was added to the rear yard, further restricting possible resources. However, due to the lack of documented subsurface disturbance in one section of the rear yard area of the 501 Greenwich Street lot and the owner/occupant information that spans at least 15 years

(and possibly 35 years), further analysis through archaeological testing of the rear lot of 501 Greenwich Street is WARRANTED.

503 Greenwich Street hosted a series of structures, including 4 outbuildings, two of which were brick. A twentieth century office/loading dock did span the width of the rear lot but was constructed on grade. However, recent backhoe excavations that identified displaced footings from earlier buildings displayed on a GPR survey have further disturbed the rear yard area of the site. No further archaeological research is warranted.

505 Greenwich Street was, historically, a 3-story building with one small outbuilding that stood in one corner of the rear yard. The rear yard area of the historic lot associated with the 505 Greenwich Street address experienced some degree of disturbance due to the construction in 1945 of a small, concrete block loading shed (NYC Buildings Department permit No. 84-45). This above-grade shed was demolished by 1984. Recent backhoe excavations in the project parcel have not impacted this rear lot area. Therefore, it is possible that rear yard features relating to the initial occupation of this block could be truncated in situ beneath the extant parking pad. Due to the lack of documented subsurface disturbance in the rear yard area of the 505 Greenwich Street lot and the owner/occupant information that spans at least 30 years, further analysis through archaeological testing of the rear lot of 505 Greenwich Street is WARRANTED.

507 Greenwich Street supported a 4-story building with a basement in the early decades of the twentieth century. The lot's subsurface resources have been completely compromised by the installation of three underground storage tanks, cellars, storm drains, and recent backhoe excavations. No further archaeological research is warranted.

509 Greenwich Street's subsurface resources have been completely compromised by the installation of three underground storage tanks, cellars, storm drains, and recent backhoe excavations. No further archaeological research is warranted.

o *American Ice Company*

The appearance of the American Ice Co. is not unusual considering late nineteenth century developments in ice production and urban demands for ice. During the second half of the nineteenth century, the Hudson River was the principal center of the ice harvesting industry in the United States. The 1880 ice harvest from the lakes and ponds feeding into the Hudson was estimated to be two million tons. The success of the ice trade, based on abundant ice ponds and efficient transportation, postponed the rapid development of artificial ice-making in the United States. However, by the last two decades of the nineteenth century, the undependable nature of the annual ice harvest, the increasing market demand for ice, and artificial refrigeration inventions were creating a favorable climate for private artificial ice businesses. In 1889, there was only one ice plant in operation in New York State, but by 1899 that number had increased to 41. In 1909, there were 89 ice-making factories in the state (Hartgen and HPI 1995: 89).

Ice-making plants produced ice blocks, molds, cubes and crushed ice by the same four-stage process as in refrigeration: compression, condensation, expansion and evaporation of brine or ammonia in an apparatus inserted in the water to be frozen. The equipment of the factory consisted of above-ground tanks in which the water was frozen, relieving tanks where the ice vats were thawed so that their contents could be turned out, and hoists or cranes to move the blocks. Insulation was an important consideration in the building of the plant walls. Charcoal and granulated cork were the preferred insulating materials, but sawdust, hollow tiles, hair felt, mineral wool, coal cinders and concrete were also used. (Ibid.)

Since the activities of the American Ice Company on Renwick Street were conducted at ground level or above, the site would not possess any distinctive archaeological visibility aside from possible truncated foundation walls. The building itself probably contained distinctive construction features associated with climatic control and water management. However, the building has been demolished. The archaeological visibility of this property type is negligible. (Louis Berger 1993: 21) and further archaeological consideration is NOT WARRANTED.

RECOMMENDATIONS

According to the City Environmental Quality Review (CEQR) guidelines for cultural resources, the determination of potential significance of a project site is directly related to whether the identified resource type "is likely to contribute to current knowledge of the history of the period in question" (Section 321.2. Determine Significance of Past Uses that May Remain). In compliance with the CEQR guidelines, the following discussion both (1) defines the potential resource identified with the rear portions of the 501 and 505 Greenwich Street and lots and (2) discusses pertinent research issues that could be addressed through an investigation of the rear portion of the 505 Greenwich Street lot. A final recommendation for further action is presented at the conclusion of this discussion.

Potential Resource

Dwellings, along with their associated outbuildings and yards, have the potential to contain resources which may furnish information about past lifeways, urban/suburban residential settlement patterns, socioeconomic status, class distinctions, ethnicity, and consumer choice issues. Such archaeological resources could be preserved in privies, cisterns or wells, which in the days before the construction of municipal services - namely sewers and a public water supply - were an inevitable part of daily life. Before these services were provided by the municipality, these shafts, in addition to their official function, were convenient repositories for refuse, providing a valuable time capsule of stratified deposits for the modern archaeologist. They frequently provide the best domestic remains recovered on urban sites.

Once both water and sewer service was provided by the municipal authorities - approximately ca.1850 in this Manhattan neighborhood - privies, wells and cisterns, no longer required for their original purposes, were quickly filled with refuse and abandoned, providing valuable time capsules of stratified deposits for the modern archaeologist. These shaft features frequently provide the best domestic remains recovered on sites, including animal bone, seeds, glass, metal, stone, and ceramics, and sometimes leather, cloth, wood, and even paper. By analyzing such artifacts, archaeologists can learn much about the diet, activities, and customs of the site's former inhabitants, and attempt to combine this "consumer choice" data with what the documentary record tells us about their ethnicity, socioeconomic status, gender, environment, etc.

Research Issues

o *Consumer Choice*

Examination of artifacts as indicators of socioeconomic status or ethnicity is an area of inquiry that has long been applied in archaeological research. However, in historical archaeology, where documentary records provide an additional source of data, such issues have become a standard practice and research goal. Many factors have been seen to influence consumer choice, and over the last decade, historical archaeologists, using both the

archaeological and documentary record, have sought to go beyond mere comparisons of relative wealth and poverty, to examine the factors that initiate consumer choice. In *Consumer Choice in Historical Archaeology*, Suzanne Spencer-Wood has collected studies of consumer behavior in a variety of settings. For example, in their study of nineteenth century households in Wilmington, Delaware, Charles LeeDecker et al. linked consumer behavior with household income strategy, composition, and developmental stage (LeeDecker et al. 1987:235-240), and LuAnn De Cunzo's study of nineteenth century privy deposits from Paterson, New Jersey viewed consumer behavior as an adaptive strategy in a changing environment - an area undergoing urbanization and industrialization. Documentary and archaeological evidence from Paterson suggest that households of unlike socioeconomic status displayed different settlement patterns as well as varying income and consumption strategies (De Cunzo 1987:290-291).

In light of the aforementioned studies, several related lines of inquiry are directly pertinent to the 499 Greenwich Street project site and the rear portions of the 501 and 505 Greenwich Street lots, in particular. One of these is consumer behavior, which is strongly influenced by socioeconomic status, occupation, household composition, and ethnicity.

1. Socioeconomic Status

The study performed by LeeDecker et al. has indicated that the examination of the head of household's occupation alone has limited utility in reliably determining socioeconomic status, since a number of other factors - household composition, size, developmental stage/family life cycle (e.g., childless couple, nuclear family, "empty nest," widow), and income strategy, as well as external forces, influence consumer behavior (LeeDecker et al. 1987:236-237). Therefore, archaeological evidence from the Darg and Kirby homelots may provide information on how socioeconomic status has influenced consumer choice behavior.

2. Manhattan Development 1800 -1850

The project block and lots were a part of the rapid expansion of Manhattan at the turn of the nineteenth century. By 1815, the city limits had stretched north of the project site to 14th Street, and more markets were established by the Common Council. It is during this period that the city began to have difficulties generic to urban settlement. By 1820, residences and shops were everywhere - on every street, in backyards and alleys. The ever-increasing, wage-earning population developed strategies for boarding, mobility, rent sharing, etc. (Morgan 1983:n.p.). Darg, his family, and boarders were apparently participants in this urban juggle of real estate needs; he rented out a portion of his property for at least 10, and possibly 20, years. The Kirby family began acquiring real estate and expanded their holdings along the Greenwich Street curb. Would this physical expansion, increasing crowdedness, and personal adaptations to urbanization be reflected in the physical remains of either 501 or 505 Greenwich Street.

One of the first steps in assessing the likelihood of the preservation of shaft features that might provide the artifactual evidence related to consumer choices is the determination of the earliest dates of sewer and water line installation. For example, although it is entirely possible that the homes on the project block were privately connected to the Canal Street ditch/sewer when first erected, the first municipal sewers were in place at approximately the same time as the last record of John Darg at the 505 Greenwich Street location and the Kirby family at 501 Greenwich Street. The probable shallow depth of the yard features – due to the high water table – is an issue in the likelihood that these resources have survived subsequent construction episodes.

Recommendation

Based on the potential for the recovery of significant historical period archaeological remains related to the early nineteenth century development of New York City, field testing to identify truncated domestic yard shaft features is **RECOMMENDED** for a portion of the 501 and 505 Greenwich Street lots. Figure 11 identifies the three small areas of potential archaeological sensitivity: the portions of the project site that correspond to the ca. 1820 rear yards of the historic 501 and 505 Greenwich Street lots, and the very limited rear lot area of 41 Renwick that hosted a brick outbuilding in the mid-nineteenth century.

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1870
1890

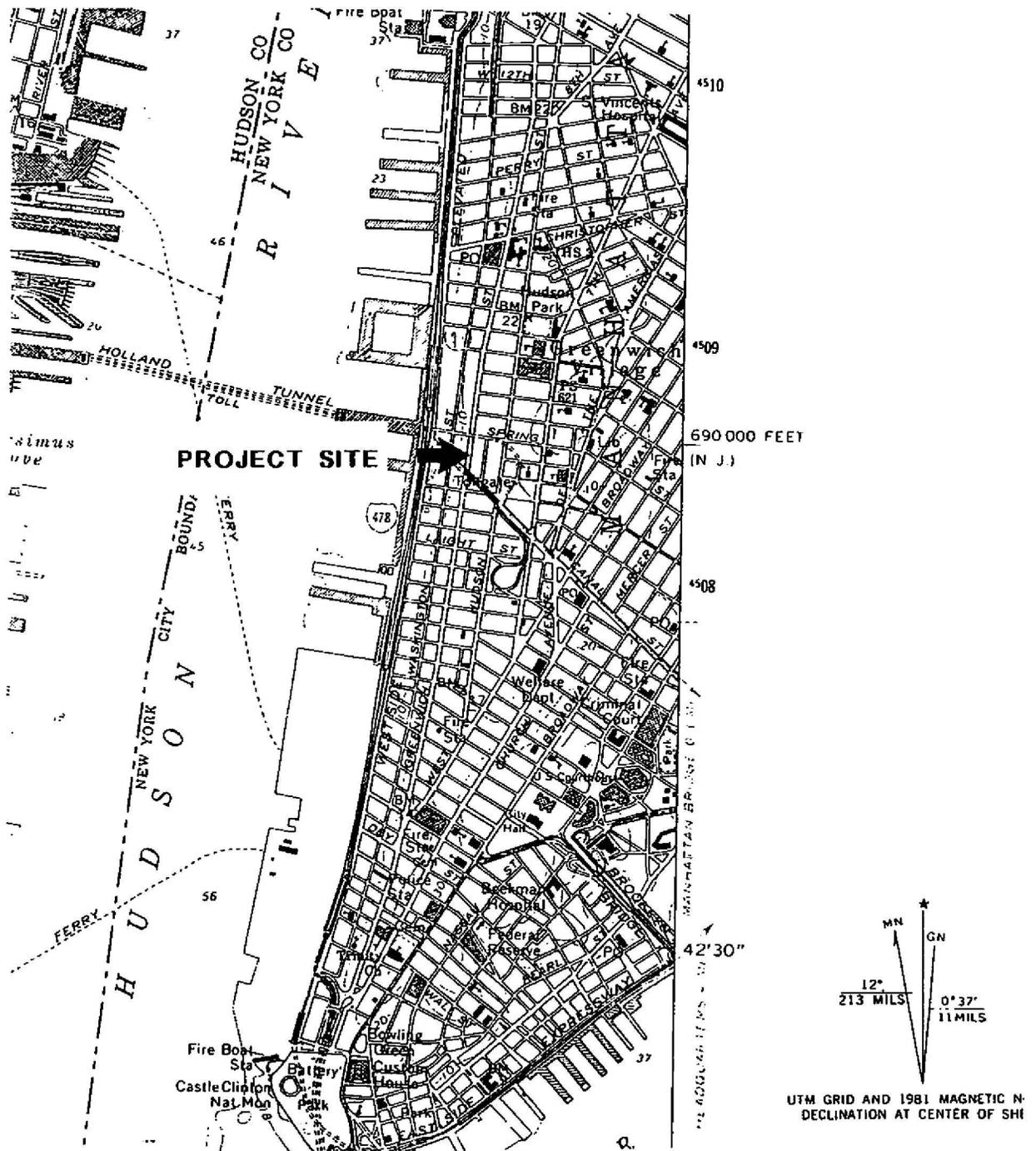


Figure 1. Project Site Location, U.S.G.S. Topographic Map, Jersey City Quad
 Photorevised, 1981
 Scale 1:24000

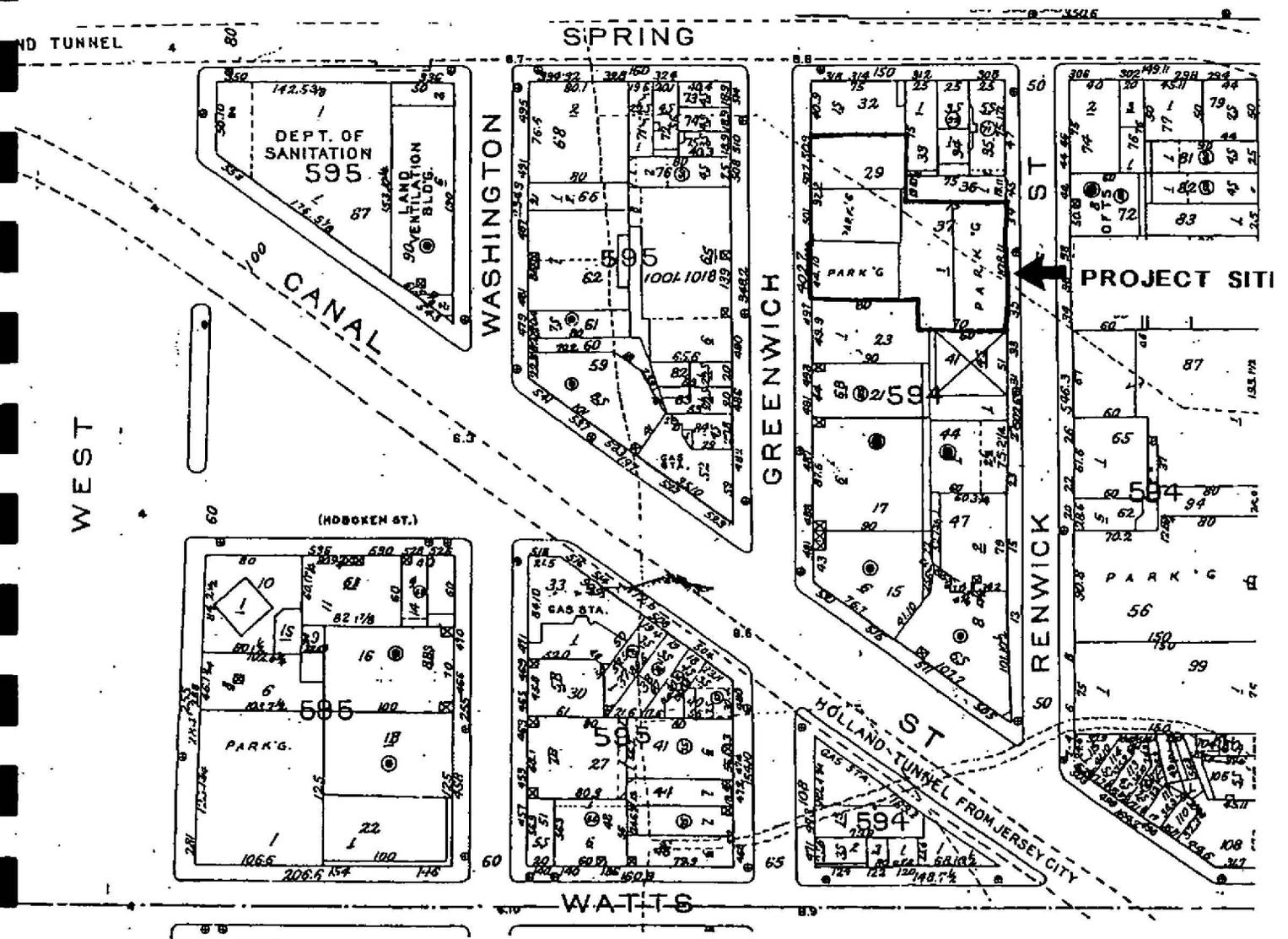


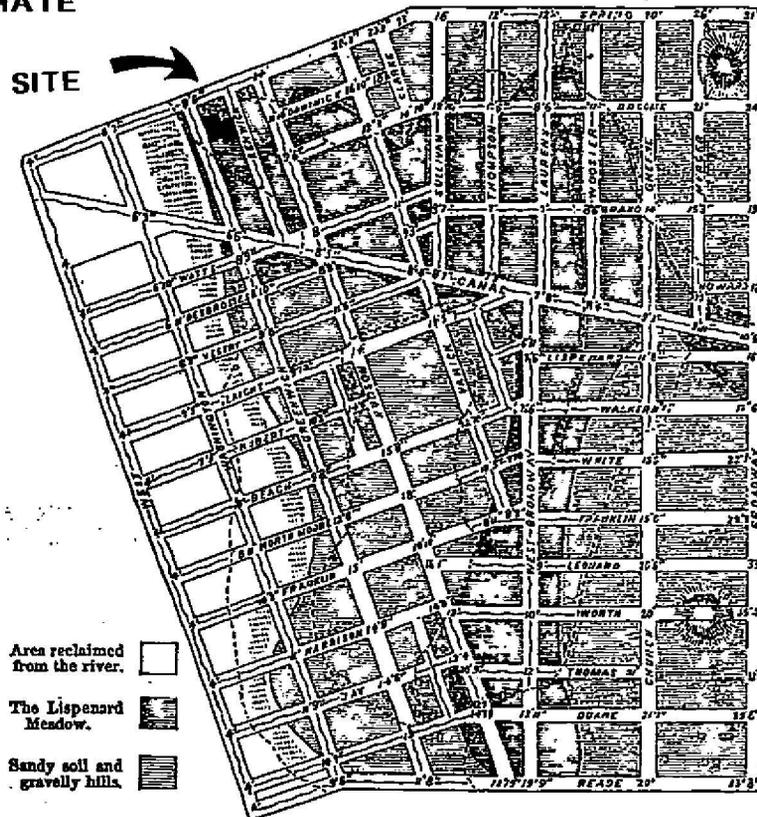
Figure 2 – Project Site Field Map
499 Greenwich Street

SANITARY AND TOPOGRAPHICAL MAP OF THE THIRD INSPECTION
DISTRICT.

THE FIFTH, AND A PART OF THE EIGHTH WARD.

APPROXIMATE

PROJECT SITE



EXPLANATION OF FIGURES, ETC.

The numbers at the intersections of the streets indicate the present elevation at those points above tide level.

The wavy line in streets and sections of streets indicates sewers into which the high-tide water flows.

The dotted contour line indicates the line of demarcation between the section that is drained by sewers through which tide-water flows, and that section of the district in which the bottoms of the sewers are above tide-level.

The crests of the highest of the original hills are shown upon the right-hand margin of the Map.

Figure 3. Reproduced from the Citizen's Association, 1865.

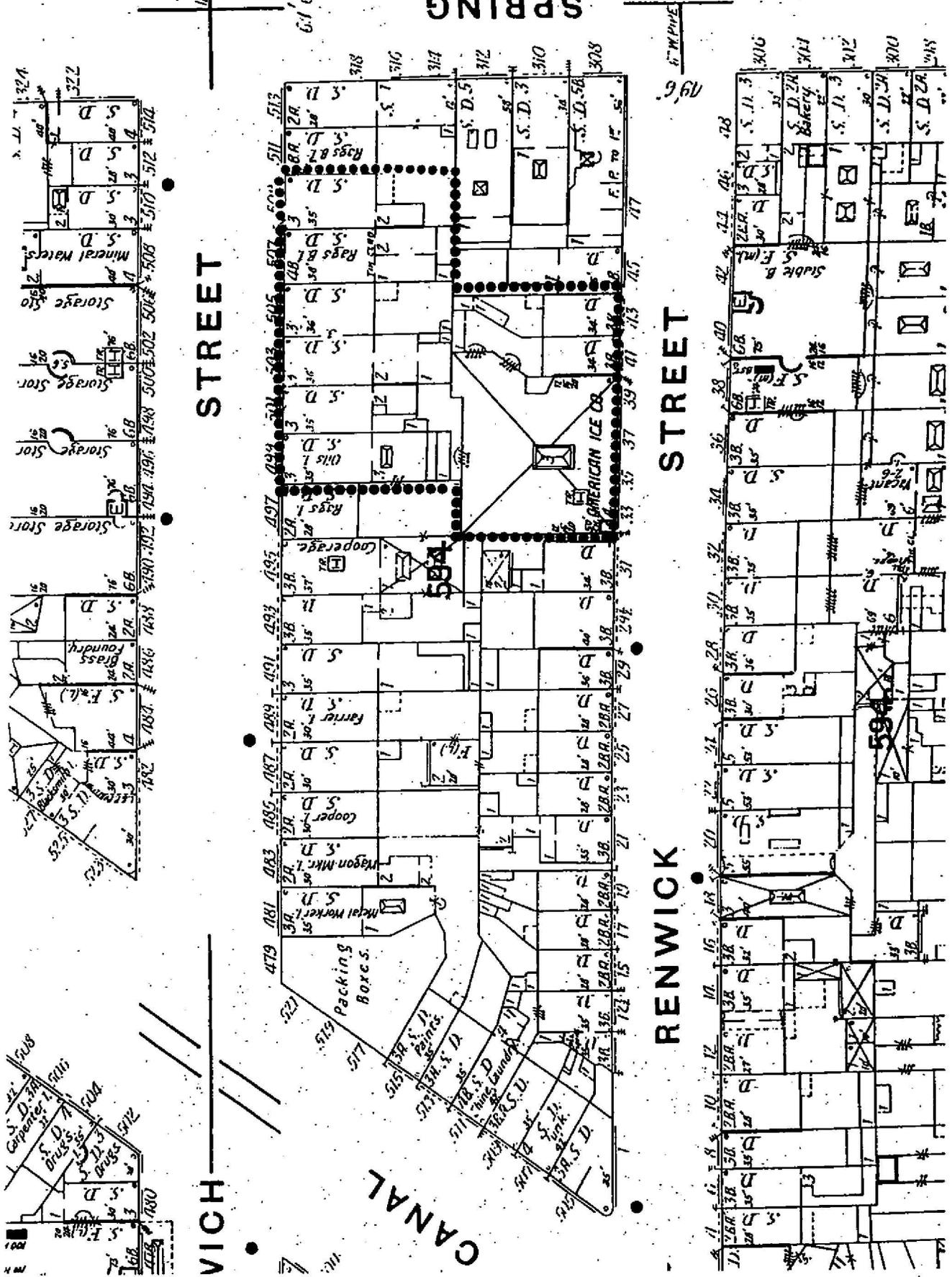


Figure 4. 1905 Sanborn Insurance Map.

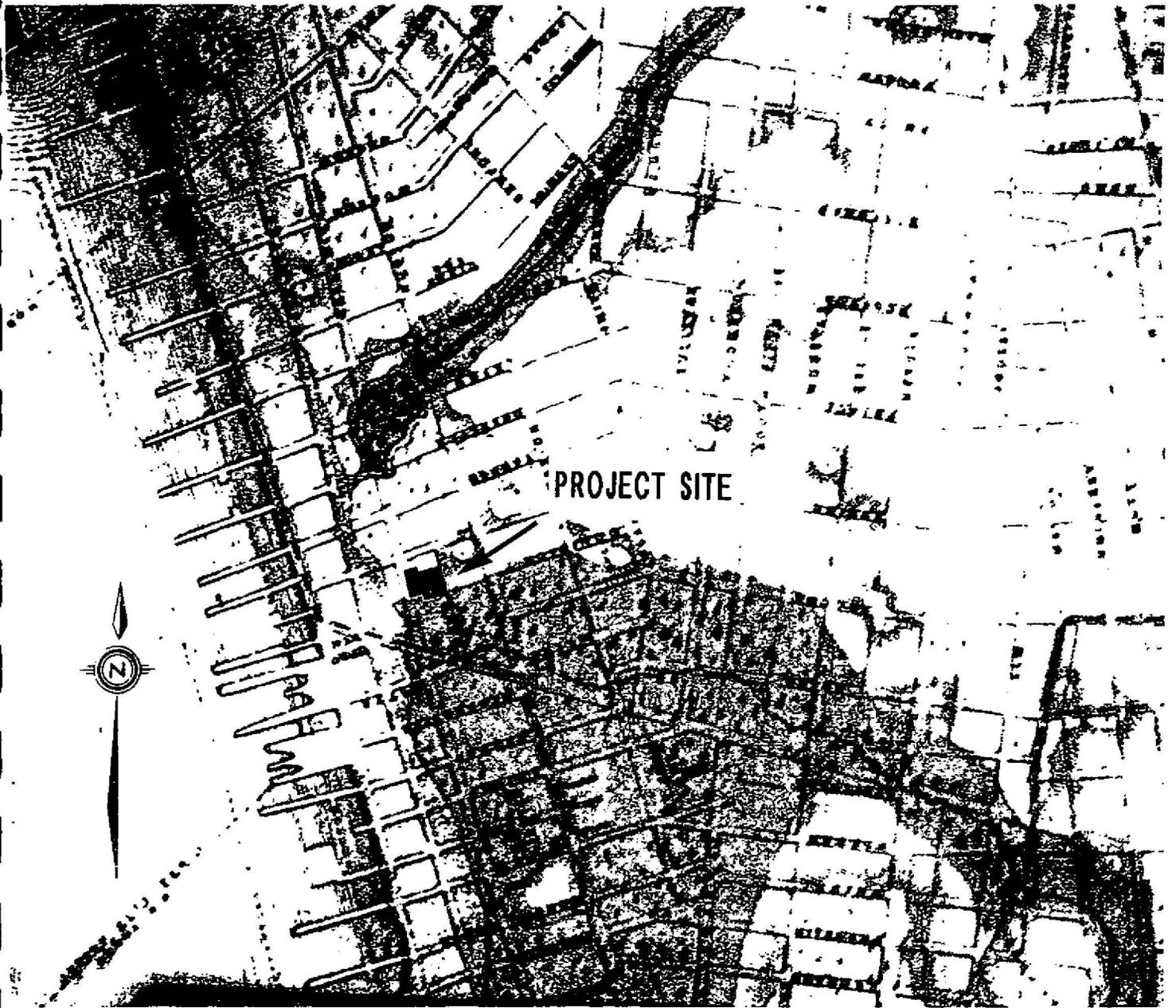


Figure 5. Viele Water Map, 1865.

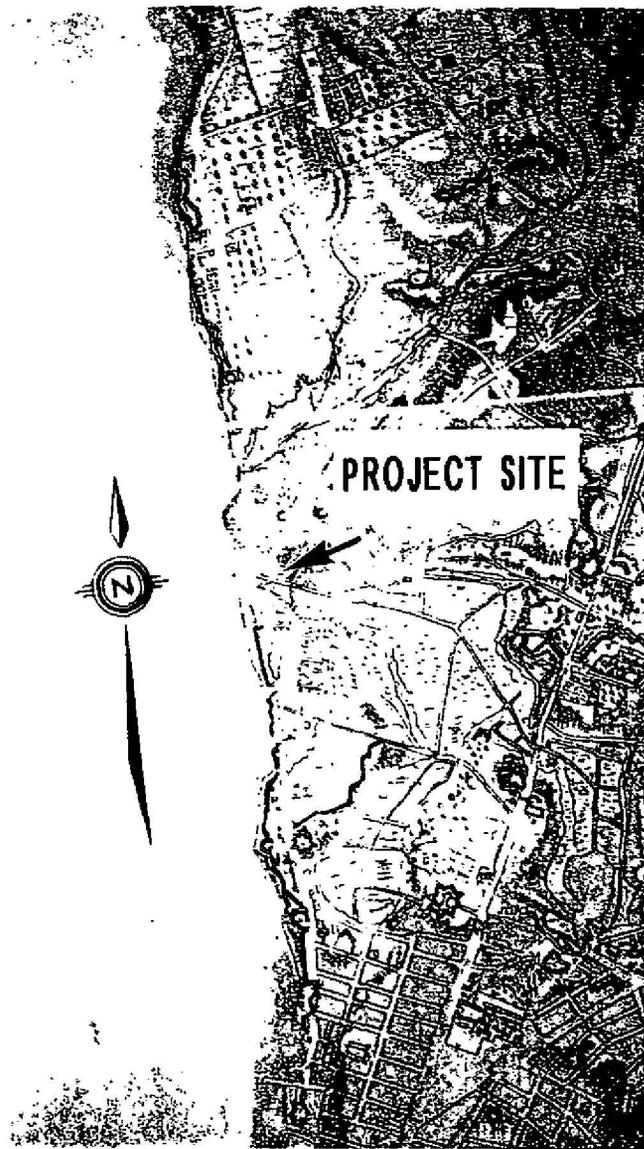


Figure 6. The British Headquarters Map, 1782.

PROJECT SITE

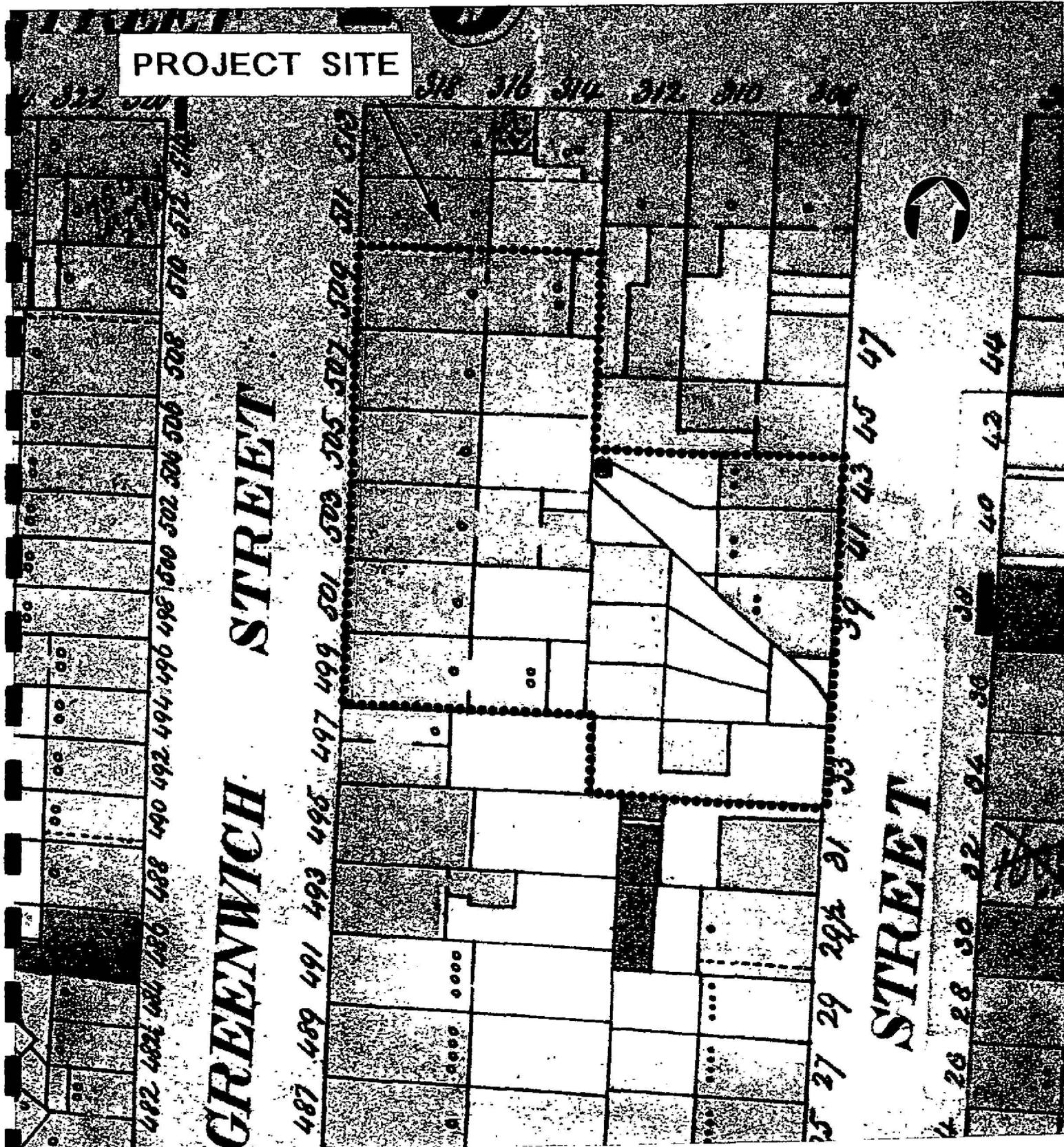


Figure 7. Perris Atlas, 1857

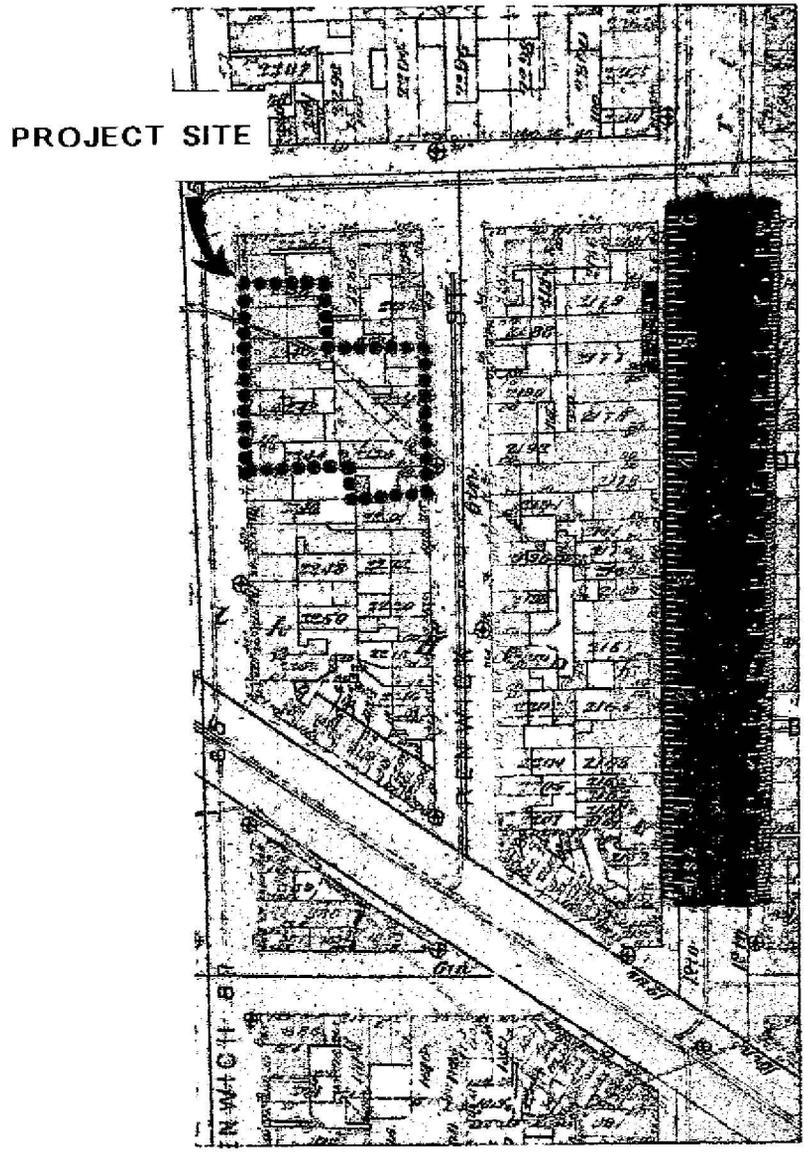
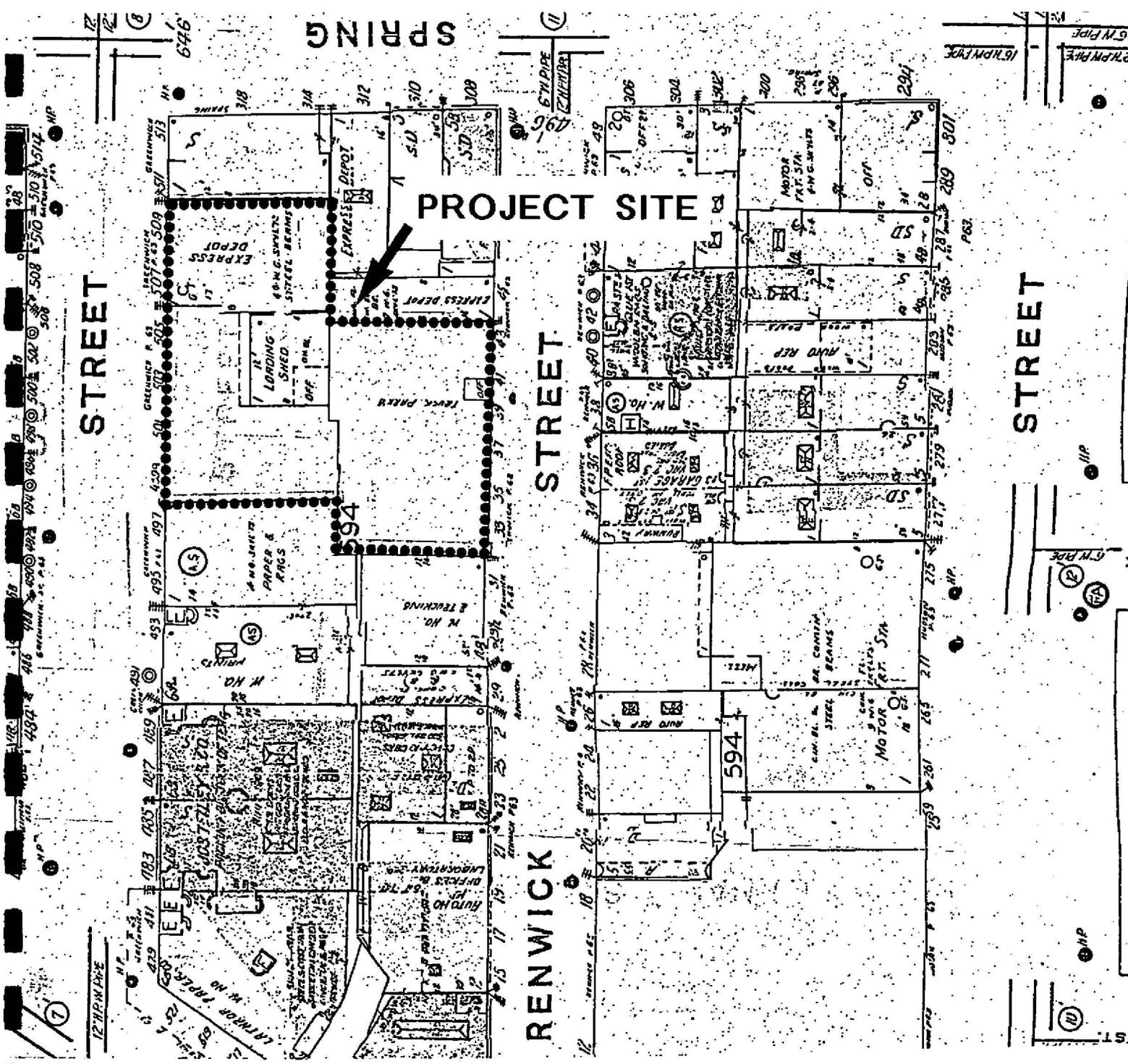
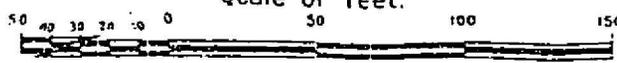


Figure 8. Robinson *Atlas*, 1888



Scale of Feet.

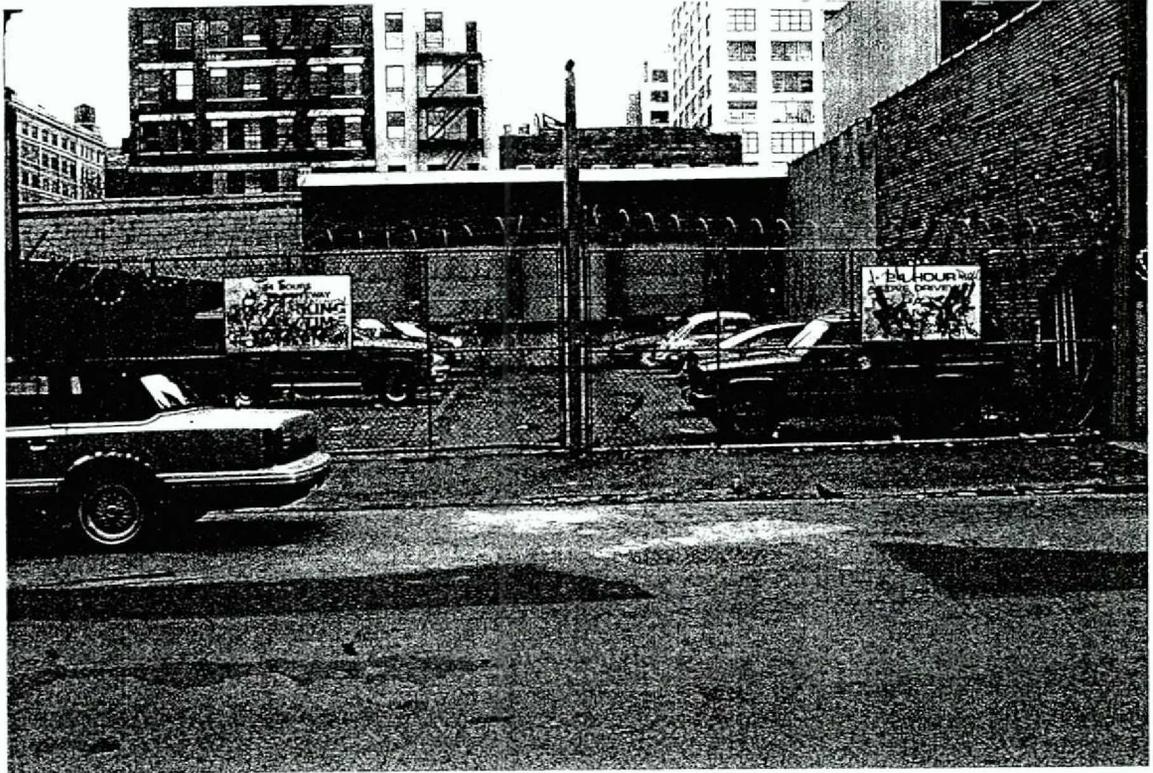


Copyright 1928 by the Sanborn Map Co

Figure 10. Sanborn Insurance Map, 1951



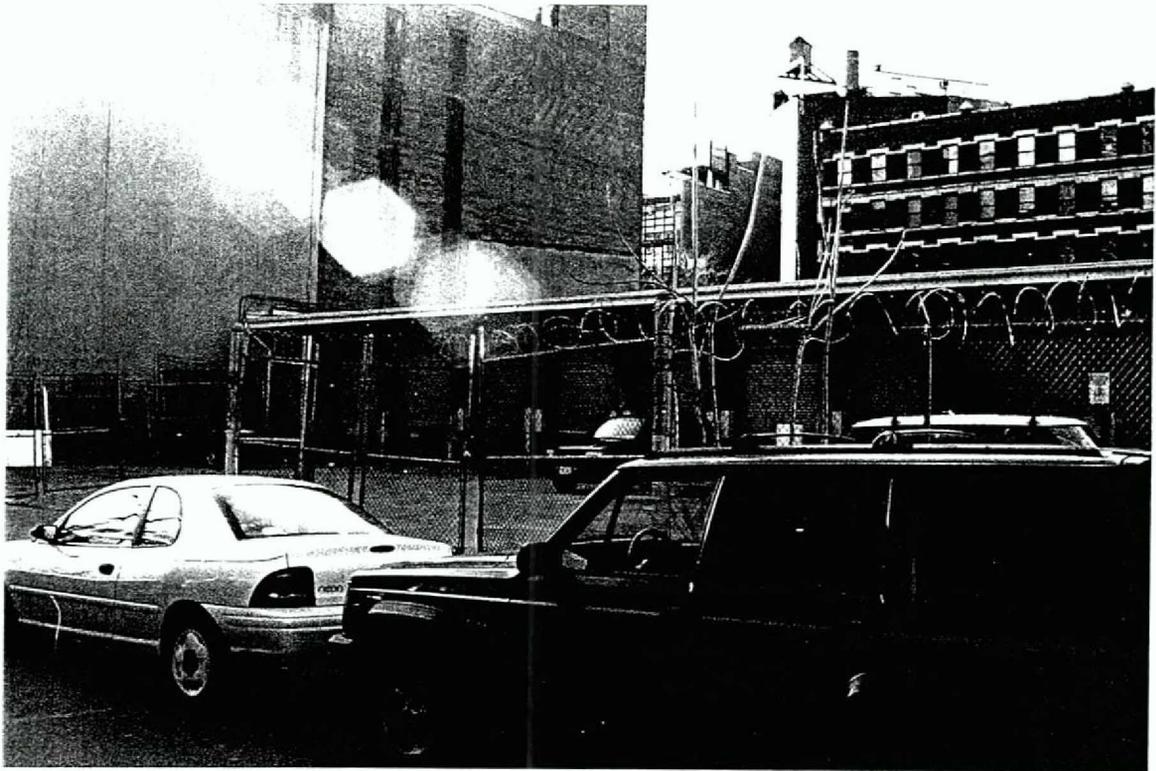
Project Site Photograph A
View: 499 Greenwich Street, west to east



Project Site Photograph B
View: 507-59 Greenwich Street, southwest to northeast



Project Site Photograph C
View: 35-43 Renwick Street, northeast to southwest



Appendix

Annual Records of Assessed Valuation of Real Estate

APPENDIX 1

Annual Records of Assessed Valuation of Real Estate Municipal Archives, Chambers Street, Manhattan

A review of a series of the Annual Records [1820 – 1855] of Assessed Valuation of Real Estate [Manhattan] provided specific information on when individual project lots were actually developed with a house and/or store. Appendix 1 is a summary table of this Assessed Valuation information, including owner and/or occupant name. Although the current street addresses are provided, the tax evaluations were listed according to earlier and varying lot number designations. Efforts have been made to reconcile ward numbers, street addresses, lot sizes, and personal names.¹ Actual photocopies of the Valuation sheets are included in the Appendix.

<u>Year</u>	<u>Street Address</u>	<u>Status of Development</u>	<u>Owner/ Occupant</u>
[The following historic street addresses, reflecting the approximately 25 x 100 foot urban lots from the nineteenth and early twentieth century development, are incorporated into what are now city-designated Nos. 35 and 43 Renwick Street.]			
1820	33 Renwick Street	1 house on 1 lot	James Marshall, owner _____ Rhodes, resident
	35 Renwick Street	1 house on 1 lot	John Christie, owner
	37 (?) Renwick St.	3 houses on 1 ½ lots	J & J Watkins, owner Fred. Dulew, resident David Fenton, resident Cornelius Vanderbilt, resident
1830	33 Renwick Street	1 house on ¾ lot	James (?) Vanderbilt, owner
	(35 & 37?) Renwick Street	3 houses on 1 ½ lots	Ritchard A. Striker, owner
	(39?) Renwick Street	shop on 1 lot	David Vandercort, owner
	41 Renwick Street	1 house on ¾ lot	“ “
	43 Renwick Street	1 house on ¼ lot	L. (?) Underhill, owner
1835	33 Renwick Street	1 house on ¾ lot	Jane Vanderbilt, owner
	35 & 37 Renwick Street	3 houses on 1 lot (?)	Doct. Rabinian, owner
	37 Renwick Street	1 house on 1 lot (?)	David VanDuCort (?)
	41 Renwick Street	1 house on ¾ lot	“ “
	43 Renwick Street	1 house on ¼ lot (?)	Jane Q. Underhill (?)

¹ Due to the fact that house numbers were assigned after the first listed Annual Record and street addresses apparently shifted over time, there is a degree of approximation involved. The photocopied Records, which include a full list of occupants and their personal wealth are included as an appendix.

1840	33 Renwick Street	1 house on ¾ lot	Doct. Rabinian, owner
	37 Renwick Street	3 houses on 1 ½ lots	“ “
	39 Renwick Street	shop on 1 lot	David Vandercort
	41 Renwick Street	1 house on ¾ lot	“ “
	43 Renwick Street	1 house on ¼ lot	J. T. Birdsall, owner
1845	33 Renwick Street	1 house on ½ lot (rear) ¾ lot	Jacob Rabinian, owner “ “
	35 Renwick Street	1 house on ½ lot	“ “
	37 Renwick Street	1 house on ½ lot	“ “
	39 Renwick Street	shop on 1 ½ lot	David Vandercort
	41 Renwick Street	1 house on 3/5 lot	“ “
	43 Renwick Street	1 house on ¼ lot	J. T. Birdsall, owner
1850	33 Renwick Street	¾ lot	S. & S.W. Meeks, owner
	35 Renwick Street	1 house on ½ lot (rear)	“ “
	37 Renwick Street	1 house on ½ lot	“ “
	39 Renwick Street	3 houses on 1 ½ lot	J. B. Walton, owner
	41 Renwick Street	3/5 lot	G. E. Winans, owner
	43 Renwick Street	1 house on ¼ lot	J. T. Birdsall, owner
1855	33 Renwick Street	3 houses on ½ lot	S. & S.W. Meeks, owner
	35 Renwick Street	-----	“ “
	37 Renwick Street	-----	“ “
	39 Renwick Street	3 houses on 1 lot	I. B. Walton, owner
	41 Renwick Street	1 house on 3/5 lot	Garet Winans
	43 Renwick Street	1 house on ¾ lot	I. D. Randall, owner

[The following historic street addresses, reflecting the approximately 25 x 100 foot urban lots from the nineteenth and early twentieth century development, are incorporated into what are now city-designated Nos. 499, 501, 507 and 509 Greenwich Street.]

1820	499 Greenwich Street	-----	
	501 Greenwich Street	-----	
	503 Greenwich Street	1 house and 1 lot	Richard Kirby, owner
	505 Greenwich Street	1 house and 1 lot	Jonh Darg, owner
	507 Greenwich Street	1 house and 1 lot	Abraham Valentine, owner
	509 Greenwich Street	1 house and 1 lot	“ “
1830	499 Greenwich Street	1 house and 3/5 lot(?)	Stewart (?) Randolph, owner
	501 Greenwich Street	1 house and 1 lot	John T. Harrison, owner
	503 Greenwich Street	1 house and 1 lot	Ritchard Curby, owner
	505 Greenwich Street	1 house and 1 lot	John Darge, owner
	507 Greenwich Street	1 house and 1 lot	Abraham Valentine, owner
	509 Greenwich Street	1 house and 1 lot	“ “

County of Washington
 District of Columbia
 Board of Public Works
 Report of the Board of Public Works for the year ending June 30, 1901

No.	Name	Address	Amount	Balance
Government Street East Side				
1065	Richard Kirby	H St 469	3200	3500
1066	John Ducey	H St 471	3200	
	Samuel H. Ducey	Do		200
	Platt Smith	Do		500
	John Ducey	Do		400
3057	Abraham Galantini	H St	2800	
3068	Do	H St	3000	
3190	John F. Hendricks	H St Corner Howard & Van Dorn	2800	
	Frank Thomas Webster	Do		500
3191	John F. Hendricks	H St	1600	
	Moses Cunningham	Do		500
3192	Gilbert Galantini	H St	2000	
	Stephen Leggett	Do		2000
	Leggett & Simmons	Do	4000	2000 1500
3193	Andrew Taylor	H St	2500	
3194	Gilbert Galantini	H St	2500	1000
3195	Walter West	H St	1400	100
3196	Walter West	H St	2200	
	Edwin Webster	Do		8000
	Conrad Webster	Do		400
3197	William Ryan	H St	1000	
	William Ryan	Do		1000
3198	Moses Leon	H St	1800	
	Joseph D. DeLuca	Do		100
3200	John Ducey	H St Corner Van Dorn & Chatter	200	
	John Ducey	Do		200
3206	John Ducey	H St	2800	
3205	George McKay	H St	2500	
3206	Do	H St	1400	
3209	William Gray	Don't Hold H St	2000	1500 (Chatter)
3210	John Ducey	H St	2200	
3211	William Libby	H St	3300	
3210	Do	H St	3500	
	John H. Smith	Do		500
3232	John West	H St Corner Chatter & King	2500	
	John West	Do		1000
3133	John West	H St	2800	
	Dennis West	Do		1000
3234	John West	H St	2500	
3235	Do	H St	2800	

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PART NO.	WARD NO.	OWNER OR OCCUPANT	CLASSIFICATION	ASSESSMENT	VALUED AT	TAXES AT	PAID AT	REMARKS
<i>Renswick Street West Side Spring</i>								
		James J. Vandyke	H & L	413	1800			
		Charles Vandewort	H & L	414	1500			
		Do Do	Do		1200			
		Richard H. Strickland	H & L		2500			
		James Vandewort	H & L	38	1000			
		Albert J. Spence	H & L	39	1500			
		Wm. Campbell	H & L	40	1000			
		James K. Brown	H & L	41	1500			
		Do Do	Do	42	1500			
		Do Do	Do	43	1500			
		James Davis	H & L	44	1500			
		James Jones	H & L	45	1500			
		Do Do	Do	46	1500			
		Do Do	Do	47	1500			
		Do Do	Do	48	1500			
		Do Do	Do	49	1500			
<i>Greenwich Street East Side Greenwich Spring</i>								
2985		J. W. W. W. W.	H & L	490	2500			
3905		Do Do	H & L	491	3500			
4985		Charles W. W.	H & L	492	2500			
		Do Do	Do	493	2500			
		Robert Morrison	H & L	494	3500			
		James Cooper	Do			500		
		John D. D.	H & L	495	3000			
		Wm. J. J.	Do			300		
		John D. D.	H & L	496	3000			
		John D. D.	H & L	497	2700			
		James D. D.	H & L	498	3000			
		George D. D.	H & L	499	2800			
		Richard A. A.	H & L	500	3000			
3063		Jack B. B.	H & L	501	2800			
		Alfred W. W.	Do		2500			
		Do Do	Do		500			
3064		John F. F.	H & L	502	2800			
3065		Richard B. B.	H & L	503	2500	5500		
3066		John D. D.	H & L	504	2800			

100-1000

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NAME	ADDRESS	DATE	AMOUNT	REMARKS
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Admission to Court Hill King & Hammerley

Daniel French	20. St.	272	2300	
"	"	274	2400	
"	"	276	2400	
Joseph Carter	20. St.	275	2000	
"	"	278	2000	
"	"	280	2400	
"	"	282	2400	
"	"	284	2400	
Robert Parais	18. St.	286	2400	
John D. Stoughton	10. St.	288	2800	

Admission to Court Hill King & Hammerley

John L. Hutchinson	10. St.	289	1200	
David Van Dusen	10. St.	291	1800	
"	"	293	1600	
John P. H. H. H.	10. St.	295-297	3,100	
Sarah Van der Bilt	10. St.	298	1300	
Albert J. H. H.	10. St.	299	1800	
William H. H.	10. St.	301	1100	
William H. H.	10. St.	302	2200	
"	"	303	2200	
"	"	304	2200	
"	"	305	2200	
William H. H.	10. St.	306	1900	
Sarah H. H.	10. St.	307	2100	
"	"	308	2000	
"	"	309	2000	
"	"	310	1900	

Admission to Court Hill King & Hammerley

William H. H.	10. St.	311	2200	
"	"	312	2200	

(37)
 (37+37)
 (37+37)

Da

[Handwritten signature]

Widow Miller	W ² 266	1813	2900
do do	do do 268	1812	2900
do do	do do 270	1811	3200

King & Hammersley

David French	W ² 272	1816	3400
do do	do do 274	1809	3000
do do	do do 276	1808	3000
Joseph Carter	W ² 278	1807	4400
do do	do do 278	1805 & 6	4400
E W Thomas	W ² 280	1804	3700
do do	do do 282	1803	3700
do do	do do 284	1802	3700
Joseph Carter	do do 286	1801	3500
Alva Northrup	do do 288	1800	4200

Renwick Spring Canal

John Birdall	W ² 243	1954	1900
David Anderson	W ² 241	1952	2800
do do	do do 241	1952	2300
Doct. Robinson	W ² 274	1953	3800
do do	do do 274	1954	2100
Henry Birdan	W ² 229	1955	2700
Wm Renwick	W ² 27	1956	3400
do do	do do 27	1957	3000
Martin Joseph	W ² 25	1958	3000
Wm Renwick	W ² 25	1959	3000
do do	do do 25	1960	3000
Wm H Sweet	do do 21	1961	2500
James Sargent	W ² 19	1962	3000
do do	do do 19	1963	2800
do do	do do 15	1964	2800
do do	do do 13	1965	2700

Canal & Spring

James Van Winkle	W ² 4	1950	2900
do do	do do 6	1949	2700
do do	do do 8	1948	2900
John W Moore	W ² 10	1947	3800
Edgar Loring	W ² 10	1946	2900
Chas Moore	W ² 12		2000
do do	W ² 12		1000

	34	1935	2 800 -
	36	1936	2 800 -
	45-46-38	1933	1 500 -
Joseph Tucker	40	1932	3 000 -
Henry Birdsall	42	1931	3 000 -
Est. Phil Lewis to 1/2	44	Spring 2116	1 800 -

Renwick Street West Side

Est. H. Birdsall to 1/2	40	Spring	2314	1 600 -
David Vandeventer 1/2	41		1937	2 700 -
" " 1/2	39		1932	2 200 -
Jacob Robinson to 1/2	37		1933	} 3 500 -
" " "	35		1933	
" " "	33		1933	
" " "	33		1933	
James M. Parkhill 1/2	31	and	1935	2 500 -
Henry Birdsall to 1/2	29		1936	2 000 -
William Bennett to 1/2	28		1937	2 600 -
" " "	27		1938	2 600 -
" " "	26		1938	2 600 -
" " "	23		1960	2 600 -
William H. Clark to 1/2	21		1961	2 300 -
Isaac Jagers	19		1962	2 800 -
" " "	17		1963	2 600 -
" " "	15		1964	2 600 -
" " "	12	General	1965	2 600 -
				<u>22 300</u>

1845
 1895
 1891
 1873

Wm Grant	"	22
Jennies Muller	"	24
Thos Edmonds	"	26
Samuel Abrams	"	28
Benj Newhouse	"	30
do	3/5	32
E. J. ...	"	34
do	"	36
do	S&L	38
Joseph Fisher	H&L	40
Henry Birdsall	"	42
Er. Philo Lewis	"	44

(and)

2198	2 900
2197	2 900
2196	3 000
2195	2 800
2194	2 800
2193	3 100
2192	3 500
2191	3 500
2190	2 000
2189	3 000
2188	3 000
2187	1 800

Spring 1887

Rennick West Side

J. J. Birdsall	H&L	45
G. E. Winters	3/5	41
J. B. ...	S&L	49
do	H&L	57
do	"	55
do	"	50
do	3/5	53
J. J. ...	H&L	51
J. H. ...	"	29
Wm. ...	H&L	28
do	"	27
do	"	25
do	"	23
E. W. ...	H&L	21
J. C. ...	3/5	19
do	"	17
do	"	15
do	"	13

Spring 1888

2200	1 000
2201	2 700
2200	7 000
2199	3 800
2198	2 000
2197	2 500
2196	4 000
2195	2 000
2194	2 000
2193	2 000
2192	2 000
2191	2 300
2190	2 800
2189	2 000
2188	2 000
2187	2 000
2186	2 000
2185	2 000
107 000	

(and)

Annual 1885

-wards
1880
P. 37

Jos. Edwards	"	26 2896	3 2101
James Adams	"	28 2895	3 2101
Prof. Sturmer	"	30 2194	3 2101
"	"	32 2193	3 2101
W. H. Smith	"	34 2192	3 2101
P. J. Smith	"	36 2191	3 2101
J. K. Sturmer	"	38 2190	3 2101
J. Tucker	2662	40 2189	3 2101
A. Brindley	"	42 2188	3 2101
Est. T. Lewis	"	44 2187	3 2101

Renwick St West Side

		Spring St	
J. J. Tomcaw	28 2189	43 2230	3 2101
Sam. Wilson	" 45	41 2231	3 2101
J. B. Weston	"	39 2230	5 5111
J. & J. M. Marks	"	37 2229	3 2101
"	"	35 2227	5 2101
"	"	33 2226	3 2101
J. J. Tucker	28 2188	31 2225	3 2101
J. W. Young	"	29 2224	5 2101
Mr. Renwick	"	27 2223	3 2101
Gen. Scarf	"	25 2222	3 2101
"	"	23 2221	3 2101
Mr. Garity	" 45	21 2220	3 2101
R. Weather	"	19 2219	3 2101
J. B. Waller	" 40	17 2218	3 2101
"	"	15 2217	3 2101
"	"	13 2216	3 2101
"	"	11 2215	3 2101

James H. ...

125,400
125,400

ward
1855
P. 39

ward
1855
begins
ward
Map No

Greenwich St. Base Side

OWNER OR OCCUPANT	DESCRIPTION OF PROPERTY	STREET No.	WARD MAP No.	TAX No.	VALUE OF REAL ESTATE	CORRECTED AMOUNT	REGULAR RENTS
		<i>Canal St</i>					
<i>Law Starbuck</i>	<i>26622</i>	<i>479</i>	<i>2253</i>		<i>11 100</i>		
<i>Oscar Cole</i>	" "	<i>481</i>	<i>2252</i>		<i>5 100</i>		
<i>C. H. Carter</i>	" "	<i>483</i>	<i>2251</i>		<i>6 100</i>		
<i>J. P. Miller</i>	" "	<i>485</i>	<i>2250</i>		<i>6 100</i>		
<i>Wm. Kelly</i>	" "	<i>487</i>	<i>2249</i>		<i>6 100</i>		
" "	" "	<i>489</i>	<i>2248</i>		<i>6 100</i>		
<i>A. M. L. Scott</i>	" "	<i>491</i>	<i>2247</i>		<i>6 100</i>		
<i>Est. J. W. Crawford</i>	" "	<i>493</i>	<i>2246</i>		<i>6 100</i>		
<i>J. F. Randolph</i>	" "	<i>495</i>	<i>2245</i>		<i>5 600</i>		
<i>Est. J. H. Adams</i>	" "	<i>497</i>	<i>2244</i>		<i>5 500</i>		
<i>Wm. Kelly</i>	" "	<i>499</i>	<i>2243</i>		<i>5 300</i>		
<i>Wm. Kelly</i>	" "	<i>501</i>	<i>2242</i>		<i>5 000</i>		<i>A. J. Perry</i>
<i>Simon Kelly</i>	" "	<i>503</i>	<i>2241</i>		<i>5 100</i>		
<i>Valentine Kelly</i>	" "	<i>505</i>	<i>2240</i>		<i>5 000</i>		
<i>Wm. Kelly</i>	" "	<i>507</i>	<i>2239</i>		<i>5 500</i>		
" "	" "	<i>509</i>	<i>2238</i>		<i>5 000</i>		
<i>Allen Valentine</i>	" "	<i>511</i>	<i>2237</i>		<i>5 100</i>		
" "	" "	<i>513</i>	<i>2236</i>		<i>6 500</i>		
		<i>Spring St</i>					
<i>J. F. Randolph</i>	<i>26622</i>	<i>515</i>	<i>2235</i>		<i>6 000</i>		
" "	" "	<i>517</i>	<i>2234</i>		<i>4 500</i>		
<i>Franklin W. Cooper</i>	" "	<i>519</i>	<i>2233</i>		<i>7 000</i>		
<i>Est. J. H. Adams</i>	" "	<i>521</i>	<i>2232</i>		<i>5 100</i>		<i>Est. W. C.</i>
<i>J. L. Lambert</i>	" "	<i>523</i>	<i>2231</i>		<i>5 500</i>		
<i>H. Clark</i>	" "	<i>525</i>	<i>2230</i>		<i>5 600</i>		
<i>R. Wilson</i>	" "	<i>527</i>	<i>2229</i>		<i>5 500</i>		
<i>Est. Drake</i>	" "	<i>529</i>	<i>2228</i>		<i>4 000</i>		
<i>Wm. Lee</i>	" "	<i>531</i>	<i>2227</i>		<i>5 100</i>		
		<i>Vanderam St</i>					
<i>J. F. Randolph</i>	<i>26622</i>	<i>535</i>	<i>2225</i>		<i>5 500</i>		
" "	" "	<i>535</i>	<i>2224</i>		<i>6 000</i>		
<i>J. Nagemann</i>	" "	<i>537</i>	<i>2223</i>		<i>6 000</i>		
<i>Public School</i>	" "	<i>539</i>	<i>2222</i>				
<i>B. Schultz</i>	" "	<i>541</i>	<i>2221</i>		<i>2 700</i>		
" "	" "	<i>543</i>	<i>2220</i>		<i>2 700</i>		

Greenwich East Side

OWNERS OR OCCUPANTS.	Description of Property.	Street No.	Side of Street.	Between what Streets.	Ward Map No.	Farm No.	Value of Real Estate.	REMARKS.
John Watling	24 3/4	475		Coral St	2203		8 000 ✓	
Oscar Cole	24 3/4	477			2202		4 700 ✓	Oscar. ©
W. Kemish	4 4/5	479			2201		5 100 ✓	
do	"	481			2200		5 100 ✓	
Valentine Thedy	"	483			2209		5 100 ✓	
do	"	485			2208		5 100 ✓	
A. M. L. Scott	"	487			2207		5 100 ✓	
Er. J. W. Conklyn	"	489			2206		5 200 ✓	
Frank Conklyn	7/10	490			2205		4 800 ✓	4475
Dr. Daniel Hillman	2/5	491		(and)	2204		4 000 ✓	
Valentine Thedy	4/5	495			2203		4 300 ✓	
Richard S. Conklyn	"	497			2202		4 300 ✓	
Richard S. Conklyn	"	499			2201		4 500 ✓	Richard S. Conklyn
do	"	501			2200		4 200 ✓	Richard S. Conklyn
do	7/4	502			2209		5 000 ✓	Richard S. Conklyn
John Spry	"	505			2208		4 100 ✓	
Wm. V. Conklyn	2/5	507			2207		4 000 ✓	
do	"	509		Spring	2206		5 000 ✓	
J. F. Randolph	76 7/2	510		Spring	2209		5 000 ✓	
do	"	511			2208		4 000 ✓	
Gilbert Chickster	76 7/4	519			2207		4 400 ✓	
Est. A. Fosky	76 1/2	521			2206		5 300 ✓	
Gilbert Chickster	"	523			2205		4 500 ✓	
Matthias Clark	"	525		(and)	2204		5 300 ✓	
Ruth Nelson	"	527			2203		5 000 ✓	
James Drake	7/2	529			2202		3 100 ✓	
Widow Leon	"	531		Vandau	2201		3 500 ✓	
J. F. Randolph	76 1/2	539		Vandau	2205		4 600 ✓	
Noah Dayton	H 1/2	541			2204		4 300 ✓	
J. Haganan	H S "	543			2203		4 800 ✓	
Public School	"	545			2202			

OWNERS OR OCCUPANTS.	DESCRIPTION OF PROPERTY.	STREET NO.	SIDE OF STREET.	BETWEEN WHAT STREETS	WARD MAP NO.	FARM NO.	VALUE OF REAL ESTATE.	REMARKS.
John Waterbury	2 1/2	475		Conal	1953		9,000	-
Olive Cole	2 1/2	477			1952		4,700	-
William Benwick	4 1/2	479			1951		5,100	-
	3/4	481			1950		5,000	-
Valentine Kirby	4 1/2	483			1949		5,100	-
		485			1948		5,100	-
A. M. L. Scott		487			1947		5,100	-
Isaac W. Conklin		489			1946		4,700	-
William H. Sweet	4 1/2	491		and	1945		5,000	-
(Mrs.) Dan. Holloman	4 1/2	493			1944		4,000	-
Valentine Kirby	4 1/2	495			1943		4,300	-
Rich. J. Compton		497			1942		4,300	-
Richard Kirby		499			1941		4,200	-
		501			1940		4,200	-
	4 1/2	503			1939		4,100	-
Wm. Darg		505			1938		4,100	-
Wm. Valentine	4 1/2	507			1937		4,000	-
		509		N. 6th Spring	1936		5,500	-
Wm. F. Randolph	2 1/2	515		N. 6th Spring	2019		5,800	-
		517			2018		4,000	-
Albert Chickster	4 1/2	519			2017		4,400	-
(Mrs.) Andrew Linky	N. 6th	521			2016		5,300	-
Albert Chickster		523		and	2015		4,500	-
Matthias Clark		525			2014		5,300	-
Ruth Nelson		527			2013		5,000	-
James Drake	1/2	529					3,100	-
(Mrs.) Leon		531		N. 6th Vandam			3,500	-
Stewart F. Randolph	2 1/2	533		N. 6th Vandam	2009		4,600	-
Yoch. Hagton	1/2	541			2008		4,200	-
(Mrs.) Elias Dixon		543			2007		4,000	-
		545			2006		2,800	-
William Gray	3/4	547		and	2005		2,600	-
		549			2005		2,600	-
(Mrs.) Joseph Knox	4 1/2	551			2003		2,200	-

Men of Northampton

Wm Carr	No 9	16	✓	1944	2900	
Sackwood & Pease	J	J	18	✓	1943	2900
J	J	J	25	✓	1942	3500
Quinn Mullen	J	J	22	✓	1941	3000
J	J	J	24	✓	1940	3000
Thos Edwards	J	J	26	✓	1939	3200
Saml Abrams	J	J	28	✓	1938	2900
Jed Anderson	No 2	30	✓	1937	2900	
Johnston & Washburn	J	J	32	✓	1936	2900
David Sanderson	J	J	34	✓	1935	2900
J	J	J	36	✓	1934	2900
J	J	No 1	38	✓	1933	3000
Joseph Tucker	No 2	40	✓	1932	3000	
Henry Randall	J	J	42	✓	1931	3000

Greenwich Canals & Spring

Nathaniel Waterbury	No 2	4756	✓	1930	4300	
Sam Campbell	No 2	477	✓	1932	4900	
Wm Kenwick	J	J	479	✓	1931	5500
J	J	J	481	✓	1930	5200
Valentine Kirby	J	J	483	✓	1929	5400
J	J	J	485	✓	1928	5400
A. M. L. Smith	J	J	487	✓	1927	5400
James W. Franklin	J	J	489	✓	1926	4900 1000
James Conner	J	J	491	✓	1925	5400
Daniel Holman	J	J	493	✓	1924	4300
Leonard Kirby	J	J	495	✓	1923	4600
Doct Robinson	J	J	497	✓	1922	4500
Isaac Kirby	J	J	499	✓	1921	4500
J	J	J	501	✓	1920	4500
J	J	J	503	✓	1919	4200
Mathias Clark	J	J	505	✓	1918	4200 1000
Alb Valentine	J	J	507	✓	1917	4000
Quinn Stansbury	No 1	509	✓	1916	6000	

Spring & Banders

John F. Randolph	No 2	515	✓	2019	4000	
J	J	J	517	✓	2018	4100
Gilbert Chickster	No 2	519	✓	2017	4900	
Blaird & Brown	J	J	521	✓	2016	4900
Andrew Pinckney	No 2	523	✓		400	
Gilbert Chickster	No 2	523	✓	2015	4900	
J. C. Woodhouse	J	J	525	✓	2014	5500

David Vandenberg	H 3/4 L 41	1600
Do Do	Do Do	1200
Richard A. Strickland	H 3/4 L 42	2500
John Vandenberg	H 3/4 L 43	1100
Albert J. Speer	H 3/4 L 44	1600
Wm Douglas	H 3/4 L 49	1000
Jane Kenwick	H 2/3 L 49	1300
Do Do	Do 47	1300
Do Do	Do 45	1300
Do Do	Do 43	1500
James Ours	H 3/4 L 41	1600
James Jaynes	H 3/4 L 49	1300
Do Do	Do 47	1300
Do Do	Do 45	1300
Do Do	Do 43	1500

Greenwich Street East Side Cornhill & Spring

2963	J. H. Waterbury	Do H 4 L 475	6500	
2964	David W. Jennings	Do H 4 L 477	3300	
2984	Samuel Bell	H 4 L 479	2500	
	Do Do	Do 481	2500	
	Walter Harrison	H 4 L 485	3500	
	James Hooper	Do H 4		500
	John George	H 4 L 485	3000	
	Wm J. Smith	Do H 4		300
	Samuel W. Smith	H 4 L 487	3000	
	Lybster Cook	H 4 L 487	2700	
	James Kern	H 4 L 491	3000	1
	George Caribande	H 3/4 L 493	2800	
	Richard A. Strickland	H 3/4 L 495	3000	1
3063	Jack Robinson	H 3/4 L 499	2800	
	Howard A. Knudsen	499	2800	
	A. J. Howard	Do H 4		500
3064	John F. Harrison	H 4 L 501	2800	
3065	Richard Gentry	H 4 L 503	2500	5500
3066	John George	H 4 L 505	2500	
	John W. Howe	Do H 4		500
3067	Abraham Valentine	H 4 L 507	2800	
3068	Do Do	Do L 509	3300	
	Robert McLean	Do H 4		300

1835	499 Greenwich Street	1 house and 1 lot	Richard Kirby, owner
	501 Greenwich Street	1 house and 1 lot	" "
	503 Greenwich Street	1 house and 1 lot	" "
	505 Greenwich Street	1 house and 1 lot	John Darg, owner
	507 Greenwich Street	1 house and 1 lot	Abrah. Valentine, owner
	509 Greenwich Street	1 house and 1 lot	" "
1840	499 Greenwich Street	1 house and 1 lot	Isaac Kirby, owner
	501 Greenwich Street	1 house and 1 lot	" "
	503 Greenwich Street	1 house and 1 lot	" "
	505 Greenwich Street	1 house and 1 lot	Mathias Clark, owner
	507 Greenwich Street	1 house and 1 lot	" "
	509 Greenwich Street	1 house and ½ lot	Dean P.(?) Stansbury, owner
1845	499 Greenwich Street	1 house and 2/3 lot	Richard Kirby, owner
	501 Greenwich Street	1 house and 2/3 lot	" "
	503 Greenwich Street	1 house and ¾ lot	" "
	505 Greenwich Street	1 house and ¾ lot	John Darg, owner
	507 Greenwich Street	1 house and 3/5 lot	Abm. Valentine, owner
	509 Greenwich Street	1 house and 3/5 lot	" "
1850	499 Greenwich Street	1 house and 2/3 lot	Rich. T. Compton (?), owner
	501 Greenwich Street	1 house and 2/3 lot	" "
	503 Greenwich Street	1 house and ¾ lot	" "
	505 Greenwich Street	1 house and ¾ lot	John Darg, owner
	507 Greenwich Street	1 house and 3/5 lot	Abm. Valentine, owner
	509 Greenwich Street	1 house and 3/5 lot	" "
1855	499 Greenwich Street	2 houses and 2/3 lot	Nat (?) Kirby, owner
	501 Greenwich Street	2 houses and 2/3 lot	" "(?)
	503 Greenwich Street	2 houses and 2/3 lot	Lemaru (?) Kirby, owner
	505 Greenwich Street	2 houses and 2/3 lot	Valentine Kirby, owner
	507 Greenwich Street	2 houses and ¾ lot	" "
	509 Greenwich Street	2 houses and ¾ lot	" "