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Louis Berger
2006

NEW STAPLETON WATERFRONT PLAN

STATEN ISLAND, NEW YORK

PHASE IA CULTURAL RESOURCE ASSESSMENT

Prepared For:

New York City Economic Development Corporation
New York, New York



Prepared By:

The Louis Berger Group, Inc.
East Orange, New Jersey



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Prepared By:

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EXECUTIVE SUMMARY

The New York City Economic Development Corporation (NYCEDC) proposes to rezone for the purposes of future private redevelopment a portion of the Staten Island waterfront, located in the Stapleton neighborhood on the north shore of Staten Island. The Proposed Action consists of rezoning, street mapping/demapping, capital funding, permits, and property disposition, on and adjacent to, the former U.S. Navy Homeport in the Stapleton section of Staten Island. The area subject to the Proposed Action includes the former Homeport, generally bounded by the approximate extension of St. Julian Place to the north, Front Street to the west, Vanderbilt Avenue to the south, and the U.S. Pierhead line to the east (the Homeport Site), and the adjacent properties located within the bounds of Hannah Street to the north, the Staten Island Rapid Transit (SIRT) right-of-way (ROW) and Bay Street to the west, Willow Avenue to the south, and the U.S. Pierhead line to the east. This project area corresponds to the project's Area of Potential Effect (APE). Infrastructure improvements, to be implemented concurrently with the redevelopment of the Homeport Site, include shoreline stabilization, roadway and sidewalk reconstruction, site utility preparation, installation of new water/sewer mains, and the rehabilitation, replacement or relocation of existing water/sewer mains. In addition, the Proposed Action seeks to encourage complementary private mixed-use development of parcels west of Front Street between Wave and Thompson Streets through the implementation of a zoning Special Stapleton Waterfront District (SSWD).

The size and scope of the Proposed Action may generate significant adverse environmental impacts and, as a result, a DEIS must be prepared. As specified in 6 NYCRR 617, and 62 RCNY 5 (and Executive Order No. 91), a Draft Environmental Impact Statement (DEIS) is appropriate to assess the environmental impacts of the Proposed Action. A Positive Declaration was issued under CEQR by NYCEDC, the Lead Agency, on October 31, 2005 discussing the need to prepare the DEIS. This document identifies designated and potential cultural resources (both archaeological and historic architectural resources) that may be affected by the proposed project, and assesses the proposed action's effects on those resources. This Cultural Resource Assessment will be submitted to the New York City Landmarks Preservation Commission (LPC) for their review and concurrence of the document's recommendations.

As a function of the DEIS for the proposed New Stapleton Waterfront Plan, a cultural resource assessment was undertaken. In accordance with CEQR guidelines, the initial task established the APE for archaeological and historic architectural resources that may be affected by the various components of the proposed action. For archaeological resources, LPC identified 11 lots within the proposed project area possessing potential for archaeological resources. Research was conducted on the ownership and occupation history of these 11 lots while no further research beyond general background information was conducted on the remaining lots. As for historic architectural resources, the project area plus the blocks immediately adjacent to the project area corresponded to the historic architectural resource survey area (or APE).

The documentary study concluded that all of the 11 lots are either too disturbed or lack the potential for deposits of residential archaeological resources. Analysis of the historic shoreline evolution revealed six locations with the potential to contain historic archaeological resources associated with the waterfront development in the 19th century. The comprehensive support for these conclusions is included in the following report.

The proposed project may create a potential effect on one historic architectural resource within the architectural APE, 144-150 Front Street property, determined eligible for listing on the S/NR. Since the structures on the property may be demolished as part of the development defined in the RWCDs, the Proposed Action would result in a direct significant adverse impact. Since the property is currently

privately owned and will be rezoned and developed privately, no mechanism exists under CEQR that requires further environmental/historic review for private development. Therefore, the significant adverse impact on 144-150 Front Street would result in an unmitigated impact.

TABLE of CONTENTS

CHAPTER	PAGE
EXECUTIVE SUMMARY	i
TABLE OF CONTENTS	iii
LIST OF FIGURES	v
LIST OF PLATES	vii
LIST OF TABLES	ix
1.0 INTRODUCTION AND PROJECT DESCRIPTION	1
1.1 Project Description	1
1.2 Areas of Potential Effect	1
1.3 Scope of Work and Project Personnel	3
2.0 ENVIRONMENTAL SETTING	7
2.1 Project Area and Current Land Use	7
2.2 Geomorphology	7
2.3 Previously Excavated Soil Borings	7
3.0 BACKGROUND	9
3.1 Prehistoric Overview	9
3.1.1 Prehistoric Site Potential	11
3.2 Historic Background	13
3.2.1 History of Stapleton	14
3.3 Historic Waterfront Development	17
3.3.1 Waterfront Construction Technology	17
3.3.2 Landfilling the Waterfront	18
3.3.3 Potential Waterfront Archaeological Resources	19
3.3.4 Historic Waterfront Archaeological Potential	21
3.4 Previous Cultural Resource Surveys	24
4.0 INDIVIDUAL DOCUMENTARY STUDIES	25
4.1 Block 487, Lot 110	25
4.2 Block 489, Lot 25	40
4.3 Block 490, Lot 24	48
4.4 Block 490, Lot 26	49
4.5 Block 491, Lot 29	50
4.6 Block 492, Lot 31	52
4.7 Block 493, Lot 12	54
4.8 Block 494, Lot 18	57
4.9 Block 494, Lot 19	58
4.10 Block 494, Lot 21	60
4.11 Block 494, Lot 24	61
5.0 HISTORIC ARCHITECTURAL SURVEY	63
5.1 Methodology	63
5.2 Identification and Evaluation of Historic Properties within the Architectural APE	64
5.2.1 Previously Listed or Eligible Historic Properties adjacent to the Architectural APE ..	64
5.2.2 Previously Undocumented Historic Properties within the Architectural APE	66

TABLE of CONTENTS (continued)

CHAPTER	PAGE
6.0 CONCLUSIONS AND RECOMMENDATIONS	136
6.1 Archaeology.....	136
6.2 Historic Architecture.....	136
7.0 REFERENCES CITED.....	137
APPENDIX A CORRESPONDENCE WITH LANDMARKS PRESERVATION COMMISSION	
APPENDIX B SOIL BORINGS	
APPENDIX C RESUMES OF KEY PERSONNEL	

LIST OF FIGURES

FIGURE	PAGE
1 Overview of the Stapleton Waterfront Project Location.....	2
2 Archaeological APE Based upon the LPC Selected Lots for the Stapleton Rezoning Project	4
3 Architectural APE for the Stapleton Rezoning Project.....	5
4 Previously Excavated Soil Borings in the Stapleton Rezoning Project Area	8
5 Location of Previously Identified Archaeological Sites within One-Mile of the Stapleton Waterfront Project Area	12
6 1844 View of the Stapleton Waterfront Project Area	15
7 1866 View of the Stapleton Waterfront Project Area	16
8 Historic Evolution of the Stapleton Shoreline during the 19 th and 20 th Centuries	20
9 Potential Locations of Historic Piers within Block 487, Lot 110 during the 19 th and 20 th Centuries.....	22
9a Potential Locations of Historic Piers within Block 487, Lot 110 during the 19 th and 20 th Centuries with the Locations of Potential Development Sites.....	23
10 1847 Map of Lot Divisions within the Central Portion of the Stapleton Rezoning Project Area	26
11 1852 Map of Lot Divisions within the Central Portion of the Stapleton Rezoning Project Area	27
12 1874 Map of the Central Portion of the Stapleton Rezoning Project Area	28
13 1885 Map of the Southern Portion of Modern Block 487, Lot 110 at Broad, Thompson and Front Streets.....	29
14 1885 Map of the Southern Portion of Modern Block 487, Lot 110 between Thompson and Broad Streets.....	31
15 1898 Map of the Central Portion of the Stapleton Rezoning Project Area	32
16 1898 Map of the Southern Portion of Modern Block 487, Lot 110 at Broad, Thompson and Front Streets.....	33
17 1898 Map of the Southern Portion of Modern Block 487, Lot 110 between Thompson and Prospect Streets.....	34

LIST OF FIGURES (continued)

FIGURE		PAGE
18	1898 Map of the Northern Portion of Modern Block 487, Lot 10 at Wave and Front Streets.....	36
19	1898 Map of the Northern Portion of Modern Block 487, Lot 110 at Grant and Front Streets.....	37
20	1917 Map of the Southern Portion of Modern Block 487, Lot 110 at Broad, Thompson and Front Streets.....	38
21	1917 Map of the Majority of Modern Block 487, Lot 110 between Thompson Street and St. Julian Place.....	39
22	1937 Map of the Majority of Modern Block 487, Lot 10	41
23	1951 Map of the Stapleton Waterfront Redevelopment Project Area	42
24	1874 Map of the Lots West of Front Street within the Stapleton Rezoning Project Area ..	43
25	1898 Map of the Lots West of Front Street within the Stapleton Rezoning Project Area ..	44
26	1917 Map of the Lots West of Front Street within the Stapleton Rezoning Project Area ..	46
27	1951 Map of the Lots West of Front Street within the Stapleton Rezoning Project Area ..	47
28	1845 Survey of Block 493 and 494 within the Stapleton Rezoning Project Area	55
29	Existing Historic Architectural Resources Adjacent to the Stapleton Waterfront Project Area	65
30	Historic Architectural Resources Surveyed for the Stapleton Rezoning Project	67

LIST OF PLATES

PLATE	PAGE
1 326 Front Street, Survey No. 1 (foreground) and 15 Prospect Street, Survey No. 4 (background) Looking Northwest	69
2 2 (foreground) & 10 (background) Prospect Street (Survey No. 2) Looking Southeast.....	71
3 14 Prospect Street (Survey No. 3) Looking Southeast.....	73
4 Clifton Station, Staten Island Railway (Survey No. 5) Looking North.	75
5 22 Sands Street (Survey No. 6) Looking Southeast	75
6 308 Front Street (Survey No. 7) Looking South.....	76
7 511 Bay Street (Resource No. 8) Looking Southeast.	76
8 31 Wave Street (Survey No. 9) Looking Northwest.....	79
9 34 Wave Street (Survey No. 10) Looking Southeast.....	79
10 521 Bay Street (Survey No. 11) Looking Northeast.....	81
11 27 Sands Street (Survey No. 12) Looking North	81
12 23 Sands Street (Survey No. 13) Looking Northeast.....	83
13 26 Water Street (Survey No. 14) Looking Southwest	83
14 31 Water Street (Survey No. 15) Looking NW.....	85
15 533-539 Bay Street (Survey No. 16) Looking Southeast.....	85
16 541 Bay Street (Survey No. 17) Looking Northeast.....	87
17 346 Front Street (Survey No. 18) Looking Southwest.....	89
18 350 Front Street (Survey No. 19) Looking West	89
19 354 Front Street (Survey No. 20) Looking West	91
20 366 Front Street (Survey No. 21) Looking Southwest.....	91
21 370 Front Street (Survey No. 22) Looking Southwest.....	93
22 597 Bay Street (Survey No. 23) Looking Northeast.....	95
23 595 Bay Street (Survey No. 24) Looking Northeast.....	95

LIST OF PLATES (continued)

PLATE	PAGE
24 593 Bay Street (Survey No. 25) Looking Southeast.....	97
25 587 Bay Street (Survey No. 26) Looking Northeast.....	97
26 585 Bay Street (Survey No. 27) Looking Southeast.....	99
27 12 Cross Street (Survey No. 28) Looking Southeast.....	99
28 10 Cross Street (Survey No. 29) Looking Southeast.....	101
29 2 Cross Street (Survey No. 30) Looking Southeast.....	101
30 571 Bay Street (Survey No. 31) Looking Southeast.....	103
31 611 Bay Street (Survey No. 32) Looking Southeast.....	103
32 619 Bay Street (Survey No. 33) Looking Northeast.....	104
33 61 (Survey No. 34, left) and 59 (Survey No. 35, right) Canal Street Looking North.....	106
34 59 (Survey No. 35, left) and 55 (Survey No. 36, right) Canal Street Looking Northwest.	108
35 54 (Survey No. 37, left) and 58 Canal Street (Canal Street portion of Survey No. 38, center and right) Looking Southeast.....	110
36 631 Bay Street & 56-58 Canal Street (Bay Street portion of Survey No. 38) Looking Southeast.....	110
37 635 (Survey No. 39), 637(Survey No. 40), 639 (Survey No. 41), & 641 Bay Street (Survey No. 42) Looking Southeast.....	112
38 645 (Survey No. 43, left) & 649 Bay Street (Survey No. 44, right) Looking Northeast. .	115
39 651 Bay Street (Survey No. 45) Looking Northeast.....	115
40 144 & 150 Front Street (Survey No. 46) Looking Northwest.....	117
41 36 Canal Street (Survey No. 47) Looking Southeast.....	119
42 42 (Survey No. 48, left) & 44 Canal Street (Survey No. 49, right) Looking Southeast ...	119
43 661 Bay Street (Survey No. 50) Looking Southeast.....	121
44 665 (Survey No. 51, left) & 669 Bay Street (Survey No. 52, right) Looking Southeast. .	123
45 669 (Survey No. 52, left) & 671 Bay Street (Survey No. 53, right) Looking Northeast. .	123

LIST OF PLATES (continued)

PLATE	PAGE
46	675 (Survey No. 54, left) & 677 Bay Street (Survey No. 55, right) Looking Southeast. . 125
47	681 Bay Street (Survey No. 56) Looking Northeast..... 127
48	691 Bay Street (Survey No. 57) Looking Southeast..... 127
49	461-467 (Survey No. 58) Bay Street Looking Northeast..... 129
50	453-457 (Survey No. 59) Bay Street Looking Northeast..... 131
51	South of Baltic Street (Survey No. 60) Looking South 131
52	Chlorination Building (Survey No. 61) Looking Northwest. 133
53	Sewage Building (Survey No. 62) Looking Southwest. 133
54	Staten Island Ferry Buildings (Survey No. 63) Looking Northwest. 135

LIST OF TABLES

TABLE	PAGE
1	Known Archaeological Sites within One Mile of the Stapleton Waterfront Redevelopment Project Area 11
2	Previously Documented Historic Architectural Resources adjacent to the Architectural APE..... 64
3	Historic Architectural Resources Surveyed for the New Stapleton Waterfront Plan 66

1.0 INTRODUCTION AND PROJECT DESCRIPTION

1.1 Project Description

The New York City Economic Development Corporation (EDC) proposes to rezone the former U.S. Navy Homeport and several surrounding lots in the Stapleton section of Staten Island (Figure 1). The area subject to the rezoning includes the former Homeport, generally bounded by the approximate extension of St. Julian Place to the north, Front Street to the west, Vanderbilt Avenue to the south, and the U.S. Pierhead line to the east (the Homeport Site), and adjacent properties located within the bounds of Hannah Street to the north, the Staten Island Rapid Transit (SIRT) right-of-way (ROW) and Bay Street to the west, Willow Avenue to the south, and the U.S. Pierhead line to the east (altogether, the Project Area). The redevelopment of the Homeport Site would result from the sale or lease of portions of the former Homeport by the City of New York to private developers, and would include residential, restaurant/banquet facility, sports complex, local retail, farmers market, and commercial uses. The redevelopment also would encourage complementary private development in the area west of Front Street and east of the SIRT tracks through the establishment of a special zoning district allowing mixed-use development, as described below. In addition, the redevelopment project includes the creation of a waterfront esplanade and public open space, the realignment and reconstruction of Front Street, which runs through the Project Area, and preparation of the Homeport Site to accommodate the development program. Infrastructure improvements to be implemented concurrently with the redevelopment of the Homeport Site include shoreline stabilization, roadway and sidewalk reconstruction, site utility preparation, installation of new water/sewer mains and rehabilitation, replacement or relocation of existing water/sewer mains.

As part of this action, EDC is undertaking a Draft Environmental Impact Statement (DEIS) for the proposed Stapleton rezoning project. Consideration for cultural resources, including both archaeological and historic architectural resources, must be undertaken as part of the City Environmental Quality Review (CEQR) process. The following Phase IA Cultural Resource Assessment, establishes Areas of Potential Effect (APEs) for the project (e.g. the areas where the proposed project may affect potential archaeological and historic architectural resources), identifies designated and potential cultural resources that may be affected by the proposed project, and assesses the proposed action's effects on those resources. This Phase IA Cultural Resource Assessment will be submitted to the New York City Landmarks Preservation Commission (LPC).

This study was performed for compliance with the City Environmental Quality Review (CEQR) and the report was prepared in accordance with the *Landmarks Preservation Commission Guidelines for Archaeological Work in New York City* (April 2002). The cultural resource specialists who performed the investigations meet the standards specified in 36 CFR 66.3(b) (2) and 36 CFR 62.

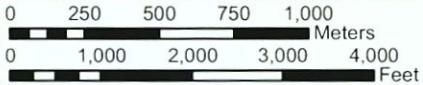
1.2 Areas of Potential Effect

The proposed rezoning project encompasses the following 21 city lots: Block 487, Lot 110 (the Homeport Site), Block 487, Lot 100 (partial); Block 489, Lot 25; Block 490, Lots 24, 26, 37, 45; Block 491, Lots 29, 32, 37, 41, 42, 46; Block 492, Lots 29, 31; Block 493, Lot 12; Block 494, Lots 18, 19, 21, 24, 30. A list of these 21 lots was submitted to LPC, who reviewed the list of lots to be affected by the proposed rezoning in order to assist EDC in fulfilling their environmental review obligations. Based upon LPC's review of the above 21 lots, it was LPC's recommendation that the following 11 lots should be further researched in an archaeological documentary study as such lots have the potential to contain significant nineteenth century archaeological resources which may be impacted by the proposed rezoning project:

Block 487, Lot 110



FIGURE 1: Overview of the Stapleton Waterfront Project Location



SOURCE: USGS Quad, 7.5' Series, The Narrows, NY-NJ, 1981, Jersey City, NJ-NY, 1981

Block 489, Lot 25
Block 490, Lots 24 and 26
Block 491, Lot 29
Block 492, Lot 31
Block 493, Lot 12
Block 494, Lot 18, 19, 21 and 24

The LPC list of the 11 lots defines the project's archaeological Area of Potential Effect (APE) for the Phase IA Cultural Resource study (Figure 2).

LPC also determined that there are no further concerns for the 10 remaining lots (see Appendix A for documentation submitted to LPC and received from LPC).

The architectural APE was defined to include the lots designated for rezoning plus the next adjacent block to the west. The architectural APE encompasses the area bounded by Hannah Street to the north, the U.S. Pierhead to the east, Greenfield Avenue to the south and Bay Street to the west (Figure 3).

1.3 Scope of Work and Project Personnel

This Phase IA Cultural Resource Survey consisted of background research on the project area and its immediate vicinity, assessing the potential to encounter archaeological resources within the 11 LPC-selected lots and an architectural survey of the architectural APE. The archaeological assessment was designed to determine the prior usage and occupancy of each lot, determine if historical resources and/or their associated features existed within the each lot and have the potential to be archaeologically significant, identify the extent of prior disturbances such as grading and construction, which would have caused subsurface impacts to potential resources and assess potential project impacts of each lot identified with archaeological potential.

The archaeological study was designed to address two major questions. What is the likelihood that potential historic archaeological resources of significance exist within each LPC-selected lot, and, what is the likelihood that such resources have survived later disturbances? In the case of nineteenth century residential resources, attempts were made to establish the date of dwelling construction, occupancy, and ownership, and the length of time a dwelling stood prior to the availability of public utilities. Documentary research also focused on establishing the extent of impacts from prior construction, and establishing each lot's historical occupancy and use to assess archaeological potential. Any structure built concurrently with or after the availability of piped sewer and water was assumed to lack the need for associated yard features such as privies, cisterns, and wells. Furthermore, if continuous occupancy for a building could not be established for the years during which a structure stood prior to the availability of city sewer and water, it was considered to lack archaeological research potential.

To accomplish these goals the Louis Berger Group, Inc. performed a documentary and cartographic review of each LPC-selected lot. Research was conducted at various institutions, such as the Staten Island Institute of Arts and Sciences, the New York Public Library – St. George Branch, the Division of Topography - Staten Island Borough Hall, the Richmond County Clerk's Office and the New York City Department of Environmental Protection's Bureau of Sewer and Water Operations (NYC DEP). Only the date that a water line was installed in the street adjacent to each potentially sensitive lot was available from the NYC DEP.

Site file searches were performed at the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP), the New York State Museum in Albany (NYSM), and (LPC). In addition to documentary research, field visits were undertaken as required. At this time, site photographs were taken.

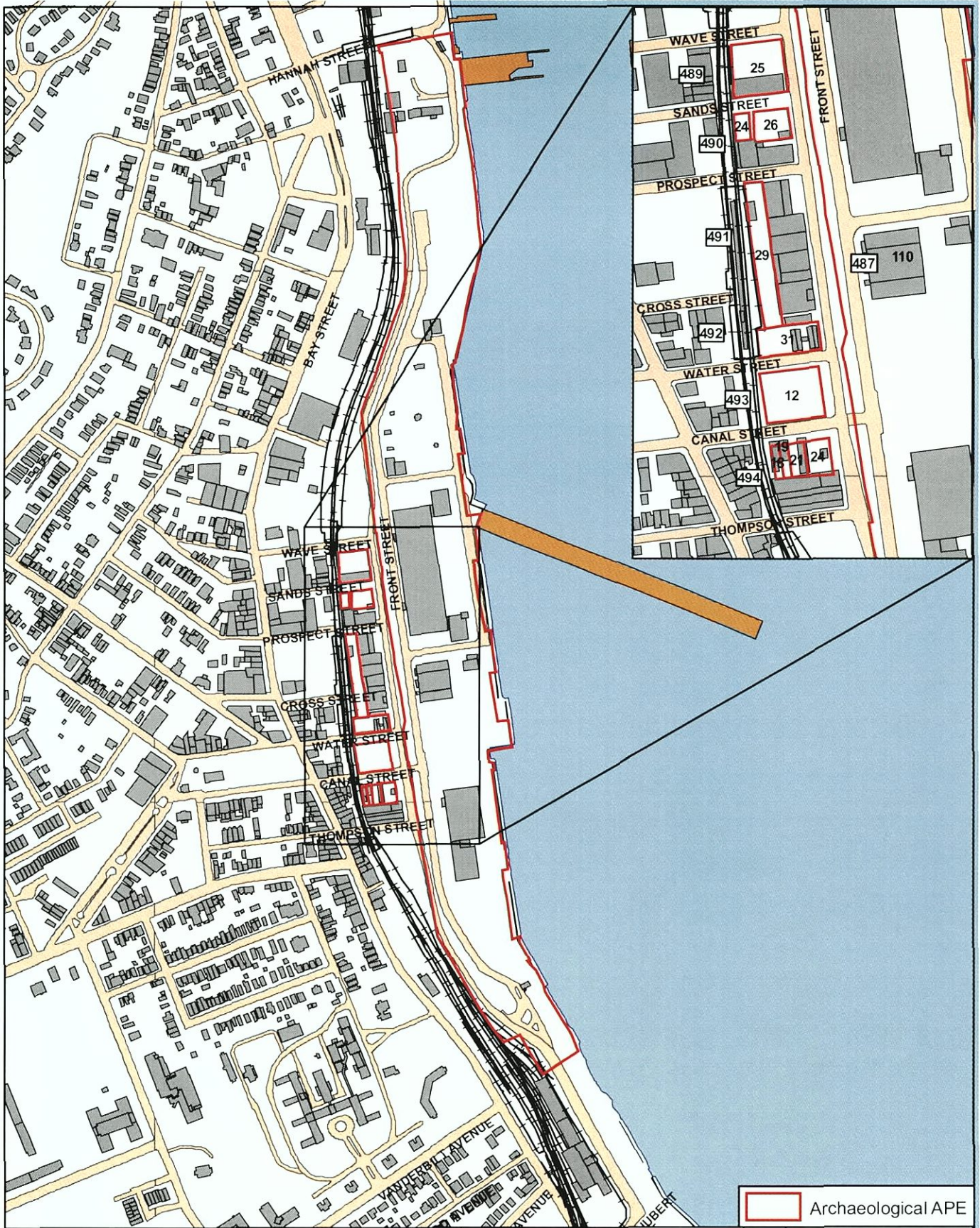
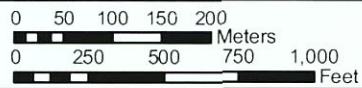



FIGURE 2: Archaeological APE Based upon the LPC Selected Lots for the Stapleton Rezoning Project



 Archaeological APE



SOURCE: NYC GIS 2005;
NYC EDC 2005

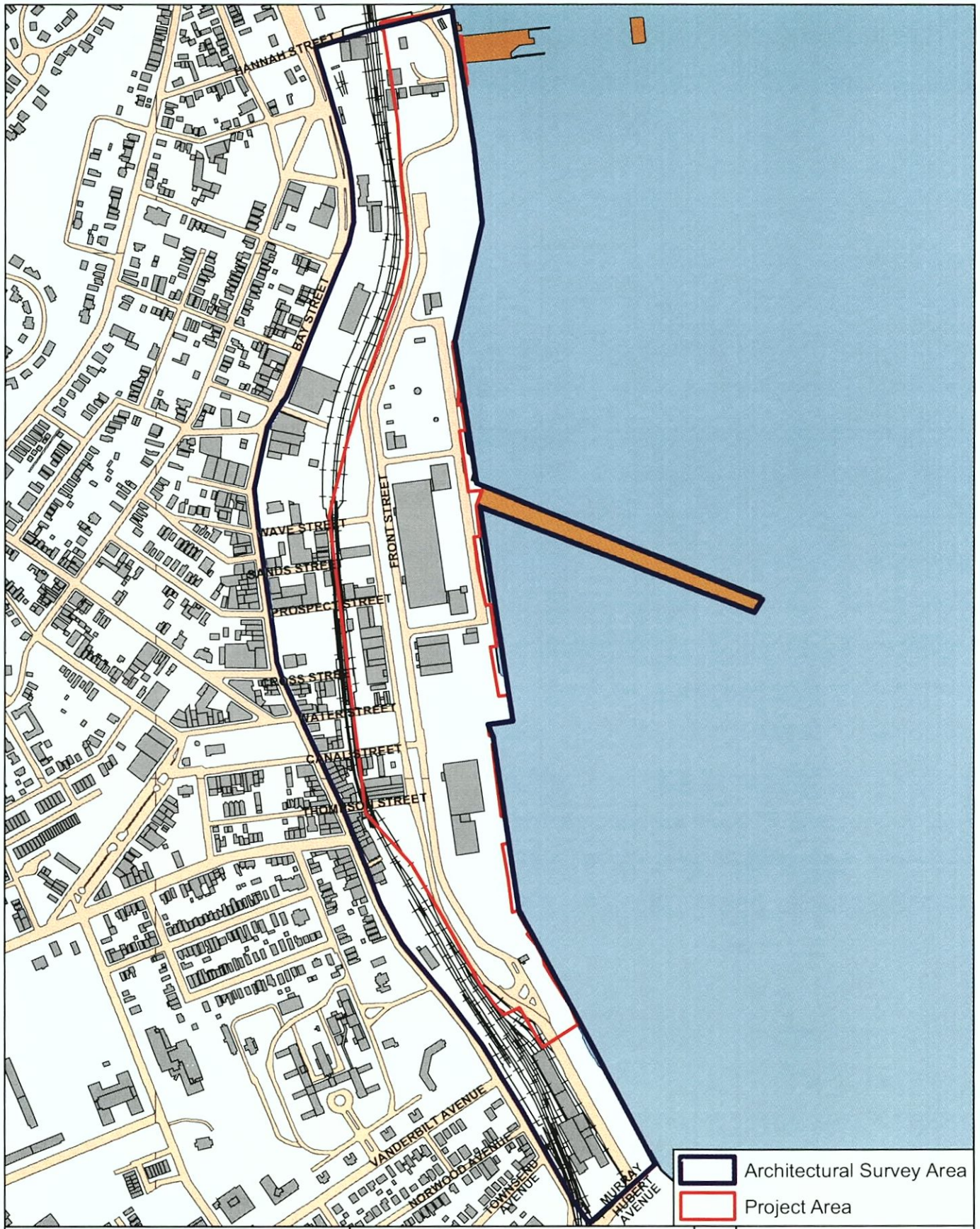
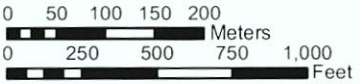


FIGURE 3: Architectural APE for the Stapleton Rezoning Project



SOURCE: NYC GIS 2005;
 NYC EDC 2005

Zachary Davis, RPA, Senior Archaeologist, served as Project Manager for the project. Historic architectural resources were evaluated by Stuart Dixon, Senior Architectural Historian. Background research was conducted by Dr. Gerard Scharfenberger, Susanne Mazziotta, Tracy Neuman, and William Weir. Mr. Davis, Ms. Mazziotta and Mr. Dixon authored the report while the graphics were assembled by Mr. Davis.

2.0 ENVIRONMENTAL SETING

2.1 Project Area and Current Land Use

The northeast shoreline of Staten Island can readily be characterized as urban, containing residences together with support services such as stores, restaurants, gas stations and professional offices. The project area's major route parallels the shoreline (approximately at Bay Street) and passes roughly south to north through several contiguous and undifferentiated urban communities (e. g., Rosebank, Clifton, Tompkinsville). The commuter lines of the Staten Island Rapid Transit Railway also run roughly parallel to the coast, coming particularly close between Rosebank and the ferry terminal. The dominant structural feature, however, is the extensive dock and port facility. Currently largely unused, many of the 25 commercial piers are in a state of noticeable decay. Still active though, is the St. George Ferry Terminal, the main docking facility for the Staten Island Ferry.

2.2 Geomorphology

The pre-Cambrian metamorphic bedrock of Staten Island is part of a deeply buried extension of the downward-trending Manhattan Formation (Schuberth 1968: 83). The major formations of the island are of two types: 1. consolidated rocks, such as serpentine, schist, gneiss, sandstone, shale and diabase; and 2. consolidated deposits, consisting principally of gravel, sand, silt and clay (Perlmutter and Arnow 1953: 213). The northwestern portion of the island is dominated by Triassic sandstone and shales of the Newark group which enclose a long, narrow exposure of intrusive Palisades Diabase. A small area of marshland covers the northwestern extremity of the island.

Dominating the north-central region is a large outcropping of serpentine which is the southern exposure of the Manhattan Prong (Schuberth 1968: 304). Unconsolidated deposits of the Cretaceous period cover most of the rest of the island. These deposits consist primarily of clays, silts, sands and gravels of the Raritan Formation. The project area falls within the Raritan Formation. The Wisconsin terminal moraine, consisting mostly of clay, sand, sandstone, diabase, granite and gneiss, forms an irregular, roughly semicircular ridge running from Stapleton to Tottenville (Wallace et al. 1967). Two major pockets of marshland lie to the east and south of the terminal moraine. Most of the island therefore is overlain by directly deposited Pleistocene glacial debris in layers of varying thickness with some glacial outwash found to the south and east of the terminal moraine.

2.3 Previously Excavated Soil Borings

Previously excavated soil borings were reviewed to ascertain the general nature of the project area's soil profile and extent of late 19th and early 20th century landfilling. Soil borings were excavated in the 1980s and are presented in Figure 4. The soil borings were distributed across the current project area, with the majority of the soil borings located between Front Street and the bulkhead line. All soil borings that coincided with the Stapleton Waterfront Rezoning project area are presented in Appendix B.

The soil borings excavated on the terrestrial portion of the project area indicate the project area contains fill covering from 0-30 feet in depth below the surface. Underlying the fill layer are dark, organic soils derived from the historic harbor bottom that existed prior to the creation of fast land during the 18th through 20th century waterfront construction. It appears that any potential archaeological resources associated with the development of the Stapleton waterfront would be expected within a depth of 0-30 feet below the surface.

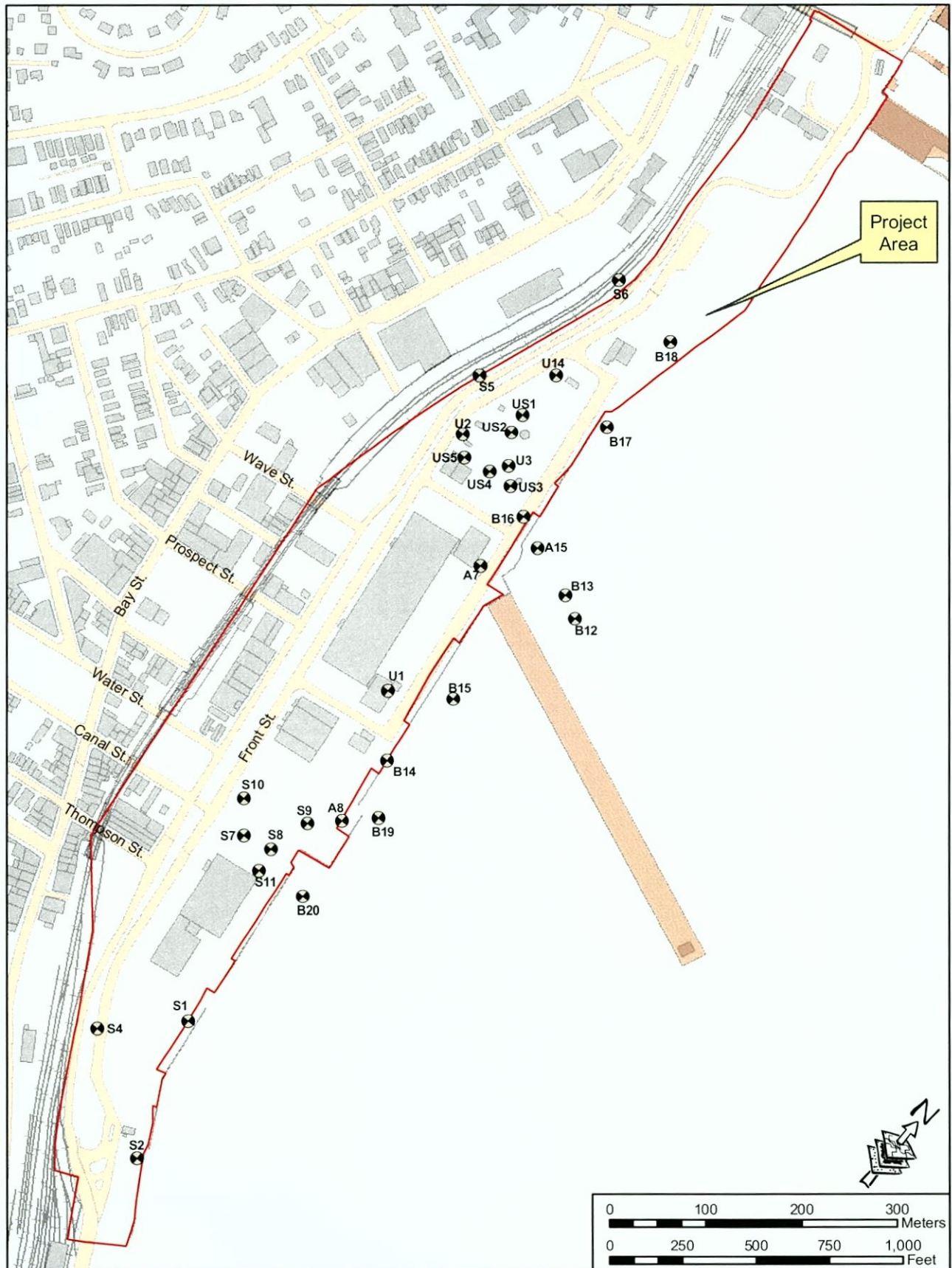


FIGURE 4: Previously Excavated Soil Borings in the Stapleton Rezoning Project Area

SOURCE: Dept. of the Navy 1989

3.0 BACKGROUND

3.1 Prehistoric Overview

The following prehistoric overview is based upon data derived from sites in Staten Island and, to a lesser degree, general patterns of prehistoric settlement in the Middle Atlantic Region. Regional patterns of prehistoric settlement provide a context from which to determine the types of occupation that are likely to have occurred in the area of the project site during the prehistoric era. Prehistoric cultural history was derived from archaeological site reports and syntheses. Many prehistoric sites have been identified and excavated in western Staten Island, and many of the sites are multicomponent, which reflects the repeated occupation of preferred habitats, such as sandy uplands overlooking streams and wetlands (Skinner 1909).

Three major periods are commonly used to describe the prehistoric cultures of New York—Paleoindian, Archaic, and Woodland. The earliest recognized aboriginal occupation of New York dates to the Paleoindian period (11,000-9000 BP), which is characterized by the use of distinctive fluted lanceolate points. The location of known Paleoindian sites suggests a preference for high, well-drained ground, located near streams or wetlands, offering vantage points for observing game. Port Mobil, a Paleoindian site located on the western shores of Staten Island, dates to circa 10,000 BP, and was interpreted as a small, resource-procurement/hunting encampment (Eisenberg 1978; Funk 1977). The artifact assemblage from the site includes fluted points, unfluted trianguloid points, scrapers, knives, borers, and graters. It is probable that many Paleoindian sites were situated on what is now the continental shelf, which has been submerged as a result of rising sea levels since the retreat of the Wisconsin glacier (Edwards and Merrill 1977). The Port Mobil Paleoindian site is located approximately 10.5 miles (17.5 kilometers) southwest from Stapleton.

Paleoindian economy may have centered on the hunting of game. Although other economic activities, such as the gathering of plant foods, may have been equally important (Roosevelt et al. 1996), they have left little or no trace in the archaeological record. Lithic technological considerations may have also contributed to Paleoindian landscape settlement patterns. Goodyear (1989) suggests that high-quality cryptocrystalline materials (i.e., chert, jasper, and chalcedony) were the materials most commonly used to manufacture fluted lanceolate projectile points. He suggests that Paleoindians used high-quality lithic materials when producing fluted points because of the predictable manner in which these materials fractured, thereby decreasing the possibility of catastrophic fractures occurring as a result of internal (and hidden) flaws, typically present in low-quality lithic materials. This dominance of high-quality lithic materials suggests that Paleoindians sought out high-quality materials, a hypothesis that is supported by the presence of high-quality lithic materials derived from great distances (up to 300 kilometers) at Paleoindian sites. However, recent geoarchaeological surveys have challenged this assumption by identifying local sources for Paleoindian lithic material (LaPorta 1994; Moeller 1999). These recent studies suggest that Paleoindians were occasionally manufacturing fluted projectile points on local and poorer quality lithic materials.

Paleoindian site distribution in New York and nearby New Jersey suggests a preference for high, well-drained ground near streams or wetlands, offering vantage points for observing game. Sites have also been located in rockshelters, near lithic source areas, and on lower river terraces. It is probable that many Paleoindian sites were situated on what is now the continental shelf (Marshall 1982).

Climatic warming during the Holocene led to sea level rise and changes in drainage patterns as well as vegetation; by 8500 BP, oak and hemlock forests replaced the predominantly pine forests of the area. The ecological changes brought about by the warmer Holocene climates subsequently encouraged population migrations and the development of the new subsistence strategies which characterize the Archaic period (9000-3000 BP). Compared with the Paleoindian period, a wider variety of artifact types was used during

the Archaic. This suggests that a greater diversity of subsistence and technological activities was pursued, although hunting still appears to have been the major focus.

Differences in tool assemblages, projectile point types, and preferred lithic materials characterize the Early, Middle, and Late Archaic subperiods (Coe 1964; Ritchie 1980). Early Archaic sites identified on Staten Island include the Old Place Site, the Ward's Point Site, and the Richmond Hill Site, all of which have produced Kirk components dated circa 7260 to 8250 BP; the Richmond Hill Site also contained a Palmer component that may be associated with a radiocarbon date of 9360 BP (Ritchie and Funk 1971, 1973:38-39).

With the exception of several Kanawha and LeCroy-like points from the Ward's Point Site (Jacobson 1980:56), Middle Archaic remains are rare on Staten Island. Unfortunately, so little is known about the Middle Archaic occupation of the region that it is often linked with either the Early or Late Archaic in discussions of prehistory (Kraft and Mounier 1982)

Late Archaic sites, on the other hand, are relatively common on Staten Island. These sites are characteristically situated on tidal inlets, coves, and bays. Site location and contents suggest that Late Archaic hunter-gatherer groups exploited various marine resources, including shellfish and fish. The sites are typically small and multicomponent because of reoccupation, as preferred locations for resource procurement. Changes that occur in the Late Archaic aboriginal/indigenous toolkits reflect an expansion in the variety of utilized resources. Some of these changes include the manufacturing of fishing gear, such as netsinkers (weights), fishhooks, and an increase in the use of groundstone to cobble tools (Ritchie 1980:143). The increased utilization of marine and estuarine resources in this period is associated with the stabilization of coastal environments (Edwards and Merrill 1977).

The Archaic remains found on Staten Island are mainly represented by the narrow point tradition, which includes Poplar Island and Bare Island types. Links with these cultural traditions suggest affinity with the Middle Atlantic Region in New Jersey (Ritchie 1980:145). Many points that are characteristic of the Late Archaic occupations of Staten Island are made of argillite, which is not found locally. The nearest source of this material is within the Lockatong Formation of central New Jersey, which is exposed above and below the Palisade Sill south of the George Washington Bridge (Didier 1975). Other artifacts associated with the so-called Bare Island components on Staten Island include banner stones, steatite bowls, grooved axes, cylindrical pestles, and hammerstones (Ritchie 1980:149).

The Terminal Archaic or Transitional period (3000-2700 BP) is characterized by distinctive technologies that included production of soapstone vessels and a variety of broad-bladed projectile point types. The appearance of soapstone or steatite vessels and artifacts during this period provides evidence of interregional trade and also suggests increased residential stability, since stone bowls are items not easily transportable from site to site. Terminal Archaic remains on Staten Island also have been found in association with shell middens, which represent an intensification of coastal-oriented economies.

The Woodland period (circa 700 BC to AD 1600) occupation on Staten Island is characterized by the introduction of ceramic technology. The earliest ceramics recognized in coastal New York are grit-tempered wares similar to a Vinette I-style series, which is U-shaped with a rounded conical point when seen from top edge to bottom. Changes in pottery temper, vessel form, and surface treatments are useful chronological indicators. Middle Woodland ceramics include shell-tempered wares with cord and net impressions; Late Woodland ceramics include various collared vessels with incised as well as dentate and cordmarked decoration.

While Early Woodland occupants appear to have followed hunting and gathering lifeways, plant cultivation became increasingly important during the Late Woodland period. Changes in subsistence practices and population growth led to increased settlement, which resulted in the appearance of villages.

Various research has identified and examined the agricultural practices in coastal New York during the late Prehistoric and Contact periods and their effects on settlement patterns (Ceci 1979,1982; Silver 1984).

At the time of European contact, Staten Island was occupied by the Munsee, a group of the Algonquian-speaking Lenape, also called the Delaware Indians, who lived in what is now eastern Pennsylvania, New Jersey, and southern New York. The Native populations maintained loosely structured, autonomous bands that resided in small dispersed settlements. The territories of the various Native groups that have been distinguished linguistically are uncertain, partly due to the lack of fixed "tribal" boundaries. Increased contact with European traders and settlers resulted in the breakdown of traditions and increased reliance on European goods in exchange for land and furs (Goddard 1978; Kraft 1986).

3.1.1 Prehistoric Site Potential

A search of the archaeological site records on file at the New York State Museum revealed a total of seven recorded archaeological sites either in the survey area or within a one-mile radius of the Stapleton Waterfront redevelopment project area (Figure 5; Table 1). Of these previously identified archaeological sites, six represent evidence of prehistoric occupation of the project area and vicinity.

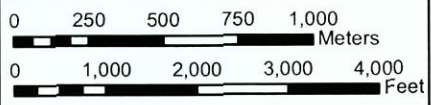
Table 1 – Known Archaeological Sites within One Mile of the Stapleton Waterfront Redevelopment Project Area

Site Number	Description	Source
4629	Traces of prehistoric occupation, scattered relics, along Shore Rd., near St. George (ferry terminal)	Parker 1922
08501.002760	Quarantine grounds/Marine Hospital. Soil borings conducted in 2001 yielded human bone fragments (female tibia) in the approximate location of the 2 nd Quarantine Grounds cemetery, used between c. 1845 and c.1858	Historical Perspectives, Inc. 2001
8472	Prehistoric camp	Parker 1922
4618	Possible Middle or Late Woodland site; described as containing many triangular 'war points' in a small area, far from any known camp or village; located on Ward's Hill near Cebra Avenue.	Parker 1922
6956	Prehistoric camp site	Parker 1922
4613	Prehistoric camp sites; described as camp sites containing a pit with shell and pottery	Parker 1922; Skinner 1909
8478	Traces of prehistoric occupation	NYSM

The potential to encounter prehistoric archaeological resources within the project area is complicated by the project's location on landfilled area that was within the New York Harbor until the late nineteenth century. Furthermore, extensive pier and wharf development along the shore in the 18th through 20th centuries has diminished the project area's potential to contain prehistoric archaeological resources. Lastly, the dredging operations conducted by the U.S. Army Corps of Engineers in the late twentieth century have further reduced the potential to encounter prehistoric archaeological resources along the shoreline. Therefore, the probability that prehistoric archaeological resources exist within the Stapleton Rezoning project area is rather minimal to non-existent.



FIGURE 5: Location of Previously Identified Archaeological Sites within One-Mile of the Stapleton Waterfront Project Area



SOURCE: USGS Quad, 7.5' Series, The Narrows, NY-NJ, 1981, Jersey City, NJ-NY, 1981

3.2 Historic Background

Staten Island, seen by Henry Hudson of the Dutch East India Company when his ship "Half Moon" entered the Lower Bay in September 1609, was settled under Dutch auspices beginning in the 1620s. Attempted development under David-Pietersen De Vries, beginning in 1636, and Cornelius Melyn, from 1642, was troubled by resistance from native Indian populations, culminating in the "Peach War" of 1655 which "depopulated" Staten Island to the point where "settlement had to be re-commenced" (Bayles 1887: 58). Under the West India Company, the 1660s saw new settlements on the island, particularly by French Huguenots and Walloons from the Flanders region of northern Europe (Smith 1970).

In 1664, New Netherland, including Staten Island, was taken over by Great Britain, which pressed its suit on the basis of Sebastian Cabot's "discovery" of North America for the crown in 1497. The last Native American claims to Staten Island were extinguished in 1670, and in 1683 the island was organized as the County of Richmond. Settlement of Staten Island continued under the British with significant numbers of Huguenots arriving in the last years of the seventeenth century (Bayles 1887: 91). However, by the mid-eighteenth century, Staten Island's population was a mix of Dutch, French and English, with the last, by this time, in the majority.

During the eighteenth century, Staten Island developed as a primarily agricultural area, with the county seat of Richmond Town (originally Coccles Town) being the principal village. The products of a mixed farming economy included beef, pork, wheat and rye, and apples. Fish, oysters and clams were commonly taken from the waters about the island (Smith 1970).

Contact with neighboring areas, such as New Jersey, New York and Long Island, depended on local ferry services. There were several ferries in operation by the 1770s, including Doyle's at the Watering Place (also known as First Landing and later the site of Tompkinsville), Cole's (near Stapleton), and Fredrickson's at the Narrows (Bayles 1887). In July 1776, British forces under General William Howe landed at the Watering Place. Put under "strict military rule," the island was used as a staging area for British assaults on Long Island, and as a "jumping-off place" for operations into the Jerseys (Cohn 1962). A variety of military camps and fortifications were built, among them a redoubt overlooking the narrows on the point called "Signal Hill," which is the site of the seventeenth century Dutch blockhouse. The island remained under British occupation until all forces were withdrawn from the New York area in November 1783.

In the decades following the Revolution, the relatively pastoral quality of life on Staten Island began to change. In the 1790s, the state of New York initiated plans for a comprehensive system of harbor defense. This included construction of two masonry forts (Tompkins and Richmond) and two smaller batteries at the Narrows, which were begun in 1808. Further north, at the Watering Place, Governor Daniel Tompkins purchased from the Church of St. Andrew's large portions of Duxbury Glebe. Part of this area was used for construction of Tompkinsville; another part was set aside for a quarantine station and hospital facility. The Federal Government also established its presence here, through operation of a revenue station and, later, a lighthouse depot.

In the early nineteenth century, Staten Island began to attract wealthy families from New York City. They initially built large summer houses along the coasts and gradually began to remain year-round, particularly in communities such as New Brighton, Stapleton, and Clifton.

The progressive urbanization of the island continued during the nineteenth century. Industry and commerce grew apace; especially warehousing and shipping which required increased construction of numerous docks and piers. A concurrent burgeoning in residential development caused the increasing subdivision of former estates and farms.

In 1896, Staten Island became part of New York City, as the Borough of Richmond (Smith 1970). The island's historic isolation, for 300 years accessible only by ferry or other water craft, was ended in the 1920s with construction of the Goethals Bridge and of the Outerbridge Crossing. The Bayonne Bridge was operational in 1931, and the Verrazano Narrows Bridge in 1964.

3.2.1. History of Stapleton

Prior to the mid-nineteenth century, the entirety of the project area was located within the New York Harbor (Figures 6 and 7). The Stapleton area had become a locally important transportation center by the late eighteenth century. It was the western terminus for Cole's Ferry, one the three ferries permitted to serve the island during the American Revolution (TAMS 1982). During the war, Cornelius Van der Bilt, "Commodore" Vanderbilt's father and an early resident of the area, transported produce across the bay to British occupied New York. After the evacuation of the city, he operated a ferry from Stapleton to Whitehall Landing in downtown Manhattan (Eberlein 1928). Between 1788 and 1814, a periaqua ferry – a flatboat powered by oars and/or sails – was operated by Abraham Van Duzer from a landing on the Stapleton shore (Leng and Davis 1930). In 1817, the first Staten Island steam ferry, the "Nautilus," began service between the east shore and Whitehall Street (Betancourt 1955).

In July of 1836, Minthorne Tompkins (the daughter of Daniel Tompkins, who served as Governor of New York State and Vice-President under President James Monroe) and William J. Staples formally established the village of Stapleton on attract which included the Cole's Ferry landing, which they had purchased from the Vanderbilt family in 1833 (Leng and Davis 1930, TAMS 1982). The village grew rapidly, and the ferries prospered as trade and industry grew. Advertisements in the Staten Islander of September 15, 1852 refer to three steam ferry landings along the east shore: Tompkinsville Landing (1st Landing) at the foot of Victory Boulevard, Stapleton Landing (2nd Landing) at the foot of Canal Street, and Vanderbilt's Landing (3rd Landing) opposite Harrison Street (Leng and Davis 1930). In 1857, a number of independent operators, including Tompkins-Staples and Cornelius Vanderbilt, combined to form the Staten Island and New York Ferry Company, which provided service from 1st, 2nd and 3rd Landings to Whitehall Street (Leng and Davis 1930). In 1864, the ferries changed hands again, passing to the Staten Island Railroad Company, and operating hourly from Vanderbilt's Landing (Leng and Davis 1930). Maps of the period show that the ferries shared the waterfront with other industrial and commercial establishments, including hotels, coal and lumber dealer, a smelting company, and a rubber manufactory (Walling 1859).

In the mid-nineteenth century, a number of lager beer breweries were established in Stapleton. In 1851, six years after the nation's first lager brewery was built in Philadelphia, the Clifton Brewery went into operation at Lynhurst and Ditsen Streets, not far from Vanderbilt's Landing (McMillen 1969, Smith 1970). The Bechtel Brewery was built in 1853 near the intersection of the present Van Duzer and Broad Streets, and the J.F. Wolf (Bischoff) Brewery, located nearby at Van Duzer and Young Streets, was in operation by 1859 (Smith 1970, Walling 1859). Local beer gardens, restaurants, and hotels profited from the presence of the breweries.

By 1859, Stapleton boasted at least six hotels and "... scores of homes and such businesses as furniture, hat and shoe stores, saddlery and harness makers, coal and lumber yards, and grocery and feed stores" (Smith 1970, Walling 1859). Examination of the Walling (1859) and Beers (1874) maps reveals a particularly dense concentration of commercial and residential structure along Bay Street between Union Place on the north and the vicinity of Harrison Street on the south, located west of the proposed Stapleton Rezoning project area. Many of these structures, interspersed with somewhat later nineteenth and early twentieth century buildings, are still standing, forming a neighborhood that bears a distinct turn-of-the-century Main Street character.

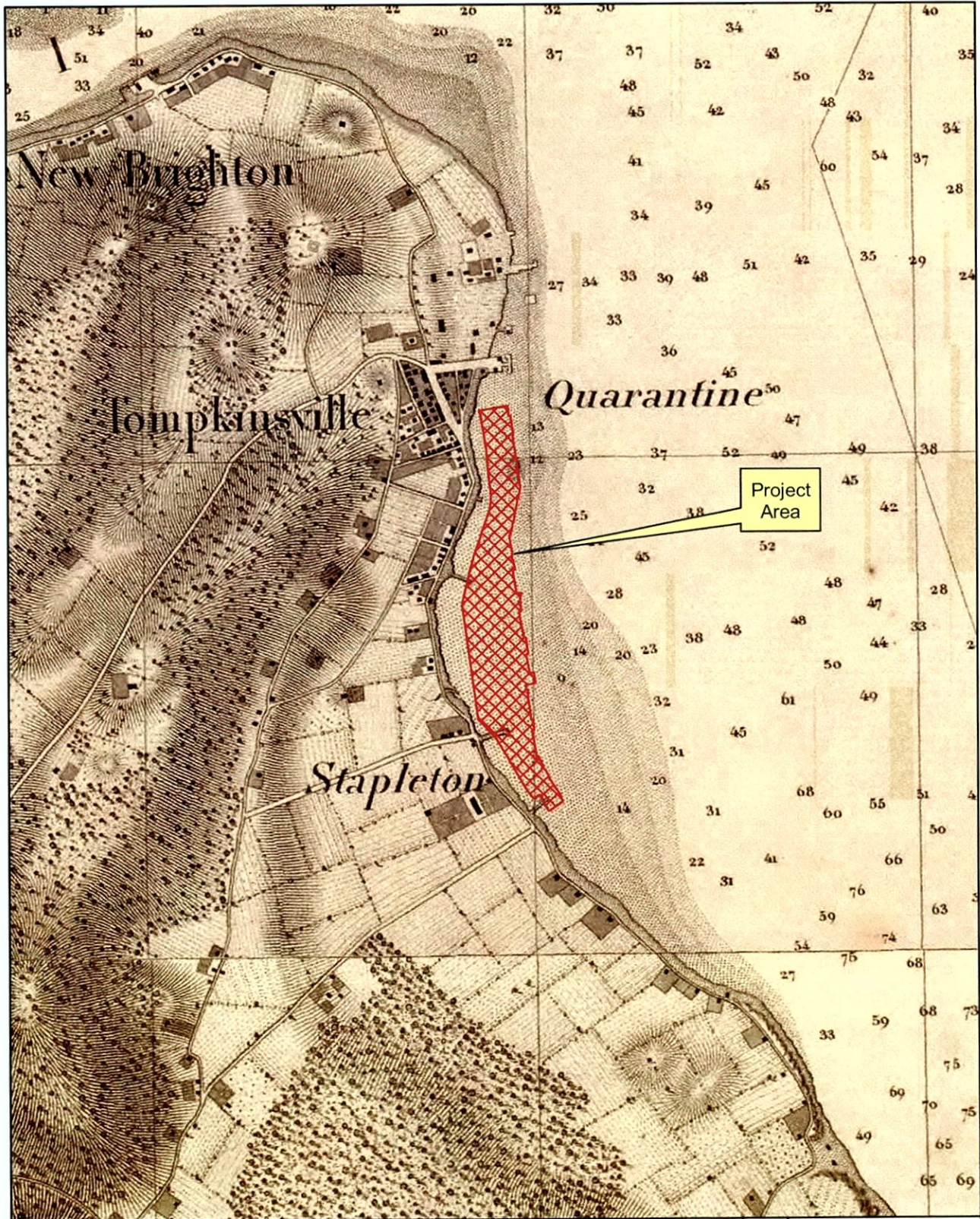
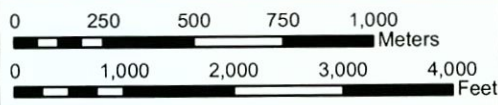


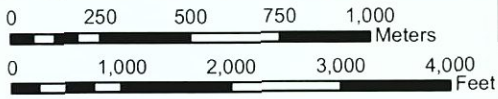
FIGURE 6: 1844 View of the Stapleton Waterfront Project Area



SOURCE: U.S. Coastal Survey 1844



FIGURE 7: 1866 View of the Stapleton Waterfront Project Area



SOURCE: U.S. Coastal Survey 1866

In the early twentieth century, major construction had taken place along the Stapleton waterfront. The 1908 Borough of Richmond topographic sheet shows that the ferry terminal at Stapleton Landing had been enlarged and a number of smaller pier structures and landfill bulkhead zones also appear at this time.

By 1928, landfill and construction in Stapleton had essentially reached its modern configuration. Several large piers on piles extended outward from the bayward edge of landfilled area almost to the present-day pierhead line. From the 1930s to the present, the area was underutilized and many structures were allowed to deteriorate through neglect.

At the end of the 1920s, Stapleton was the proud hosts to the National Football League's Staten Island Stapletons. The Stapes had been a semi-pro team formed in 1915 who played exhibition games against professional teams from the NFL and the predecessor to the American Football League. In 1929, the Stapes joined the NFL and compiled a 14-22-9 record over four seasons before the team folded in 1933. The Stapes played their games at Thompson's Stadium, which was roughly located at Tompkins Avenue and Broad Street, west of the project area.

3.3 Historic Waterfront Development

The New Stapleton Waterfront Plan presents an opportunity to study the development of the waterfront on Staten Island because the extent of the area to be rezoned and redeveloped is located along the borough's northeast waterfront. Development of the Stapleton waterfront began in the early 19th century and continued until the late 20th century with the construction of the United States Navy's homeport berthing pier for naval vessels returning from sea. This period of development covers an era of considerable technological and economic change, a time of particular importance for understanding the relationship between technological change and urban development. Past research on waterfront development has mainly focused on Manhattan's waterfront (Cantwell & diZirega Wall 2001:Ch.13), though of late, attention has shifted to the development of the other borough's waterfronts (Historical Perspectives, Inc. and Raber Associates 2005).

3.3.1 Waterfront Construction Technology

Archeological research in New York City and other east coast cities has demonstrated the accumulative nature of waterfront development in the urban environment. In order to access the significance of the potential waterfront resources in the New Stapleton Waterfront study area, it is necessary briefly to examine the information recovered from past archeological projects. If it can be demonstrated that these past projects sampled all the types of resources for similar contexts and time periods as those associated with this project, then cultural resources from the New Stapleton Waterfront project would be considered insignificant because study of such resources would yield relatively little new knowledge. If, on the other hand, it can be demonstrated that these past projects have made contributions to our knowledge of the past but left unanswered questions, then the potential waterfront resources of the Stapleton area would be considered as significant archaeological resources.

Landfill and waterfront development have been a primary research focus for archeological projects undertaken in Manhattan since the 1980s. Excavations undertaken at the Assay Site uncovered the remains of a wharf constructed of solid logs notched at the corners (LBA 1989:V-10). Construction of this wharf dated to 1739/1740. Two cobb wharves, dating to the mid-18th century, were uncovered during excavation of the Telco Block in 1981 (Soil Systems, Inc. 1982). At 175 Water Street, archeologists documented the presence of several eighteenth century wharves that were solid raft-like structures (Soil Systems, Inc. 1981). Another cobb wharf was discovered at the Barclays Bank Site (LBA 1983). At the Assay Site, archeologists discovered the remains of three cobb wharfs dating to the 1780s (LBA 1989:IV-

31). At the Washington Street Urban Renewal Area, a cobb wharf dating to the late 18th/early 19th centuries was encountered (LBA 1985a).

Analysis of the waterfront technologies employed in Manhattan and other east coast cities suggests that only joinery techniques appeared to show variation in relation to the date of construction (LBA 1989:Ch. V). It was suggested that this variation might be due more to the size of the different wharves and the lack of excavation information, rather than to real differences in construction techniques (LBA 1989:V-24). Generally the location of the wharf also did not appear to be a factor in the type of construction technique chosen. However, Massachusetts waterfront technologies tended to employ solid type wharves, suggesting that there may have been some specific construction methods used by these craftsmen that are not seen in other cities. It was not clear why such traditions would have emerged, but the ethnicity of the craftsmen or local traditions may have played a role in the Massachusetts technological differentiation (LBA 1989:V-24).

Waterfront building techniques did not appear to cluster by city or evolve uniformly with time. The analysis of several east coast cities revealed that site specific circumstances played a role in the types of wharves constructed. Such site specific circumstances would include the local water conditions (tides and currents), the type of river bottom soils and the financial capabilities of the wharf financier. Each city appeared to adapt the pier and wharf technology specific to the local setting (LBA 1989:V-2; Norman 1987: 104-105; Henn et al. 1985:12). Research with the technology of waterfront development at the Assay Site has led archaeologists to suggest that wharves "should not be used to address non-site specific research issues, given the factors which determine the configuration of the structures" (LBA 1989:V-24). Specifically, it was recommended that future research should perhaps be concentrated on documenting the joinery used in wharves because this particular feature may be more sensitive to the craftsmanship of a structure than other variables that have been considered in archaeological waterfront studies. The joinery represents one of the major engineering components of a wharf, and is linked to the types of activities that were planned to occur in relation to the wharf.

3.3.2 Landfilling the Waterfront

The process of filling the shoreline and expanding the size of Manhattan began in the 18th century and has continued through the twentieth century. Numerous projects within Manhattan¹ have documented land reclamation along both the shore of the East and Hudson Rivers and more recently, research with the Brooklyn waterfront has also addressed the issue of landfilling techniques (Historical Perspectives, Inc. and Raber Associates, 2005). Records of the Common Council also documented landfilling as it occurred.

Basically, the landfilling process was rather simple, involving blocking out areas in the riverbed with whatever material was available (including boulders, sunken boats, timber braces, etc.) and filling the inside space with almost any material, including trash from nearby settlements, construction debris and clean soil brought from natural deposits (Sapin 1985). The lots that were filled corresponded to the location of planned city blocks, meaning that the empty spaces between the lots (i.e., the 'streets') were typically left open to the river and used as boat slips. Only after the next row of blocks located further out into the river were filled were the slips themselves filled and converted to passable streets. New York City was somewhat unique among American colonial cities in this regard insofar as boat slips were a far more common sight than actual piers and wharves built out over the water (Huey 1984:24).

The construction of retaining walls for the sea lots was a challenging problem for colonial New Yorkers, and a number of solutions were struck upon. The simplest and perhaps least stable method was simply to

¹ See the following sources for information pertaining to landfill investigated on previous archeological projects: Huey 1984; LBA 1985a, 1989; Henn et al. 1985; Sapin 1985; Soil Systems, Inc. 1982, 1985; Geismar 1987

erect a plank bulkhead holding back a deposit of earth and rubble. A more durable alternative was the 'cobb wharf', which was essentially an immense framed box made of logs filled with cobble stones that were placed on the river bottom. The top surface of the framed box, which remained above the water level, was typically covered with earth to support city traffic. These cobb wharves served three purposes: first, they were ground surface over which foot and cart traffic could move; second, they served as docks against which boats tied up; and third, they served as retain walls along the edge of the landfilled sea lots.

Prior archaeological research projects were designed to develop a clear description of the technology employed in the landfilling process since documentary sources did not provide such a description. Sapin (1985:171) reports that the "observed alignments of the wharves and bulkheads as well as the stratigraphy and ceramic content of the different landfill episodes supplemented the landfilling scenario developed [by archeologists] using solely documentary sources." Based on this prior research, landfilling and waterfront construction techniques in Manhattan have been intensively researched and significant information is now known. Although new wharves and piers have been found in the recent years in Manhattan (LBA 2000), such discoveries have not been determined to represent significant archaeological resources as similar characteristics in terms of the technical aspects of land creation and the types of fill used in the process of landfilling can be identified in many of the discovered piers and wharves.

For the rest of New York City outside of Manhattan, little to no research has occurred with Staten Island waterfront technology. Previous research in Brooklyn has also identified that the waterfront development in that borough has not received attention. The research into the history of the Brooklyn Bridge Park concluded that historic waterfront technology would be considered as a significant archaeological resource if encountered during the project's implementation (Historical Perspectives, Inc. and Raber Associates 2005:49-50).

Similarly, the historic development of the Stapleton waterfront has the potential to provide information on the methods of expanding the Stapleton waterfront and to compare if such construction techniques were similar to others observed in New York City or if they were adapted to fit the local conditions, as has been seen in many prior examples. For the New Stapleton Waterfront project, information on the source of landfilling soils is unknown due to the large size of Lot 110 stretching for almost 2500 feet along the Stapleton waterfront. The large size of the lot precludes using the lot information in order to determine the history of filling the lot as any reference to Lot 110 within the minutes of the Common Council would likely not provide additional information on the exact location of the deposited material within the large Lot 110. Therefore, although any pier or wharf identified by archaeological investigations would represent a significant archaeological deposit, it would be impossible to determine the origin of the fill soils surrounding such a deposit.

3.3.3 *Potential waterfront archaeological resources*

In the 18th and 19th centuries, the project area was for the most part located within New York Harbor (see Figures 6 and 7). In the mid-19th century, three ferry piers serviced the east shore of Staten Island; two of these piers were located within the project area: Stapleton Landing at the foot of Canal Street and Vanderbilt's Landing at the end of Harrison Street (Leng and Davis 1930). Analysis of an 1844 historic map shows a previous ferry pier to be located at the foot of modern Dock Street, which is south of Canal Street and the mid-19th century location of the Stapleton Landing (Figure 8). This ferry pier may refer to the ferry dock for Cornelius Vanderbilt's early 19th century ferry that he operated from the Stapleton area during the War of 1812 (Eberlein 1928).

Within the landfill soils brought to fill in the gaps within the cribbing or retaining walls, potential archaeological resources may be encountered, but it would be impossible to identify the individuals associated with such archaeological material as the source of the fill would be unknown. Although

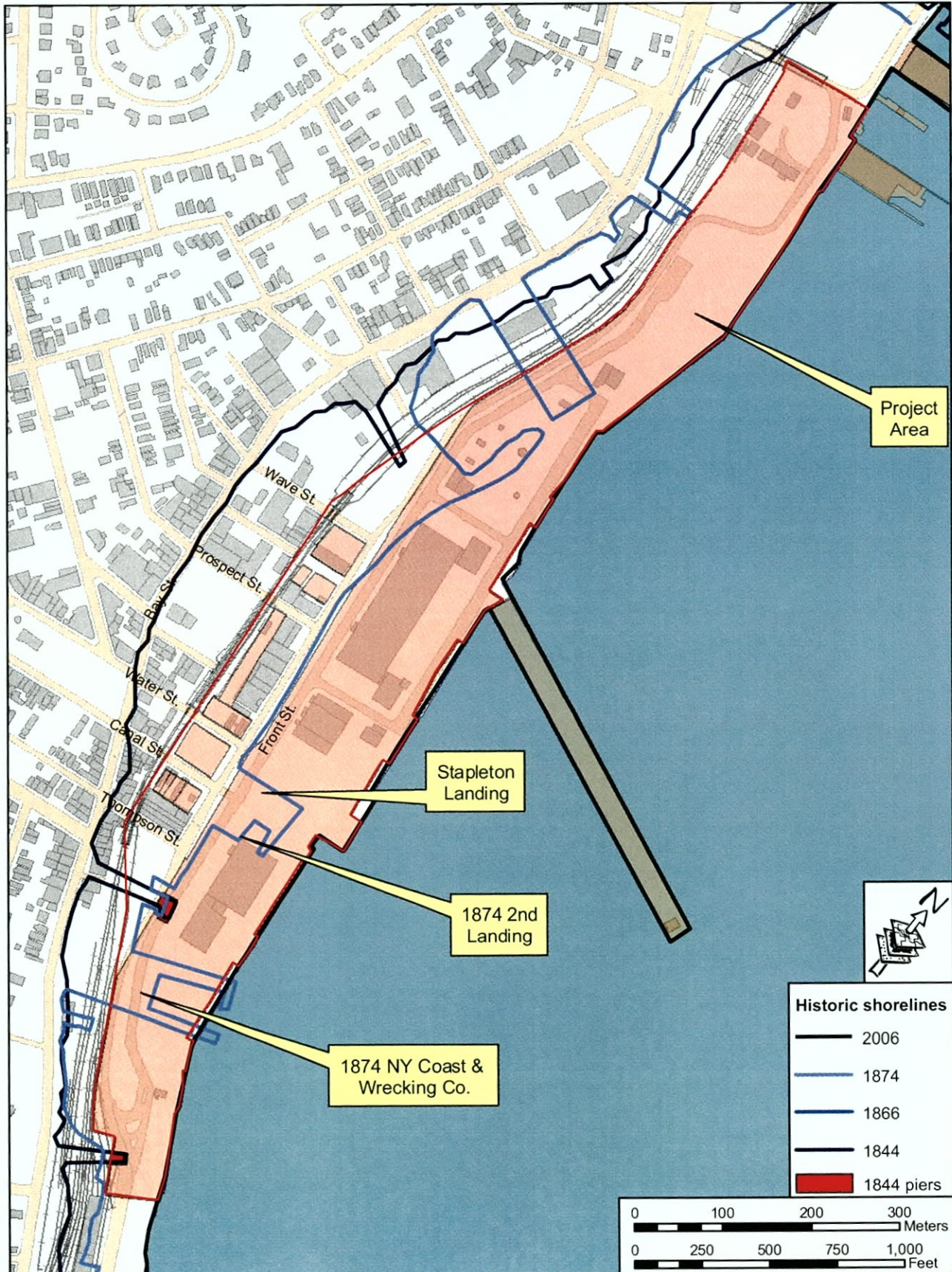


FIGURE 8: Historic Evolution of the Stapleton Shoreline during the 19th and 20th Centuries

SOURCE: USCS 1844, 1866; Beers 1874; NYC GIS 2005

spectacular finds, such as sunken ships (Brouwer 1980), have been encountered in prior archaeological work along Manhattan's waterfront, these finds are exceptions to the norm of fill containing random concentrations of ceramic, bone, glass, nails, pipes, etc., or the typical assemblage of historic archaeological material.

Other potential archaeological resources include the archaeological remains of the historic bulkhead along the shore of Staten Island. The bulkhead would have been constructed of wooden timbers in the 18th and 19th centuries, while by the 20th century, concrete technology replaced wood bulkhead construction. Potential historic bulkheads would be encountered up to depths of 20 to 25 feet below mean water. These wooden bulkheads were constructed by placing logs together in squares and setting these squares in place at the waterfront. The bottoms of these wooden squares were normally planked over and fill was placed in side to help sink the squares to the river bottom. These wooden squares typically measured five to eight feet on a side and about seven to eight feet deep. The wooden squares were then filled with debris, including dredged silts from the river bottom, demolition debris or fill brought in from any location. The top of the filled in wooden squares was composed of packed soils, timber or stone (Raber Associates 1984:46-51).

One last potential archaeological resource would be piers built in the 19th century along the Stapleton waterfront. Research of historic documents and tax records in Staten Island has failed to provide any information on the types of piers constructed within the project area, though inferences can be made from research conducted with other 19th century piers in New York City. Early piers would have been constructed using the block and bridge style, in use until the 1840s, while in the mid- to late-19th century, piers would have been constructed by driving timber piles and placing a wooden dock on top of the piles (Cantwell & diZirega Wall 2001). It is unknown what method of construction was used to build the piers along the Stapleton waterfront, but it is likely that the early 19th century piers were constructed using the block and bridge style.

3.3.4 *Historic waterfront archaeological potential*

The potential exists to encounter 19th century archaeological resources associated with development of the Stapleton waterfront in two locations, both within the southern portion of Block 487, Lot 110. These two places correspond to the eastern extent of the historic locations of ferry piers associated with the early historic development of the Stapleton waterfront and the first maritime transportation systems from Staten Island to Manhattan (Figures 9 and 9a). The two locations of the early ferry pier structures are both placed within the Front Street streetbed. The New Stapleton Waterfront Plan will, as part of the Proposed Action, realign Front Street to improve vehicle safety and provide a better relationship with the proposed development and public areas on the Homeport Site. The design for the new Front Street includes two moving lanes, two parking lanes, a bicycle lane, sidewalks, lighting, tree planting and other streetscape elements. In addition, full sewer infrastructure would be established to address existing drainage problems, and electrical, gas and water supply would be provided. The proposed utility work may affect the potential archaeological resources dating to the early 19th century at these two locations.

Mid-19th century piers within Lot 110 may also be affected by the proposed rezoning of Lot 110. There are four locations where mid-19th century piers may be located (see Figures 9 and 9a). All four locations will be redeveloped under the New Stapleton Waterfront Plan. The northernmost location, the historic location of the 1874 Mulford wood, coal and lumber yard, covers two areas that will be redeveloped as Parcels A and B1, which will contain a 131,250-square-foot (125-unit) residential development and a 60,000-square-foot restaurant/banquet hall facility with parking for 500 cars, respectively. The second location, the historic location of an 1874 breakwater associated with the Mulford company, will be redeveloped as part of Parcel B1. The next historic pier location, the historic location of Stapleton Landing and the 1874 2nd Landing, falls within the area of The Cove, which would be located between the

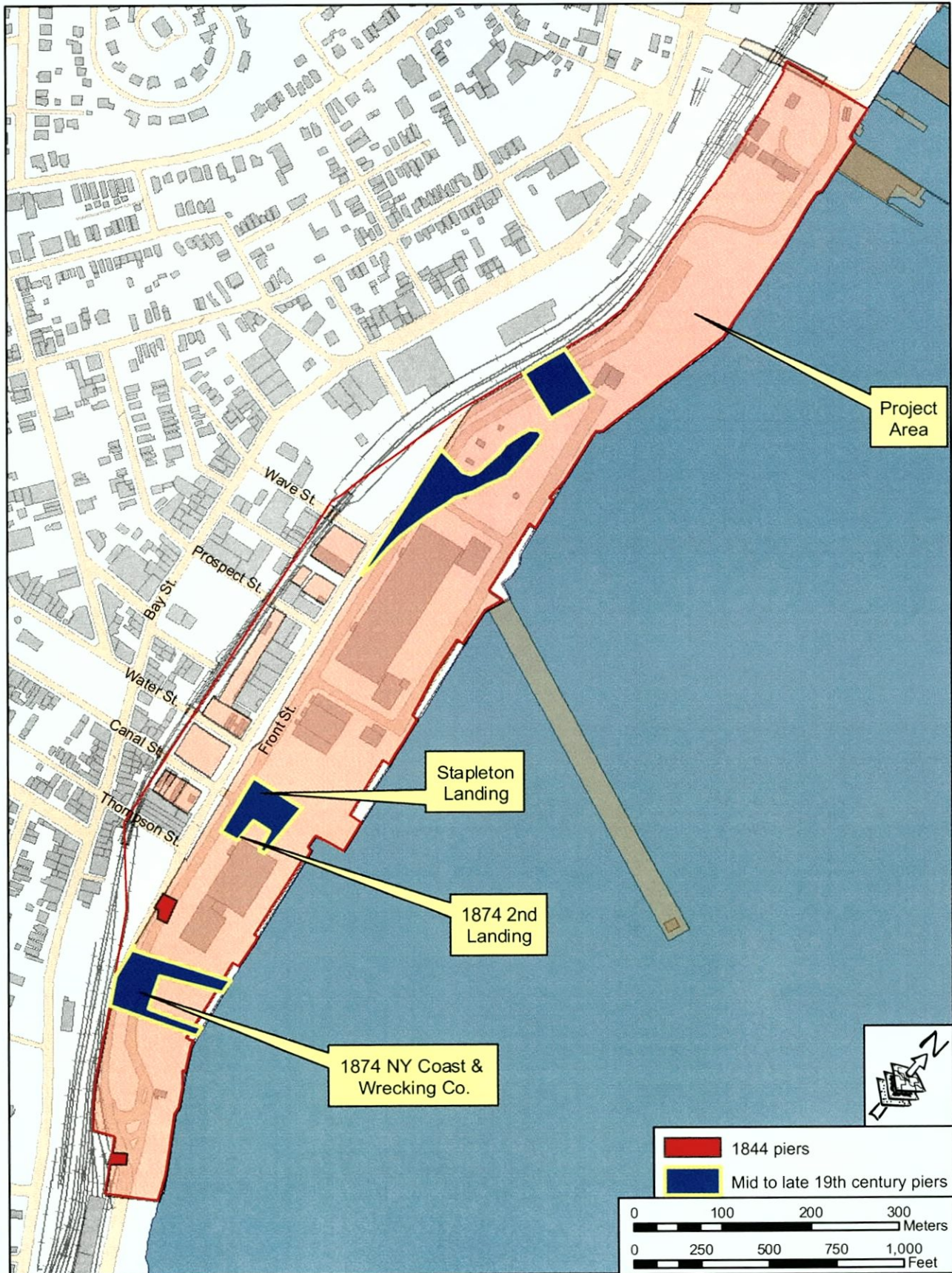


FIGURE 9: Potential Locations of Historic Piers within Block 487, Lot 110 during the 19th and 20th Centuries

SOURCE: USCS 1844, 1866; Beers 1874; NYC GIS 2005

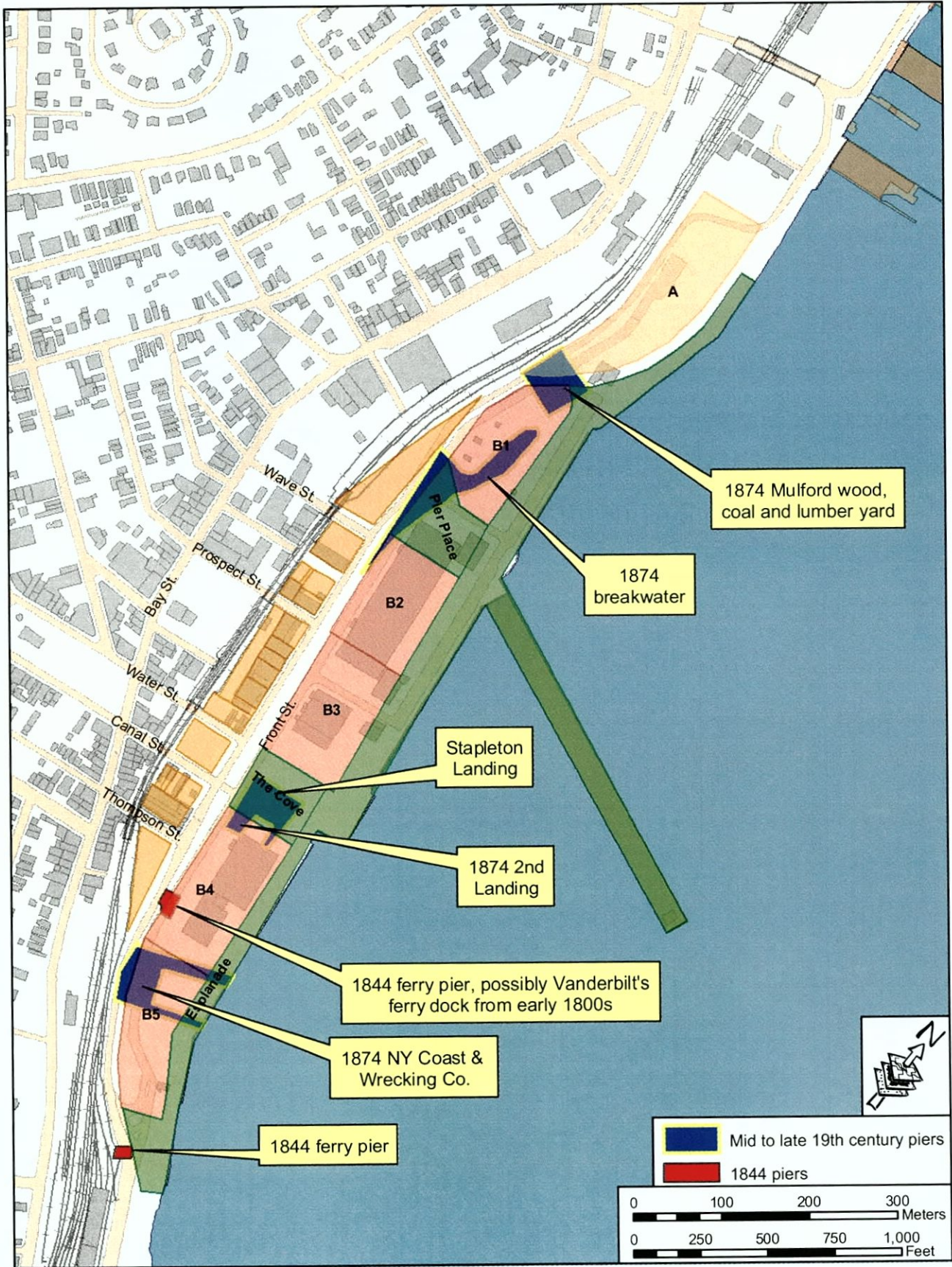


FIGURE 9a: Potential Locations of Historic Piers within Block 487, Lot 110 during the 19th and 20th Centuries with the Locations of Potential Development Sites

SOURCE: USCS 1844, 1866; Beers 1874; NYC GIS 2005

extensions of Canal and Water Streets and calls for the removal of an existing collapsed relieving platform, thereby exposing an approximately 42,000-square-foot area of open water at high tide. The water area of the Cove would be bordered by public area that could include a boat house, kayak launch and café with outdoor dining which would help to activate the open space. The edges of this area would be formed using gabion walls and stepped concrete slabs, with both upland plantings and varied wetland environments to promote a broad range of aquatic flora and fauna. The fourth and last area of potential to encounter mid-19th century historic piers represents the 1874 location of the New York Coast and Wrecking Company and falls within the limits of Parcel B5, expected to contain a 105,000-square-foot (100-unit) residential development with 120 parking spaces.

Previously excavated soil borings indicate that any potential archaeological resources are expected to be located within 0-30 feet below the ground surface. The potential redevelopment of Block 487, Lot 110 as described above will impact the six total locations for historic piers. The archaeological potential of the pier locations is considered as high and any in situ piers would be considered eligible for listing on the National Register of Historic Places under criteria D. Prior to any construction work, NYCEDC will coordinate with NYC LPC for further archaeological oversight to ensure adherence with CEQR and the *Landmarks Preservation Commission Guidelines for Archaeological Work in New York City* (April 2002).

3.4 Previous Cultural Resource Surveys

Several cultural resource studies have been conducted within the project area and the near vicinity. The Stapleton area was the subject of extensive cultural resource studies in the 1970s through 1980s (Kardas and Larrabee 1977; LBA 1983, 1985b, 1985c, 1985d; Louis Berger and Associates & Lockwood, Kessler and Bartlett, Inc. 1990). These studies focused on a corridor extending from the Stapleton area south to Fort Wadsworth, for the purposes of identifying a location for a U.S. Navy Homeport, currently located within the Stapleton Waterfront rezoning project area. These studies determined that the archaeological potential of the Homeport portion of the present project was non-existent (LBA 1983). One additional study has been conducted southwest of the project area (Clover Archaeological Services, Inc. 1990). Although the potential existed to find archaeological resources within this project's study area (the Bayley Seton Hospital, on the border of Stapleton and Clifton to the south), no archaeological resources were recovered by the subsurface testing program.

4.0 Individual Documentary Studies

As a function of the DEIS for the proposed New Stapleton Waterfront rezoning, an assessment for archaeological resources was undertaken for each lot selected by LPC from the original list of 21 lots within the rezoning. In accordance with CEQR guidelines, the initial task established the APE for archaeological resources that may be affected by the various components of the proposed action. The APE, defined by LPC's first-level review, includes one or more lots on a total of 11 non-contiguous city blocks. This critical first task indicated that the proposed rezoning may impact numerous lots within the established archaeological APE. A Documentary Study was undertaken for the following blocks and lots as part of the rezoning action:

Block 487, Lot 110
Block 489, Lot 25
Block 490, Lots 24 and 26
Block 491, Lot 29
Block 492, Lot 31
Block 493, Lot 12
Block 494, Lot 18, 19, 21 and 24

The documentary study concluded that all of the lots were either too disturbed by subsequent development in the twentieth century or the lots lacked historic archaeological deposits predating the introduction of municipal utilities.

4.1. Block 487, Lot 110

Block 487, Lot 110 is bound by Hannah and Vanderbilt streets, the U.S. Pierhead Line and Front Street. It was sold to the City of New York by the United States of America in 1995. The current structure, the U.S. Navy Homeport pier, was built in 1990 and has an address of 455 Front Street.

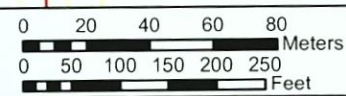
Lot History

This block and lot, for the most part, did not exist during the nineteenth century as this location was situated within the Bay of New York (see Figures 6 and 7). Although, the 1847 Root Survey shows the presence of a Water Street running north to south along the waterfront with about eighty lots of varying size (Figure 10), the 1852 Root Survey does not show this particular street within Lot 110 (Figure 11). Additionally, the 1852 lot division map does not depict any streets within Lot 110. However, a Ferry Dock and Landing existed at the foot of Front Street on the Bay of New York, at the western edge of modern Lot 110. On the 1874 Beers Atlas (Figure 12), this dock was identified as the Stapleton Landing and the 2nd Landing. On the northern corner of Canal and Front streets were four structures of unknown function/occupation. The 1874 Beers map depicts the most development within Lot 110, with the majority of the structures functioning as industrial or transportation related operations. The southernmost development is a pier and wharf for the N.Y Coast Wrecking Co., located on the waterfront opposite Harrison Street. To the north, opposite Canal Street was the aforementioned Stapleton Landing and 2nd Landing. Also at the corner of Canal and Front streets was a one story structure that served as the offices of Armstrong and Frost. At the northern end of Lot 110, between Clinton and Grant Streets, was property belonging to S.L. Mulford & Co. Saw & Planning Mill. This mill complex consisted of three large rectangular structures and four smaller structures protected from the harbor by a breakwater.

In 1885 (Figure 13), the area encompassed by modern Block 487 was situated primarily within the Bay of New York. The southern portion of Lot 110 was mainly within the Bay of New York while at the Corner



FIGURE 10: 1847 Map of Lot Divisions within the Central Portion of the Stapleton Rezoning Project Area



SOURCE: NYC GIS 2005; Root 1847

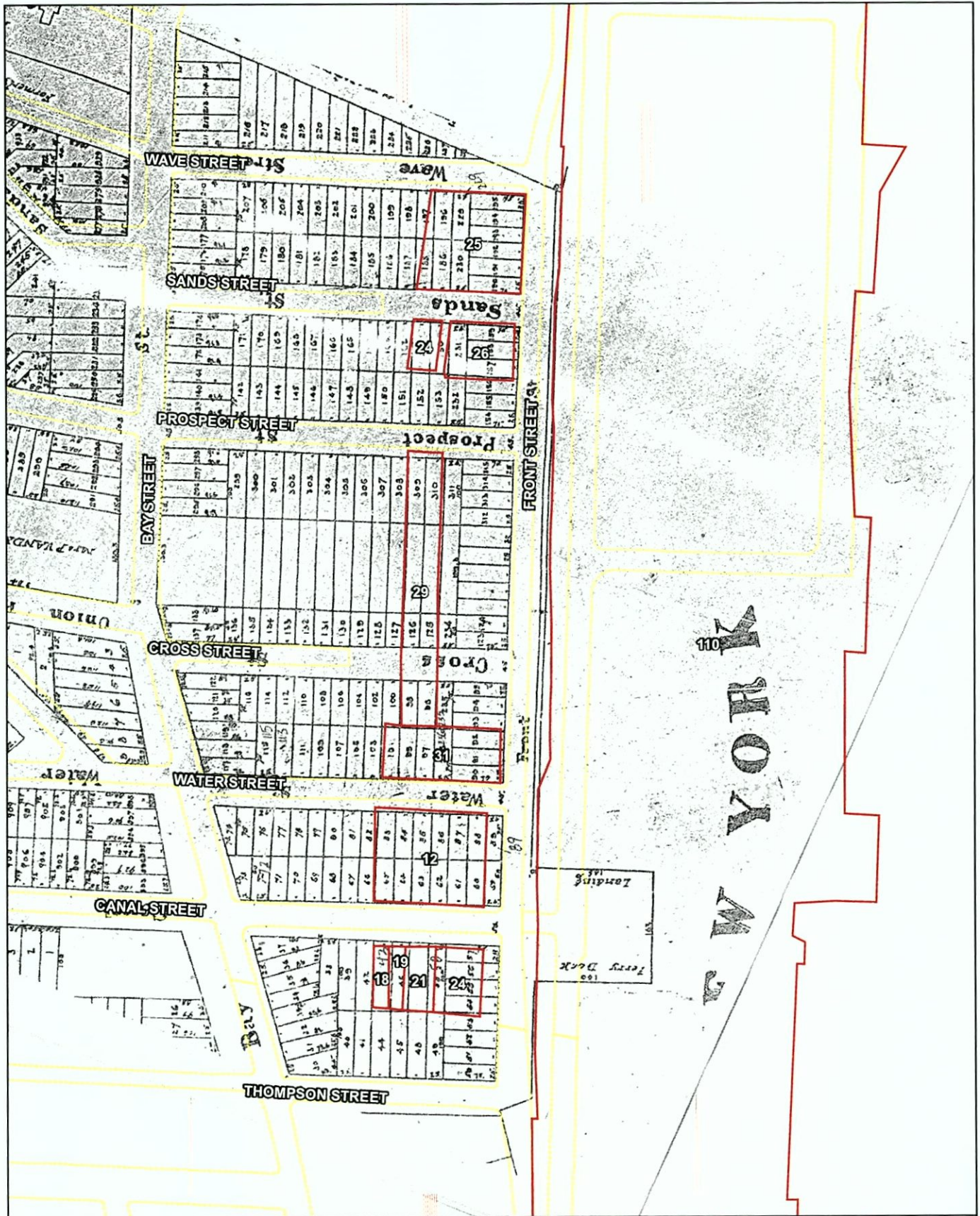
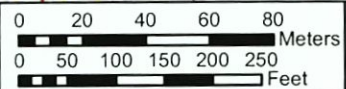


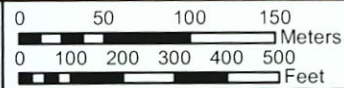
FIGURE 11: 1852 Map of Lot Divisions within the Central Portion of the Stapleton Rezoning Project Area



SOURCE: NYC GIS 2005; Root 1852



FIGURE 12: 1874 Map of the Central Portion of the Stapleton Rezoning Project Area



SOURCE: NYC GIS 2005; Beers 1874

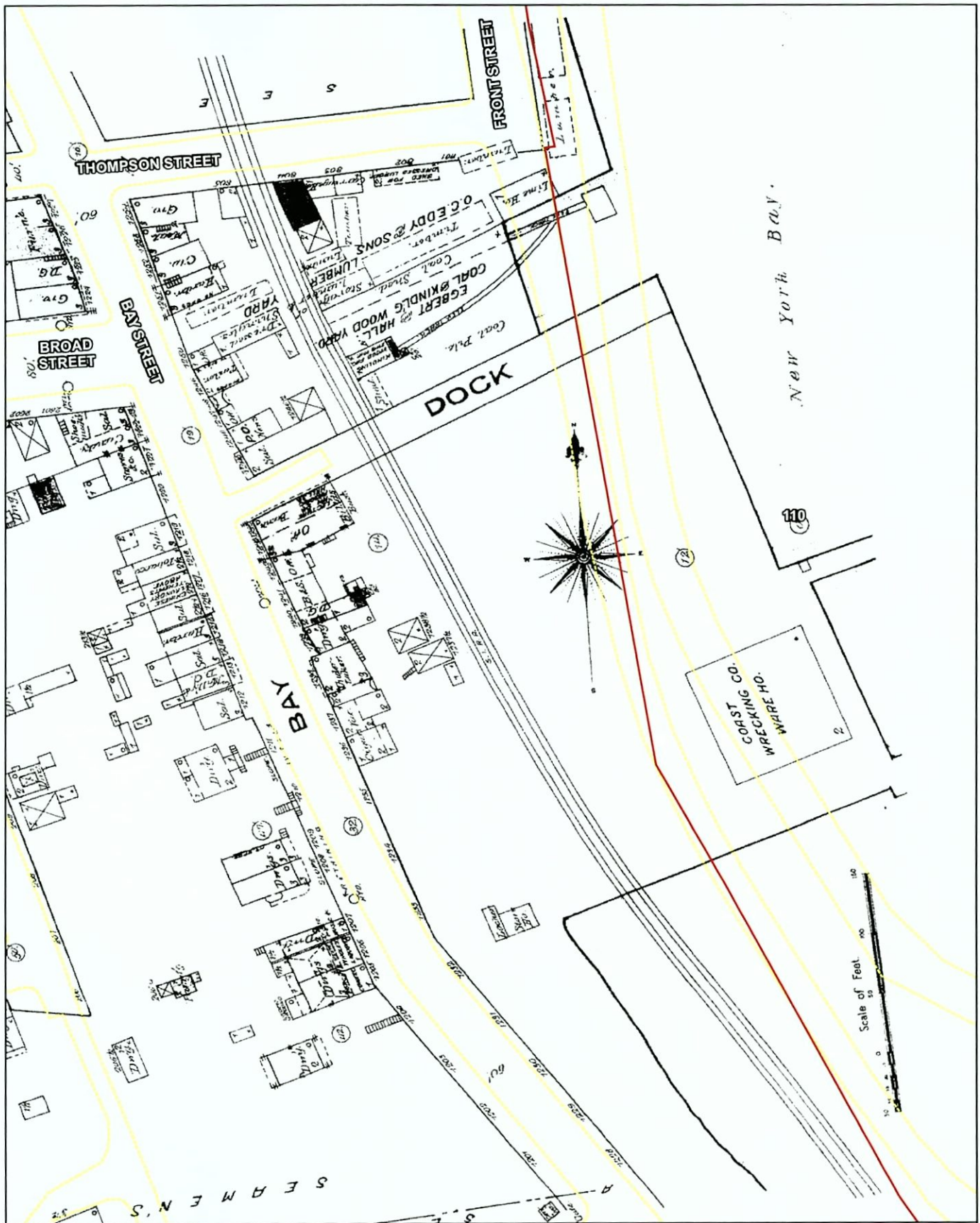
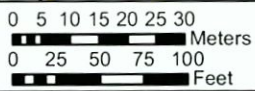


FIGURE 13: 1885 Map of the Southern Portion of Modern Block 487, Lot 110 at Broad, Thompson and Front Streets



SOURCE: NYC GIS 2005; Sanborn 1885

of Front and Thompson street was a lumber storage structure associated with the O.C. Eddy and Sons yard, located to the west of Lot 110 (Sanborn 1885).

North of the O.C. Eddy and Sons yard, at the foot of Canal Street, was the Stapleton or 2nd Landing (Figure 14). At the northeast corner of Canal and Front Streets was a three story Bar and Club House with an address of 718 Canal Street. Just east of this bar, at 716 and 717 Canal Street, was a two story structure with a telegraph store with a one-story structure in the rear and a tobacconist. The Ocean Hotel, a two story structure, was located at 715 Canal Street with two associated one-story structures in the rear and a two story bar at 714 Canal Street. At 713 Canal Street was the Luger Beer Garden, which was an open area with a wooden platform in the rear. At 712 Canal Street was a one story shed and at the end of the street facing east was the gateway to the ferry. Beyond the gate were a toll house and a one story structure used as a Passenger Waiting Room. On the south side of the street, at 701 Canal Street, was a large two story shed and at 702 Canal Street, was a two story vacant structure (indicated as an "old" structure) with a two story structure associated in the rear. Outside of the area at Thompson, Canal and Front streets, the balance of Lot 110 remained located off shore in 1885.

By 1898, municipal water lines had been installed throughout modern Lot 110 (NYC DEP 2005). The end of the nineteenth century also saw an expansion of the piers and industry along the waterfront (Figure 15). Additional information on the changing nature of the waterfront comes from the 1898 Sanborn (Figure 16). South of Dock Street, on the Bay of New York, was a large warehouse belonging to Chapman Derrick & Wrecking Co. This appears as historic lot 302 and in the southeast corner was a one story structure. Along the northern edge of the lot was a large rectangular two story structure with a smaller one story structure to the west (located outside modern Lot 110). The largest structure on the lot was the warehouse, which was a two story structure along the eastern edge with an associated one story shed used for wood storage. The New York Bay was to the south of this lot and a vacant historic lot 852 was to the north. But according to the Robinson Atlas from 1898 (see Figure 15) this lot was occupied by the Atlantic Marine Insurance Co.

The area between Broad and Thompson streets was bisected by the Staten Island Rapid Transit Rail Road. East of the railroad tracks were two companies; the Benjamin J. Brown Coal & Wood Yard and the Eddy Bros. Lumber, Lime, and Cement Yard. On the northern side of Dock Street was a one story structure used as an engine/ kindling storage room. A large trestle fed in to the property from the east and was adjacent to a large rectangular, unidentified one story structure along the northern edge of the Brown property. North of the Benjamin J. Brown Coal & Wood Yard was the eastern end of the Eddy Bros Lumber Lime and Cement Yard.

Moving northward to the location of the Stapleton Landing, on the southern side of Canal Street, a warehouse and three oil tanks belonging to the Lincoln Manufacturing Co had now replaced the shed and vacant buildings present here in 1885 (Figure 17). A dock and a long, narrow one story structure extended out onto the Bay from the warehouse. On the northeast corner of Canal and Front Streets, 1901 Canal Street, stood a three story structure that was designated as a store. The store had a one story associated structure in the rear and another structure in the northeast corner of the lot. 1902 Canal Street was the home of the Ocean Yacht Club. This structure also had two one story structures in the rear but it is not clear whether they are associated or not. At 1903 and 1904 Canal Street each contained two story, structures designated as Hotels. The Hotels had three associated one story structures in the rear, as well as two one story structures that may have been unrelated. A T-shaped section of the pier extended out into the Bay with a large one story wood frame structure that housed the Staten Island Yacht Club with a smaller unidentified one story to the south. To the north of this landing, opposite modern Prospect Street, was a section of the Bay that the Staten Island Feed Co. held rights to and a large vacant dock.

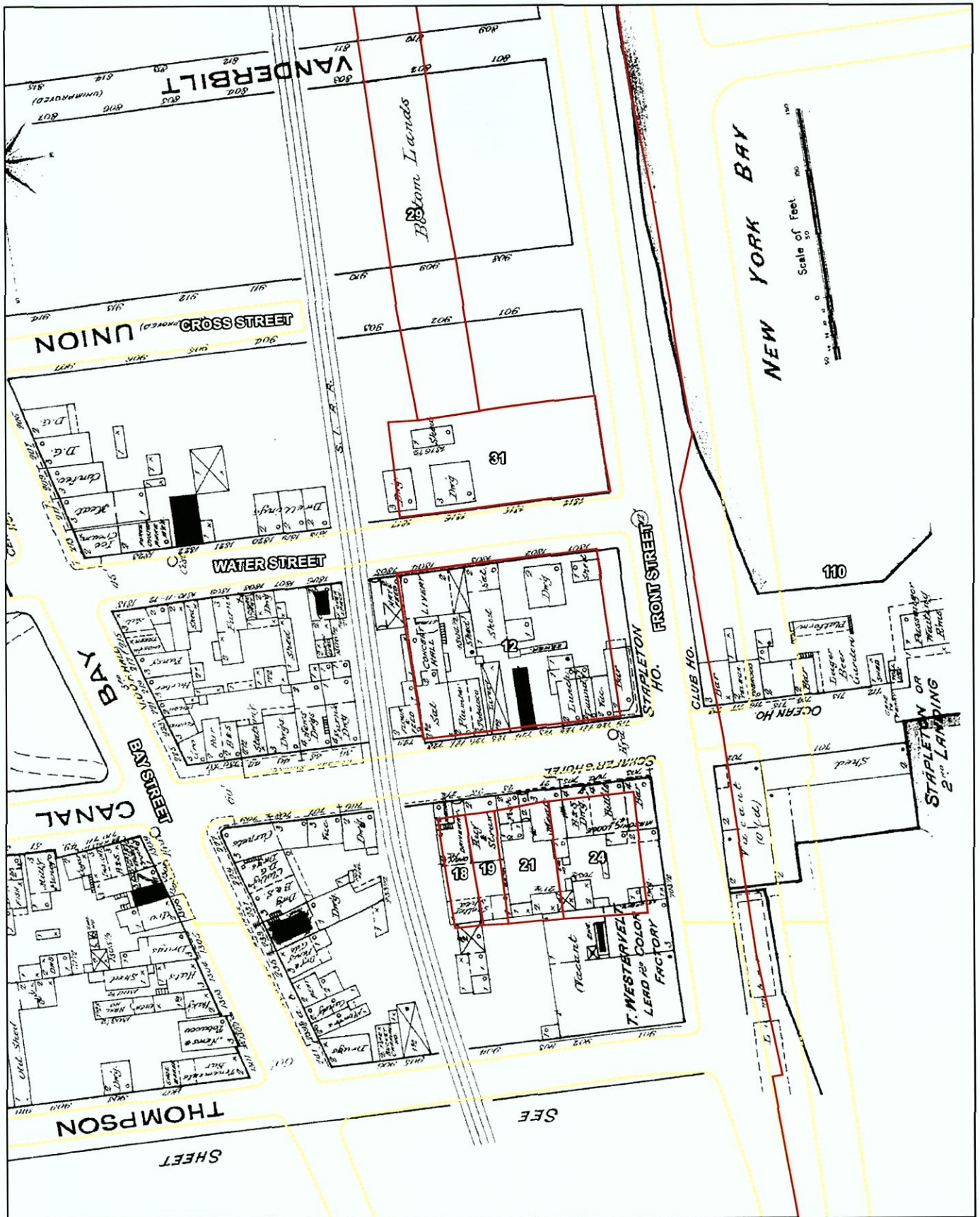
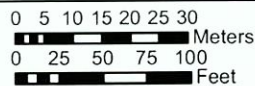


FIGURE 14: 1885 Map of the Southern Portion of Modern Block 487, Lot 110 between Thompson and Broad Streets



SOURCE: NYC GIS 2005; Sanborn 1885

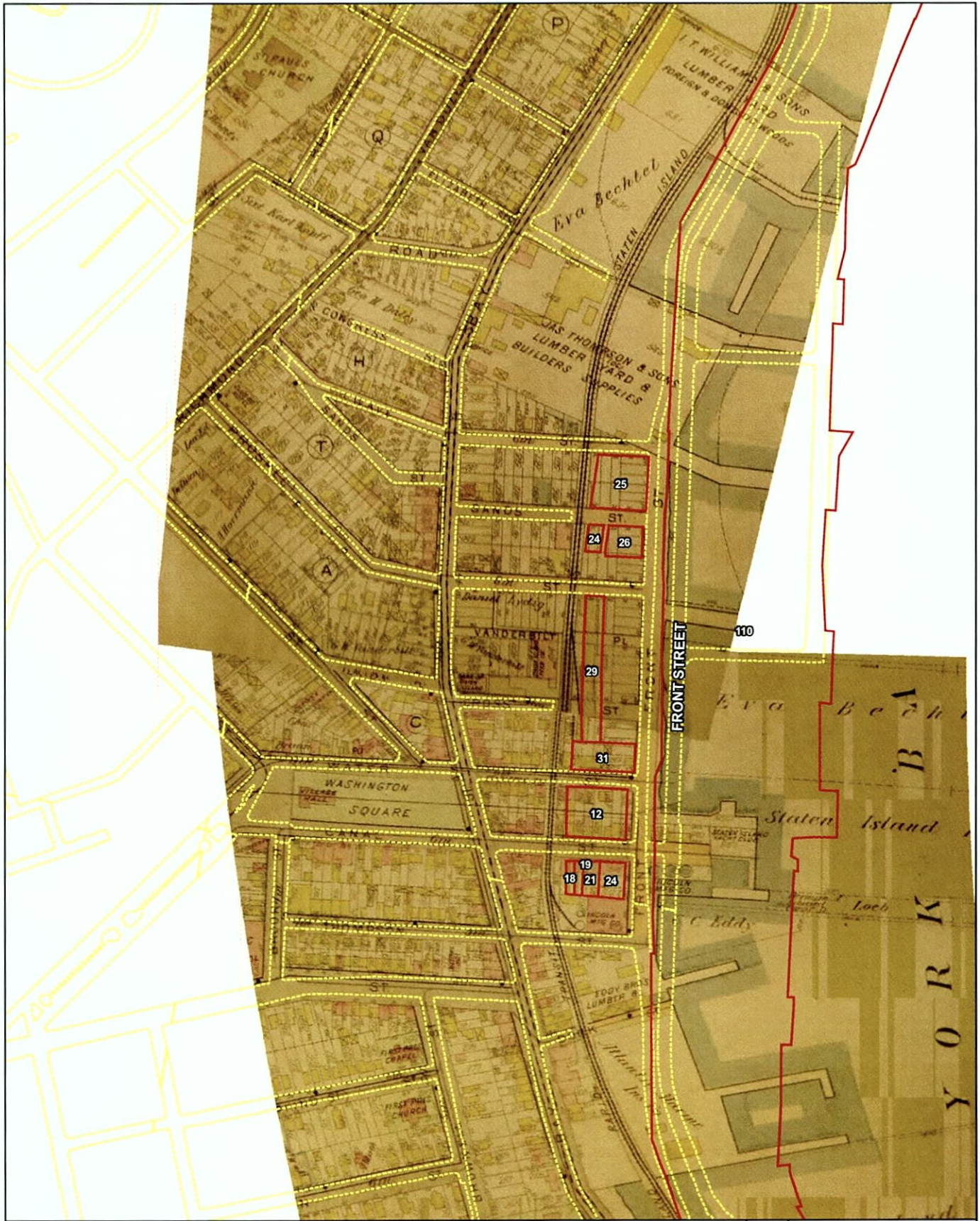
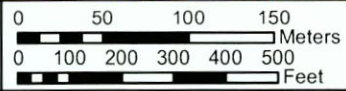


FIGURE 15: 1898 Map of the Central Portion of the Stapleton Rezoning Project Area



SOURCE: NYC GIS 2005; Robinson 1898

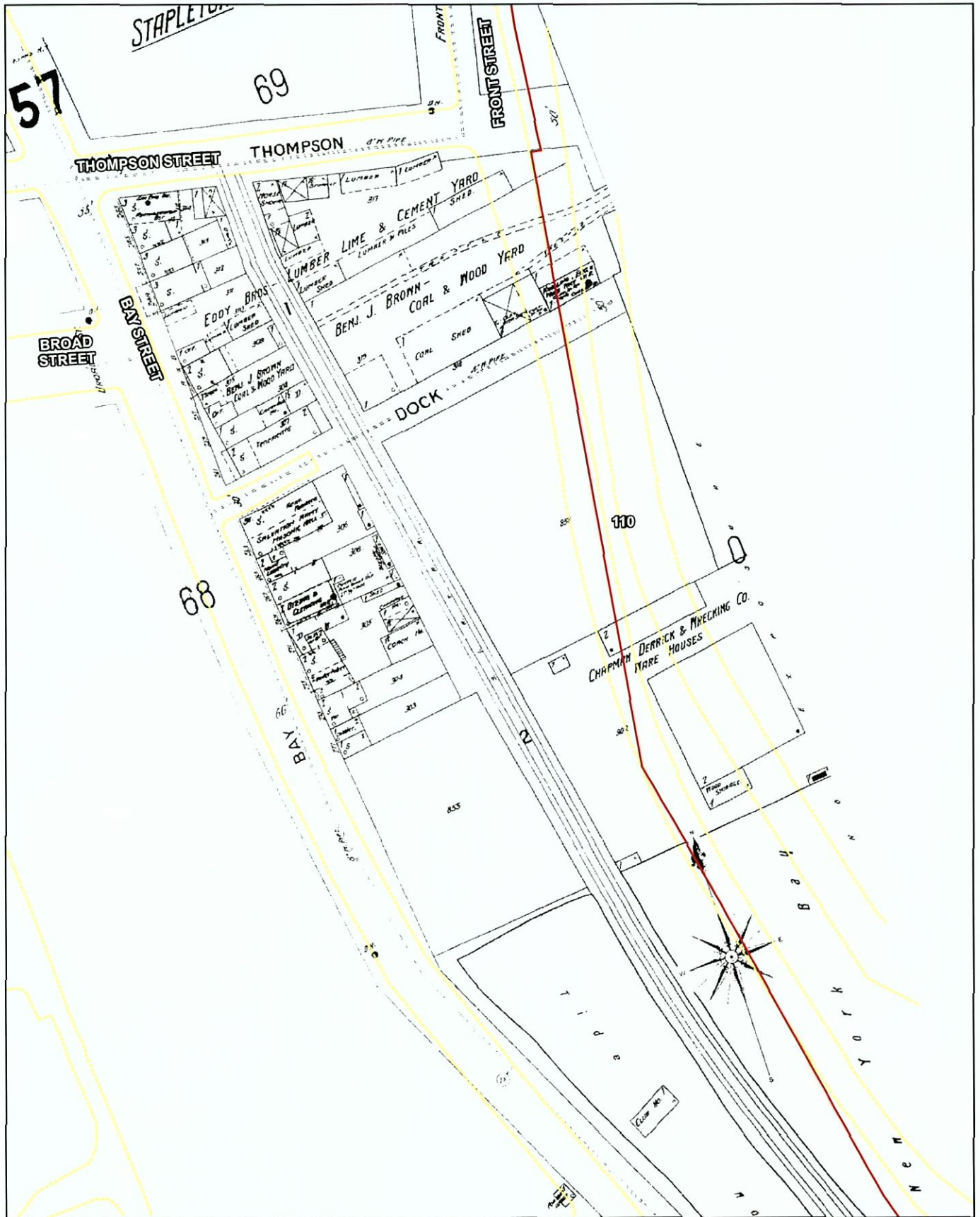
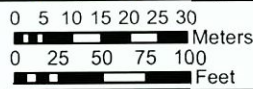


FIGURE 16: 1898 Map of the Southern Portion of Modern Block 487, Lot 110 at Broad, Thompson and Front Streets



SOURCE: NYC GIS 2005; Sanborn 1898

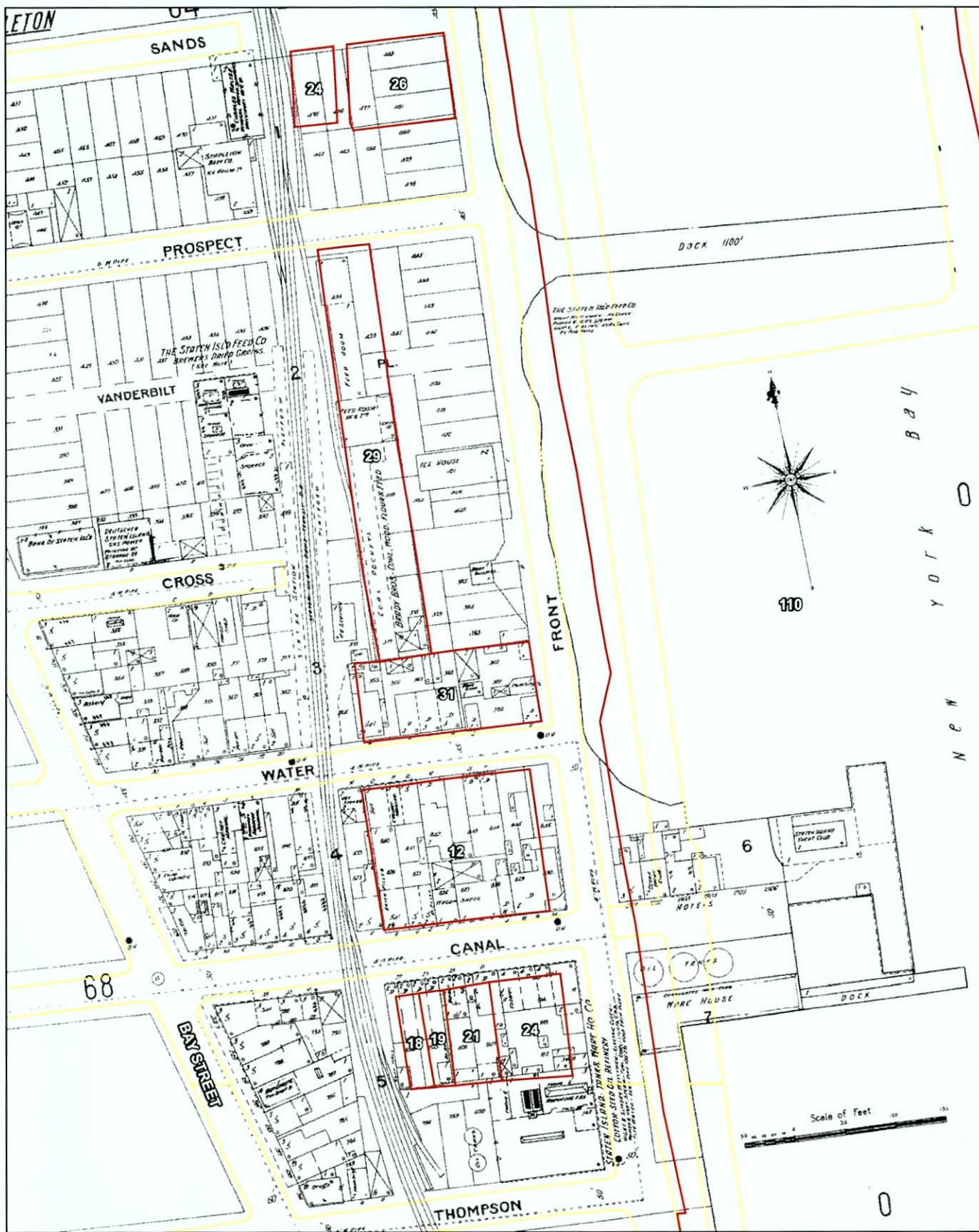
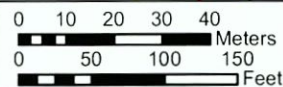


FIGURE 17: 1898 Map of the Southern Portion of Modern Block 487, Lot 110 between Thompson and Prospect Streets



SOURCE: NYC GIS 2005; Sanborn 1898

Further north, at the end of Front Street and north of Wave Street was a massive Lumber and Coal Yard on the Bay (Figure 18). The James Thompson and Sons Lumber Yard had at least five large wood frame structures for storage of Lumber Pilings just east of the Staten Island Rapid Transit Rail Road tracks. On the southern edge of the property was a two story structure used for cement production, on the eastern edge were two one story structures; one used for the storage of lime and the other was illegible. Another small illegible structure was along this edge just north of a lumber pile. To the north of these structures was a two story Ice House belonging to the Betchel Brewery. West of this was a large Coal Yard with two one story wood framed structures belonging to G. Barth. A two story shed with an associated one story wood framed building was north of the coal yard with a one and a half story stable to the west.

Continuing north along the Bay of New York was a large plot of land with four structures belonging to Eva Betchel (Figure 19; see also Figure 15). On the Bay between Clinton and Grant Streets was another massive Lumber Yard belonging to Ichabod T. Williams. This Yard consisted of approximately twenty nine wood frame structures which varied in size. They were used for storage of lumber and a branch of the Staten Island Rapid Transit Rail Road ran into the yard and along a dock extending into the Bay. Two one story structures with two associated wood frame buildings ran along the tracks in the northwest corner. Further north was a seemingly vacant dock belonging to the heirs of John Martino (Robinson 1898).

By 1917 the Chapman Derrick & Wrecking company had expanded (Figure 20). It was now known as Merritt & Chapman Derrick Wrecking Co. with many structures around its facility. The northern edge of the lot contained a two story structure which was used as a dwelling and for storage and had an associated two story structure used for steam fitting. A large structure in the middle of the lot was the main building and served many functions. Among them were a one story structures that housed a Blacksmith and Carpenter, a two story Machine Shop and Storage Facility with an office, and a one story unidentified wood frame structure. The eastern edge of this lot consisted of a platform on piles with two docks on piles extended out into the Bay. North of the lot was vacant historic lot 496 and out on a pier in the Bay was the Staten Island Yacht Club. This structure was long and rectangular and varied between one and two stories.

At the corner of Dock Street, east of the Staten Island Rapid Transit Rail Road tracks, was the Richmond Ice Co. On the east of the lot was a one story wood frame structure that housed wagons with an associated one story structure. On the northern edge of the lot was an elevated trestle which fed into large sheds from the east and rested on a dock on piles. A small one story wood shed was in the northeast corner.

At the southeast corner of Canal and Front streets was the one-story Jaburg Brothers wood working shop with an attached warehouse (Figure 21). At the foot of Canal Street was a pier on piles belonging to R. Martens & Co. By this time the section of the Bay between Canal and Wave Streets, east of Front Street had been filled in and bulkheads were installed. At Prospect Street a pier on pilings extended out into the Bay and had four structures which varied from one to three stories and were used for storage or unidentified.

At Wave Street, James Thompson & Sons still occupied the lot to the north which had one and two story structures used as cement or lime sheds. D.H. Hawkins Coal Co. shared this lot with a large one story coal shed, a small one story wood shed, and other unidentified one story structures. Historic lot 488 was to the north and was the property of I. T. Williams & Sons Edgewater Saw Mill and Lumber Yards, a sprawling facility extending northward to Grant Street. The majority of the lot consisted of about seventeen wood frame structures for storage of lumber pilings. A branch of the Staten Island Rapid Transit Rail Road ran through the yard out to a lumber dock on piles. The northern section of the lot was the mill complex. On the western edge of the complex were a large one story lumber shed and a large one

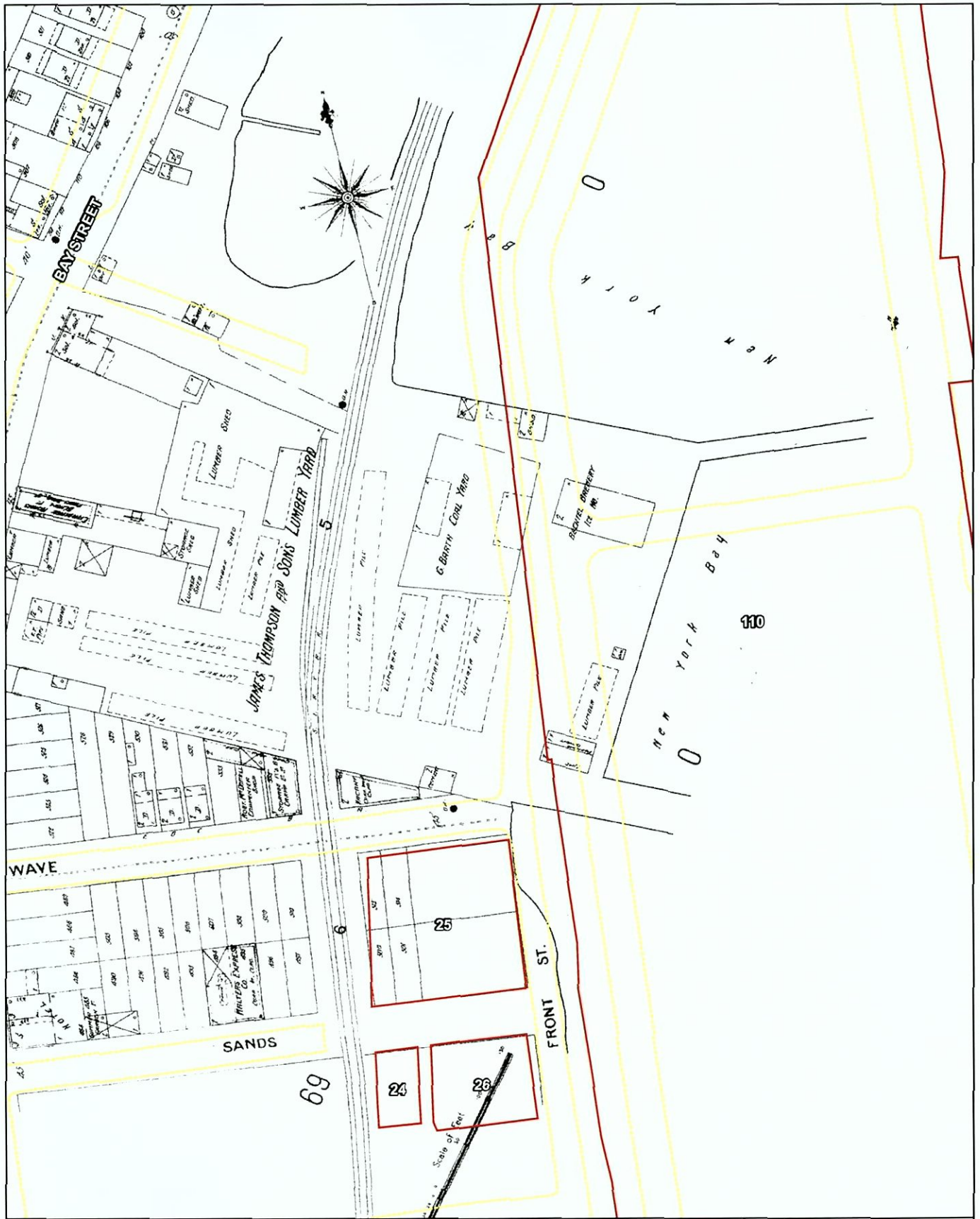
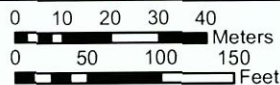
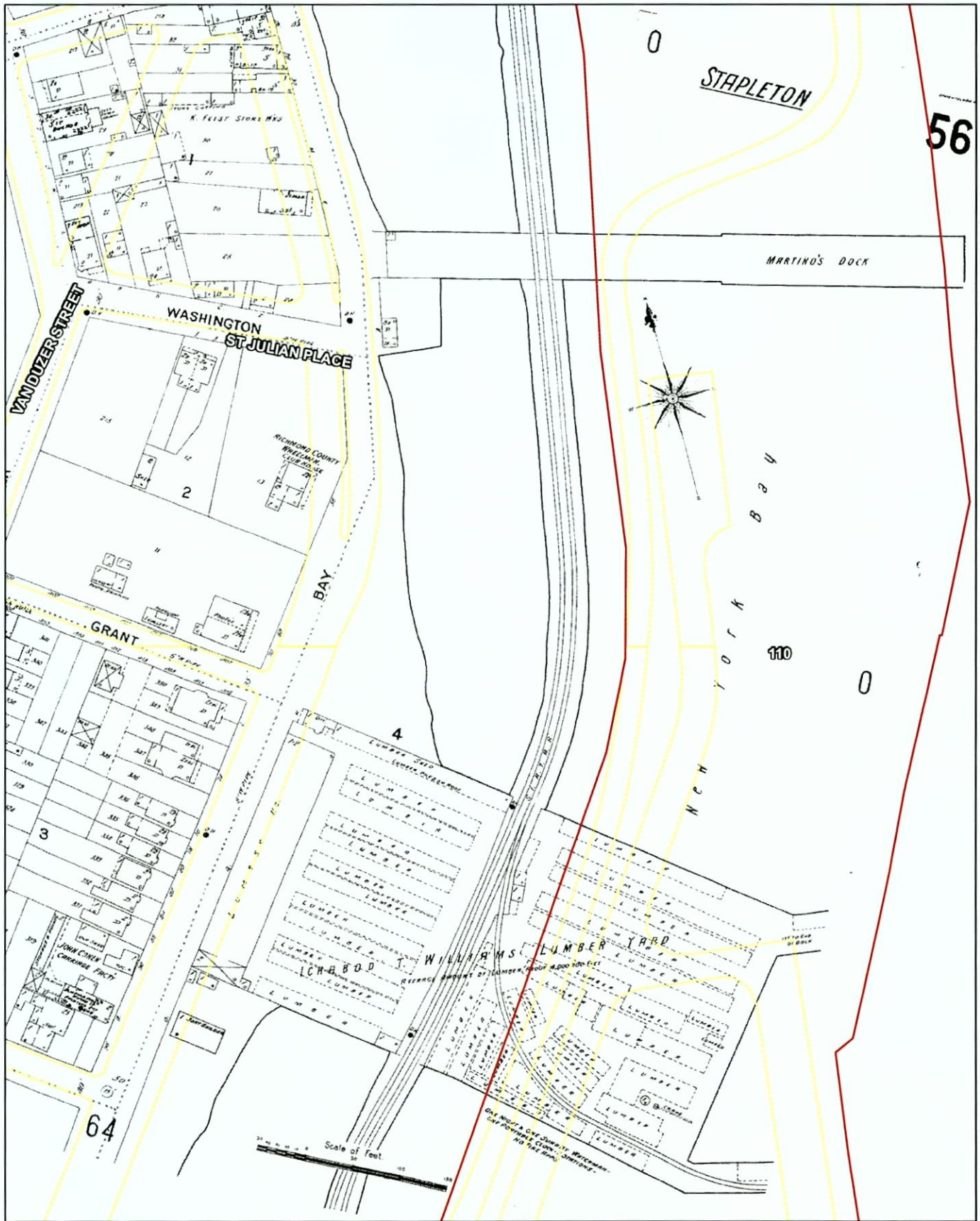


FIGURE 18: 1898 Map of the Northern Portion of Modern Block 487, Lot 110 at Wave and Front Streets



SOURCE: NYC GIS 2005; Sanborn 1898



56

STAPLETON

MARTIN'S DOCK

WASHINGTON
ST. JULIAN PLACE

VAN DUZER STREET

GRANT

BAY



110

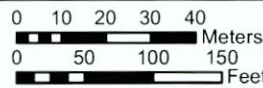
0

4

64

Scale of Feet

FIGURE 19: 1898 Map of the Northern Portion of Modern Block 487, Lot 110 at Grant and Front Streets



SOURCE: NYC GIS 2005; Sanborn 1898

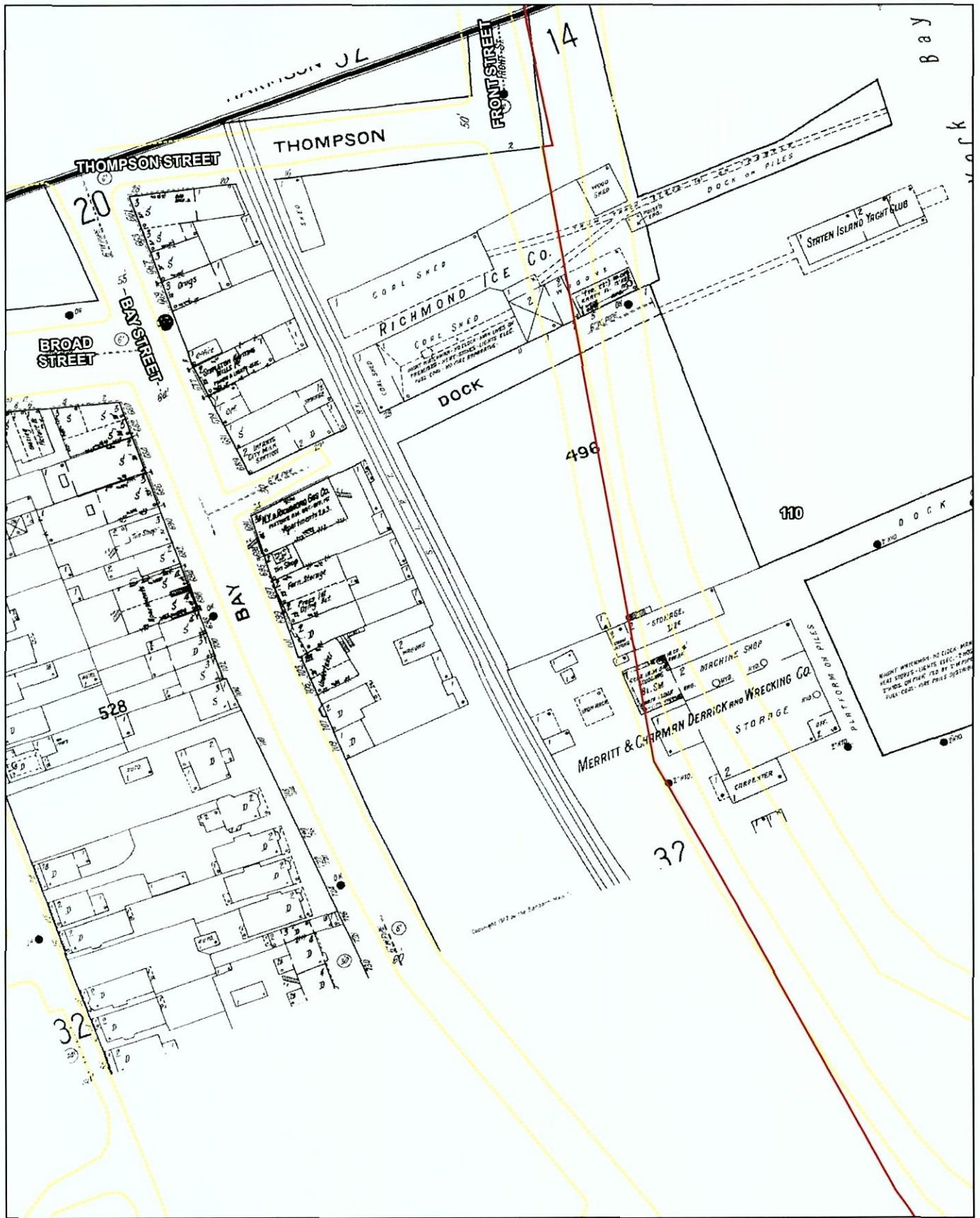
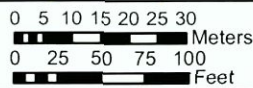


FIGURE 20: 1917 Map of the Southern Portion of Modern Block 487, Lot 110 at Broad, Thompson and Front Streets



SOURCE: NYC GIS 2005; Sanborn 1917

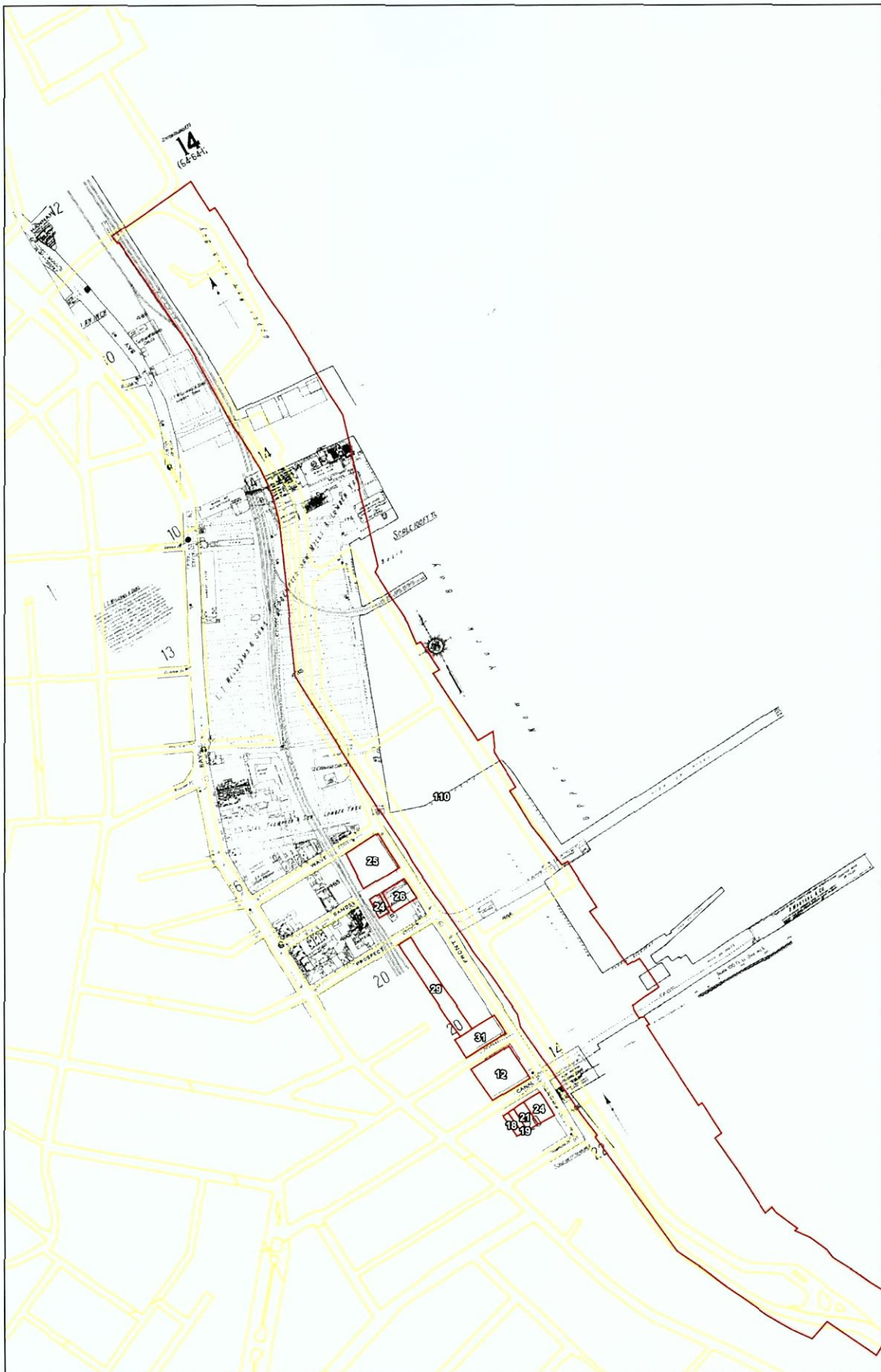


FIGURE 21: 1917 Map of the Majority of Modern Block
487, Lot 110 between Thompson Street and St. Julian Place

0 100 200 300 400
Feet

0 25 50 75 100 125
Meters



SOURCE: NYC GIS
2005; Sanborn 1917

story structure with an elevator that was built in 1909. An unidentified one story structure connected this with the Main Mill building. The Main Mill was along the northern edge of the lot and was a two story structure with about six associated one story structures. To the southeast of the main mill was a large wooden frame log yard with a large one story lumber shed to the south.

In 1937, Block 487 Lot 110 matched the modern configuration and was completely vacant (Figure 22). A large portion of it was designated as the New York Foreign Trade Zone No. 1. There were many large piers on the Bay at this time with a new street, Murray Hulbert Avenue, granting access to them. Piers 7-10 were the City of New York Municipal Piers; 7 and 8 were used for United States Works Progress Administration Storage; 9 and 10 were leased to Thaten Terminals Inc. Piers 11-14 were associated with the New York Foreign Trade Zone. Pier 17 belonged to the Department of Plants and Structures and was used for storage.

In 1951 modern lot 110 was occupied by the United States Government and the majority was vacant except for one structure at the corner of Canal and Front Streets (Figure 23). A United States Customs Office was at the corner of Canal and Front Streets. In the rear, to the north was the American-Frascati Tobacco Auctioning building. On the southern side of Canal Street was a small two story office with a one story associated structure. Branches of the B&O Rail Road ran into piers 12 and 13. All of the piers appear to have been Municipal Piers of the City of New York by this time.

Summary and Conclusions

The area of Block 487, Lot 110 contained industrial buildings associated with the shipping and transportation industries and a scattering of commercial structures (hotels, breweries, bars, tobacconists, etc.). Lot 110 was tied into the municipal water and sewer supply by 1898. Although a few structures functioned as residences, these structures were built after the installation of municipal utility services. Therefore, this lot lacks archaeological sensitivity for historic period residential archaeological resources.

4.2. Block 489, Lot 25

Block 489 is bounded by Wave and Sands Streets and Front and Bay Streets (see Figure 2). Lot 25 is located in the eastern half of the block, with frontage on Wave, Sands, and Front Streets. The northeast corner of the lot measures 150 feet along Front Street and 133.98 feet along Wave Street. The southeast corner measures 140.84 feet along Sands Street and the western line of the lot abuts a small irregularly shaped lot and measures 150.69. Currently there is a structure on the lot belonging to H NAD Reality Association. This structure was built in 1959 with an address of 308 Front Street.

Lot History

The Root Survey of 1847 showed a very different lot configuration than that the current design (see Figure 10). Water Street was located on the waterfront to the east of Front Street. There was a small pyramid shaped block of seven vacant lots varying in size between Front and Water streets. Block 489, Lot 25 was situated west of this block and encompassed approximately ten irregularly sized lots. These ten lots all measured 25 feet in width but varied in length. On the north side of Wave Street was a waterway owned by Cornelius Vanderbilt. On the Root Map of 1852 (see Figure 11), Block 489 Lot 25 was divided into historic lots 190, 191, 192, 193, 194, 195, 196, 229 and 230 and portions of historic lots 188 and 197. These lots measured 75 feet in length and 25 in width and were undeveloped in the mid-nineteenth century.

The 1874 Beers (Figure 24) and the 1898 Robinson Atlas (Figure 25) both indicate the project area was undeveloped at the end of the nineteenth century. The 1885 Sanborn did not record Block 489. George



FIGURE 22: 1937 Map of the Majority of Modern Block 487, Lot 110

0 100 200 300 400 Feet

0 25 50 75 100 125 Meters



SOURCE: NYC GIS 2005; Sanborn 1937

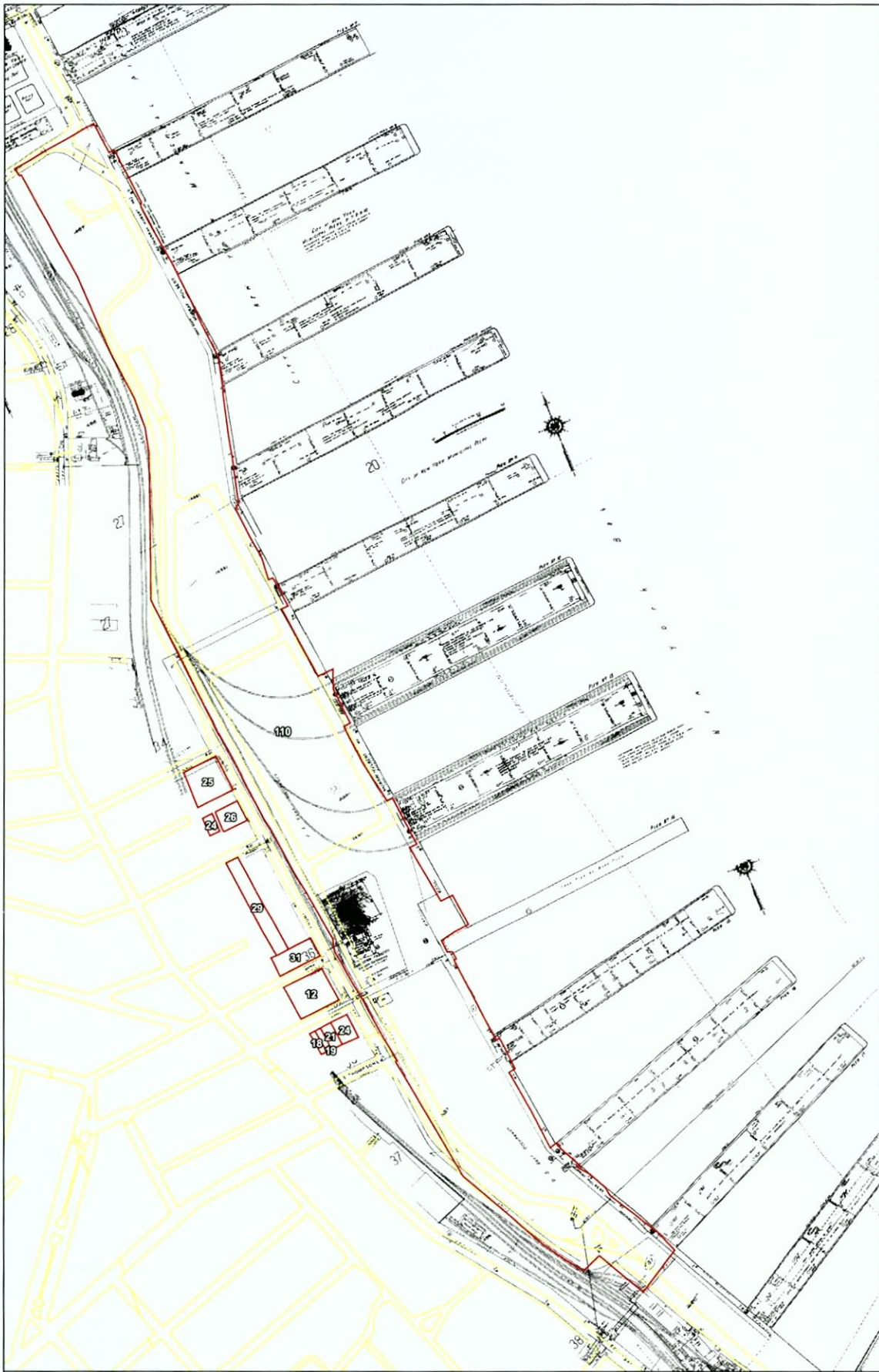


FIGURE 23: 1951 Map of the Stapleton Waterfront Redevelopment Project Area

0 100 200 300 400 500 Feet

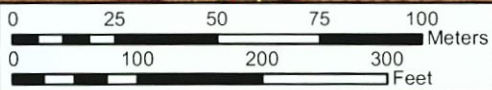
0 25 50 75 100 125 150 Meters



SOURCE: NYC GIS 2005; Sanborn 1951



FIGURE 24: 1874 Map of the Lots West of Front Street within the Stapleton Rezoning Project Area



SOURCE: NYC GIS 2005; Beers 1874

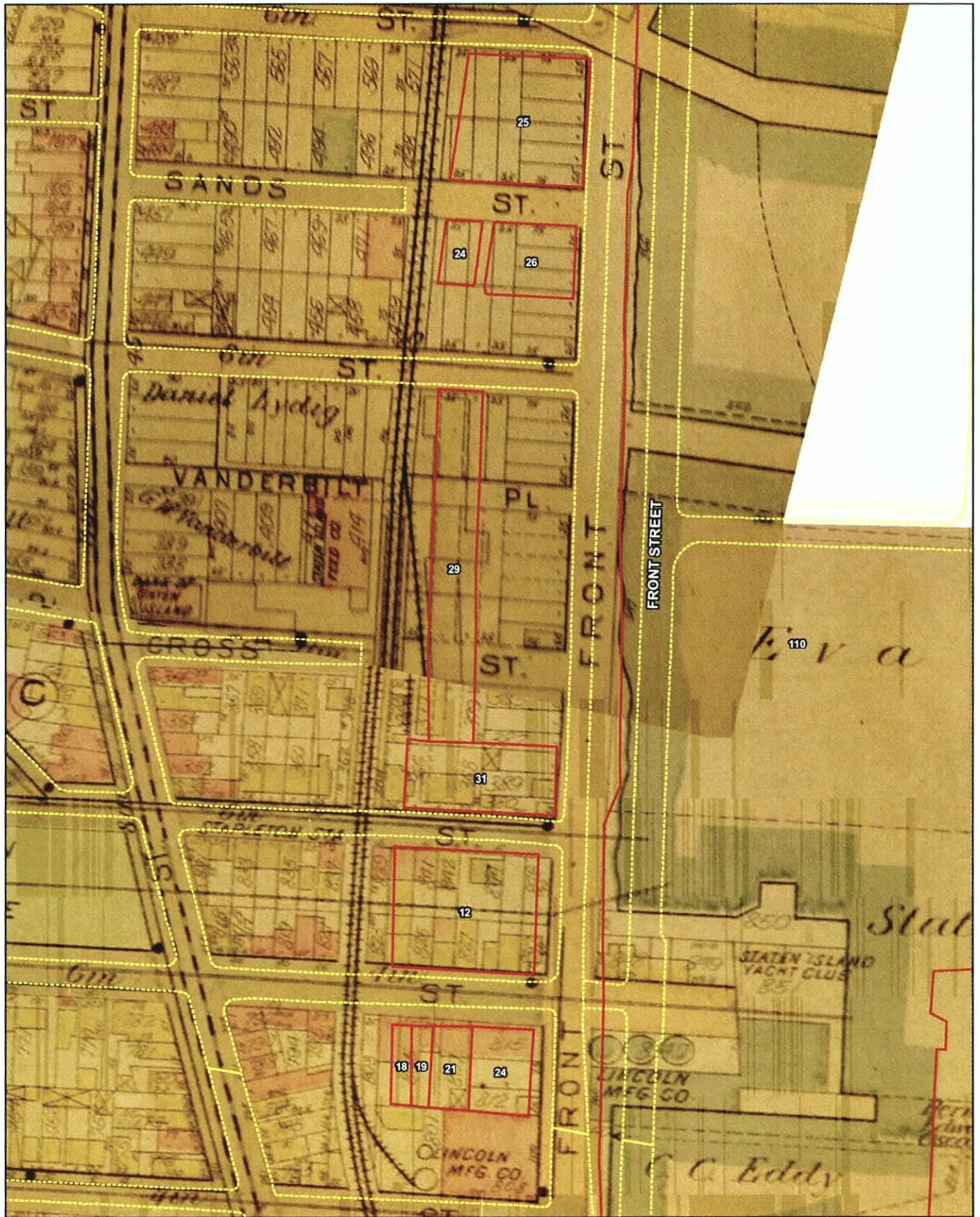
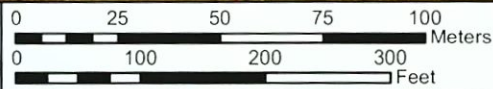


FIGURE 25: 1898 Map of the Lots West of Front Street within the Stapleton Rezoning Project Area



N
 SOURCE: NYC GIS 2005; Robinson 1898

Bliss owned the property at the end of the nineteenth century, having purchased it in 1892 (Liber 224, page 442). The lot consisted of two large unnumbered lots running north and south measuring 100 feet in length and 75 feet in width and parts of two smaller lots to the west. These lots measured 75 feet in length and 25 feet in width with the lot numbers 501 and 514. The 1898 Sanborn map of Block 489, Lot 25 (see Figure 18) indicated that municipal water lines had been installed on Wave Street by this time.

The 1917 Sanborn and Tax map (Figure 26) show no structures within Lot 25, but the lots had been renumbered to 25-37, reflecting the modern configuration. In 1925 the "Map of Property of Thomas and Henry Williams at Stapleton" shows only seven lots, 21-27, all without structures. The western lines of these lots are adjacent to lots belonging to Staten Island Rapid Transit. The Williams' had owned this property since 1913 and sold it in 1925 to Mayer Rosenholz and George Cornell (Liber 599, page 103). The 1937 Sanborn map shows there are six unnumbered lot divisions with still no structures on the properties.

The 1951 Sanborn (Figure 27) shows five unnumbered lot divisions. The lot was divided into a northern, a southern and a western lot (without structures). The southern was then divided again into three lots, all lacking structures. The northern lot had two one-story structures with frontage on Wave Street. These structures are stores with the larger having another one story structure connected in the rear. The remainder of the northern lot was utilized for parking. Water Records from the Department of Environmental Protection state that an M. Rosenholz still owned the property in 1958.

Date	Grantor	Grantee
7-18-1994	H&P Realty	Sylcyn Inc.
10-06-1987	Wong Corporation	H&P Realty
3-31-1987	Roger Showalter	Wong Corporation
7-02-1986	Roger Showalter, Anthony Anastasio, Felix Nadar, 308 Front Street Partnership	Roger Showalter
12-24-1985	Raymond Longobardi	Roger Showalter, Anthony Anastasio, Felix Nadar, 308 Front Street Partnership
12-24-1985	John Taft	Raymond Longobardi
9-28-1979	Rosewood Realty Co.	John Taft
1-12-1978	Freemore Holding Corp.	Rosewood Realty Co.
1-25-1936	Mayer and Deborah Rosenholz	State of New York
5-07-1926 ²	George F. and Annie M. Cornell	Mayer and Deborah Rosenholz
5-14-1925	Thomas, Emma W., Henry K.S., and Mildred A. Williams	George F. Cornell and Mayer Rosenholz
3-17-1913	Reeve Schley (William Schley deceased)	Henry K.S. and Thomas Williams
12-09-1901	Anais Bliss (Wife of George Bliss)	William Schley
6-1892	Gertrude S. Aspell	George Bliss

Summary and Conclusions

The area of Block 489, Lot 25 saw development only in the mid-twentieth century when two stores were constructed by 1951. This lot was tied into municipal utilities by the 1890s. The lack of residential structures and development predating the introduction of city utilities indicates this lot does not possess archaeological sensitivity for historic period residential archaeological resources.

² Notice of Affidavit

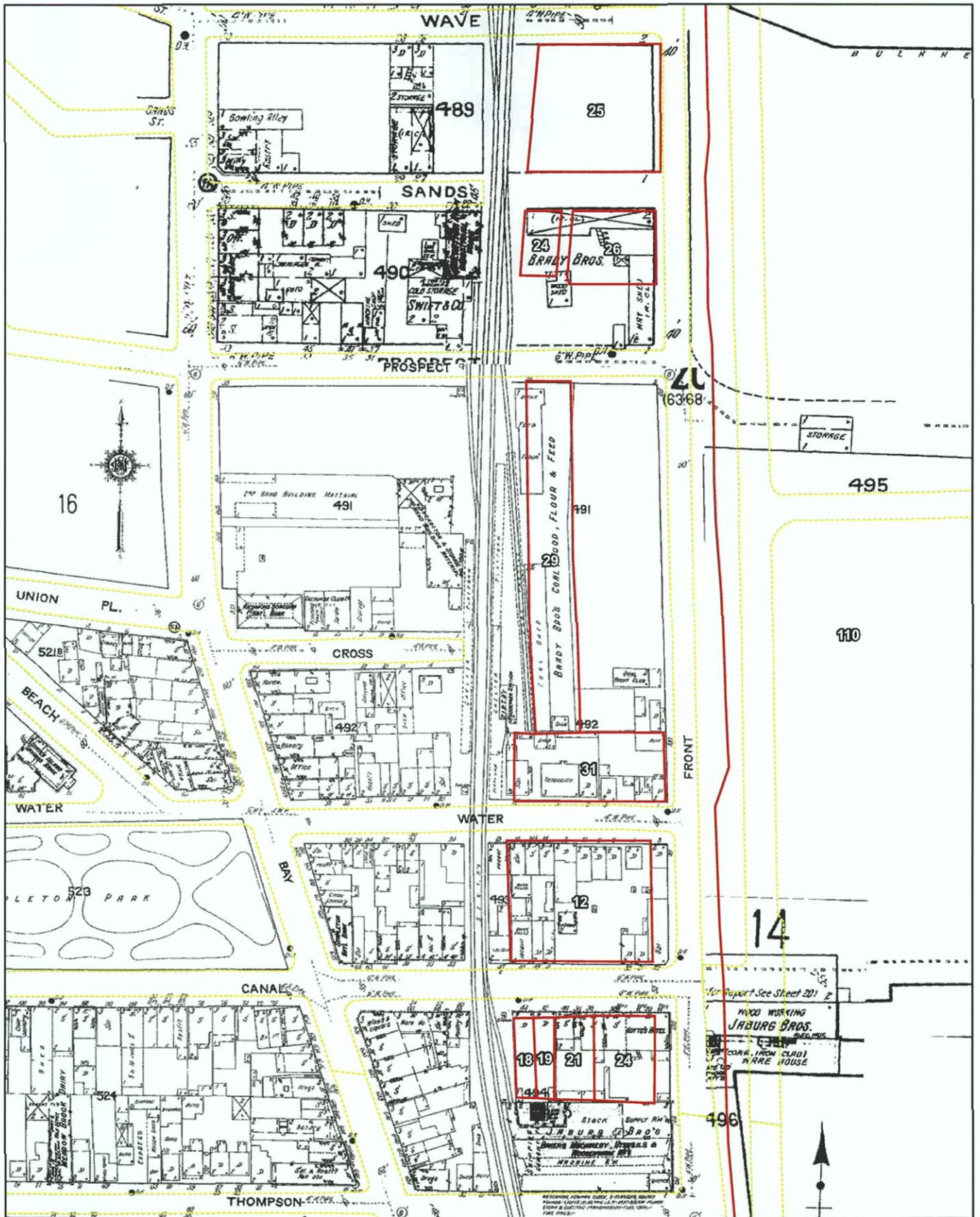
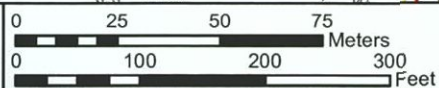


FIGURE 26: 1917 Map of the Lots West of Front Street within the Stapleton Rezoning Project Area



SOURCE: NYC GIS 2005; Sanborn 1917

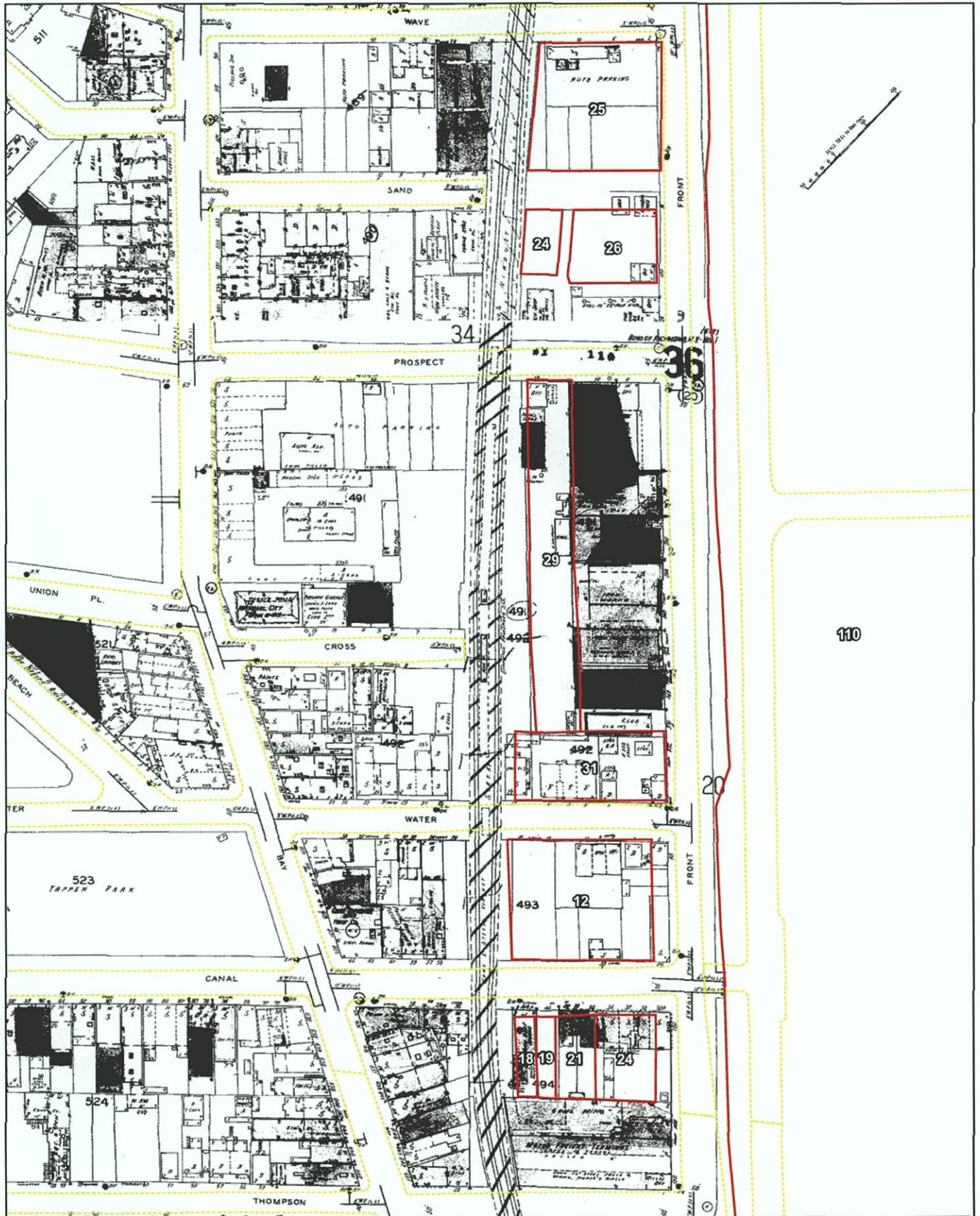
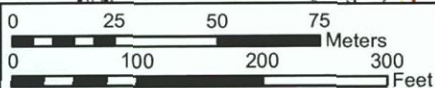


FIGURE 27: 1951 Map of the Lots West of Front Street within the Stapleton Rezoning Project Area



SOURCE: NYC GIS 2005; Sanborn 1951

4.3. Block 490, Lot 24

Block 490 is bounded by Sands and Prospect Streets and Front and Bay Streets. Lot 24 is 111.66 feet west from the southwest corner of Sands and Front Street. It is an irregular shaped lot; 40 feet wide and 75.15 feet in length. The current owner is Felix Nodar and there are no existing structures.

Lot History

According to the 1847 survey (see Figure 10), the area of current Lot 24 consisted of about two unnumbered lots that were 25 feet wide and 75 long with no structures (Root 1847). In 1852 (see Figure 11), Lot 24 was comprised of historic lots 161 and 160 with the same configuration as the previous survey. In 1885, Historic Lot 161 was sold to Lewis S. Wood by the Executors of Victor DeLuanay's Estate, Charles and Frederick Couderl (Liber 160, page 159). The 1898 Sanborn Map (see Figure 17) shows the lots were still vacant but the block numbers had changed to 475 and 476 and municipal water lines had been installed on Prospect Street; a year later Sarah L. Wood sold this lot to Bernard Brady (Liber 273, page 200).

By 1917 (see Figure 26), Brady Coal and Ice, of Bayonne New Jersey, occupied the whole eastern end of Block 490. There was a large stable in the northeast corner which would have encompassed modern lots 24 and 26. In the southeast corner of Block 490, extending northward was a large, one story hay shed and a one story structure with frontage on Prospect Street. Another one story shed lie in the middle of the lot. Beginning in 1936 there were major lot divisions over an almost forty year period.

By 1937, modern Lot 24 was vacant; this portion of Block 490 only had two large vacant structures and a possible grain elevator. This property remained under the ownership of the Brady's (Sanborn, 1937). In 1947 Patrick Brady, a Trustee, sold modern Lot 24 to Charles F. McAteer Jr. and John P. McAteer (Liber 183, page 62). In 1951 this lot was vacant but the rest of the block had commercial structures. This property remained in the possession of the McAteer family until 1957 when it was sold to Michael Caracappa (Liber 1650, page 350).

Date	Grantor	Grantee	Note
3-17-2003	Front Street LLC.	Felix and Purification Nodar	
2-24-2000	United States of America and the Secretary of the Navy	Front Street LLC.	
7-05-1991	Michael Caracappa	USA Naval Facilities Engineering Command	
6-18-1964	Charles F. McAteer Sr., Charles F. McAteer Jr., John P. McAteer	Michael Caracappa	
4-25-1957	Charles F. McAteer Jr., John P. McAteer	Charles F. McAteer Sr., Charles F. McAteer Jr., John P. McAteer	
4-01-1952	John Patrick McAteer	Charles F. McAteer, and John Patrick McAteer	
12-01-1947	Charles J. McAteer Jr.	John P. McAteer	
2-03-1947	Patrick Brady (Trustee)	Charles F. McAteer Jr., John P. McAteer	
9-26-1935	Augustine B. Casey (Referee)	Patrick Brady (Trustee)	
11-15-1930	Consumer Coal and Ice	Brady Coal and Ice Inc.	
11-11-1930	Consumer Coal and Ice	Brady Coal and Ice Inc.	
8-19-1899	Bernard and Annie Brady	Consumer Coal and Ice Inc.	Former lot 161
1-17-1899	Sarah L. Wood	Bernard Brady	Former lot 161
6-11-1885	Frederic and Charles Couderl (Executors of Victor DeLuanay's Estate)	Lewis S. Wood	Former lot 161

Summary and Conclusions

The area of Block 490, Lot 24 saw development only at the beginning of the twentieth century with the construction of stables and haybarns for Brady Coal and Ice. This lot was tied into municipal utilities by the 1890s. No residential structures were ever constructed within this lot. The lack of residential structures and development predating the introduction of city utilities indicates this lot does not possess archaeological sensitivity for historic period residential archaeological resources.

4.4. Block 490, Lot 26

Block 490 is bounded by Sands, Prospect, Front and Bay streets. Lot 26 is an irregular shaped lot at the northeast corner of Sands and Front Streets. The northern line along Sands Street measures 96.66 feet while the southern line, which abuts lot 37, measures 100 feet. The eastern line along Front Street measures 84 feet and the western line abutting lot 45 measures 75.15 feet. It is currently owned by Unique Electric Inc. and has a Sands Street address with one structure constructed by 1951.

Lot History

The 1847 survey (see Figure 10) shows Wave Street as the easternmost street along the water's edge. Sixteen unnumbered, vacant lots lay between Water Street and Front Street, which was just west of Lot 26. Lot 26 was, approximately, three whole unnumbered lots and sections of four other unnumbered lots with no structures (Root 1847). In 1852 (see Figure 11), Lot 26 was comprised of lots 157, 158, 159, and 231 and had no structures. In 1898 (see Figure 15), the property still lacked structures but the lot numbers had changed to 481, 482, 483 and part of 477. This map also showed municipal water lines had been installed on Prospect Street.

By 1910, Brady Coal and Ice owned former lot 159 and on the 1917 Sanborn Map (see Figure 26) a large stable, owned by Brady Bros., was at the northeast corner (modern lot 26) and extended into modern lot 24. The one story structure that was used for hay storage in the southeast corner of the block also extended into this modern lot 26. In 1930 Brady Coal and Ice purchased former lots 157, 158, and 231 (Liber 708, page 370; Liber 710, page 360; Liber 712, page 79).

The 1937 Sanborn Map indicates, however, there were no functioning structures on the whole block. There were two large vacant structures varying between one and two stories with what seemed to be an open grain elevator in the middle of the block. By 1951 (see Figure 27), there was a small one story office structure in the southeast corner of modern lot 26 with a one story lumber shed beside another one story shed in the northeast corner.

Date	Grantor	Grantee	Note
10-23-2001	Salvatore Russo	Unique Electric Inc.	
2-08-2000	Anne and Bernard Manzo	Salvatore Russo	
2-14-1979	McAteer Realty Corp.	Thomas and Joanne Manzo	
3-22-1978	John P. McAteer Sr., John P. McAteer Jr.	Charles F. McAteer Jr., John P. McAteer	
5-10-1973	Charles F. McAteer Jr., John P. McAteer	Charles F. McAteer Jr., John P. McAteer	
7-31-1972	Charles F. McAteer Jr., John P. McAteer	Joseph J. Marino	
6-04-1972	Block 490 Corp.	Charles F. McAteer Sr., Charles F. McAteer Jr., John P. McAteer	
12-01-1967	Charles F. McAteer Sr., Charles F.	Block 490 Corp	

Date	Grantor	Grantee	Note
	McAteer Jr., John P. McAteer		
4-25-1957	John P. McAteer, Charles F. McAteer Jr.	Charles F. McAteer Sr., Charles F. McAteer Jr., John P. McAteer	
4-01-1957	John Patrick McAteer	Charles F. McAteer, John Patrick McAteer	
12-01-1947	Charles F. McAteer Jr.	John P. McAteer	
9-26-1935	Augustine B. Casey (Referee)	Patrick Brady (Trustee)	
11-03-1930	LuLu Keppler	Brady Coal and Ice	Former lot 157
11-14-1930	Eva Betchel	Brady Coal and Ice	Former lot 231
11-11-1930	Anna H.C. Kenney	Brady Coal and Ice	Former lot 158
8-25-1910	Bernard and Annie Brady	Brady Coal and Ice	Former lot 159
1-15-1909	Michael O. Driscoll	Bernard Brady	Former lot 159
3-22-1899	Comptroller of the State of New York	Bernard Brady	

Summary and Conclusions

The area of Block 490, Lot 26 saw development only at the beginning of the twentieth century with the construction of a stable, hayshed and grain elevator for Brady Coal and Ice. This lot was tied into municipal utilities by the 1890s. No residential structures were ever constructed within this lot. The lack of residential structures and development predating the introduction of city utilities indicates this lot does not possess archaeological sensitivity for historic period residential archaeological resources.

4.5. Block 491, Lot 29

Block 491 is irregularly shaped, bounded by Prospect Street to the north, Block 492 to the south, Bay Street to the west and Front Street on the east. Lot 29 has frontage on Prospect Street and extends into Block 492 on the south. It is a large rectangular lot measuring 400.25x50 feet. It is bounded in the north by Prospect Street, in the south by Block 492, Lot 31, in the east by Lots 32, 37, 41, 42, 46, and 29 in Block 492 and in the west by Block 491, Lot 11, Cross Street and Lots 12 and 45 in Block 492. It is perpendicular to Cross Street which bisects the western portion of Blocks 491 and 492. Lot 29 is currently owned by Angelo Tupone with an address of 14 Prospect Street. The existing structure was built in 1931.

Lot History

The 1847 (see Figure 10) George Root Survey shows this lot being bisected by a waterway, owned by the Vanderbilt's, which extended from the water's edge to Bay Street. Water Street was the easternmost street with Front Street parallel and to the west. This survey depicts sixteen unnumbered lots varying in size between Water and Front streets, and Cross Street ran perpendicular from Bay Street to Water Street. Essentially, current Lot 29 consisted of 6 unnumbered, vacant lots of varying sizes, part of the New York Bay represented by Vanderbilt's waterway, and a portion of Cross Street.

In 1852 (see Figure 11), Lot 29 was split into lots 96, 98, 125, 126, 309, 310, and two unnumbered lots. Cross Street intersected Front Street, which was the eastern most street situated at the water's edge. Beach Street was renamed Water Street now, which was south and parallel to Cross Street. The width of the historic lots within modern Lot 29 was 25 feet, but the lengths varied, and all of the historic lots lacked structures. The 1874 Beers Atlas (see Figure 24) also showed no structures, but there was a different street configuration. Modern Block 491 was intersected by a street called Vanderbilt Street and Cross Street was renamed Union Place. The 1885 Sanborn map shows the same street configuration without structures. Block 491 was labeled as "Bottom Lands"; which implies it was still marsh or swamp

lands and unfilled or undeveloped at this time (see Figure 14).

By 1898 (see Figures 16 and 24), modern Lot 29 extended south from Prospect Street, and crossed over Vanderbilt Place (originally Vanderbilt Street) and Cross Street (formerly Union Street). It was comprised of lots 377, 378, 438, 439, and 469. Brady Bros. Coal, Wood, Flour, & Feed occupied the majority of Lot 29 at this time and municipal water lines had been installed by now. The Brady Bros headquarters were in the Bergen Point section of Bayonne, New Jersey and said to have been the largest coal company in Bayonne (Martin, 2004). Lot 438 had a one story structure with frontage on Prospect Street that opened into another long, narrow one story structure designated as the Feed Room. Lot 439 ran parallel to this and was vacant. The Feed Room opened into a smaller two story feed room with a drive or passageway to the east. Running south along the western edge of the lot were Coal Pockets. South of this lot there was a one story stable with a basement. A branch of the Staten Island Rapid Transit Railroad ran into the complex for delivery and distribution of coal.

The 1917 Sanborn map (see Figure 26) shows Brady Bros. Coal, Wood, Flour, & Feed as a long, narrow one story rectangular structure at 14 Prospect Street. This building served as the office with the flour and feed in the rear. To the south of this structure, in the western half of the lot, was a large two story coal shed a smaller one story shed to the east. A large coal trestle had been built by this time along the western edge of the lot. A year later, in 1918, are the earliest records of sewer installation on the adjacent streetbeds.

By 1937 (Sanborn 1937), this property was owned by Brady Coal & Ice Co. Inc. There is a smaller office structure at the northern end of the lot with a small wood frame structure adjacent. A five car private garage is in the rear with an unidentifiable structure associated. The remainder of the lot was used as a coal yard with a small one story structure in the southeastern corner of the lot, identified as a "Loader" building. In 1951 (see Figure 25), Anton Persson owned the property at 14 Prospect Street. A one story office building remained with the wood frame structure on its eastern side. A structure which housed machinery or was used for manufacturing was now behind it, but the private garage was no longer present. There are also three new one story structures on the eastern edge of the lot. Two of the structures are small and unidentified and the other appears to be a large storage facility. The same "Loader" structure remains in the southeastern corner of the lot.

Date	Grantor	Grantee
4-27-1990	Angelo and Albert Tupone	Angelo Tupone
12-31-1980	Laura A. Fieramosca	Angelo and Albert Tupone
8-09-1973	Community National Bank & Trust Co. NY	Laura A. Fieramosca
9-22-1967	Laura A. Fieramosca, Crossocean Container Corp.	Lease
6-30-1967 ³	Laura A. Fieramosca,	Community National Bank & Trust Co. of Richmond
9-30-1963	T&G Realty	Laura A. Fieramosca
7-10-1962	Hazel Schenke, Eleanor Griffin, Rose Persson	T&G Realty
5-07-1962	Hazel Schenke, Eleanor Griffin, Rose Persson, Taft Realty	Contract
3-24-1938	Port Richmond Co Op Savings & Loan	Anton H. Persson
2-08-1938	Joseph Streeble (Referee)	Port Richmond Co Op Savings & Loan
8-18-1931 ⁴	Consumer Coal & Ice	Brady Coal & Ice
3-08-1926	Cornelius Scott (Executor)	Consumer Coal & Ice
4-15-1903	Nathan L. Miller	Cornelius Van Schoyk

³ Asset of lease

⁴ Former lots 96,98,125,126

Summary and Conclusions

The area of Block 491, Lot 29 saw development at the end of the nineteenth century with the appearance of Brady Bros. Coal, Wood, Flour, & Feed. This lot was tied into municipal utilities by 1918. No residential structures were ever constructed within this lot. The lack of residential structures and the strictly commercial use of the lot indicates this lot does not possess archaeological sensitivity for historic period residential archaeological resources.

4.6. Block 492, Lot 31

Block 492 is irregularly shaped as Block 491 intrudes into the northern portion of this block. Block 492 is bounded by Block 491 and Cross Street on the north, Front Street on the east, Water Street on the south and Bay Street on the west. Lot 31 is a large rectangular lot on the southeast corner of Block 492 (intersection of Front and Water streets). The lot is currently about 180 feet in width and 75 feet in length. Lot 31 is owned by the United States of America; the existing structure was built in 1991 and has an address of 1 Water Street.

Lot History

In 1847 (see Figure 10), Lot 31 was comprised of approximately seven unnumbered, vacant lots. These lots were 25 feet wide and 75 feet long. Water Street was the easternmost street, parallel to Front Street, and a block of sixteen unnumbered, vacant lots separated the two streets. Beach Street (modern Water Street) formed the southern boundary to modern Block 492 (Root 1847). In 1852 (see Figure 11), Lot 31 was divided into seven historic lots: 90, 91, 92, 97, 99, 101, and 236. These lots were also 75 feet in length and 25 feet in width with no structures. At this time, Cross Street intersected with Front Street. The 1874 Beers Atlas (see Figure 24) showed the same information, except Cross Street was called Union Place.

By 1885 (see Figure 14), there were two three story dwellings (1816 and 1817 Water Street) with a one story shed in the rear (1816 ½ Water Street) of Lot 31. The ownership of the southeastern corner was transferred from Victor DeLuanay to two different parties; John Bardes and William Robinson (Liber 160, page 163; Liber 169, page 375). By the late 1880s, municipal sewer and water lines had been installed within Water Street. Sewer lines would not be installed on the adjacent streetbeds, however, until 1908.

By 1898 (see Figure 17), there was a dramatic increase in development on this lot (Sanborn 1898). Lot 31 consisted of lots 365, 366, 367, 368, 380, 381, and 382 and Cross Street cut through Block 492 to the north of modern Lot 31. Lot 365 had a two and a half story saloon with frontage on the northern side of Water Street. The saloon had an attached one story structure in the rear with a two story structure adjacent and a small yard. There were also two one story structures in the northeast and northwest corners of historic lot 365. Lots 366, 367, and 368 had a large three story structure comprised of three dwellings. These three lots also had one story dwellings along their northern edges; lot 366 had a stable, and lots 367 and 368 had unidentified structures. Lot 380 had two dwellings of two stories each in the southeast and southwest corners. Lot 381 had a one story structure which accommodated a plumbing business with frontage on Front Street and a one story stable in the rear. There was also a one story commercial structure on this lot. Lot 382 had a two story stable in the northwest corner, a one story structure along the northern edge, and a one story structure in the northeast corner. Municipal water lines were present within Water and Cross streets.

By 1917 (see Figure 26), there were only four lot divisions: 31, 34, 36, and 40 (Tax Map 1917). Former lot 34 had a two story dwelling in the southeast corner with two associated one story buildings. Two adjacent one story structures with front yard space are west and further west is another one story structure.

In the southwest corner there was a two story dwelling. Former lot 31 had a one story automobile garage in the northeast corner and a one story structure in the southwest corner. Former lot 36 contained a three story dwelling and a three story tenement with an associated one story structure in the rear. The northern edge of this lot has two one story sheds and a narrow, rectangular unidentified one story structure. The two and a half story saloon with the two story adjacent structure was still present. However, there were now two one story structures associated with the saloon, with the same unidentified one story structure in the northeast corner.

By 1937 Cornelius J. O'Brien had amassed most of the property of current lot 31 (Liber 656, pages 366, 368; Liber 731, page 585). The Sanborn Map from this year shows a two story dwelling in the southeast corner of current lot 31 with the address 1 Water Street. The dwelling still had two one story structures associated with it; one in the rear and the other just west of it. But now there were side and back yards. The southwestern corner still had a two story dwelling (5 Water Street) and it now had a one story garage in the rear. The entire northern line of this lot was covered by a large one story garage with an eight car capacity. The large three story dwelling and tenement had been replaced by a three story structure with three flats (9, 11, and 11A Water Street). Two of these flats seemed to be associated and shared a one story structure in the rear. The other flat appears separate but also had a one story structure in the rear. Behind this structure on the northern edge of the lot was a long, narrow unidentified one story structure with another one story to the west of it. The structure in the southwest of this lot which was once a saloon was now a store. The structure was still two and a half stories with a two story structure adjacent. There were still three one story structures in the rear; two were associated with the store but had a slightly different configuration than on the previous map. In 1951 (see Figure 27), the only modification occurred when the large capacity garage along the northern edge of the lot was replaced by two one story storage facilities.

Date	Grantor	Grantee	Notes
9-04-1992	Peter, Salvatore, Frank P. Marino, and Marie DiMarzio	United States of America	
5-19-1992	Peter, Salvatore, and Frank P. Marino	Peter, Salvatore, Frank P. Marino, and Marie DiMarzio	
3-08-1961	One Water Street Inc.	Peter Marino	
5-26-1956	Frank H. Kotte	One Water Street Inc.	
7-08-1944	William J. O'Brien (heir of Cornelius J. O'Brien)	Frank H. Kotte	
3-05-1932	Rose Lee	Cornelius J. O'Brien	
4-20-1928	Cornelius J. O'Brien	Rose Lee	
2-02-1928	A. Emma, Christian J., Helen, and Charles K. Bardes	Cornelius J. O'Brien	Historic Lot 90
2-02-1928	A. Emma, Christian J., Helen, and Charles K., and Louis Bardes	Cornelius J. O'Brien	Historic Lots 97,99, 236
8-02-1927	Cornelius J. O'Brien	Rose Lee	
3-16-1927	Cornelius J. O'Brien	Rose Lee	Historic Lots 101,103
7-19-1926	Barbara Winter (deceased)	Cornelius J. O'Brien	Historic Lots 101, 103
7-31-1911	Martha Robinson	Christian J. Bardes	Historic Lot 90
10-08-1899	Winslow Robinson	William and Martha Robinson	Historic Lot 90
4-19-1893	William and Winslow Robinson	Martha Robinson	Historic Lot 90
6-09-1885	Victor DeLuanay (deceased)	William Robinson	Historic Lot 90
6-04-1885	Victor DeLuanay	John Bardes	Historic Lots 91,92

Summary and Conclusions

The area of Block 492, Lot 31 saw three dwellings appear at the same time as city sewer and water services were installed within Water Street. Subsequent development created additional residential

structures. However, none of the residential structures relied on individual sewer and water lines. Rather, this portion of the project received city water and sewer in the 1880s. The lack of potential residential structures predating city utilities indicates this lot does not possess archaeological sensitivity for historic period residential archaeological resources.

4.7. Block 493, Lot 12

Block 493 is bounded by Water Street to the north, Front Street to the east, Canal Street to the south and Bay Street on the west. Lot 12 is a large rectangular lot on the eastern end of the block and is 175 feet in length and 135 feet in width. It is currently a parking lot with any structures and is owned by Front Street LLC with a Water Street address.

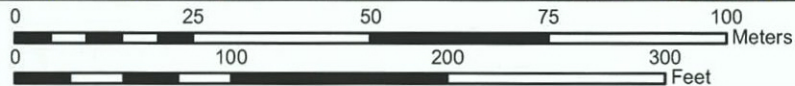
Lot History

In 1845 (Figure 28), the northern half of this lot, located on present day Water Street, was located within the Bay of New York. The southern half of lot 12 was comprised of historic lots 59, 60, 61, 62, 63 and 65, each lot measuring 60 feet in length and 25 feet in width (Blood 1845). The George Root Survey of 1847 shows a significant difference, however (see Figure 10). Water Street was east of Front Street and a block with sixteen lots separated Water and Front streets. Lot 12 was bounded by Beach Street (modern Water Street) on the north and Canal Street on the south. Fourteen historic lots make up modern Lot 12; seven of these lots measured 25'x75' while the seven historic lots measured 25'x60'. The lots on the northern side of the block, measuring 75' in length, were not numbered while the southern half's lots possessed the same historic lot numbers as shown in the 1845 survey. Running east to west across the middle of modern Lot 12 was a canal that ran into the Bay of New York. The Root Map of 1852 (see Figure 11) shows the same fourteen lot divisions; the northern historic lots were now numbered 83-88. No structures are shown within modern Lot 12. The 1874 Beers Atlas (see Figure 24) shows six structures on approximately seven lots. Included among these structures was the Stapleton Hotel and properties belonging to B. Brown, G. Winter, and T.R.R.

The 1885 Sanborn (see Figure 14) shows numerous structures on Lot 12. On the southeast corner of the lot, at the northwest corner of Canal and Bay Streets, historic lot 59, is the Stapleton Hotel. This was a two story wood frame structure with a bar and was owned by Mathias Brand (Webb 1886). Historic lot 60 had a vacant two story structure and a two story laundry facility with a one story structure in the rear. Continuing west to historic lot 61 is a two story structure labeled "lunch" with two one story structures in the rear. Historic lot 62 contains an unidentified structure. A sewer structure ran west to east at the center of historic lots 61 and 62, within the general location of the canal depicted in the 1847 map (see Figure 10). Historic lots 63 contained a livery stable fronting Canal Street and a two story salon with a one story shed opening onto Water Street. On historic lot 64, two commercial structures were located on Canal Street (a tobacconist and a plumber) while on the north side of this lot was a two story livery extending onto historic lot 65 with a one story stable in the rear. Historic lot 65 also contained a two story saloon with a two story structure in the rear that opened into a Concert Hall. Just north of and directly abutting the Concert Hall was a one story shed adjacent to the two story livery stable. This livery stable was in the location of historic lots 83 and 84. Historic lot 85 contained the aforementioned saloon opposite historic lot 63. Former lots 86-89 contained a two story dwelling with a one story shed to the east. This dwelling had a back yard which appeared to have encompassed the remainder of the lots in modern Lot 12. By 1885, water utilities appear to have been installed along Canal Street as a fire hydrant is depicted in front of the vacant structure at historic lot 60.



FIGURE 28: 1845 Survey of Block 493 and 494 within the Stapleton Rezoning Project Area



SOURCE: NYC GIS 2005; Blood 1845

The 1898 Sanborn map (see Figure 17) is more detailed and shows an increase in residential occupation. The lots were renumbered and the addresses had letter designations. This map also indicates municipal water pipes had been installed on all surrounding streetbeds. The hydrant on Canal Street previously noted in 1885 remains in the same location in 1898. Municipal sewer lines were installed ten years later in 1908 (DEP 2005). The Stapleton Hotel was not noted on this map, but it seems as if the original structure was converted into a larger two story dwelling. This structure encompassed historic lots 829 and 830 (K, L, and M Canal Street) and had two separate one story dwellings attached in the rear. Historic lots 827 and 828 (I and J Canal Street) now had a small two story dwelling and a large wagon shed. The dwelling had a one story structure and the wagon shed had a large two story stable attached to the rear. Historic lot 826 (I Canal Street) had another smaller, one story wagon shed with a two story stable that is associated with the larger wagon shed. A structure with two stories housed two stores on historic lot 825 (G and H Canal Streets) with a back yard abutting historic lot 841.

In 1898, the western end of modern Lot 12 was comprised of a large unidentified structure (the former concert hall) with two saloons at either end. These saloons were located on historic lots 824 and 840 (F Canal Street and O Water Street) and the saloons had frontage on both Canal and Water Streets. This entire structure was "brick filled" and the unidentified structure was only one story whereas the saloons were two and three stories. The saloon on Water Street was part of the three story structure on historic lot 841 (P and Q Water Street) which accommodated a cabinet maker and a store. This lot also contained a one story rectangular structure at the rear of the lot that extended into historic lot 825 to the south.

There were two structures on historic lot 842 (R Water Street). The southern side of Water Street had a two story dwelling with a large unidentified one story in rear of the lot with a small, vacant corner in the west. Historic lots 843 and 844 (S and T Water Street) shared a two story dwelling with a yard which covered most of the southern half of the lot. Lot 843 also had an unidentified one story structure in the southwest corner of the lot with the remainder of the land to the north left vacant. Historic lots 845 and 846 were mostly vacant except for two small, unidentified one story structures on each lot.

The 1917 Tax map shows that the current lot 12 consisted of lots 12, 15, 19, 22, 27, and 30. The Sanborn map (see Figure 26) from the same year shows these lots as mostly residential with numerical street addresses. The historic lot 12 was the largest measuring 50x135 and was sold by Hugo Mock to Muir Realty in 1917 (Liber 981, page 380). The southeast corner of this lot had two dwellings of two stories each adjacent to a saloon in the former location of the Stapleton Hotel; the saloon property was now owned by C. Vanderbilt (DEP 2005). To the north were three small one story structures. Historic lot 63 contained a vacant two story building. On the Canal Street side of historic lot 64 were two narrow two story dwellings, adjacent to historic lot 65 containing the vacant 2 story building formerly housing the saloon with the concert hall in the back. On the north side of modern Lot 12, the following structures were located (listed west to east on Water Street): 16 Water Street contained a three story saloon; 14 ½ Water Street – three story store; 14 Water Street – three story store with a 1 story structure in the rear; 12 Water Street – two story dwelling; 10 Water Street – two story dwelling; 8 Water Street – two story dwelling; 6 Water Street – two story dwelling; 4 Water Street – two story dwelling.

The 1937 Sanborn map shows a dramatic decrease in both residential and commercial structures. At the southeast corner of Canal and Front Streets, in the footprint of the former saloon resides a store with a one story addition in the rear. The rest of Canal Street consists of vacant lots. At the northeast corner of Lot 12 (adjacent to the SIRT) is a three story structure that housed three stores. The store in the northwest corner has a one story brick structure attached and at the southwest corner of the lot there is a separate structure to the south. The next lot contains a large two story structure with three dwellings although the majority of this lot is vacant. The lot at the northeast corner of Water and Front Streets has two separate two story dwellings both with one story structures attached on either side of the buildings. There are two one story private garages with frontage on Front Street that share a vacant parcel to the west.

In 1951 (see Figure 27), the Sanborn map only shows eight structures on the whole block. The store still exists in the southeast corner of Canal and Front Streets and shares an unidentified one story structure with the lot directly north. To the west is another store with a one story structure. These are the only structures on Canal Street at this time. The lot directly north (with frontage on Water Street) contains what looks to be the same structure from the previous Sanborn map, however, only one of the dwellings was occupied. The other two were labeled vacant. The lot to the east also had what appeared to be the same structures from the previous map – two separate two story dwellings with one story on either side.

Date	Grantor	Grantee	Notes
10-25-2001	Front Street Realty Corp.	Front Street LLC.	
9-12-1966	Albritt Realty Corp.	Front Street Realty Corp.	
8-19-1966	Sam Salerno/ Albritt Realty Corp.	Release of Option	
5-12-1966	Sam Salerno/ Albritt Realty Corp.	Release of Option	
5-11-1966	Sam Salerno/ Albritt Realty Corp.	Release of Option	
7-18-1961	Alex DiBrizzi	Albritt Realty Corp.	
4-11-1956	The City of New York	Alex DiBrizzi	
3-15-1954	Treasurer of the City of New York	The City of New York	
1-27-1947	South Atlantic Realty	Alex DiBrizzi	
5-06-1927	Muir Realty Corp.	South Atlantic Realty	Historic Lot 12
4-14-1927	Julius C Muller (deceased)	South Atlantic Realty	Historic Lot 15
3-16-1917	Hugo Mock	Muir Realty	Historic Lot 12
11-18-1913	Edward C Meurer	Hugo Mock	Historic Lot 825
7-27-1892	Thomas and Ellen Brown	Mathilda Meurer (wife of Edward)	Historic lot 63
8-05-1878	William S Hornfager (referee)	Thomas Brown	Historic lot 63
11-24-1845	County of Richmond	William J Staples	

Summary and Conclusions

The area of Block 493, Lot 12 saw several structures appear by the 1870s. One of these structures functioned as the Stapleton Hotel, while other structures were owned by a B. Brown, G. Winter, and T.R.R. It is unknown if these structures were residences or commercial locations. By 1885, additional structures appeared on the lot, but sewer and water facilities were available to the block. The lack of potential residential structures predating city utilities indicates this lot does not possess archaeological sensitivity for historic period residential archaeological resources.

4.8. Block 494, Lot 18

Block 494 lies between Canal and Thompson streets and Front and Bay streets. Lot 18 is a small, rectangular lot located on the northern half of the block with frontage on Canal Street. This lot is 149.14 feet west of the northeast corner of Front and Canal Streets. It measures 27.06 feet across Canal Street and is 100 feet deep. It is bounded by lots 15, 19, and 30. Lot 18 is owned by Front Street LLC., and has a structure dating from 1931 at the address of 44 Canal Street.

Lot History

In 1845 (see Figure 28), Lot 18 corresponded with historic lot 43 and lacked development. An 1847 Survey shows the same vacant lot 43, but with a different street configuration (see Figure 10). Water Street was located at the water's edge with Front Street located to the west. There was a small rectangular block east of modern Block 494, containing seven unnumbered and vacant lots. The 1852 survey, however, does not depict this small cluster of lots, instead indicating a ferry dock here (see Figure 11).

The 1874 Robinson Atlas shows this lot to be empty (see Figure 24). By 1885, a two story structure is present in the northwest corner of Lot 18 with an address of 27 Canal Street (see Figure 14). Lot 18 was owned by Mary Jane Scott at the time, who had purchased the property from William J. Staples in 1878 (Liber 123, page 160). A shed appears in the southwest corner, and a driveway runs through the center. The 1898 Robinson Atlas (see Figure 25) shows a structure on this lot while the 1898 Sanborn map indicates there are two dwellings within Lot 18 (see Figure 17). Each dwelling has two stories and front on Canal Street. This map also confirmed that municipal water lines had been installed by this time, whereas, sewer had been installed on the adjacent streetbeds four years earlier in 1892 (DEP 2005).

The topographical survey from 1908 of the area shows a two story brick structure in the northern end with an unidentifiable structure in the southern. The 1917 Sanborn map (see Figure 26) shows this lot as having a single two story dwelling with an attached one story structure (located at 42 Canal Street). This property was now owned by Frederic T. Scott who purchased it in 1915. There also remained a one story structure in the southwest corner. By 1917, the lots reflect the modern configuration and numbering.

The 1937 Sanborn map indicates there were now two dwellings bisected by a drive or passageway. These were two story structures but the address was the current 44 Canal Street and owned by Frederic Scott (Liber 782, page 263). The structures behind the dwellings were identified as one and two story sheds. In 1951 (see Figure 27), Viola E. and Harold Thorn owned this property and the Sanborn map indicates a two story structure on the lot. The structure is labeled as "Auto Body Works" with "spray painting" at the rear one story building (Liber 1080, page 450; Sanborn, 1951).

Date	Grantor	Grantee
2-28-2000	United States of America, Secretary of the Navy	Front Street LLC.
7-05-1991	Albert E. and Faye P. Hensley	United States of America, Naval Facilities Engineering Command
12-18-1964	Viola E. Thorn	Albert E. and Faye P. Hensley
7-12-1949	Rene L. Allegre	Viola E. and Harold Thorn
10-30-1947	Mary Goetz Scott decree of Frederick T. Scott deceased	Rene L. Allegre
5-14-1936	Ignatz and Angelina Dinapoli	Frederick Scott
9-16-1930	Salvatore and Antonina Arnone	Ignatz Dinapoli
6-29-1927	Frederick and May T. Scott	Salvatore and Antonina Arnone
12-31-1915	Mary Jane Scott (widow of John Scott)	Frederick Scott
1-28-1878 ⁵	William J. Staples	Mary Jane Scott
2-23-1846	Elizabeth Sherman, John C. Thompson, Minthorne Tompkins	William J. Staples

Summary and Conclusions

The area of Block 494, Lot 18 was developed in the 1880s. The original function of the structure was unknown, though it was not indicated to be a residential structure. Municipal utilities were installed on Canal Street by the 1890s. By 1917, the existing structure was used as a dwelling. The lack of potential residential structures predating city utilities indicates this lot does not possess archaeological sensitivity for historic period residential archaeological resources.

4.9. Block 494, Lot 19

Block 494 lies between Canal and Thompson streets and Front and Bay streets. Lot 19 is a rectangular lot 125 feet west of the southwestern corner of Canal and Front Streets. It is bounded by Canal Street, lots

⁵ Historic Lot 43

18, 21, and 30 and is 100 feet in length and 24.14 feet in width. Front Street LLC currently owns the lot; there is a single structure, constructed in 1931, with an address of 42 Canal Street.

Lot History

In 1845 (see Figure 28), Lot 19 corresponded with historic lot 46, with approximately the same dimensions as the modern lot, and lacked structures (Blood 1845). An 1847 Survey (see Figure 10) depicts the same lot number and dimensions but with a different street configuration. A small block with seven vacant, unnumbered lots was located the east of Block 494. This block lay between Water and Front streets with Water Street being the easternmost street along the water.

The 1874 Beers Atlas (see Figure 24) shows a single structure on this lot with an unknown function. The 1885 Sanborn Map (see Figure 14) shows a two story structure labeled Hay & Straw and a one story structure in the rear on the southern edge of the lot possibly used for storage. The 1898 Sanborn Map (see Figure 17) shows this structure was no longer commercial but a two story dwelling with a yard and a one story structure in the rear. The historic lot number had changed to 805 and the address was 25 Canal Street. This map also confirmed that municipal water lines had been installed by this time, whereas, sewer had been installed on the adjacent streetbeds four years earlier in 1892 (DEP 2005).

By 1917 the lot number and dimensions had changed to reflect the modern configuration and numbering (see Figure 26). Lot 19 contained the single story dwelling with a one story structure in the southeastern corner of this lot. By 1937 there was a two story structure with two separate stores. Along the southern edge of this lot there was a long rectangular shed which extended into lot 18. Their addresses were 42A and 42B Canal Street. By 1951 (see Figure 27), these structures were no longer present (Sanborn 1951); however, this information conflicts with the 1931 date of construction for the existing structure (NYC DOF 2006).

Date	Grantor	Grantee
2-28-2000	United States of America	Front Street LLC.
1-14-1993	Joseph Bruzzese	USA Naval Facilities Engineering Command
12-15-1983	Michael Fink	Joseph Bruzzese
12-15-1983	1063 Spot Inc.	Michael Fink
6-05-1980	1063 Spot Inc.	Michael Fink
7-26-1977	Michael Fink	1063 Spot Inc.
2-09-1977	Joseph P. DeFranco	Michael Fink
5-02-1969	Peter A. Manfredi	Joseph P. DeFranco
11-17-1967	Margaret Lisinski	Peter A. Manfredi, Joseph P. DeFranco
3-08-1960	William Lynch	Joseph S. Lesinski
4-28-1955	City of New York	William Lynch
3-15-1954	Treasurer of the City of New York	City of New York
11-29-1937	Louis Basso, Marie Garbarino	Louis Basso
1-11-1927	NJ Refrigeration Co./ Lembeck & Betz Eagle Brewing Co.	John B. Basso
5-03-1918	Montague Lessler (Referee)	Lembeck & Betz Eagle Brewing Co.
12-31-1915	Mary Jane Scott (widow of John Scott)	Frederick Scott
4-25-1857	Robert and Francis Christie	Mary Jane Scott
8-27-1846	Elizabeth Sherman	William J. Staples

Summary and Conclusions

The area of Block 494, Lot 19 was developed in the 1870s. The original function of the structure was unknown, though it was not indicated to be a residential structure. By the 1880s, this structure was used

for storing hay and straw. In the 1890s, this structure was converted in to a dwelling and municipal utilities were installed on Canal Street around the same time. The lack of potential residential structures predating city utilities indicates this lot does not possess archaeological sensitivity for historic period residential archaeological resources.

4.10. Block 494, Lot 21

Block 494 lies between Canal and Thompson streets and Front and Bay streets. Lot 21 is a rectangular lot 75 west from the northwest corner of Canal and Front Streets. It is 100 feet in length and 50 in width. It is currently owned by Front Street LLC and has an address of 36 Canal Street. The existing structure was built in 1931.

Lot History

An 1845 Survey (see Figure 28) shows Lot 21 corresponded with historic lots 47 and 58, which each were 75 feet in length and 25 feet in width (Blood 1845). The 1847 Root Survey (see Figure 10) indicates the same numbered lots; however, the surrounding streets were different. Water Street was located at the water's edge with Front Street lying more to the west and parallel with Water Street. A small block of seven lots was also located directly east of Block 494. In 1852 (see Figure 11), Lot 21 remained without any structures (Root 1852).

The 1874 Beers Atlas shows two unidentified structures on this lot (see Figure 24). The 1885 Sanborn Map, however, showed several structures were now present within Lot 21 (see Figure 14). In the northwest corner, there was a fish market housed within a two story structure with a one story in the rear at an address of 23 Canal Street. This meat market was adjacent to a two story structure with a passage or driveway. Behind this two-story structure was a large yard with three structures: a one-story structure, a two-story structure at 21 ½ Canal Street and a two-story stable. In the northeast corner of Lot 21, at 21 Canal Street, was a three story butcher/meat market with a connected one story structure in the rear.

In 1898 (see Figure 17), Lot 21 covered historic lots 806 and 807. Eliza Garret had owned this property since 1880 and would remain the owner until 1907 (Liber 134, page 38). But according to the Webb's Consolidated Directory, Eliza Garret lived on Tompkins Avenue in 1886 and probably never occupied her Canal Street property (Webb 1886). Lot 807 contained the three story structure in the northeast corner that once housed the butcher shop and was now a dwelling with an associated one story structure in the rear and the adjacent two story structure. The address was still 21 Canal Street, but there was a new one story structure directly south of it that was not present in the 1880s. The stable was now two and a half stories with a one story structure associated. Lot 806 had a one story structure along its southern edge and a two story structure with the address 23 Canal Street. This structure was commercial and held two separate businesses. One of which appeared to be a barber and the other was unmarked. They both had associated one story structures and there appeared to be a large yard. Municipal water lines had been installed by this time while sewer lines had been established in 1892.

By 1917 (see Figure 26), the lot numbers had changed to the modern configuration, though modern Lot 21 was split between historic lots 21 and 22. The heirs of Thomas Brainiff had sold the lots to Moritz Glaubel and Charles Rosenberg (Liber 337, page 105). The Rosenbergs owned at least part of this property from 1917 until 1958 but there is no evidence of their occupancy (Liber 827, page 535; Liber 1073, page 231; Liber 1388, page 127; Liber 1417, page 52). The Sanborn Map of this year showed the three story dwelling in the northeast corner of lot 22 was now a store with an associated one story structure in the rear and the address of 36 Canal Street. The two story adjacent structure with the driveway was there but was not associated with it and had the address 38 Canal Street. The northwest corner of lot 21, at 40 Canal Street, had another store with two stories and an adjoining two story structure

in the rear. All of these structures had significant yard space. The southern edge of these two lots contained two unidentified one story structures.

The 1937 Sanborn map shows there were few changes in twenty years. All structures were intact except the two along the southern edge of the lot which was now vacant. The 1951 Sanborn Map is illegible except for a one story structure in the southern end of the lot (see Figure 27). Modern Lot 21 remained split between historic lots 21 and 22.

Date	Grantor	Grantee	Note
2-28-2000	United States of America Secretary of the Navy	Front Street LLC	
6-17-1993	Commissioner of Finance the City of New York	City of New York	
4-23-1990	James R. McConnell	United States of America	
11-24-1986	Commissioner of Finance the City of New York	City of New York	
8-31-1981	Peter Oliver	James R. McConnell	
2-21-1981	RDJ Associates Corp.	Peter Oliver	
1-21-1969	Irving Selznick, Selgar Realty Corp., S.O. Selznick Corp.	RDJ Realty Corp.	
7-26-1966	Steven O. Selznick	S.O. Selznick Corp.	
4-17-1964	Joshua and Pauline Brown	Steven O. Selznick	
8-27-1963	Louise W. Kaufman	Joshua and Pauline Brown	
3-07-1958	Edwin L., Claudia K., Donald, and J. Donald Rosenberg	Louis Kaufman	
4-25-1957	Claudia K. Rosenberg	Edwin L., Claudia K., and J. Donald Rosenberg	
5-03-1949	Estate of Charles Rosenberg Inc.	Claudia K. Rosenberg	
6-19-1940	Survivor, Executor, Trustee, of deceased Charles Rosenberg	Estate of Charles Rosenberg Inc.	
5-21-1917	Heirs of Thomas Brainiff	Moritz Glaubel, Charles Rosenberg	
3-23-1907	Eliza Garret	Heirs of Thomas Brainiff	
6-30-1880	Eliza K. Goold	Eliza Garret	
2-19-1877	Walter T. Elliot (referee)	Eliza K. Goold	
4-25-1857	Robert and Francis Christie	Mary Jane Scott	Former lot 58
8-27-1846	Elizabeth Sherman	William J. Staples	Former lot 58

Summary and Conclusions

The area of Block 494, Lot 21 was developed by the 1870s and in the 1880s, a fish store and a butcher were present in this lot. In the 1890s, municipal utilities were installed on Canal Street. By 1898, at least one of the structures present in modern Lot 21 was a residence. In the early twentieth century, the structures housed several stores. The lack of potential residential structures predating city utilities indicates this lot does not possess archaeological sensitivity for historic period residential archaeological resources.

4.11. Block 494, Lot 24

Block 494 lies between Canal and Thompson streets and Front and Bay streets. Lot 24 is located on the eastern half of the block with frontage on Canal and Front Streets. The lot is 75 feet in width and 100 feet in length with a Front Street address and currently has a one-story structure and a cellular

telecommunications facility; however, according to data from NYC DOF, this lot does not contain a structure.

Lot History

In 1845 (see Figure 28), Lot 24 corresponded with historic lots 54, 55, 56 and 57. It was also in this year that the County of Richmond sold historic lot 57 to William J. Staples (Liber 13, page 189). These lots were each 25 feet in width and 100 feet in length with no structures (Blood 1845). The 1847 Root Survey (see Figure 10) shows the same information, however, Water Street was the easternmost street at the water's edge. In 1852 Front Street (see Figure 11) was shown as the easternmost street and Lot 24, which still consisted of historic lots 54-57, was directly across from the Ferry Dock on the Bay of New York with no structures. The 1874 Beers Map (see Figure 24) still depicts no development within Lot 24 but the initials R.S. are present in the lot.

The 1885 Sanborn Map (see Figure 14) shows a four story structure belonging to a Masonic Lodge. At the northeast corner of Canal and Front Streets stood Schafer's Hotel and bar with the address 703 Canal Street. Next door, at 704 Canal Street was a billiard room and 705 Canal Street was a dwelling with a boot and shoe maker. In the rear of the hotel there was a two story wooden framed structure associated with the hotel and the Billiard room had a one story in the rear. These structures had significant backyard areas. In the southeast corner of the lot was a one and a half story dwelling with an associated one story structure in the rear with the address of 703 ½. In the middle of this lot was a one story rectangular, unidentified structure.

In 1898 (see Figure 17), Lot 24 consisted of historic lots 812, 813, 814 and 815. The same four story structure is present but with different occupants. The northeast corner housed a saloon and now had two associated structures in the rear. The rest of the structure consisted of dwellings with a cobbler in the northwest corner and open yard spaces. The southeast corner of the lot contained a one story shed with various unidentified one story structures along the perimeter of the lot and in the center. This map also indicated municipal water lines had been installed by this time whereas sewer lines had been installed in 1892 (DEP).

By 1917 (see Figure 26) the lot configuration matched the modern and the property still had a large four story structure. The Kotte's Hotel was at the northeast corner of the lot with the address of 30 Canal Street and a store with the address of 32 Canal Street was in the northwest corner. Both these structures had one and two story associated structures in the rear and considerable yard space. In the southeast corner of lot 24 was a small one story structure and in the southwest was a large, unidentified, L-shaped one story structure. The 1937 Sanborn indicates there were now four stores housed in this structure. These businesses had the addresses 30A, 30, 32, and 34 Canal Street. The same one story structures from the previous survey were present in the rear. By 1951 (See Figure 27) not much had changed except the L-shaped structure was replaced by a rectangular building used for storage.

Summary and Conclusions

The area of Block 494, Lot 24 was developed by the 1870s and in the 1880s, Schafer's Hotel, containing a bar and billiards, was present. A dwelling stood at the northwest corner of Lot 24. In the early 1890s, municipal utilities were installed on Canal Street. Because city municipal utilities were installed around the same time of the dwelling's occupation, this lot does not possess archaeological sensitivity for historic period residential archaeological resources.

5.0 HISTORIC ARCHITECTURAL SURVEY

5.1 Methodology

Potential impacts on historic architectural resources can include both direct physical impacts and indirect impacts. Direct impacts could include demolition of a resource, alterations to a resource that cause it to become a different visual entity, damage from vibration (e.g., from train movements underground or from construction blasting or pile driving), and additional damage from adjacent construction that could occur from falling objects, subsidence, collapse, or damage from construction machinery.

Indirect impacts are contextual or visual impacts that could result from project construction or operation. The CEQR Technical Manual indicates the following examples of indirect impacts: blocking significant views of a resource; isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive features that contribute to that resource's significance, such as a church with notable stained-glass windows.

Significant adverse direct or indirect impacts can occur if a project would cause a change in the quality of a property that qualifies it for listing on the State and National Registers of Historic Places (S/NR) or for designation as a New York City Landmark (NYCL). To assess the potential impacts of the New Stapleton Waterfront Plan, an inventory of historic architectural resources in areas that could be affected by the project was compiled based on the methodology described below.

The first step in identifying potential impacts was to define the architectural APE. Since there are numerous locations spread across the Project Area that could potentially be affected by construction or that could be affected once construction is completed and the various project components are operational, the architectural APE was defined as the entirety of the Project Area plus the next adjacent block to the west (see Figure 3) to account for visual and contextual impacts. The architectural APE encompasses the area bounded by Hannah Street to the north, the U.S. Pierhead to the east, Greenfield Avenue to the south and Bay Street to the west.

Once the architectural APE was determined, an inventory of previously listed or eligible historic properties adjacent to and within the architectural APE was compiled. These resources include properties or districts listed on the S/NR or determined eligible for such listing; National Historic Landmarks (NHLs); New York City Landmarks (NYCLs) and Historic Districts; and properties that have been found by the New York City Landmarks Preservation Commission (LPC) to appear eligible for designation, considered for designation ("heard") by the LPC at a public hearing, or calendared for consideration at such a hearing (these are "pending" NYCLs).

Criteria for listing on the National Register are in the Code of Federal Regulations, Title 36, Part 63, and LPC has adopted these criteria for use in identifying architectural resources for CEQR review. Following these criteria, districts, sites, buildings, structures, and objects are eligible for the National Register if they possess integrity of location, design, setting, materials, workmanship, feeling, and association, and: 1) are associated with events that have made a significant contribution to the broad patterns of history (Criterion A); 2) are associated with significant people (Criterion B); 3) embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C); or 4) may yield [archaeological] information important in prehistory or history. Properties that are younger than 50 years of age are ordinarily not eligible, unless they have achieved exceptional significance. Determinations of eligibility are made by the NYSOPRHP.

The LPC designates historically significant properties in the City as NYCLs and/or Historic Districts, following the criteria provided in the Local Laws of the City of New York, New York City Charter, Administrative Code, Title 25, Chapter 3. Buildings, properties, or objects are eligible for landmark status when a part is at least 30 years old. Landmarks have a special character or special historical or aesthetic interest or value as part of the development, heritage, or cultural characteristics of the City, State, or nation. There are four types of landmarks: individual landmark, interior landmark, scenic landmark, and historic district.

In addition to identifying architectural resources officially recognized in the architectural APE, an inventory was compiled of other buildings that could warrant recognition as architectural resources (*i.e.*, properties that could be eligible for NYCL designation) in compliance with CEQR guidelines. For this project, potential architectural resources were those that appeared to meet one or more of the National Register criteria (described above), and were identified based on a field survey of the architectural APE and by using historical sources, such as documents at the New York Public Library, the Municipal Archives and the Department of Buildings archives. An inventory of 63 potential resources is presented below. Once the historic resources in the architectural APE were identified, the Proposed Action was assessed for both direct physical impacts and indirect contextual impacts (as described above) on the architectural resources

5.2 Identification and Evaluation of Historic Properties within the Architectural APE

5.2.1 Previously Listed or Eligible Historic Properties adjacent to the Architectural APE

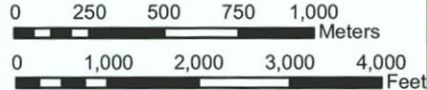
An examination of the historic architectural resource files at the NYSOPRHP and NYC LPC indicates that there are no historic architectural resources previously determined eligible for listing or listed on the National or New York State Register of Historic Places (N/SR) or listed as New York City Landmarks within the historic architectural APE (Dolkart and Postal 2004). A search of the immediate area surrounding the historic architectural APE indicated a total of fourteen previously recorded historic architectural resources (Figure 29; Table 2)

Table 2: Previously Documented Historic Architectural Resources adjacent to the Architectural APE

Resource Name	Address	Status	Year Listed
St. Paul's Memorial Church and Rectory	225 St. Paul's Avenue	S/NR; NYCL	1980, 1975
St. Paul's Avenue – Stapleton Heights Historic District	Roughly bounded by St. Paul's Avenue, Trossach Road, Marion Avenue, and Paxton Street	S/NR eligible; NYCL	2004
The Nook Historic District	Harrison Street between Quinn and Brownell Streets	S/NR eligible; NYCL eligible	
63 William Street		S/NR eligible; NYCL eligible	
Bayley Seton Hospital Physician's Residence	6-13 Vanderbilt Avenue	S/NR eligible; NYCL eligible	
Vanderbilt Avenue./Carrere and Hastings Historic District	Roughly bounded by Vanderbilt, Tompkins, and Townsend Streets, and Taibot Place	S/NR eligible; NYCL eligible	
364 Van Duzer Street		S/NR; NYCL	1982, 1973
390 Van Duzer Street		S/NR; NYCL	1982, 1973
Edgewater Village Hall & Tappen Park	Bounded by Bay, Wright, Water and Canal streets	S/NR; NYCL	1980, 1968
Dr. James R. Boardman House	710 Bay Street	NYCL	1982
Paramount Theater	560 Bay Street	S/NR eligible	



FIGURE 29: Existing Historic Architectural Resources Adjacent to the Stapleton Waterfront Project Area



SOURCE: USGS Quad, 7.5' Series, The Narrows, NY-NJ, 1981, Jersey City, NJ-NY, 1981

Table 2: Previously Documented Historic Architectural Resources adjacent to the Architectural APE (con't)

Resource Name	Address	Status	Year Listed
Tompkinsville Pool	Murray Hulbert Avenue	S/NR eligible LPC heard	
Carnegie Library (Stapleton Branch New York Public Library)	132 Canal Street	S/NR eligible; NYCL eligible	
Staten Island Savings Bank	Beach and Water Streets	S/NR eligible; LPC heard	

Of the ten known projects that are expected to be completed by 2015 and serve as the basis for the No Build Condition, none of the projects are in the general vicinity of these fourteen previously recorded historic properties. Therefore, the redevelopment activity should not have any adverse impacts on these previously recorded historic architectural resources near the study area, either visually or contextually.

5.2.2 Previously Undocumented Historic Properties within the Architectural APE

The following historic architectural resources were documented within the historic architectural APE and appeared to be 30 years in age or greater (Figure 30; Table 3). The 63 resources described below were assessed for their potential to be listed as New York City Landmarks using the criteria outlined above.

Table 3: Historic Architectural Resources Surveyed for the New Stapleton Waterfront Plan

Map No.	Address	Block/Lot	Est. Construction Date	Determination
1	326 Front Street	490/37	ca. 1951	Not Significant
2	2 & 10 Prospect Street	491/32	ca. 1937	Not Significant
3	14 Prospect Street	491/29	ca. 1951	Not Significant
4	15 Prospect Street	490/45	1929	Not Significant
5	Staten Island Railway	Not available	1936	Not Significant
6	22 Sands Street	490/19	ca. 1888	Not Significant
7	308 Front Street	489/25	1951	Not Significant
8	511 Bay Street	489/5	1965	Not Significant
9	31 Wave Street	488/164	ca. 1937	Not Significant
10	34 Wave Street	489/48	1952	Not Significant
11	521 Bay Street	489/1	ca. 1917	Not Significant
12	27 Sands Street	489/46	ca. 1951	Not Significant
13	23 Sands Street	489/19	ca. 1937	Not Significant
14	26 Water Street	493/8	ca. 1937	Not Significant
15	31 Water Street	492/48	ca. 1937	Not Significant
16	533-539 Bay Street	490/4	1899-1908	Not Significant
17	541 Bay Street	490/1	ca. 1937	Not Significant
18	346 Front Street	491/37	ca. 1937	Not Significant
19	350 Front Street	491/41	ca. 1937	Not Significant
20	354 Front Street	491/42	ca. 1917-ca.1951	Not Significant
21	366 Front Street	491/46	ca. 1937	Not Significant
22	370 Front Street	492/29	ca. 1917	Not Significant
23	597 Bay Street	492/1	ca. 1917	Not Significant
24	595 Bay Street	492/3	ca. 1885	Not Significant
25	593 Bay Street	492/4	ca. 1885	Not Significant
26	587 Bay Street	492/6	ca. 1898	Not Significant
27	585 Bay Street	492/7	ca. 1898	Not Significant
28	12 Cross Street	492/10	ca. 1898	Not Significant
29	10 Cross Street	492/11	ca. 1917	Not Significant

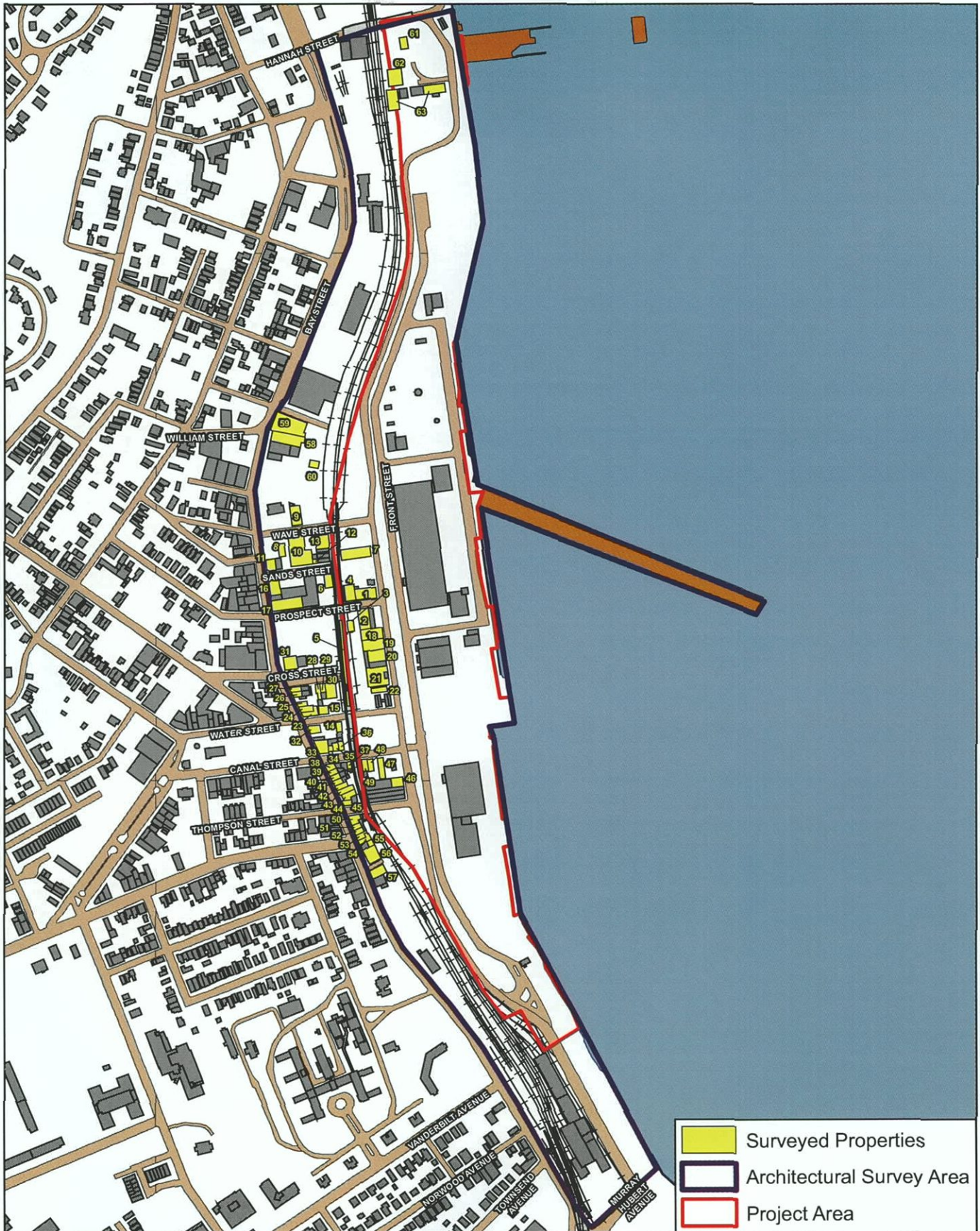
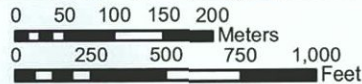


FIGURE 30: Historic Architectural Resources Surveyed for the Stapleton Rezoning Project



- Surveyed Properties
- Architectural Survey Area
- Project Area



SOURCE: NYC GIS 2005;
NYC EDC 2005

Table 3: Historic Architectural Resources Surveyed for the New Stapleton Waterfront Plan (con't)

Map No.	Address	Block/Lot	Est. Construction Date	Determination
30	2 Cross Street	492/12	ca. 1951	Not Significant
31	571 Bay Street	491/1	1968	Not Significant
32	611 Bay Street	493/3	1950	Not Significant
33	619 Bay Street	493/43	ca. 1937	Not Significant
34	61 Canal Street	493/42	ca. 1917	Not Significant
35	59 Canal Street	493/40	ca. 1898	Not Significant
36	55 Canal Street	493/39	ca. 1917	Not Significant
37	54 Canal Street	494/14	1950	Not Significant
38	631 Bay Street, 56 & 58 Canal Street	494/10	ca. 1898-ca.1917	Not Significant
39	635 Bay Street	494/9	1910	Not Significant
40	637 Bay Street	494/70	1910	Not Significant
41	639 Bay Street	494/7	ca. 1898	Not Significant
42	641 Bay Street	494/6	1945	Not Significant
43	645 Bay Street	494/5	ca. 1951	Not Significant
44	649 Bay Street	494/1	1931	Not Significant
45	651 Bay Street	494/1	ca. 1937	Not Significant
46	144 Front Street, 150 Front Street	494/30	1912, ca. 1917	S/NR eligible
47	36 Canal Street	494/21	ca. 1951	Not Significant
48	42 Canal Street	494/19	ca. 1951	Not Significant
49	44 Canal Street	494/18	ca. 1937	Not Significant
50	661 Bay Street	496/110	ca. 1898	Not Significant
51	665 Bay Street	496/109	ca. 1917	Not Significant
52	669 Bay Street	496/108	ca. 1885	Not Significant
53	671 Bay Street	496/107	ca. 1937	Not Significant
54	675 Bay Street	496/105	ca. 1885	Not Significant
55	677 Bay Street	496/104	ca. 1885	Not Significant
56	681 Bay Street	496/101	ca. 1937	Not Significant
57	691 Bay Street	496/54	1876	Not Significant
58	461-467 Bay Street	488/18	ca. 1898-ca. 1951	Not Significant
59	453-457 Bay Street; 3 Baltic Street	488/26; 488/175 (same owner)	ca. 1937-ca. 1951	Not Significant
60	South of Baltic Street, east of 461-467 Bay Street	Not available	ca. 1937	Not Significant
61	Richmond Tunnel Chlorination Building, City of New York Water Supply, west side Front St. south of Hannah St.	Not available	1970	Not Significant
62	Sewage Building, west side Front St. south of Hannah St.	Not available	ca. 1970	Not Significant
63	Staten Island Ferry Buildings, west side Front St. south of Hannah St.	Not available	ca. 1965	Not Significant

Resource No. 1 - 326 Front Street (Photo 1)

The rectangular, one-story brick industrial building located at 326 Front Street stands on the northwest corner of Front Street's intersection with Prospect Street on Block 490, Lot 37. The building features five-to-one common bond walling capped by a terra cotta coping, a flat roof, and generally symmetrical fenestration. Three bays penetrate the building's principal eastern elevation facing Front Street while six bays occupy its southern elevation along Prospect Street. Corbelled panels ornament the tops of the southern and eastern walls. The lower of two parallel soldier belt courses composing the horizontal frames of the panels also serves as a lintel for the southern elevation's window openings and the eastern elevation's large vehicle bay. The vehicle bay is located on the southern side of the elevation and is



Photo 1: 326 Front Street, Survey No. 1 (foreground) and 15 Prospect Street, Survey No. 4 (background) Looking Northwest

protected by two large metal bollards. A wide metal overhead roll door occupies the vehicle bay opening. A metal slab pedestrian door occupies the eastern elevation's center bay. A bank of four, metal-cased windows with concrete sills occupy the northern portion of the eastern elevation. Brick infill above the windows indicates the original windows occupied a larger opening. A second pedestrian door opening located below the eastern elevation's windows has been filled with brick. The southern elevation displays five symmetrically spaced metal industrial sash with cast concrete sills. An overhead roll door blocks a pedestrian entrance in the western end of the southern elevation. Stacked container truck bodies spanned by a shallow gable roof create a two-story storage facility on the northern portion of the lot.

Construction of the industrial building at 326 Front Street probably occurred between 1937 and 1951. Sanborn insurance maps from 1937 depict a building with completely different footprint at the location while the 1951 corrected map shows a building *similar in dimensions* to the current structure (Sanborn 1937, 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 2 - 2 & 10 Prospect Street (Photo 2)

Two one-story, rectangular buildings stand on Block 491, Lot 32 at 2 and 10 Prospect Street along the south side of Prospect between Front Street and the Staten Island Railway viaduct. Both buildings' principal elevations face north towards Prospect Street. The eastern of the two buildings, located at 2 Prospect Street, features an open storage area along its eastern elevation parallel to Front Street. This building possesses a false parapet gable end on its Prospect Street elevation, asphalt brick siding, a poured concrete foundation, and four bays across its north gable end. Three of the northern elevation bays contain one-over-one wooden sash, all in dilapidated condition. The fourth bay contains a doorway covered by plywood. A loading dock located along the building's eastern elevation is visible through a chain link fence lining the Front Street sidewalk partially hidden by various materials stored in the side yard. Two one-over-one wood sash and a large loading bay covered with plywood occupy the building's eastern elevation above the loading dock.

The western of the two buildings stands at 10 Prospect Street and features concrete- and pressed- block walling, stepped parapet side walls, a slender brick chimney, two wire-glass monitors atop its flat roof, and terra cotta copings. The three bays penetrating the building's northern elevation contain a metal slab pedestrian door protected by an overhead roll door, a large, metal overhead roll vehicle door, and a metal slab pedestrian door. Two large fixed-light windows are set in the wall above the western metal slab door. Five symmetrically placed window openings covered with plywood occupy the building's western elevation.

Most of the current complex of structures at 2 and 10 Prospect Street were erected between 1917 and 1937. In 1937, Sanborn insurance maps label the complex as Railway Express Agency garages (Sanborn 1937). By 1951, Sanborn maps indicate the complex acquired its present configuration with the addition of the northern section to 2 Prospect Street (Sanborn 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with



Photo 2 -2 (foreground) & 10 (background) Prospect Street (Survey No. 2) Looking Southeast

historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 3 - 14 Prospect Street (Photo 3)

The building at 14 Prospect Street consists of a one-story gable front structure located on Block 491, Lot 29 on the south side of Prospect directly east of the Staten Island Railway viaduct. A chain link fence protects access to the building which is set back approximately 30 feet from the sidewalk. Asphalt shingles cover its roof. The building's walls display concrete block construction and stucco finish. Two bays consisting of a large overhead roll metal door and a pedestrian door penetrate the building's northern elevation facing Prospect. Two small windows occupy the southern end of the building's western elevation.

The present building was probably built after 1951. Sanborn insurance maps prior to that date indicate buildings with different footprints stood on the lot (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 4 - 15 Prospect Street (see Photo 1)

The building at 15 Prospect Street probably consists of two periods of construction based upon height differences in the building's roof line. Located on Block 490, Lot 45 on the north side of Prospect Street directly east of the Staten Island Railway viaduct, the building stands one-story tall with stuccoed walls topped by a metal coping. Two large vehicle bays with overhead roll metal doors penetrate the building's southern elevation facing Prospect Street. Small shed-roof additions have been appended to the building's western elevation.

Although the City map portal indicates that the present structure was erected in 1929, construction of the present building at 15 Prospect Street probably occurred between 1937 and 1951. Sanborn insurance maps from 1937 do not depict at this location while the 1951 corrected map shows a building similar in dimensions to the current structure (Sanborn 1937, 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 3 - 14 Prospect Street (Survey No. 3) Looking Southeast

Resource No. 5 - Staten Island Railway (Photo 4)

The Staten Island Railway through the Stapleton area extends generally north-to-south between Bay and Front streets. North of Wave Street and south of Thompson Street the twin sets of train tracks are located at grade. Between Wave and Thompson the railway is carried by a viaduct primarily comprised of poured concrete piers and plate girder spans. The faces of many of the piers visible at street crossings are incised with "1936," the year the railroad eliminated most at-grade crossings along the line. The Stapleton Station platform is flanked by the north and southbound tracks between Prospect and Cross streets. Parallel sets of piers carry the two rail lines to either side of the central platform. The Clifton Station consists of concrete platforms east and west of the rail line. A modern metal protective waiting roof stands on the north bound platform. The south bound platform possesses a brick and wood waiting enclosure.

The railway's Maintenance-of-Way (MW) building stands along the west side of the rail line a short distance south of Dock Street. Originally a freight warehouse, the building stands one-story tall with an asphalt shingled gable roof and five-to-one common brick bond walls. Two bays containing a metal slab door and a large overhead rolling door penetrate the building's southern gable end. Wide extended eaves protect the southern gable's concrete slab loading dock. Eight corbelled piers along the building's eastern elevation divided the elevation into seven bays. One-over-one wood sash protected by metal grates occupy two eastern elevation openings, while two bays with concrete loading docks have been filled with corrugated metal panels and metal industrial windows. A concrete slab loading docks extends along the western elevation and wraps around the north gable end. A modern storage shed is linked to the MW building by hipped roof extending from the north gable end. Modern metal sided MW buildings stand on the east side of the rail line north of Murray Hubert Avenue and east of the Clifton Station.

Construction of the current Staten Island Railway alignment occurred in 1936 according to the date incised in the line's piers. The line and its buildings are a conglomeration of modern and older resources that possesses poor physical integrity and lacks quality of style, workmanship, and materials. The railway does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the railway does not possess any special character or special historical or aesthetic interest. The railway also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 6 - 22 Sands Street (Photo 5)

The two-story rectangular building at 22 Sands Street is located on Block 490, Lot 19 along the south side of Sands Street directly west of the Staten Island Railway viaduct. The building features brick and stuccoed walling topped by a terra cotta coping. Most window openings have been filled in with brick or covered with wood boards. Cast concrete sills and double-row jack arch lintels still denote much of the original fenestration patterns. Four windows originally penetrated the second story of the building's main northern elevation, while 11 openings occupied the western elevation's second story. The northern elevation's first story contains a large, overhead roll metal door set above a pedestrian door set inside stuccoed infill. A second pedestrian door occupies the east side of the northern elevation and is also protected by an overhead roll metal cover. A metal fire escape on the western elevation leads to a second-story, metal slab pedestrian door.

Construction of the present building probably occurred between 1885 and 1898. Sanborn insurance maps for 1885 do not depict any development on the present lot (Sanborn 1885). By 1898 a building of similar dimensions appears on the property labeled as "Charles Walter Mineral Water Storage." A rail spur



Photo 4 - Clifton Station, Staten Island Railway (Survey No. 5) Looking North



Photo 5 - 22 Sands Street (Survey No. 6) Looking Southeast

entered the building through its southern elevation (Sanborn 1898). In 1937 the Sanborn Company labeled the building as “vacant” (Sanborn 1937). The building was used for furniture storage in 1951 (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 7 - 308 Front Street (Photo 6)

The structure at 308 Front Street stands on Block 489, Lot 25 on the west side of Front Street south of Wave Street. Sands Street should comprise the southern border of the building but has been closed off by the Staten Island Railway viaduct west of the property. The one-story, elongated rectangular building features a gable roof sheathed with standing-seam metal set parallel to Wave Street, four circular metal vents across its peak, and seven metal piers evenly spaced across its north elevation with cinder block walling set between the piers. The building may consist of two periods of construction, demarcated by a change in roofing material color. The east gable end facing Front Street contains a large, centrally placed overhead roll metal door and a smaller, metal slab pedestrian door to its north. A former window opening set to the south of the central has been filled with concrete block. The southern elevation possesses a single metal slab door on its western end. The western end of the north elevation displays aluminum siding, a wide shed-roof wall dormer crowned by a large overhead roll metal door set above a fixed-light window, and a glass pedestrian door. An awning proclaiming “House of Billiards” shades the window and pedestrian door.

Construction of the building at 308 Front occurred sometime after 1951 as the present structure does not appear on Sanborn insurance maps of that year. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 8 - 511 Bay Street (Photo 7)

A former gas station building at 511 Bay Street, now a used car lot and auto repair and detailing shop, occupies the eastern side of Block 489, Lot 5 on the east side of Bay Street south of Wave Street. Rectangular in plan, the building stands one story tall with a flat roof, aluminized coping, and stuccoed walls. Three vehicle repair bays occupy the southern half of the building’s western elevation facing Bay Street, and contain the auto repair and detailing business. A chain link fence extends westward across the lot separating the used car lot from the auto repair portion of the lot. The northern portion of the building features glass display windows and a pedestrian door on its western elevation, and two pedestrian doors on its northern elevation. Awnings shade most of the doors and repair bays.



Photo 6 - 308 Front Street (Survey No. 7) Looking South



Photo 7 - 511 Bay Street (Resource No. 8) Looking Southeast

According to the City's map portal construction of the gas station occurred in 1965. Available evidence does not strongly indicate an earlier date of construction for the gas station. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 9 - 31 Wave Street (Photo 8)

The one-story, arched-roof rectangular structure at 31 Wave Street is located on Block 488, Lot 164 on the north side of Wave east of Bay Street. The building features parapetted gable ends topped by a terra cotta coping on its north elevation and cast concrete blocks on its southern elevation, and stuccoed brick walls. A number of metal vents protrude through the roof. The southern elevation facing Wave Street possesses a metal slab pedestrian door on its west side, and a large overhead roll metal door covering a central vehicle bay and metal-framed glass windows and door to its east. Two large overhead roll metal doors and a metal slab pedestrian door penetrate the north end of the building's eastern elevation. A corbelled brick chimney rises along the northwestern corner of the building. Construction of the present building occurred between 1917 and 1937. Sanborn insurance maps depict a different building on the lot in 1917 (Sanborn 1917). Twenty years later an auto painting shop of similar dimensions stands on the lot (Sanborn 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 10 - 34 Wave Street (Photo 9)

The one-story rectangular building stretching between Wave and Sands streets on Block 489, Lot 48 east of Bay Street features parapetted, stretcher-bond brick end walls north and south with aluminum copings shielding arched roofs connected to a taller arched-roof structure comprising the center of the building. Parapets also frame the central structure on the building's eastern and western elevations displaying cast concrete block walls and copings. The building's main elevation faces north to Wave Street and contains eight bays. A large overhead roll metal vehicle door and a metal slab pedestrian door occupy the center of the north elevation. Three windows containing five horizontal, metal-framed industrial windows with rowlock sills penetrate the north wall to both sides of the doors. The southern elevation facing Sands Street displays a central overhead roll vehicle door flanked by five former window openings filled with brick to either side. The western side elevation possesses a similar five-horizontal light window on its northern end. Other original window openings have been filled with concrete block. The eastern elevation contains a four-over-four metal sash unit on its northern end as well as other former openings filled with concrete block. A brick chimney pile also rises along the eastern elevation.

The City map portal indicates that the present structure was built in 1952. Sanborn insurance maps from 1951 show a building with a different footprint at this address. The building possesses poor physical



Photo 8 - 31 Wave Street (Survey No. 9) Looking Northwest



Photo 9 - 34 Wave Street (Survey No. 10) Looking Southeast

integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 11 - 521 Bay Street (Photo 10)

The three-story building with one-story rear wing at 521 Bay Street stands on Block 489, Lot 1 at the northeast corner of Bay and Sands streets. Built of light brown brick laid in stretcher bond, the building also displays darker brown stone belt courses visually dividing the three interior floors. The five-bay by three-bay, three-story structure also features a one-bay wide, canted entry with a metal slab door on its southwest corner. Three-story raised brick piers flank the entry and the adjacent bays of the western and southern elevations. A modillion cornice also crowns the western and southern elevations. Nearly all window openings contain one-over-one aluminum replacement sash. Decorative brick and stone lintels and rowlock sills ornament the windows. The main elevation faces west towards Bay Street and features a wide metal-framed glass storefront protected by an overhead roll metal door on its north end. A recessed doorway in the central portion of the western elevation possesses a wood cross-buck door with nine upper lights. A large window opening to the south is protected by a corrugated metal cover. A similar window occupies the western bay of the south elevation. The eastern side of the southern elevation contains metal framed windows set behind metal bars. The one-story wing features a shed roof and four bays along its southern elevation. Three of the bays consist of stuccoed window openings, while the fourth contains a metal overhead roll pedestrian door.

The present building was probably built between 1898 and 1917. An 1898 insurance map depicts a building with a different footprint at this location (Sanborn 1898). A saloon and restaurant of similar dimensions appears on the lot on a 1917 Sanborn insurance map (Sanborn 1917). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 12 - 27 Sands Street (Photo 11)

Brothers Auto Body & Repair stands at 27 Sands Street on Block 489, Lot 46 along the north side of Sands east of Bay Street. The small, one-story rectangular building displays six-to-one common bond brick walls, a metal slab door protecting a modern vinyl door with nine upper lights, and a overhead roll metal door on its southern elevation. A rowlock course defines the lower edge of a recessed panel above the pedestrian door.

A review of Sanborn insurance maps indicates that construction of the present building at 27 Sands occurred after 1951 since the building does not appear on maps of that date (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer.



Photo 10 - 521 Bay Street (Survey No. 11) Looking Northeast



Photo 11 - 27 Sands Street (Survey No. 12) Looking North

Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 13 - 23 Sands Street (Photo 12)

The rectangular brick building located at 23 Sands Street extends from Sands to Wave on Block 489, Lot 19 immediately west of the Staten Island Railway viaduct. The building consists of a two story structure, four bays wide by four bays deep, along Sands Street with a one-story section extending the remainder of the lot northward to Wave Street. The two-story portion features five-to-one common bond walls, a parapetted roof ornamented by three corbelled panels and cast stone coping, a terra cotta coping on its side walls, and a slender brick chimney rising from the building's northwest corner. The two-story building originally contained eight evenly spaced bays across the second story of its southern elevation. Although most have been filled in with concrete block, the soldier brick lintels and rowlock sills indicate the placement of the earlier fenestration. Three one-over-one aluminum sash units now penetrate the second story. Similarly, the southern elevation's first story fenestration exhibits infill and reworking. Four overhead roll metal doors now cover pedestrian and loading doors penetrating the first story. All four of the eastern elevation's bays have been covered with wood boards or filled with concrete block. The rear or northern one-story section also features five-to-one common bond walls topped by a parapet with a cast stone coping on its northern elevation and terra cotta coping on its side elevations. A corbelled panel occupies the center of the wall above a large overhead roll metal door. Three smaller overhead doors occupy the north elevation of the northern portion of the building. Portions of the northern elevation display a stuccoed finish coat, and stucco covers a fifth fenestral opening along the northern elevation. The northern building's western elevation possesses a single metal slab pedestrian door. The eastern elevation once boasted 11 bays comprised of large rectangular window openings; all have been filled with concrete block.

Construction of the present building occurred during the early twentieth century. A 1917 insurance map does not depict any building at the present address (Sanborn 1917). A 1937 map shows a bus garage of similar size on the lot in that year (Sanborn 1937). A 1951 map indicated the same building was used as a Venetian blind factory (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 14 - 26 Water Street (Photo 13)

Located on Block 493, Lot 8, the two-story building at 26 Water Street stands along the south side of Water adjacent to the west side of the Staten Island Railway. The building exhibits a stuccoed main or northern elevation facing Water and vinyl siding on its east and west side elevations and rear, southern elevation. The building's flat roof is hidden by an aluminized box cornice. Four symmetrically placed window openings containing six-over-six vinyl sash with molded wood surrounds occupy the north elevation's second story. A large overhead roll metal door protects the first story's window and door



Photo 12 - 23 Sands Street (Survey No. 13) Looking Northeast



Photo 13 - 26 Water Street (Survey No. 14) Looking Southwest

openings. An awning and stuccoed quoins also ornament the building's northern elevation. Two six-over-six vinyl windows occupy the southern elevation's second story. A corbelled chimney protrudes from the roof's southwest corner.

Construction of the present structure at 26 Water Street occurred between 1917 and 1937. Insurance maps from 1917 indicate another building of different dimensions stood on the lot (Sanborn 1917). A two-story store matching the present structure appears on 1937 insurance maps (Sanborn 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 15 - 31 Water Street (Photo 14)

The building located at 31 Water Street stands on Block 492, Lot 48 on the north side of Water Street east of Bay Street. Two stories tall with a nearly flat roof, the structure features vinyl German siding, a wide bracketed wood cornice, a full-width hipped pent roof over the southern elevation's first story, and a stuccoed chimney pile penetrating the east side of the roof. Six evenly spaced window openings line the second story of the main, southern elevation facing Water Street, each containing a one-over-one aluminum replacement unit. Large square black tiles have been applied to the first story level around the two ground level storefront entries and the upper level entrance. The centrally placed upper level entry features a recessed metal-framed glass door with a wide, semicircular concrete stoop and crowned by a metal-framed glass transom. Small semicircular-arched fixed-light windows occupy the west and east side walls of the entry's recess. The flanking storefronts consist of window openings protected by overhead rolling metal covers to either side of central doorways, both with wide concrete semicircular stoops. A metal-framed glass door occupies the western storefront's recessed entry, along with a semicircular arched fixed light window in the west wall of the recess. Awnings shade the western storefront and the central upper-level entrance. The building's eastern elevation contains a small one-over-one aluminum window on its second story. Two small windows penetrate the western elevation.

Construction of the present structure at 31 Water Street occurred between 1917 and 1937. Insurance maps from 1917 indicate another building of different dimensions stood on the lot (Sanborn 1917). A two-story building of dimensions matching the present structure appears on 1937 insurance maps (Sanborn 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 16 - 533-539 Bay Street (Photo 15)

The large, three-story rectangular building at 533-539 Bay Street stands on Block 490, Lot 4 on the east side of Bay between Sands and Prospect streets. The structure possesses a symmetrical main façade



Photo 14 - 31 Water Street (Survey No. 15) Looking NW



Photo 15 - 533-539 Bay Street (Survey No. 16) Looking Southeast

facing Bay Street comprised of 12 bays on its upper stories. The 12 bays are divided into four sections of three bays, each corresponding to first story storefronts and the building's street address numbers. Each storefront possesses two large lancet windows with stone surrounds that flank a central, lancet-shaped doorway, also with a stone surround. A second pedestrian door located to the south of each storefront set provides access to each street address's upper stories. The upper level entries are recessed and ornamented with crosssetted stone lintels. Five evenly spaced bays occupy the building's northern side elevation. Nearly all upper story window openings contain one-over-one aluminum replacement sash. The storefronts contain modern metal-framed windows and modern metal-frames glass doors. The building features cream-colored stretcher bond brick walling, brownstone belt courses that also serve as window lintels and sills on the third story and as sills on the second story, and a decorative bracketed cornice, probably of pressed metal. Modern doors with transoms occupy each upper story entrance. Original 10-light transoms still crown the entrances to 535 and 539 Bay. The date "1899" is visible in the cornice of 537 Bay Street; "1908" tops 533 and 535 Bay. The building's eastern elevation also displays 12 bays divided into four sets of three. One-story concrete block additions have also been appended to the building's eastern elevation.

Based upon dates in the cornices, construction of the building occurred between 1899 and 1908. The building does not appear on an 1898 insurance map of the area (Sanborn 1898). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 17 - 541 Bay Street (Photo 16)

The building at 541 Bay Street consists of a large, two-story rectangular structure at the northeast corner of Bay and Prospect streets with a one-story ell-shaped building appended to its rear, eastern end that extends the entire block between Prospect and Sands streets. The building is located on Block 490, Lot 1. The two-story portion features stretcher bond brick walls painted yellow and a parapet roof with cast concrete coping ornamented by decorative diamond brick patterning set above each of the three second story bays on the main, western elevation facing Bay Street. Glass block fills each bay and surrounds a small one-over-one aluminum sash window. Metal-framed fixed light windows set above metal spandrels comprise the first story storefronts. The storefront extends two bays along the building's southern elevation. The southern elevation's second story exhibits seven evenly spaced windows with paired one-over-one aluminum sash occupying most openings. Glass block surrounds the western second story bay similar to the western elevation's window openings. Glass block also fills the eastern two bays of the southern elevation's second story. Metal overhead roll doors protect three doorways on the southern elevation's first story. A large yellow awning wraps around the western and southern elevation shading the building's storefronts.

The one-story rear ell extends 10 bays with stretcher brick walling along Prospect Street, stuccoed walls on its eastern and northern elevations, and a parapet roof. Cast concrete tops the southern elevation's wall while a terra cotta coping caps the other three visible walls. The 10 southern bays feature glass block windows that penetrate the upper level of the building. Three ground level bays contain a metal slab door, a metal-framed glass door, and a wide, metal-framed glass window. Overhead roll metal doors protect the glass door and window. Four air conditioning units protected by metal bars penetrate the building's eastern elevation. Three symmetrical window openings filled with glass block occupy the



Photo 16 - 541 Bay Street (Survey No. 17) Looking Northeast

elevation's upper level. One ground level door opening contains a metal slab door. Another door opening is covered by an overhead roll metal door. Spalled stucco on the western side of the northern elevation reveal block construction underneath.

The present structure at 541 Bay Street was built between 1937 and 1951. Insurance maps from the earlier year do not depict a building with the present footprint at this location (Sanborn 1937). A 1951 insurance map shows the present building labeled as a furniture warehouse (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 18 - 346 Front Street (Photo 17)

A one-story, brown-stuccoed rectangular building at 346 Front Street stands on Block 491, Lot 37 on the west side of Front, south of Prospect Street. The building features a parapetted flat roof with an aluminum coping, three small wire-glass monitors, and a three-bay wide main elevation facing Front Street. A large overhead roll door covers the central vehicle bay opening. A metal slab door penetrates the western elevation to the south of the vehicle bay. Two multi-light industrial windows occupy the wall above the door. A second, larger metal slab pedestrian door occupies the western elevation north of the central bay.

The present building was erected between 1917 and 1937. A one story private garage and milk depot matching the present footprint appears on a 1937 insurance map but not on earlier maps (Sanborn 1937, 1917). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 19 - 350 Front Street (Photo 18)

The one-story, three-bay-wide rectangular structure at 350 Front Street stands atop Block 491, Lot 41 on the west side of Front between Prospect and Cross streets. The building features stretcher-bond brick walling, a flat parapet roof, and a remodeled main or eastern elevation facing Front Street. The eastern elevation's current three openings all possess overhead roll metal covers. Former window openings in the eastern elevation have been filled with concrete block but still display their soldier brick lintels and cast concrete sills.

The present building was built between 1917 and 1937. A building with the current footprint first appears on insurance maps in 1937 labeled as a private garage (Sanborn 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not



Photo 17 - 346 Front Street (Survey No. 18) Looking Southwest



Photo 18 - 350 Front Street (Survey No. 19) Looking West

identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 20 - 354 Front Street (Photo 19)

The buildings on Block 491, Lot 42 along the west side of Front Street consist of two gable-roofed structures set perpendicular to Front with a one-story shed joining the rear, western elevations of both.

The northern of the two gable-roofed buildings at 354 Front Street stands two stories tall with roll asphalt roof sheathing, five-to-one common brick bond walls on its eastern elevation facing Front Street, and corrugated metal siding on its side and rear elevations. Six symmetrically spaced bays with 16-light industrial windows and eight-light awnings occupy the eastern elevation's second story. Rowlock lintels and sills ornament the window openings. First story fenestration on the two-story building's eastern elevation consists of large central vehicle bay protected by an overhead roll metal door, and a modern two-panel wood door with nine upper lights to the north of the central bay. Two former window openings on either side of the central bay have been filled with concrete block. A single window opening penetrating the gable peak exhibits a plastic sheet covering. Second story level window openings on the northern, western, and southern elevations appear to have been covered with corrugated metal siding.

The southern of the two gable-roofed buildings stands one-story tall and only features a two bay wide elevation facing Front Street. The stuccoed eastern elevation contains two bays comprised of a metal slab door and a bank of three aluminum-framed glass doors protected by an overhead roll metal door. Roll asphalt covers the building's roof slopes.

The shed-roof addition features concrete block walling, roll asphalt roofing, and several window openings filled with concrete block. A large overhead roll metal door provides access into the addition through a shed-roofed opening.

The larger gable roofed building at 354 Front Street and the western shed-roof addition were built between 1917 and 1937. The buildings appear on insurance maps of 1937 labeled as ironworks (Sanborn 1917, 1937). The southern structure was erected between 1937 and 1951 (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 21 - 366 Front Street (Photo 20)

The building at 366 Front Street stands on Block 491, Lot 46 on the west side of Front Street north of Cross Street. The five-bay-wide, five-to-one common bond brick structure stands one-story tall with a flat roof punctuated by a central three-bay wide gable-roofed structure on its eastern elevation that only extends westward roughly 20 feet deep. A corbelled panel occupies the peak of the central two-story structure's eastern gable. The two-story structure displays three one-over-one aluminum sash windows



Photo 19 - 354 Front Street (Survey No. 20) Looking West



Photo 20 - 366 Front Street (Survey No. 21) Looking Southwest

with rowlock sills on its second story and three metal overhead roll pedestrian door covers on its first story. Large vehicle bays penetrate the one-story portions to the north and south of the central section and feature overhead roll metal covers. Five additional door and window openings once occupied the first story level and have been filled with concrete block; their locations are still demarcated by rowlock sills. The eastern elevation's wall possesses a cast concrete coping while the side and rear walls feature terra cotta copings. Spalled stucco on the building's rear, western elevation reveals the block construction of that wall.

The present structure was erected by 1937 according to insurance maps. An insurance map of that year depicts a garage of similar dimensions at the location (Sanborn 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 22 - 370 Front Street (Photo 21)

The one-story with raised basement, gable front building at 370 Front Street stands on Block 492, Lot 29 located on the west side of Front, north of Cross Street. The building probably reflects two periods of construction comprised of the one-bay deep section sheathed with vinyl siding on the building's eastern end facing Front Street, and the remaining six-bay deep structure sided with wood shingles. The foundation contains both concrete block and rock-faced block. Asphalt shingles cover the gable roof. The building also possesses an aluminized box cornice. The building's main elevation facing Front Street contains a single central bay containing a slightly recessed wood slab door. Wood risers with pipe hand railings set atop a concrete block stoop lead to the raised doorway. Concrete block fills a ground level window opening to the stoop's south. One-over-one aluminum sash occupy the six window openings penetrating the southern and northern elevations' first story. Former ground level windows in both the southern and northern elevations have been filled with concrete block although their cast stone sills remain. A pedestrian door opening onto a wood deck and stairs penetrated the south side of the western elevation and is protected by a metal overhead rolling cover. Two evenly spaced windows in the western elevation's first story are protected by vertical bars. A wood vent permits air through the western elevation's gable peak.

A two-story boat house appears at this location in 1917 according to insurance maps. A Sanborn map from that year labels the building the "Oval Yacht Club" (Sanborn 1917). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 21 - 370 Front Street (Survey No. 22) Looking Southwest

Resource No. 23 - 597 Bay Street (Photo 22)

The one-story, flat-roofed building at 597 Bay Street stands on Block 492, Lot 1 located at the southeast corner of Bay and Water streets. The building features two piers comprised of vertical bricks defining a single full-width bay on its main, western elevation facing Bay Street, and five similar piers defining four bays on the structure's southern elevation. The southern elevation's three western bays and the western elevation's bay all possess metal-framed glass storefronts with lower metal spandrel panels. Glass doors occupy the building's southwest corner. A yellow vinyl awning shades the storefronts and hides metal overhead rolling door mechanisms. The southern elevation's eastern bay exhibits a stuccoed wall that extends above the piers of the other bays. Five-to-one common bond brick walling has been left exposed on the building's eastern elevation. An aluminum coping tops the building's walls.

Insurance maps indicate that construction of the present building probably occurred between 1917 and 1937. A one-story store of similar dimensions appears on this lot in 1937 but does not appear on 1917 maps (Sanborn 1937, 1917). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 24 - 595 Bay Street (Photo 23)

The three-story stretcher bond brick building at 595 Bay Street stands on Block 492, Lot 3 along the east side of Bay, north of Water Street. The building features a three-bay-wide symmetrical main, western elevation facing Bay Street, a wide bracketed wood cornice, and ornamental sills and segmental arched lintels. One-over-one aluminum sash occupy the upper story windows with metal panels inserted above into segmental arched opening. The first story possesses a metal-framed lobbied storefront with a wood-framed glass door installed in the recess above a stone stoop. An air conditioning unit occupies the door's transom. A second entry to the north of the lobbied storefront contains the upper level entrance composed of metal panel door with two small upper lights and topped by a plywood panel and an eight-light transom. A pent roof, hidden behind a vinyl awning, crowns the first story level. Stucco covers the building's southern and northern elevations topped by terra cotta copings.

The City map portal provides a 1910 date of construction for the building at 595 Bay Street. Insurance maps indicate that construction of the current building may have occurred by 1885 (Sanborn 1885). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 22 - 597 Bay Street (Survey No. 23) Looking Northeast



Photo 23 - 595 Bay Street (Survey No. 24) Looking Northeast

Resource No. 25 - 593 Bay Street (Photo 24)

The three-story, stretcher brick bond building at 593 Bay Street stands on Block 492, Lot 4 on the east side of Bay, south of Cross Street. The symmetrical three-bay-wide main, western elevation facing Bay Street features stone lintels and sills, a dentiled wood cornice, and a wide stone belt course between the first and second stories. Upper story windows contain one-over-one aluminum replacement sash. The first story possesses four brick piers dividing the elevation into three bays. The northern bay contains a large fixed-light window with metal panels below and above while the bay immediately to its south possesses a metal-framed glass door with a metal-framed transom. The southern bay contains both a window and door matching the other two bays. The building's stuccoed northern elevation displays two one-over-one aluminum windows on both its second and third story levels.

A three-story structure with similar dimensions appears on an 1885 insurance map of the Stapleton area (Sanborn 1885). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 26 - 587 Bay Street (Photo 25)

The two-story, parapet roofed structure at 587 Bay Street stands on Block 492, Lot 6 located on the east side of Bay Street, south of Cross Street. A one-story, shed roofed wing is appended to the building's rear, eastern elevation. Asphalt brick siding covers the building's walls. The three-bay-wide, evenly spaced western elevation is crowned by a bracketed wood cornice. One-over-one aluminum sash ornamented with molded wood surrounds occupy the upper story windows. Plywood panels have been placed above the windows to fill the arched area of the original window opening. A modern pent covered with asphalt shingles shades the first story storefront comprised of metal-framed glass windows. Two metal framed glass doors occupy the northern end of the western elevation's first story, one providing access to the store while the other permits entry to the upper level. The southern elevation contains a metal panel door with nine upper lights on its first story and a one-over-one aluminum window on its second story. A corrugated fiberglass greenhouse stands in the lot south of the building.

Construction of the present building may have occurred by 1898 based upon the presence of a building with a similar footprint on insurance maps of that year (Sanborn 1898). City map portal records indicate the building was rebuilt in 1910. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 24 - 593 Bay Street (Survey No. 25) Looking Southeast



Photo 25 - 587 Bay Street (Survey No. 26) Looking Northeast

Resource No. 27 - 585 Bay Street (Photo 26)

The building on Block 492, Lot 7 located at the southeast corner of Bay Street's intersection with Cross Street features a three-story, three-bay wide by three-bay deep section with a rear, one-story wing. The building features five-to-one common bond brick walling, and stone sills and lintels ornamenting most window openings. The three-story section displays a wide bracketed wood cornice, three corbelled brick chimneys, and a wide pent roof protecting its first story lobbied storefront set behind metal overhead rolling doors. Most of the evenly spaced upper-story window openings contain one-over-one aluminum sash units. Paired one-over-one units occupy two north elevation window openings. An air conditioning unit punctures the western side of the northern elevation's first story. A stone lintel placed approximately two feet above a replacement four-panel metal door with an upper semicircular light in the northern elevation's east side probably indicates that the opening once contained a window. Another lintel to the east of the door in the one-story wing features brick infill below. The wing features a gable roof topped by a hipped-roof structure, possibly an earlier monitor window now covered with asphalt shingles. A bracketed cornice on the wing's northern elevation has been covered with aluminum. A triple rowlock, segmental arched lintel defines a doorway on the west side of the wing's northern elevation. A metal slab replacement door is surrounded by brick infill with the former door opening underneath the lintel. A second air conditioning unit penetrates the eastern side of the wing's northern elevation.

Construction of the present building may have occurred by 1898 based upon the presence of a building with a similar footprint on insurance maps of that year (Sanborn 1898). City map portal records indicate the building was rebuilt in 1910. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 28 - 12 Cross Street (Photo 27)

The two-story stretcher brick building at 12 Cross Street stands on Block 492, Lot 10 located on the south side of Cross Street, east of Bay Street. The flat roofed building possesses a brick parapet with corbelled coping on its principal, northern elevation facing Cross Street, and stepped parapets on its western side elevation. Corbelled belt courses visually separate the first and second story as well as crown the second story level. A small pent roof covered with slate shingles shades two wood doors with multiple diamond lights on the eastern side of the northern elevation. The pent connects to a gabled entry hood that similarly protects two wood slab doors with single diamond lights on the elevation's western side. Alternating blocks of vertical and horizontal brick ornament the wall surrounding the doors. The three symmetrically spaced second story bays with rowlock sills contain aluminum windows with diamond-light upper sash and single-light lower sash. Three windows of similar type occupy the western elevation's second story openings. A one-story, concrete block addition has been appended to the building's southern elevation.

A two-story structure matching the footprint of the current building first appears on an 1898 insurance map. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the



Photo 26 - 585 Bay Street (Survey No. 27) Looking Southeast



Photo 27 - 12 Cross Street (Survey No. 28) Looking Southeast

opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 29 - 10 Cross Street (Photo 28)

The two-story gable front building with one-story wing at 10 Cross Street stands on Block 492, Lot 11 along the south side of Cross Street, east of Bay Street. Asphalt shingles sheath its roof while stretcher bond brick forms the building's main, northern elevation. Vinyl German siding covers visible portions of the building's western elevation. The evenly placed second story bays consist of a central paired, vinyl one-over-one sash flanked by slender 15-light casement windows. The three openings are topped by sailor brick lintels and supported by stone sills. A wood vent occupies the gable peak surrounded by a sailor lintel and rowlock sill. The building's first story fenestration consists of two unsymmetrical bays. Overhead rolling metal doors protect a pedestrian-sized opening and a vehicular opening on the eastern side of the northern elevation. A former window opening framed by a sailor brick lintel and a stone sill in the western portion of the elevation has been filled with brick. The building's one-story wing extends southward from the west side of the northern elevation.

A two-story building with similar footprint appears at this location on a 1917 insurance map (Sanborn 1917). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 30 - 2 Cross Street (Photo 29)

The four-bay wide, stretcher-bond brick, one-story building at 2 Cross Street stands on Block 492, Lot 12 along the south side of Cross Street adjacent to the west side of the Staten Island Railway. The building features a flat roof with a terra cotta coping and a corbelled panel filled with stucco in the center of its main, northern elevation facing Cross Street. The building's northern elevation fenestration includes metal-framed glass doors and windows protected by overhead roll metal doors. The eastern elevation possesses four symmetrical bays protected by vertical metal bars with stuccoed sills. A large overhead metal roll door penetrates the center of the building's southern elevation.

Construction of the current building at 2 Cross Street occurred after 1951. Sanborn insurance maps do not depict a building at that location that year (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 28 - 10 Cross Street (Survey No. 29) Looking Southeast



Photo 29 - 2 Cross Street (Survey No. 30) Looking Southeast

Resource No. 31 - 571 Bay Street (Photo 30)

The one-story bank building at 571 Bay Street stands on Block 491, Lot 1 located along the west side of Bay Street, north of Cross Street. The building features two disparate one-story structures. The western structure closer to Bay Street consists of seven metal-framed glass panels along its western and southern elevations, topped by a wide canted roof with metal sheathing with broad eaves extending beyond the glass wall panels approximately four feet. Double glass doors occupy the central panel of the western elevation. The rear, flat-roofed structure also consists of seven panels per elevation, but each panel is comprised of white brick between slender metal posts. A metal slab door and a metal-framed window occupy the eastern elevation of the rear structure, while three windows occupy its northern elevation. A drive through teller window and an automated teller machine are located in the western corner of the western structure's north elevation.

The City map portal indicates that construction of the bank occurred in 1968. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 32 - 611 Bay Street (Photo 31)

The one-story rectangular building standing at 611 Bay Street features brown stretcher bond brick walling, an aluminized coping set atop a soldier belt course, and metal-framed glass display windows and doors. The canted entrance at the building's northwest corner contains a metal-framed door. Cinderblock comprises the building's southern elevation. Overhead metal roll doors are installed behind vinyl and canvas awnings shading the canted entry and a second entrance located in the south end of the western elevation. A single pedestrian entry protected by an overhead roll metal door occupies the building's eastern elevation. The building stands on Block 493, Lot 3.

The City map portal indicates construction of the present building occurred in 1950. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 33 - 619 Bay Street (Photo 32)

The one-and-one-half story bank building at 619 Bay Street stands on Block 493, Lot 43 located at the northeast corner of Bay and Canal streets. The building features Flemish and five-to-one common bond brick walling atop a poured concrete foundation, cast stone window sills, belt courses, cornice and coping, and a flat roof punctuated by a large chimney on its northern end. The building possesses eight evenly spaced bays on its principal, western elevation facing Bay Street, and three symmetrical bays on its southern elevation. The five southern bays of the western elevation and the southern elevation bays are crowned by the cast stone cornice and convey a more formal appearance than the remaining bays of



Photo 30 - 571 Bay Street (Survey No. 31) Looking Southeast



Photo 31 - 611 Bay Street (Survey No. 32) Looking Southeast



Photo 32 - 619 Bay Street (Survey No. 33) Looking Northeast

the north elevation due additional brick pattern ornament and sailor lintels. The center of the five bays also displays the bank's entrance comprised of paired metal-framed glass doors and a large fixed transom framed by cast stone engaged columns and surround. A modern vinyl awning shades the entrance as well. The windows immediately flanking the entrance and the three southern elevation windows match the entrance's height and feature metal-framed units with multiple lights and a central awning window. The outside rank windows of the five western bays under the cornice exhibit three large horizontal lights with one awning window per bay. The remaining three bays occupying the northern end of the western elevation each possess four horizontal lights with two awnings. Thin horizontal windows occupy areas between the belt course and cornice, and light the half story area.

The present bank building was erected between 1917 and 1937 according to the insurance maps (Sanborn 1917, 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 34 - 61 Canal Street (Photo 33)

The building occupying Block 493, Lot 42 on the north side of Canal Street, east of Bay Street, consists of a three-story, three-bay-wide, rectangular plan structure fronting on Canal Street with a one-story ell on its northern end. The three-story portion exhibits stuccoed walls, a bracketed wood cornice, symmetrical fenestration on its upper stories, and a wide, yellow vinyl awning shading its first story. One-over-one aluminum replacement sash occupy the upper story windows. Third story windows display stucco finish; second story openings do not feature decorative lintels or sills. The southern elevation's first story possesses a lobbied storefront with vinyl siding, glass display windows, and a wood slab door, and a six-panel metal door on its west side providing access to the upper stories. Second and third story windows on the building's northern elevation contain centrally placed paired one-over-one aluminum sash flanked by single units of the same type. These windows also feature stone lintels and rowlock sills. The rear ell extends eastward a total of six bays and wraps around the rear, first story level of the adjoining building at 59 Canal Street. The ell features asbestos shingle siding laid over German siding and an uneven fenestration with a mix of window types. The eastern bays contain two paired windows of one-over-one wood sash, and a single one-over-one wood unit paired with a wood slab door. The western fenestral openings include a metal slab door, a four-over-four wood sash unit, and a small fixed light window.

The present building was erected between 1917 and 1937 according to the insurance maps (Sanborn 1917, 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 33 – 61 (Survey No. 34, left) and 59 (Survey No. 35, right) Canal Street Looking North

Resource No. 35 - 59 Canal Street (Photo 34)

The three-story rectangular building at 59 Canal Street stands on Block 493, Lot 40 located on the north side of Canal Street, east of Bay Street. The building possesses stretcher bond brick walls, a corbelled cornice, three evenly spaced bays on its upper stories with deteriorated wood sills and stone lintels, and a one-story shed-roofed with aluminum siding enclosing a lobbied storefront. The storefront contains a metal slab door. A second upper story entrance on the west side of the southern elevation facing Canal Street contains a six-panel metal door with two upper lights. Second story windows possess one-over-one wood replacement sash units with wood panels placed below the windows to fill the original window opening. Third story windows feature one-over-one replacement sash units with shorter wood panels filling the original opening. Upper story fenestration on the rear, northern elevation consists of three unsymmetrical bays on both stories. Two window openings are covered with boards while the remaining four openings feature one-over-one aluminum sash with lower wood panels filling the original opening. Rowlock lintels and wood sills frame the windows.

The City map portal indicates construction of the current building occurred in 1910. Insurance maps indicate the structure was erected between 1898 and 1917 (Sanborn 1898, 1917). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 36 - 55 Canal Street (see Photo 34)

The two-story rectangular building at 55 Canal Street stands on Block 493, Lot 39 located on the north side of Canal Street, west of the Staten Island Railway viaduct. The building features stucco on its main, southern elevation facing Canal Street and its rear, northern elevation, but possesses stretcher-bond, tan brick walls on its eastern elevation. Metal vertical siding covers most of the southern elevation. A small, full-width hipped roof porch supported by a brick pier on the west and an enclosed structure on the east shade the building's first story. Paired wood slab doors occupy the western portion of the first story under the porch. A door opening on the southern face of the porch enclosure has been boarded closed. Red stretcher bond brick has been applied to the wall surface between the paired doors and the enclosure. The building's northern elevation possesses three symmetrical window openings on its second story. A one-story, flat-roofed wing extends northward from the two-story building and terminates at the rear of the adjacent building to the north. The wing's eastern elevation features tan brick walling while the western elevation is stuccoed.

Although insurance maps of 1917 show a building with a footprint similar to the current structure at 55 Canal Street (Sanborn 1917), the building stood four stories tall whereas the current structure only possesses two-stories. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the



Photo 34 - 59 (Survey No. 35, left) and 55 (Survey No. 36, right) Canal Street Looking Northwest

nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 37 - 54 Canal Street (Photo 35)

The two-story building at 54 Canal Street stands on Block 494, Lot 14 located on the south side of Canal Street directly west of the Staten Island Railway. The building features stretcher bond brick walls, a corbelled cornice, and a three-bay wide symmetrical fenestration on its main elevation facing north towards Canal Street. The main elevation's second story contains three two-over-one wood sash units ornamented by triple rowlock round arch lintels and stone sills. The first story exhibits a vastly reworked elevation with newer bricks laid between the original brick finish of the east and west side walls. One-over-one aluminum sash flank a central vehicle bay covered by an overhead rolling metal door. Sailor brick lintels top the first story windows while rowlock sills support the window. A wood plate visible between the first and second stories may indicate that a pent roof may have shaded the first story at one time.

The City map portal states that the current building was erected in 1950. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 38 - 631 Bay Street, 56 & 58 Canal Street (Photos 35 and 36)

The building occupying Block 494, Lot 10 consists of three addresses with different buildings incorporated into one structure. The building at 631 Bay Street stands at the southeast corner of Bay and Canal streets, and consists of a one-story, stretcher bond brick building atop a ceramic tile-covered apron wall. Large display windows occupy the western portion of its northern elevation, the canted northwestern elevation, and the western elevation. Another former display window in northern elevation is now covered with plywood. The eastern bay of the north elevation also exhibits a stuccoed lintel with brick infilling the former window opening below. The western elevation also features a lobbied storefront on its southern end. A vinyl awning shades current display windows on the western, northwestern and northern elevations.

Directly east of 631 Bay Street at 58 Canal Street stands another one-story stretcher bond brick structure, although shorter in height than its neighbor to the west and utilizing a different color brick. The building displays three evenly spaced bays comprised of a central pedestrian door covered by an overhead rolling metal door flanked by single window openings on either side. The west window opening features a stucco finish while the east opening contains a fixed-light window. Sailor lintels and sills frame the two window openings. The rough concrete finish to the building's northern elevation coping may indicate the removal of an upper story.

A three-story, red brick stretcher bond building at 56 Canal Street adjoins the one-story 58 Canal Street structure to its east. The 56 Canal Street building features a bracketed cornice covered with aluminum, a terra cotta coping on its side elevations, a symmetrical three-bay fenestration on the upper stories of the northern elevation, and brownstone lintels and sills. All upper story windows contain small one-over-one aluminum sash with six-light dividers with vertical metal panels above to fill the original window opening. The first story is nearly filled with a large overhead rolling door with a yellow vinyl awning. A



Photo 35 - 54 (Survey No. 37, left) and 58 Canal Street (Canal Street portion of Survey No. 38, center and right) Looking Southeast



Photo 36 - 631 Bay Street & 56-58 Canal Street (Bay Street portion of Survey No. 38) Looking Southeast

metal four-panel door with upper semicircular light surrounded by vinyl siding occupies the east side of the northern elevation's first story. The side elevations feature five-to-one common bond brick walls.

Construction of these buildings occurred between 1898 and 1917 according to insurance maps (Sanborn 1898, 1917). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 39 - 635 Bay Street (Photo 37)

The three-story tan brick building at 635 Bay Street stands on Block 494, Lot 9 located on the east side of Bay Street, south of its intersection with Canal Street. The building exhibits brick stretcher bond, a hipped pent supported by small wood brackets at the building's cornice, sailor lintels, brownstone sills, and three symmetrically spaced bays on its upper stories. One-over-one aluminum replacement sash occupy each window opening. The first story of the building's main elevation facing west towards Bay Street features a metal slab pedestrian door protected by a hipped-roof entry hood supported by wood brackets on its north end. An overhead rolling metal door and vinyl awning occupy the remainder of the first story.

The City map portal indicates construction of the building at 635 Bay Street occurred around 1910. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 40 - 637 Bay Street (see Photo 37)

Block 494, Lot 70 possesses a three-story, brown brick stretcher bond building located at 637 Bay Street along the east side of Bay Street, south of Canal Street. The building features sailor lintels, brownstone sills, an ornate cornice probably comprised of pressed metal, and three evenly spaced bays penetrating its upper stories. One-over-one aluminum sash occupy each upper story window opening. The first story of the building's western elevation contains a metal-framed glass storefront with a metal slab door on its southern end that provides entry to the upper stories. A wide stuccoed panel above the storefront is covered by a sign for "Jerry's 637 Diner."

The City map portal states that the building at 637 Bay Street was erected around 1910. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the



Photo 37 - 635 (Survey No. 39), 637(Survey No. 40), 639 (Survey No. 41), & 641 Bay Street (Survey No. 42) Looking Southeast

surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 41 - 639 Bay Street (see Photo 37)

The four-story brown brick building at 639 Bay Street stands on Block 494, Lot 7 located on the east side of Bay Street south of its intersection with Canal Street. The building displays an ornate cornice probably composed of wood, sailor brick lintels, brownstone sills, and three evenly spaced bays across the upper stories of its main elevation facing west towards Bay Street. One-over-one aluminum replacement sash occupy most window openings, some with divided light inserts. The west elevation's first story possesses two metal slab doors on its north end. The remaining portion of the first story features a metal-framed glass storefront shaded by a vinyl awning. The awning also hides an overhead rolling metal door apparatus. Two small one-over-one aluminum windows with wood panel surrounds have been installed in larger original openings located on the fourth story of the southern elevation.

The City map portal states the subject building was built in 1930. A review of insurance maps indicates a four story building of similar dimensions stood on the lot as early 1898 (Sanborn 1898). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 42 - 641 Bay Street (see Photo 37)

Block 494, Lot 6 possesses a two-story brick structure located along the east side of Bay Street north of its intersection with Thompson Street. The building features five-to-one common bond brick on its western elevation facing Bay Street, stucco on its southern elevation, a cast concrete coping, and four red-brick belt courses lining the second story of its western elevation. Modern one-over-one aluminum sash windows have been placed inside the larger original window openings of the western elevation's second story. Wood panels have been installed around the new windows to fill the original openings. The western elevation's first story has also been remodeled. A large plywood wall separates a recessed entry containing a four-panel metal door with two upper lights in the elevation's north end and a wide overhead rolling door covering the southern end. A fixed transom tops the north door.

The City map portal indicates that the present building at 641 Bay Street was built in 1945. Insurance maps from 1937 indicate the lot was vacant that year (Sanborn 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 43 - 645 Bay Street (Photo 38)

The building at 645 Bay Street stands one-story tall on Block 494, Lot 5 located on the east side of Bay Street north of its intersection with Thompson Street. The structure's western elevation facing Bay Street features glass display windows set atop metal panels with a metal-framed glass door on its north end. An overhead rolling door apparatus is installed above the storefront with a wide metal and wood sign proclaiming "Baywear Video" above the rolling door. A portion of the building's southern elevation is visible and sports a stucco finish.

A 1951 insurance map depicts a three-story building with a similar footprint on the present lot in that year. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 44 - 649 Bay Street (see Photo 38)

Block 494, Lot 1 features a two-story building set back roughly 15 feet from the front edge of the buildings to its north and south. Located at 649 Bay Street on the east side of Bay north of its intersection with Thompson Street, the building features stretcher bond brick on its main elevation facing west towards Bay Street topped by a stepped parapet with a cast concrete coping. The side elevations, covered with stucco, possess a terra cotta coping. Three symmetrically spaced bays penetrate the second story of the building's western elevation. Each window contains a pair of metal-framed two light windows with lower awning lights and a cast concrete sill. The first story possesses a bank of metal-framed display windows installed above a brick apron wall capped by cast concrete. Two glass doors occupy the northern portion of the first story. Overhead rolling metal door apparatuses have been installed above the first story storefront and doors.

The City map portal provides 1931 as the year of construction for the present building at 649 Bay Street. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 45 - 651 Bay Street (Photo 39)

A two-story gable front building stands at 651 Bay Street on the northeast corner of Bay and Thompson streets at Block 494, Lot 1. The three-bay wide building features asphalt shingles on its roof slopes, brick stretcher bond walls, and a one-story wing on its eastern end. The building's principal elevation faces west towards Bay Street and contains three evenly spaced bays on its second story. Paired aluminum casement windows with sailor lintels and stone sills occupy each of the second story openings. Two quarter round openings penetrating the gable peak contain louvered metal vents. The western elevation's



Photo 38 - 645 (Survey No. 43, left) & 649 Bay Street (Survey No. 44, right) Looking Northeast



Photo 39 - 651 Bay Street (Survey No. 45) Looking Northeast

first story possesses a central recessed doorway with paired glass doors flanked by display windows set atop brick apron walls. A vinyl awning above the storefront wraps around the building's southwestern corner and shades two display windows on the western end of the southern elevation. The awning also hides the storage compartments for overhead rolling metal doors that protect the display windows and western elevation entrance. A single aluminum casement window occupies the center of the southern elevation's second story. Another window once penetrated the first story level directly below the second story window but its opening has been filled with brick. A metal door with wireglass light is installed on the east side of the southern elevation's first story.

The one-story wing features stretcher brick bond with a parapetted roof on its southern elevation facing Thompson Street, and a stuccoed eastern elevation topped by a terra cotta coping. Three evenly spaced bays with sailor lintels penetrate the building's southern elevation. The central bay contains an overhead rolling metal door. The metal slab doors occupy the flanking bays.

Insurance maps from 1937 indicate the presence of a two-story store and one-story garage on the present lot by that year (Sanborn 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 46 - 144 & 150 Front Street (Photo 40)

Block 494, Lot 30 contains two large rectangular plan buildings located at street addresses 144 and 150 Front Street, and standing on the northwest corner of Front Street's intersection with Thompson Street. The northern building at 144 Front Street features stretcher bond brick on its main eastern elevation and five-to-one common bond brick on its northern side elevation. A cast concrete coping tops the east elevation and the eastern 1/3 of the north elevation. Terra cotta caps most of the remaining two-thirds of the northern elevation. The eastern elevation possesses three bays. A large overhead rolling metal door occupies a central vehicle bay. A recessed pedestrian doorway north of the central vehicle bay contains a wood four-panel door with semicircular upper light. An overhead rolling metal door also protects the recessed doorway. A multiple-light industrial window with rowlock lintel and sill is located north of the recessed doorway.

The building at 150 Front Street features a five-to-one common brick bond construction with a central gable-roofed monitor extending the length of the building between Front Street and the Staten Island Railway viaduct. Two corbelled piers define the monitor on the building's principal, eastern elevation facing Front Street. Corbelled cornices ornament the monitor's gable end as well as the two flanking one-story structures and the eastern portion of the southern elevation facing Thompson Street. Brick has been installed in a former circular opening in the monitor's eastern peak. Raised letters stating the year "1912" and the name "Jaburg Bros." occupy the monitor peak above and below the circular opening. The eastern elevation is currently penetrated by two bays, both containing wide overhead rolling metal doors. The remains of three rowlock courses comprising a semicircular arch lintel are still visible above the central bay. Brick now fills the arch between the overhead door and the lintel. The overhead door storage compartment hides most of the lintel ornament above the northern bay of the eastern elevation. However, the remains of two segmental arched rowlock lintels protrude above the upper edge of the storage compartment. These arches match segmental lintels with brick infill sized for large windows that occupy



Photo 40 - 144 & 150 Front Street (Survey No. 46) Looking Northwest

the southern portion of the eastern elevation. These architectural fragments indicate the eastern elevation once featured five symmetrical bays. The southern elevation's fenestration has been similarly reworked since the building's first construction. Fifteen segmental lintels ornament the southern elevation, but most now feature brick infilling their former window and door openings. Three pedestrian doors, three vehicle bays, and two glass block windows now occupy the southern elevation.

Based upon the dated cornice, 1912 likely comprises the year the larger monitor structure at 150 Front Street was built. Both buildings appear on 1917 insurance maps. The insurance maps indicate that the Jaburg brother manufactured bakers' machinery, utensils, and woodenware (Sanborn 1917). This building was previously surveyed and is recorded in the NYSOPRHP records as inventory number 08501.001775. This building represents a good example of early-twentieth-century industrial architecture and has previously determined eligible for listing on the State and National Registers (see Appendix A). The eligible property consists of the entire lot.

Resource No. 47 - 36 Canal Street (Photo 41)

The building at 36 Canal Street stands on Block 494, Lot 21 located along the south side of Canal Street, west of its intersection with Front Street. The building consists of a one-story rectangular structure with a parapet roof and a poured concrete foundation. The building's northern elevation facing Canal Street possesses a stretcher bond brick wall and a central one-light metal awning window protected by metal bars. The eastern elevation features a stucco finish while the western elevation display concrete block construction and two vehicle bays with overhead rolling metal doors.

Construction of the present building at 36 Canal Street probably did not occur until after 1951. Insurance maps of that year depict a three-story store at the site in the early 1950s (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 48 - 42 Canal Street (Photo 42)

Block 494, Lot 19 possesses a small rectangular, one-story building located at 42 Canal Street. The building features stuccoed walls, a flat roof, and three evenly spaced bays across its main elevation facing north towards Canal Street. An overhead rolling metal door occupies the central bay. Four-light metal windows flank the central bay on both sides. Iron grates cover both windows. A metal slab door penetrates the northern elevation underneath the western window.

Insurance maps indicate that the present lot was vacant in 1951 (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 41 - 36 Canal Street (Survey No. 47) Looking Southeast



Photo 42 - 42 (Survey No. 48, left) & 44 Canal Street (Survey No. 49, right) Looking Southeast

Resource No. 49 - 44 Canal Street (see Photo 42)

The two-story building at 44 Canal Street stands on Block 494, Lot 18 located on the south side of Canal Street east of the Staten Island Railway viaduct. The building possesses five-to-one common bond brick walls, a pressed metal cornice atop its main, northern elevation facing Canal Street, and a four-bay wide symmetrical upper story. Each upper story window contains a one-over-one aluminum sash topped by a three-course, corbelled rowlock segmental arch lintel. The northern elevation's two bays consist of a pedestrian and a vehicular overhead rolling metal door. A segmental arched lintel similar to the second story lintels occupies the first story west of the vehicle bay. Brick fills the former opening below the lintel. A vinyl awning covers the area between the first and second stories.

A building similar in size and footprint to the present structure at 44 Canal Street was built on the site between 1937 and 1951 (Sanborn 1937, 1951). Insurance maps from depict a two-story auto body works at the present location in 1951. The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 50 - 661 Bay Street (Photo 43)

The three-story brick building with one-story rear wing standing at the southeastern corner of Bay and Thompson streets is located on Block 496, Lot 110. The three story portion features five evenly spaced bays across its principal, western elevation facing Bay Street and six symmetrically placed bays on its northern elevation facing Thompson Street. Five-to-common bond comprises the brick walls. Corbelled panels and an aluminum coping ornament the building's cornices. Upper story windows possess one-over-one vinyl replacement sash with triple rowlock segmental lintels and stone sills. The western elevation's first story features metal slab doors and metal-framed glass windows. A vinyl awning wraps around the building's northwestern corner shading the western elevation's northern windows and doorway, and the northern elevation's western windows. A metal overhead rolling door covers a pedestrian entrance penetrating the eastern end of the three-story structure's northern elevation. Three additional segmental lintels along the northern elevation have had their corresponding window or door opening filled with brick. The one-story wing features stuccoed walls and a bracketed wood cornice atop its northern elevation. Neither the northern nor the eastern elevation of the wing possesses fenestration.

A building of similar dimensions and massing to the current structure at 661 Bay Street appears on an 1898 insurance map of the area (Sanborn 1898). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 43 - 661 Bay Street (Survey No. 50) Looking Southeast

Resource No. 51 - 665 Bay Street (Photo 44)

The three-story, brown stretcher bond brick building at 665 Bay Street stands on Block 496, Lot 109 located along the east side of Bay Street south of its intersection with Thompson Street. The building features small wood cornice covered with aluminum and three symmetrical bays across the upper stories of its main, western elevation facing Bay Street. The upper story windows contain six-over-six aluminum sash and stone sills. Three bays also comprise the western elevation's first story. The northern bay contains a large glass storefront window, while the bay to its south contains a similar window and a metal-framed glass door. The southern bay possesses a metal six-panel door that provides access to the upper stories. A vinyl awning above the first story storefront hides an overhead rolling door storage compartment.

The City map portal provides a construction date of 1920 for the present building. Insurance maps indicate that a building similar in size and massing to the present building stood on the site by 1917 (Sanborn 1917). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 52 - 669 Bay Street (see Photo 44 and 45)

Block 496, Lot 108 features a three-story, stretcher bond brick building located at 669 Bay Street. Standing on the east side of Bay Street south of its intersection with Thompson Street, the building possesses a large, bracketed wood cornice, and symmetrical fenestration. The second and third stories' three bays each contain a six-over-six aluminum replacement sash with stone sills and a corbelled triple rowlock segmental arch lintel. The western elevation's first story displays two large glass storefront windows on its south side and two pedestrian doors on its north side. The northern of the two doors consists of a metal panel door with upper semicircular light surrounded by a stucco treatment imitating half-timbering. A metal framed glass door occupies a slightly off-center bay adjacent to the storefront windows. A vinyl awning shading the first story also hides an overhead rolling metal door.

Insurance maps depict a building of similar size and massing to the present structure at 660 Bay Street in 1885 (Sanborn 1885). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 44 - 665 (Survey No. 51, left) & 669 Bay Street (Survey No. 52, right) Looking Southeast



Photo 45 - 669 (Survey No. 52, left) & 671 Bay Street (Survey No. 53, right) Looking Northeast

Resource No. 53 - 671 Bay Street (see Photo 45)

The two-story shed roofed building with one-story rear wing at 671 Bay Street stands on Block 496, Lot 107 located along the east side of Bay Street opposite its intersection with Broad Street. The building features stone veneer on the first story level of its principal, western elevation facing Bay Street and stretcher bond brick veneer on its second story. Asphalt shingles sheathe the second story of the building's southern elevation while stucco covers its first story. The western elevation's second story displays two symmetrically spaced window openings, each containing paired one-over-one aluminum sash. Sailor brick lintels and wood sills enframe the window openings. Two bays penetrate the western elevation's first story. A large fixed-light window occupies the northern portion of the elevation while a recessed doorway containing a metal door occupies the southern portion. A wrought iron fence and gate protect the first story window and doorway. A vinyl awning shades the window and entry as well. The building's southern elevation features three one-over-one aluminum sash on its second story and one window of the same type on its first story.

Insurance maps reveal that the present structure was probably built between 1917 and 1937. In 1917 present lot was vacant. By 1937 a two-story store with one-story wing was built on the site (Sanborn 1917, 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 54 - 675 Bay Street (Photo 46)

The ell-shaped building at 675 Bay Street consists of a one-story shed-roofed structure occupying Block 496, Lot 105 located along the east side of Bay Street opposite its intersection with Broad Street. The building's main, western elevation facing Bay Street features stretcher bond brick walling, and two bays shaded by a vinyl awning. The two bays, a pedestrian entry and a large display window, are protected by overhead rolling metal doors. The building's northern elevation possesses a stucco finish and no fenestration. A small shed-roofed ell extends northward off the rear or eastern end of the main structure. A double-leaf wrought iron gate closes off access down the northern drive to the ell.

A one-story building and ell similar in size and footprint to the present structure at 675 Bay Street appears on 1885 insurance maps. In 1898, the property comprised part of the "Eddy Bros. Lumber Lime and Cement Yard" (Sanborn 1885, 1898). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 46 - 675 (Survey No. 54, left) & 677 Bay Street (Survey No. 55, right) Looking Southeast

Resource No. 55 - 677 Bay Street (see Photo 46)

The two-story stuccoed building at 677 Bay Street stands on Block 496, Lot 104 located on the east side of Bay Street opposite its intersection with Broad Street. The three-bay wide structure features an embellished cornice, one-over-one rectangular sash set into segmental arched window openings in its second story, and a vinyl awning shading the building's first story storefront. The storefront consists of a central, recessed metal-framed glass door with display windows to its north. A second entrance to the south of the recessed doorway possesses a metal slab door. The building's stuccoed northern elevation is penetrated by a single one-over-one aluminum window in its second story. The building also possesses a one-story wing along its rear, eastern elevation.

A two-story structure with dimensions and footprint similar to the present building at 677 Bay Street appears on an 1885 insurance map. Originally a tailor shop, by 1917 the Stapleton Knitting Mills occupied the building. The 1937 and 1951 insurance maps indicate that the buildings were stores (Sanborn 1885, 1917, 1937, 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 56 - 681 Bay Street (Photo 47)

Block 496, Lot 101 contains a large rectangular, one-story structure located at 681 Bay Street and the northeastern corner of Bay Street's intersection with Dock Street. The building exhibits five-to-one common bond brick walls topped by stepped parapets on both its principal western elevation facing Bay Street and its southern elevation facing Dock Street. Cast concrete shields ornament the parapets. A sailor brick belt course extends across the western and southern elevation above the first story fenestration, now comprised of a large overhead rolling metal door in the center of the western elevation, a metal slab pedestrian door to its north, and second pedestrian metal slab door in the east end of the southern elevation. Large portions of the original brick walls on both two elevations have also been replaced with concrete block.

The building at 681 Bay Street was built between 1917 and 1937 according to insurance maps. A building matching the current structures footprint appears on the 1937 insurance map (Sanborn 1917, 1937). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 57 - 691 Bay Street (Photo 48)

Edgewater Hall, a three-story structure comprising part of Block 496, Lot 54, stands at 691 Bay Street on the southeastern corner of Bay Street's intersection with Dock Street. The building also possesses a



Photo 47 - 681 Bay Street (Survey No. 56) Looking Northeast



Photo 48 - 691 Bay Street (Survey No. 57) Looking Southeast

three-story fire stair addition and one-story wings appended to its southern elevation. The three-story section features four evenly spaced bays across its main, western elevation facing Bay Street and seven symmetrical bays on its northern elevation facing Dock Street ornamented by richly decorative stone lintels and sills. The window openings contain one-over-one aluminum sash, two-over-two and one-over-one wood sash, and single and 24-light fixed windows. The western elevation's first story storefront consists of window boxes extending beyond the plain of the brick walls that feature large display windows topped by small opaque, leaded-glass squares surmounted by frieze panels and a dentiled cornice. The stretcher bond brick building is further crowned by a wide, highly ornamented metal cornice. The building's stuccoed brick foundation is capped by a stone belt course. A wood door with a large rectangular light and a leaded glass transom occupies the center of the storefront. An additional entrance penetrating the northern elevation's basement level features a wood door with leaded-glass lights, paneled sidelights and a transom. Pressed metal panels ornament the first story's interior ceilings.

The fire stair consists of a one-bay wide by one-bay deep tower connected to the western side of the three-story main building's southern elevation. Single one-over-one aluminum windows penetrate the tower's second and third stories. The tower's first story is incorporated into two one-story structures appended to the main structure's southern elevation. While the one-story additions incorporate some the three-story building's architectural features, the one-story structures comprise a incongruent element to the larger structure. The one-story structures feature brick walls, glass storefronts, recessed doors, wood bracketed cornices, vinyl siding on their southern elevation, and a wood deck along the southern elevation protected by a shed roof.

Construction of Edgewater Hall occurred in 1876 according to a plaque on the building. A structure of similar size containing a bank, a lecture hall, and a Masonic meeting room appears on an 1885 insurance map (Sanborn 1885). The structure housed the Salvation Army and a Masonic hall as well as a laundry and store in 1898 (Sanborn 1898). Insurance maps between 1917 and 1951 depict the Richmond & New York Gas Company as occupying the building. The lower stories contained a fixture display room and estimating office, while the upper floors featured apartments (Sanborn 1937).

Edgewater Hall comprises one of the most intact and distinctive buildings in the Stapleton community surveyed as part of this project. Despite the loss of much its original fenestration, the building still retains a nineteenth century aura and helps to document the building's contribution of the community during the late nineteenth and early twentieth centuries. However, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status

Resource No. 58 - 461-467 Bay Street (Photo 49)

The building standing on Block 488, Lot 18 consists of a two-story structure forming an overall ell shaped plan located at 461 to 467 Bay Street on the east side of Bay Street south of its intersection with Baltic Street. The main building situated along Bay Street features five-to-one common brick bond walls, a cast stone coping, and 16 symmetrically spaced bays on the second story of its principal, western elevation facing Bay. The windows each contain six-over-six vinyl sash units. Corbelled piers and a corbelled cornice with a central parapet further ornament the western elevation. Display windows occupy the central portion of the western elevation's first story. The first story also possesses a wide overhead rolling door and a metal slab door. Rear or eastern additions to the main building include a two-story gable roofed structure, and a two-story ell shaped brick building with terra cotta copings. Most window openings on the rear additions have been covered with boards or filled with brick.

Portions of the complex were erected after 1898 and, according to insurance maps, by 1917 the Excelsior Pie Baking Co. occupied the southern portions of the complex (Sanborn 1898, 1917). In 1937 the new



Photo 49 - 461-467 (Survey No. 58) Bay Street Looking Northeast

Method Service Inc. operated a steam laundry in the building (Sanborn 1937). By 1951 the complex had been completed by the construction of the northern and eastern portions of the complex (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 59 - 453-457 Bay Street; 3 Baltic Street (Photo 50)

The complex of buildings standing on Block 488, Lot 26 and Block 488, Lot 175 are owned by one person and used for a single business purpose. The complex includes three buildings located at 453-457 Bay Street on the east side of Bay at its intersection with Baltic Street, and a fourth building standing at 3 Baltic Street appended to the rear, eastern elevations of the three Bay Street structures. The complex of buildings exhibits an overall rectangular plan. Common features include stuccoed walls, large banks of glassed display windows, modern replacement sash in older fenestration, metal slab doors, and overhead rolling metal doors. Most of the buildings are two-stories tall and feature metal copings.

Prior to 1917 the land comprising the current complex was vacant and undeveloped (Sanborn 1917). Within 20 years, four two-story stores had been erected along Bay Street. A large two story machinery storage building occupied the lots behind the store (Sanborn 1937). By 1951 the complex had nearly acquired its present composition (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 60 - South of Baltic Street, east of 461-467 Bay Street (Photo 51)

A solitary one-story building standing south of Baltic Street east of Block 488, Lot 18 features stuccoed walls, a stepped parapet roof atop its western elevation, and loading dock with two bays on its northern elevation. A vehicular and a pedestrian overhead rolling metal door occupy the northern elevation's two bays. Both entrances are shaded by small metal hoods.

The present building may have been built prior to 1937 since a one-story structure appears near its site on an insurance map from that year (Sanborn 1937). In 1937 the Liberty Sand & Gravel co. used the present building for lime and cement storage (Sanborn 1937). The 1951 Sanborn describes the present building as a warehouse (Sanborn 1951). The building possesses poor physical integrity and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of



Photo 50 - 453-457 (Survey No. 59) Bay Street Looking Northeast



Photo 51 - South of Baltic Street (Survey No. 60) Looking South

a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 61 - Richmond Tunnel Chlorination Building, City of New York Water Supply, west side of Front Street and south of Hannah Street (Photo 52)

The Richmond Tunnel Chlorination Building stands on the west side of Front Street south of Hannah Street. The building features five-to-one common bond walls, a gable roof sheathed with slate set behind brick parapets, and a pink limestone water table, cornice and coping. The eastern elevation's cornice is incised with the name of the facility and the date of its construction: "City of New York Water Supply Richmond Tunnel Chlorination Building A. D. 1970." A large brick chimney penetrates the center of the roof's ridge. Two symmetrically placed semicircular roof vents occupy each roof slope. The building's principal eastern elevation displays six bays divided into evenly spaced groups of three. Each group consists of a central doorway flanked by windows. A metal slab door and plywood surround has been inserted into a larger door opening in the northern grouping while the southern door consists of a large three-panel metal door with a three-light transom. Metal flat entry hoods protect the doors. Most window openings contain six-over-six metal framed sash with wire glass lights. Some windows have been boarded over or been replaced with louvered vents. Two bays occupy the north gable end while four evenly spaced windows penetrate the western elevation. Recent construction activities at the facility have added a below-grade filtration bed surrounded by a limestone and brick wall capped by a concrete pad.

As noted on its cornice, the Chlorination Building was erected in 1970. The has already experienced a loss of its original form and materials through the replacement of a door and windows. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.

Resource No. 62 - Sewage Building, west side Front Street and south of Hannah Street (Photo 53)

A chain link fence hindered views of a reported sewage building standing just south of the Chlorination Building located near the west side of Front Street south of Hannah Street. The sewage plant features angular walls and vents punctuated by concrete loading docks with overhead rolling metal doors and circular globe windows.

Workers staffing the Chlorination Building informed that the Sewage Building was erected around the same time as the Chlorination Building, circa 1970. The building reflects its utilitarian requirements and lacks quality of style, workmanship, and materials. The building does not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the building does not possess any special character or special historical or aesthetic interest. The building also does not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the building does not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 52 - Chlorination Building (Survey No. 61) Looking Northwest



Photo 53 - Sewage Building (Survey No. 62) Looking Southwest

Resource No. 63 - Staten Island Ferry Buildings, west side Front Street and south of Hannah Street (Photo 54)

Three elongated rectangular buildings currently maintained by the Staten Island Ferry according to a sign on a surrounding chain link fence stand along the west side of Front Street south of the Chlorination Building and Hannah Street. The three buildings feature metal-sheathed gable roofs and metal siding and poured concrete foundations. A large wood, vehicular-bay sliding door occupies the eastern elevation of the eastern building. Its northern side elevation possesses 10 bays comprised of metal doors with two upper lights and paired and single metal-framed windows.

Insurance maps indicate that this portion of Stapleton actually comprised part of New York Bay at least until circa 1920. Judging from their materials and form, the three structures were probably erected in the 1960s. The buildings possess poor physical integrity and lack quality of style, workmanship, and materials. The buildings do not reflect the noteworthy characteristics of a particular architectural style, architect or designer. Research has not identified any relationships with historically significant events, persons, or patterns of activity, or with historically or culturally significant groups. The property has not yielded nor is it likely to yield important information contributing to our understanding of history. In the opinion of the surveyor, the buildings do not possess any special character or special historical or aesthetic interest. The buildings also do not possess any value as part of a development, heritage, or cultural characteristic of New York City, the State of New York, or the nation. Therefore, the buildings do not appear to meet New York City Landmarks eligibility criteria and is recommended as not eligible for landmark status.



Photo 54 - Staten Island Ferry Buildings (Survey No. 63) Looking Northwest

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 Archaeology

As a function of the DEIS for the proposed New Stapleton Waterfront rezoning project, an assessment for archaeological resources was undertaken. In accordance with CEQR guidelines, the initial task established the APE for archaeological resources that may be affected by the various components of the proposed action. NYC LPC identified 11 lots within the proposed project area possessing potential for archaeological resources. A Documentary Study was conducted on the ownership and occupation history of the following 11 lots as potentially being affected by the rezoning action:

Block 487, Lot 110
Block 489, Lot 25
Block 490, Lots 24 and 26
Block 491, Lot 29
Block 492, Lot 31
Block 493, Lot 12
Block 494, Lot 18, 19, 21 and 24

The documentary study concluded that all eleven of the lots are either too disturbed or lack the potential for initial deposits of historic residential archaeological resources and, therefore, are not sensitive for historical archaeological resources associated with the residential occupation of these lots. The comprehensive support for these conclusions is included in the above report.

There is the potential to encounter historic archaeological resources associated with the historic development of the Stapleton waterfront within six portions of Block 487, Lot 110 (see Figures 9 and 9a). The proposed New Stapleton Waterfront Plan will impact the six identified locations with potential to contain 19th century archaeological resources associated with the development of the Stapleton waterfront, specifically 19th century pier construction technology. The archaeological potential of the six pier locations is considered as high and any in situ piers encountered would be considered eligible for listing on the National Register of Historic Places under criteria D. Prior to any construction work, NYCEDC will coordinate with NYC LPC for further archaeological oversight to ensure adherence with CEQR and the *Landmarks Preservation Commission Guidelines for Archaeological Work in New York City* (April 2002).

6.2 Historic Architecture

The proposed project may create a potential effect on one historic architectural resource within the architectural APE, 144-150 Front Street property, determined eligible for listing on the S/NR. Since the structures on the property may be demolished as part of the development defined in the RWCDs, the Proposed Action would result in a direct significant adverse impact. Since the property is currently privately owned and will be rezoned and developed privately, no mechanism exists under CEQR that requires further environmental/historic review for private development. Therefore, the significant adverse impact on 144-150 Front Street would result in an unmitigated impact.

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- 1985c *Phase II Historical and Archaeological Investigations of the Fountain-Mouquin House Site (A085-01-0007), Fort Wadsworth, Staten Island, New York.* Prepared for the Department of the Navy.
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APPENDIX A
CORRESPONDENCE WITH LANDMARKS PRESERVATION COMMISSION

ENVIRONMENTAL REVIEW

EDC/LA-CEQR-R

07/15/05

PROJECT NUMBER

DATE RECEIVED

PROJECT

STAPLETON WATERFRONT PLAN:

No architectural significance

- No archaeological significance
- Designated New York City Landmark or Within Designated Historic District
- Listed on National Register of Historic Places
- Appears to be eligible for National Register Listing and/or New York City Landmark Designation
- May be archaeologically significant; requesting additional materials

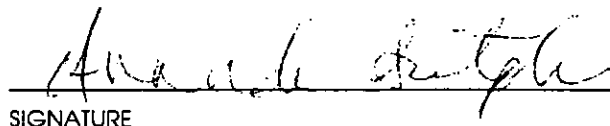
Archaeology review only.

COMMENTS

LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century and Native American occupation for the following Borough, Block and Lot locations within the study area: 5028220030, 5028220026, 5028220024, 5028220023, 5028220022, 5028220021, 5004940024, 5004940021, 5004940019, 5004940018, 5004940015, 5004930012, 5004920031, 5004910029, 5004900047, 5004900026, 5004900024, 5004890025, 5004880250, 5004870300, 5004870110. Accordingly, the Commission recommends that an archaeological documentary study be performed for these locations to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 2001).

Portions of the project site appear to be disturbed by 20th century construction of building(s) on the front and rear portions of the lot(s). Portions of these lot(s) not built in the 20th century appear to have low archeological potential. There are no further archeological concerns for the following Borough Block and Lots within the study area: 5004910026, 5004900045, 5004900037, 5004960215, 5004920029, 5004920016, 5004910046, 5004910042, 5004910041, 5004910037, 5004910032, 5028209999, 5028200105, 5028200095, 5004870100, 5028220020, 5028220001, 5004940030.

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SIGNATURE

07/29/05

DATE



THE Louis Berger Group, INC.

120 Halsted Street, East Orange, New Jersey 07018 USA
Tel 973 678 1960 Fax 973 678 3427 www.louisberger.com

November 10, 2005

Ms. Amanda Sutphin
Director of Archaeology
NYC Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, NY 10007

Re: Stapleton Waterfront Plan (EDC/LA-CEQR-R)

Dear Ms. Sutphin:

NYC Landmarks Preservation Commission has conducted a first-level review of several lots comprising the Stapleton Waterfront Plan (the Plan). The results of this review were conveyed to The Louis Berger Group, Inc., the EIS consultant to the New York City Economic Development Corporation (NYCEDC), on July 29, 2005. LPC identified a total of 21 lots that would require an archaeological documentary study to clarify the archaeological potential of the 21 lots. After this initial first-level review, some of the lots comprising the Plan were eliminated from the Plan, thereby removing four of the lots identified by LPC as requiring an archaeological documentary study. The following lots are no longer within the Plan:

Block 494, Lot 15
Block 490, Lot 47
Block 488, Lot 250
Block 487, Lot 300

These four lots should be removed from LPC's review of the Plan.

Additionally, one lot was added to the Plan and has not been reviewed by LPC in this first-level review. This additional is:

Block 2820, Lot 1

This single lot should be reviewed by LPC in the first-level review for archaeological potential.

We look forward to your timely review of this project and thank you in advance for your assistance. If you have any questions regarding this request, please do not hesitate to contact Berger's Senior Archaeologist Zachary Davis at (973) 678-1960, x778 or via email at zdavis@louisberger.com. Thank you.



Sincerely,

THE LOUIS BERGER GROUP, INC.

Zachary J. Davis, RPA
Senior Archaeologist

Cc: David Quart, NYC EDC
Greg Belcamino, NYC EDC
Gina Santucci, NYC LPC
XE 3502 (file)

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre St., 9N, New York, NY 10007 (212) 669-7700

ENVIRONMENTAL REVIEW

EDC /06DME001R

11/07/05

PROJECT NUMBER

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PROJECT

STAPLETON WATERFRONT PLAN:

- No architectural significance
- No archaeological significance
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- Listed on National Register of Historic Places
- Appears to be eligible for National Register Listing and/or New York City Landmark Designation
- May be archaeologically significant; requesting additional materials

COMMENTS

The LPC is in receipt of the EAS and scope of work for EIS (SEIS) dated 10/31/05. Archaeological comments are under separate cover. The SEIS is acceptable for architectural resources. The LPC will comment upon historic resource identification and evaluation upon receipt of the DEIS. A preliminary survey of the project area indicates the following potential architectural resources: Paramount Theater, S/NR eligible; the Tompkinsville Pool, LPC heard and S/NR eligible; the Carnegie Library, LPC and S/NR eligible, and the Staten Island Savings Bank, LPC and S/NR eligible.


SIGNATURE

11/17/05

DATE

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre St., 9N, New York, NY 10007 (212) 669-7700

ENVIRONMENTAL REVIEW

EDC/06DME001R

11/07/05

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- May be archaeologically significant; requesting additional materials *- see below*

Archaeology findings only.

COMMENTS

No archeological concerns for Block 2820 Lot 1 only. See LPC comments dated 7/29/05 for findings for other blocks and lots.

Amanda Dethlefs

SIGNATURE

11/09/05

DATE

ENVIRONMENTAL REVIEW

EDC/LA-CEQR-R

07/15/05

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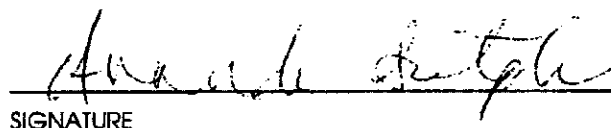
Archaeology review only.

COMMENTS

LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century and Native American occupation for the following Borough, Block and Lot locations within the study area: 5028220030, 5028220026, 5028220024, 5028220023, 5028220022, 5028220021, 5004940024, 5004940021, 5004940019, 5004940018, 5004940015, 5004930012, 5004920031, 5004910029, 5004900047, 5004900026, 5004900024, 5004890025, 5004880250, 5004870300, 5004870110. Accordingly, the Commission recommends that an archaeological documentary study be performed for these locations to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 2001).

Portions of the project site appear to be disturbed by 20th century construction of building(s) on the front and rear portions of the lot(s). Portions of these lot(s) not built in the 20th century appear to have low archeological potential. There are no further archeological concerns for the following Borough Block and Lots within the study area: 5004910026, 5004900045, 5004900037, 5004960215, 5004920029, 5004920016, 5004910046, 5004910042, 5004910041, 5004910037, 5004910032, 5028209999, 5028200105, 5028200095, 5004870100, 5028220020, 5028220001, 5004940030.

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SIGNATURE

07/29/05

DATE

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre St., 9N, New York, NY 10007 (212) 669-7700

ENVIRONMENTAL REVIEW

EDC /06-DME001R 04/14/06
PROJECT NUMBER DATE RECEIVED

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COMMENTS

For architectural resources only:

The LPC is in receipt of the "New Stapleton Waterfront Plan, Staten Island, New York: Phase 1A Cultural Resources Assessment", prepared by Louis Berger (April, 2006), and the PDEIS Cultural Resources chapter dated February, 2006.

The following properties should be added to the Cultural Resources Assessment: Stapleton Historic District, LPC listed and S/NR eligible; 63 William St., The Nook Historic District, Bayley Seton Hospital Physician's Residence, the Vanderbilt Ave./Carrere and Hastings Historic District, LPC and S/NR eligible.

Page 57, Table 2, add St. Paul's Historic District, LPC listed and S/NR eligible.

Page 109, 144 and 150 Front St., S/NR eligible.

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Guia Santucci
SIGNATURE DATE 04/25/06

1 of 2

Post-IP Fax Note	7671	Date	4/25	# of pages	2
To	EDC	From	LPC		
Co./Dept.	Berger	Co.			
Phone #		Phone #			
Fax #		Fax #			

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre St, 9N, New York, NY 10007 (212) 669-7700

ENVIRONMENTAL REVIEW

EDC/06-DME001R

04/14/06

PROJECT NUMBER

DATE RECEIVED

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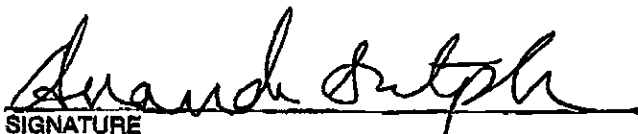
COMMENTS

For Archaeological Resources only:

The LPC is in receipt of the, "New Stapleton Waterfront Plan, Staten Island New York: Phase 1A Cultural Resources Assessment," prepared by Louis Berger and dated April 2006 and the PDEIS Cultural Resources chapter dated February 2006.

The LPC cannot concur with the Phase 1A archaeological conclusions at this time. Additional work is needed to consider whether 19th century resources, including but not limited to remnants of the ferry dock and landings and landfilling techniques, are likely to still be within the lots under study, and if so, if such resources may be considered significant. The LPC notes that other archaeological reports such as the Phase 1A Archaeological Assessment for Brooklyn Bridge Park by HPI and Raber Associates, 2005, have been completed within NYC and have concluded that such resources may be considered significant.

As the PDEIS provides the conclusions presented in the Phase 1A, LPC cannot comment on this text yet as we cannot yet concur with those conclusions. However, we note that while the text does include discussion of potential prehistoric remains there is no such discussion about historic archaeological resources.


SIGNATURE

04/21/06

DATE

2 of 2

ENVIRONMENTAL REVIEW

EDC /06-DME001R 05/17/06
PROJECT NUMBER DATE RECEIVED

PROJECT

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COMMENTS

The LPC is in receipt of the DEIS of May 3, 2006. Comments for architectural resources are as follows. The following properties were identified by the LPC on 11/17/05, and need to be included in Table 10-2 on page 10-12 of Chapter 10: "Historic Resources". They are: the Paramount Theater, S/NR eligible; the Tompkinsville Pool, LPC heard and S/NR eligible; the Carnegie Library, LPC and S/NR eligible; and the Staten Island Savings Bank, LPC heard and S/NR eligible. These properties should be described and any impacts disclosed in the EIS. Additionally, the DEIS text lists 144-150 Front St. as eligible for LPC designation. This is an error. The LPC considers this property eligible for listing on the State/National Registers only. See the LPC findings of 4/25/06 (attached). All references to 144-150 Front St. in the text should be corrected accordingly.

The text also states on page 10-15 that Edgewater Hall appears eligible for LPC designation. The property was designated an LPC landmark in 1968, and the text should be corrected accordingly.


SIGNATURE DATE 06/02/06

1 of 3

ENVIRONMENTAL REVIEW

EDC/06-DME001R

05/15/06

PROJECT NUMBER

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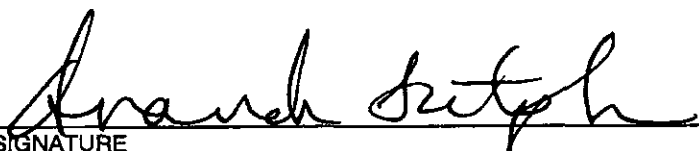
COMMENTS

For archaeological resources only:

The LPC is in receipt of the DEIS dated May 2006.

The LPC has not concurred that the project area is, "too disturbed or lacks the potential for initial deposits of archaeological resources and, therefore, is not sensitive for historical (related to residential occupation) or pre-contact archaeological resources" as stated in the Notice of Completion dated 5/3/2006. In addition, the LPC is NOT in the process of, "reviewing the archaeological section of the Draft Phase 1A Cultural Resource Assessment" as stated on page 10-1. In fact, the LPC has already reviewed this flawed study and recommended that it be revised to determine whether or not archaeological resources may be within the project area, and if so, if they may be considered significant. The LPC further notes, that the text in Chapter 10 appears to be taken from the Phase 1A study that the LPC rejected, and so we in no way concur with the findings that there are no archaeological concerns for this proposed action.

cc: SHPO


SIGNATURE

05/15/06

DATE

2 of 3

ENVIRONMENTAL REVIEW

EDC /06-DME001R 04/14/06
PROJECT NUMBER DATE RECEIVED

PROJECT

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COMMENTS

For architectural resources only:

The LPC is in receipt of the "New Stapleton Waterfront Plan, Staten Island, New York: Phase 1A Cultural Resources Assessment", prepared by Louis Berger (April, 2006), and the PDEIS Cultural Resources chapter dated February, 2006.

The following properties should be added to the Cultural Resources Assessment: Stapleton Historic District, LPC listed and S/NR eligible; 63 William St., The Nook Historic District, Bayley Seton Hospital Physician's Residence, the Vanderbilt Ave./Carrere and Hastings Historic District, LPC and S/NR eligible.

Page 57, Table 2, add St. Paul's Historic District, LPC listed and S/NR eligible.

Page 109, 144 and 150 Front St., S/NR eligible.

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Guia Santucci
SIGNATURE

04/25/06
DATE

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3 of 3



The New York City Landmarks Preservation Commission

1 Centre Street, 9th Floor North New York NY 10007 TEL: 212-669-7823 FAX: 212-669-7818
asutphin@lpc.nyc.gov



Amanda Sutphin
Director of Archaeology

July 6, 2006

David Quart
Economic Development Corporation
110 William Street
New York, NY 10038

Re: New Stapleton Waterfront Development Project, 06DME001R

Dear Mr. Quart:

The Archaeology Department of the Landmarks Preservation Commission has reviewed the, "Phase 1A Cultural Resource Assessment for the New Stapleton Waterfront Plan, Staten Island, New York," prepared by Louis Berger Group, Inc ("LBA") and dated June 2006. Please note that comments pertaining to the architectural resource survey may be sent under separate cover.

As you know, the LPC had recommended that the draft Phase 1A dated April 2006 be revised as it did not consider whether or not potentially significant archaeological resources related to the development of the waterfront itself might be within the project area and could be impacted by your proposed project. This revision should have included a detailed history of the development, a discussion of what has been archaeologically revealed at other similar sites, and an assessment of whether any of these resources may remain within the project site and whether or not your project is likely to impact them.

Instead, the report remains largely unchanged from the April 2006 version. For example, the report states on pages 3, 20, and 132 that the project site does not have the potential to contain historic archaeological resources yet the report itself has now found that the project area may contain potentially significant 19th century resources related to the development of the waterfront. But more egregious than this, which I assume resulted from a lack of editing what had been previously submitted, are some of the additions. The report now states on page 17 that, "the ferry pier may refer to the ferry dock for Cornelius Vanderbilt's 18th century ferry that he operated from the Stapleton area during the Revolutionary War." As he was born in 1794, this is obviously wrong and given that Vanderbilt is a very famous historic figure a completely unacceptable mistake for any cultural resources report to make. In addition, I note that

the report states that the borings indicate that archaeological resources would be at least 10' below the current surface. From studying the graphic scales of the borings provided in Appendix B, I do not see how LBA reached this conclusion. In fact, it appears from these depictions that fill begins just below the surface which is, of course, what one would expect in an area created by landfill. LBA must either convey whatever additional information led to their conclusions or correct this.

Finally, although the report does not adequately assess where the potentially significant archaeological resources may be within the entirety of the project area, what they may consist of, and what might be learned from them, LBA concludes that the construction of a parking lot somewhere in B 487 L 110 would not impact them. They also state that given that large sections of B 487 L 110 will be privately developed any archaeological impact would be unmitigable. These conclusions are not acceptable. Firstly, unless LBA has additional information to share, it certainly appears that the construction needed for a parking lot, which also usually includes the installation of drainage and electric lines, may have the potential to impact archaeological resources. Secondly, the report states on page 1 that the City of New York will be selling or leasing the land in question (also stated in the DEIS), therefore any impact to potential significant archaeological resources within this area caused by the proposed action can most definitely be mitigated; the City of New York can mandate that archaeology be completed as a condition of sale or lease.

In conclusion, I know that you requested that we meet to discuss the project but given that this report has offered very little new information I see no reason to meet until the report contains the information it should have initially. However, please let me know if you have any questions.

Sincerely,

Amanda Sutphin

ENVIRONMENTAL REVIEW

EDC /06-DME001R 07/07/06
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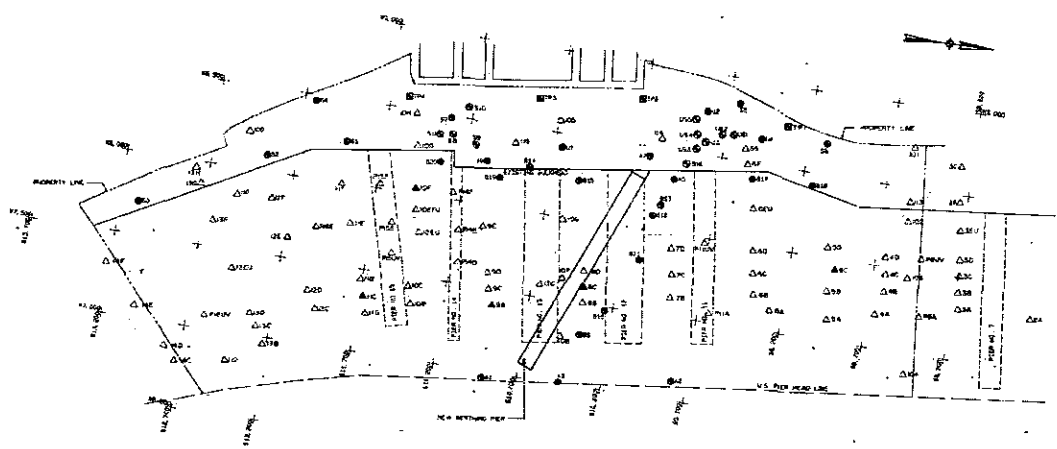
COMMENTS

The LPC is in receipt of the "Phase 1A Cultural Resource Assessment" dated June, 2006. Architectural comments are as follows. 691 Bay St. has not been determined eligible by LPC for LPC designation. The determination of LPC eligibility should be removed from the text. The rest of the text is acceptable for architectural resources.


SIGNATURE DATE 07/07/06

APPENDIX B
SOIL BORINGS

REVISIONS			
NO.	DESCRIPTION	DATE	BY



- LEGEND**
- PER BORING AND BITE BORING COMPLETED IN 1964 AND PRESENTED ON DRAWING 8-102-0120-06-01 AND 02
 - ⊠ TEST PIT COMPLETED IN 1964 AND PRESENTED IN REFERENCE NO. 1
 - ⊡ PREVIOUSLY DRILLED BORING COMPLETED IN 1967 BY OTHERS - PRESENTED ON DRAWING 8-102-0120-06-01
 - △ PREVIOUSLY DRILLED BORING COMPLETED IN 1967 BY OTHERS AND PRESENTED IN REFERENCE NO. 2

NOTES

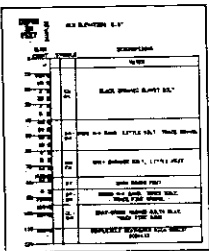
THE FOLLOWING SURFACE INFORMATION IS AVAILABLE FOR REVIEW:

NO. 7 - 1967 STRATEGIC HIGHWAY VOLUME & GOLF REPORT BY THE ENGINEERING DIVISION, 1967, PLANS AND/OR OTHER REFERENCE DATA

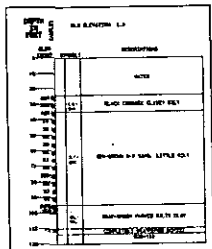
REFERENCE NO. 1 - SURFACE ELEVATION REPORT, VOLUME 2, BY WARDEN SURVEYING CO., 1967

AS-BUILD

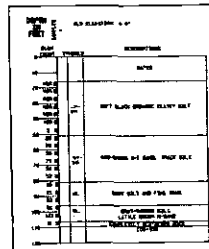
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		PROJECT NO. 8-102-0120-06-01 DRAWING NO. 8-102-0120-06-01-01	DATE: 11/15/67 BY: [Signature] CHECKED BY: [Signature]



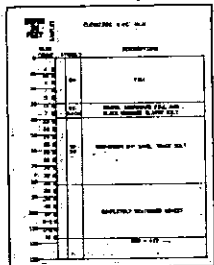
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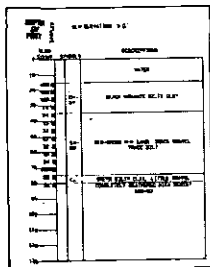
NO. 819



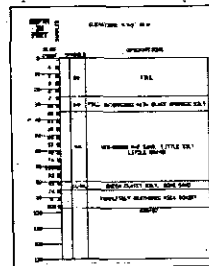
NO. 818



NO. 816



NO. 817



NO. 815

REVISIONS		
NO.	DESCRIPTION	DATE

- LEGEND**
- W - WELT SOIL SAMPLE
 - D - UNDISTURBED SAMPLE
 - H - HOLE CORE
 - R - FIELD RING
 - NS - NESTS OF PILES
 - R - REFUSE
 - SM - SAND SILEX CLASSIFICATION FOLLOWING ASTM SPECIFICATIONS

NOTES:
 1. FOR BODILY HAZARD, SEE DRAWING P-102

Ans. Booth

GRAPHIC SCALES (Scale information)		U.S. ARMY CORPS OF ENGINEERS DISTRICT OFFICE STATION C-10, STAFF BUILDING, B-1 WASHINGTON, D.C. 20315	
		SITE IMPROVEMENTS - STAPLETON BRIDGE LOG, 22	
DRAWING NO. 90081		2150799 / B-403	

DEPTH IN FEET		SECTION 1776 414		DESCRIPTION	
0.0	0.5	10	10	10	FILL
0.5	1.0	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND
1.0	1.5	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND

NO. 51

DEPTH IN FEET		SECTION 1776 414		DESCRIPTION	
0.0	0.5	10	10	10	FILL
0.5	1.0	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND
1.0	1.5	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND

NO. 52

DEPTH IN FEET		SECTION 1776 414		DESCRIPTION	
0.0	0.5	10	10	10	FILL
0.5	1.0	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND
1.0	1.5	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND

NO. 53

DEPTH IN FEET		SECTION 1776 414		DESCRIPTION	
0.0	0.5	10	10	10	FILL
0.5	1.0	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND
1.0	1.5	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND

NO. 54

DEPTH IN FEET		SECTION 1776 414		DESCRIPTION	
0.0	0.5	10	10	10	FILL
0.5	1.0	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND
1.0	1.5	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND

NO. 55

DEPTH IN FEET		SECTION 1776 414		DESCRIPTION	
0.0	0.5	10	10	10	FILL
0.5	1.0	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND
1.0	1.5	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND

NO. 56

DEPTH IN FEET		SECTION 1776 414		DESCRIPTION	
0.0	0.5	10	10	10	FILL
0.5	1.0	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND
1.0	1.5	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND

NO. 57

DEPTH IN FEET		SECTION 1776 414		DESCRIPTION	
0.0	0.5	10	10	10	FILL
0.5	1.0	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND
1.0	1.5	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND

NO. 58

DEPTH IN FEET		SECTION 1776 414		DESCRIPTION	
0.0	0.5	10	10	10	FILL
0.5	1.0	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND
1.0	1.5	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND

NO. 59

DEPTH IN FEET		SECTION 1776 414		DESCRIPTION	
0.0	0.5	10	10	10	FILL
0.5	1.0	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND
1.0	1.5	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND

NO. 60

DEPTH IN FEET		SECTION 1776 414		DESCRIPTION	
0.0	0.5	10	10	10	FILL
0.5	1.0	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND
1.0	1.5	10	10	10	NO. 20 SAND, 10% SILT, 10% FINE SAND

NO. 61

REVISION	
NO.	DESCRIPTION

- LEGEND**
- S - SPLIT DRILL SAMPLE
 - B - UNDESIGNED SAMPLE
 - A - ROAD CORE
 - W - FIELD TAKE
 - AM - RECORD OF ROAD
 - R - REPAIR
 - 100 - MAP OF SOIL CLASSIFICATION
 - FOLLOWING AT 100-27-44

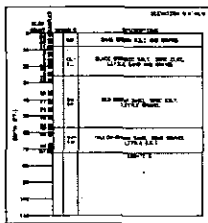
NOTES

1. FOR DRIVING WATER, SEE DRAWING 100-27-44

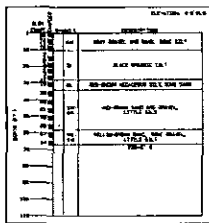
As Built

GRAPHIC SCALE 1" = 10'		PROJECT NO. 100-27-44 DRAWING NO. 100-27-44-100	DIVISION OF PUBLIC WORKS STATE OF MARYLAND
		DATE: 10/1/50	PROJECT: STAPLETON DRAWING: SITE IMPROVEMENTS

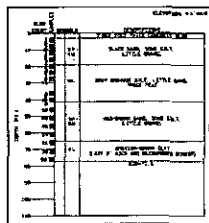
REVISIONS		
NO.	DESCRIPTION	DATE BY/DATE APPROVED



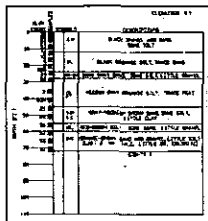
NO. 10-1



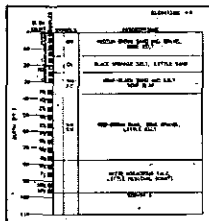
NO. 10-2



NO. 10-3



NO. 10-4



NO. 10-5

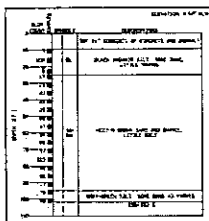
- LEGEND:**
- W - WELLY OPEN SAMPLE
 - B - BENCH MARK
 - - FILL LINE
 - - FIELD MARK
 - W - WIDTH OF WIDE
 - A - NOTATION
- (*) - JUMPED SOIL CLASSIFICATION FOLLOWS ASTM D4957-82

NOTES:
1. FOR BORING LOGS, SEE DRAWING 10-100

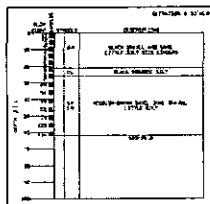
As Built

GRAPHIC SCALE		PROJECT NO.	21520011
		DATE	10-1-05
DRAWN BY		DATE	10-1-05
CHECKED BY		DATE	10-1-05
APPROVED BY		DATE	10-1-05
PROJECT TITLE		SITE IMPROVEMENTS - STAPLETON	
DRAWING NO.		BORING LOG 10	
SHEET NO.		1 OF 1	

REVISED	
DATE	DESCRIPTION



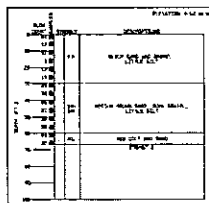
NO. S-8



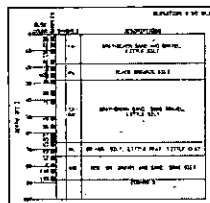
NO. S-9

LEGEND

- A - SAND
- B - SAND
- C - SAND
- D - SAND
- E - SAND
- F - SAND
- G - SAND
- H - SAND
- I - SAND
- J - SAND
- K - SAND
- L - SAND
- M - SAND
- N - SAND
- O - SAND
- P - SAND
- Q - SAND
- R - SAND
- S - SAND
- T - SAND
- U - SAND
- V - SAND
- W - SAND
- X - SAND
- Y - SAND
- Z - SAND



NO. S-10



NO. S-11

NOTES:
FOR SOILS NOT YET CLASSIFIED

A.S. Built.

CHARGE BOARD
LOCAL ENGINE ROOMS BOARD



NORTHSTAR DIVISION	
STATION ISLAND, N.Y.	
SITE IMPROVEMENTS - STAPLETON	
SOILS LOG 3	
DATE	NOV 1954
BY	R. BOON
SCALE	1" = 20'
PROJECT NO.	2155-18
DATE OF ISSUE	NOV 19 1954

APPENDIX C
RESUMES OF KEY PERSONNEL

ZACHARY J. DAVIS
The Louis Berger Group, Inc.
Senior Archaeologist

EDUCATION

- Interdepartmental Doctoral Program in Anthropological Science, State University of New York at Stony Brook, a.b.d. (Thesis Subject – *Lithic Resource Exploitation Strategies and Technological Organization in the Paleoindian of Northeastern North America*).
- M.A., Anthropology, State University of New York at Stony Brook, 2000
- M.A., Archaeology, Institute of Archaeology, University of London, 1994
- B.A., Archaeological Studies, Boston University, 1993

PROFESSIONAL REGISTRATIONS

- Register of Professional Archaeologists (RPA)

TECHNICAL TRAINING

- 40-Hour H&S for Hazardous Waste Operations and Emergency Response meeting the training requirements of 29 CFR 1910.120. Emilcott Associates, Inc., March 15, 2004.
- Trenching and Excavation Safety—OSHA Construction Industry Standards, Subpart P (29 CFR 1926.650-652). Emilcott Associates, Inc., February 19, 2004.
- Introduction to Section 106 Review (Ralston Cox, instructor), February 20-21, 2002
- Introduction to GPS using the Trimble Pro XR Training Class (Mike Popoloski, instructor), March 19, 2001.

PROFESSIONAL AFFILIATIONS

- Society for American Archaeology
- Geological Society of America
- Society for Archaeological Sciences
- Archaeological Society of New Jersey

PROFESSIONAL EXPERIENCE

Mr. Davis's background includes archaeological investigations at prehistoric sites dating from the Paleoindian through the Late Woodland period and historic sites dating from the seventeenth century through the early twentieth century. As Senior Archaeologist, he is responsible for the implementation and execution of archaeological research projects involving historic and prehistoric resources in the Northeast. His responsibilities include coordinating and supervising interdisciplinary and multitask studies, planning and conducting surveys and excavations of archaeological sites, interfacing with clients and subconsultants, maintaining project schedules, and preparing research proposals and technical reports. In addition, Mr. Davis has extensive experience with lithic material analysis and Geographic Information Systems database development and analysis for cultural resources. Since joining Berger, Mr. Davis's major projects include:

- **Phase IA Archaeological Assessment, Rockaway Boulevard Site, Rockaway Boulevard & Nassau Expressway, Block 14260, Lot 1, Jamaica, Queens County, New York.** Principal Investigator for an archaeological resource assessment of a proposed New York City Transit Buss parking facility, located adjacent to JFK International Airport. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For New York City Transit.

- **Phase I Cultural Resource Assessment, Trenton-Morrisville Toll Bridge Rehabilitation and One Auxiliary Northbound Lane, Morrisville, Pennsylvania and Trenton, New Jersey.** Project Manager for a cultural resource assessment of improvements to interchanges and the Trenton-Morrisville Toll Bridge spanning the Delaware River. Study involved archaeological assessment of proposed ground disturbance and historic architectural assessment of proposed interchange improvements to local structures, including the National Historic Landmark Delaware Division of the Pennsylvania Canal. For the Delaware River Joint Toll Bridge Commission.
- **Archaeological Monitoring, Condominiums at Cooke Mill, Market and Jersey Streets, Block H0850, Lot 21, City of Paterson, Passaic County, New Jersey.** Principal Investigator for an archaeological monitoring project at the former location of the Cooke Locomotive and Machine Works, which manufactured locomotives from 1852 until 1926. For Silk Mills Ventures, LLC and the City of Paterson Historic Preservation Commission.
- **Phase IA Archaeological Assessment, Jamaica Avenue School, Block 4102, Lots 19, 27, 33, 35 & 36, Cypress Hills, Brooklyn, Kings County, New York.** Principal Investigator for an archaeological resource assessment of a proposed New York City school location, situated in the Cypress Hills section of Brooklyn. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For the New York City School Construction Authority.
- **Ph. IA Cultural Resource Assessment, Harlem Hospital Center Modernization Project, West 135th and East 137th Streets Between 5th Avenue and Lenox Avenue, Block 1733, Lot 1; Block 1734, Lots 1 & 34, New York, New York.** Principal Investigator and Project Manager for the cultural resource assessment of proposed redevelopment of late 19th and early 30th century hospital buildings in East Harlem. Study included background research on the project area's history, archaeological assessment of the project area, a historic architectural resource survey of historic structures within the project area and a Level II-HABS documentation of three of the buildings to be affected by the project. For the Dormitory Authority of New York State.
- **Phase IA Archaeological Assessment, Remedial Options Pilot Study, Grasse River Study Area, Alcoa-Massena, Massena, New York.** Principal Investigator for the Phase IA archaeological assessment of an early twentieth-century Alcoa fabricating, ingot and extrusion and smelting plant under the jurisdiction of the US EPA as a Superfund Site. Study involved the research and analysis of past disturbances and potential for historic archaeological resources associated with the industrial use of the project area. For Blasland, Bouck and Lee, Inc.
- **Contextual Study, 153rd Street Pedestrian Bridge Access at Fort Washington Park, Manhattan, New York.** Served as Principal Investigator to assist with the completion of the required environmental documentation for a new pedestrian bridge to provide access from Riverside Drive and 151st Street to Fort Washington Park, crossing over rail lines and the Henry Hudson Parkway (Route 9A). As part of the environmental documentation, a contextual study of the project area was completed, which included an inventory of all historic properties listed and eligible for listing on the state and national registers. For New York State Department of Transportation.
- **Phase IA Archaeological Assessment, Hebrew Academy of Brooklyn/Yeshiva R'tzahd, 965 East 107th Street, Block 8215, Lots 12 & 21, Brooklyn, Kings County, New York.** Principal Investigator for an archaeological resource assessment of a proposed New York City school location, situated in the

Canarsie section of Brooklyn. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For the New York City School Construction Authority.

- **Phase IA Cultural Resource Assessment, East Orange Demonstration Project, Pre-K to 12th Grade School for the Performing Arts, City of East Orange, Essex County, New Jersey.** Principal Investigator for a cultural resource assessment of a proposed new school to be constructed at the present location of the c.1910 East Orange High School. Determined the project's potential to affect potential archaeological resources and coordinated the determination of the East Orange High School's National Register eligibility and the recordation of the school prior to demolition. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For New Jersey School Construction Corporation.
- **Phase IA Archaeological Assessment, Proposed Vent Plant Installation, West 21st Street and Sixth Avenue, New York, New York.** Principal Investigator for an archaeological resource assessment of a proposed vent plant installation, located in Chelsea. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For New York City Transit.
- **Phase IB Archaeological Survey, SUNY College at Purchase New Residence Hall, Purchase, New York.** Principal Investigator and Project Manager for the archaeological survey at the proposed location for a residence hall at Purchase College, Westchester County. Archaeological investigation failed to identify any archaeological resources within the project area. For the Dormitory Authority of New York State.
- **Phase IA Cultural Resource Assessment, Proposed Oakwood Avenue Elementary School Addition, City of Orange, Essex County, New Jersey.** As part of the E.O. 215 process, served as the Principal Investigator for a cultural resource assessment of an addition to the existing c. 1888 Oakwood Avenue School. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For New Jersey School Construction Corporation.
- **Phase IA Cultural Resource Assessment, Proposed Peshine Avenue School, Elementary School Replacement, City of Newark, Essex County, New Jersey.** Principal Investigator for a cultural resource assessment of a proposed new school to be constructed at the present location of the c.1911 Peshine Avenue Elementary School. Determined the project's potential to affect potential archaeological resources through the use of GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For New Jersey School Construction Corporation.
- **Phase IA Archaeological Assessment, Hudson Yards/Number 7 Subway Line Extension, New York, New York.** Assisted with the analysis of archaeological resource potential for 39 lots on the Westside of Manhattan and determined the potential effect of alternatives on cultural resources. For New York City Department of City Planning and New York City Transit.
- **Phase IB Archaeological Survey, Proposed Vent Plant Installation, Chrystie and Stanton Streets, New York, New York.** Principal Investigator for an archaeological survey consisting of a back-hoe trench excavated to assess the presence or absence of late nineteenth- and early twentieth-century front yard archaeological resources. For New York City Transit.

- **Phase IA Cultural Resource Assessment, Proposed Grove Street Elementary School Replacement, City of Irvington, Essex County, New Jersey.** As part of the E.O. 215 process, served as the Principal Investigator for a cultural resource assessment of a proposed new elementary school to be constructed within an existing residential neighborhood. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For New Jersey School Construction Corporation.
- **Phase IA Cultural Resource Assessment, Proposed Burnet-Warren Elementary School Replacement, City of Newark, Essex County, New Jersey.** As part of the E.O. 215 process, served as Principal Investigator for a cultural resource assessment of a proposed new elementary school to be constructed within the limits of the James Street Commons Historic District, a National Register listed historic district. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For New Jersey School Construction Corporation.
- **Cultural Resource Eligibility/Effects Investigations for the Proposed Tuckahoe Road (C.R. 557) Bridge Over Cape May Branch Rail Line Replacement, Atlantic County, New Jersey. Principal Investigator** for Section 106 compliance activities for NJDOT's proposed improvements to the Tuckahoe Road Bridge. Project involved subsurface archaeological investigation and historic architectural survey within the area of potential effect (APE). The architectural survey indicated that the Tuckahoe Road Bridge had previously been determined not eligible for inclusion in the National Register of Historic Places. The Cape May Rail Line, also located within the APE, was determined to be potentially eligible for inclusion in the National Register of Historic Places as an historic district owing to its role in the development of New Jersey's rail transportation system and in the growth of the state's seashore tourist resort communities. Based on the review of project plans, Berger concluded that the proposed bridge replacement project would not have an adverse effect on the National Register of Historic Places-eligible Cape May Branch Rail Line.
- **Phase IA Archaeological Assessment, Proposed Fan Plant Rehabilitation, 52nd Street and Sixth Avenue, New York, New York.** Principal Investigator for an archaeological resource assessment of a proposed fan plant rehabilitation, located in midtown Manhattan. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For New York City Transit.
- **New Embassy Compound, Baghdad, Iraq.** Research assistant for cultural resource investigations associated with construction of a new embassy compound in Baghdad, Iraq. Tasks included securing historic maps of Baghdad, georeferencing historic maps to modern mapping and drafting portions of the report's historic background section. For the U.S. Department of State, Overseas Buildings Operation.
- **Cultural Resource Screening, Proposed Middle School Replacement, City of Irvington, Essex County, New Jersey.** As part of the Environmental Assessment process, served as the Principal Investigator for a cultural resource assessment of a proposed new elementary school to be constructed within an existing residential neighborhood. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For New Jersey School Construction Corporation.
- **Phase IA Archaeological Assessment, New South Ferry Terminal, New York, New York.** Responsible for the archaeological resource assessment of a proposed subway terminal project in Battery

Park. Required extensive cartographic research documenting the historic evolution of the Lower Manhattan shoreline. Employed GIS technology to georeference numerous historic maps in order to trace potential historic archaeological resources within the project area. Coordinated review with New York City Landmarks Commission and New York State Office of Parks, Recreation and Historic Preservation. Drafted portions of the Memorandum of Agreement and the entirety of the Archaeological Resource Management Plan to be enacted during construction. For New York City Transit.

- **Phase IA Archaeological Assessment, Proposed Fulton Street Transit Center, Fulton Street and Broadway, New York, New York.** Principal Investigator for an archaeological resource assessment of the proposed downtown transit facility, located at Fulton Street and Broadway. Reviewed historic maps and documents and summarized past disturbances to the project area to calculate the project area's potential for archaeological resources. Drafted portions of the project's Programmatic Agreement. For New York City Transit.
- **Phase IA Archaeological Assessment, Proposed Fan Plant Rehabilitation, Lafayette and Flatbush Avenues, Brooklyn, New York.** Principal Investigator for an archaeological resource assessment of a proposed fan plant rehabilitation, located in Fort Green, Brooklyn. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For New York City Transit.
- **Triborough Bridge Rehabilitation Project, Randall's and Ward's Islands, New York, New York.** Principal Investigator. A strong possibility for human burials from the Manhattan Psychiatric Center necessitated archaeological monitoring by an RPA-certified Berger archaeologist during all geotechnical borings for the project. Fieldwork included the observation of soil stratigraphy, inspection for human remains, and recordation of archaeological materials. No human remains were identified during the testing, however; specifications related to archaeological issues and the potential for human remains were drafted and incorporated into the bid documents for the construction contracts.
- **Phase IA Archaeological Assessment, Proposed Vent Plant Installation, Chrystie and Stanton Streets, New York, New York.** Principal Investigator for an archaeological resource assessment of a proposed vent plant installation, located in Manhattan's Lower East Side. Employed GIS technology to georeference historic maps to trace potential historic archaeological resources within the project area. For New York City Transit.
- **Phase IA Archaeological Assessment, Niagara Mohawk, Hudson (Water Street) Site, City of Hudson, New York.** Principal Investigator for the Phase IA archaeological assessment of a late nineteenth-/early twentieth-century coal-to-gas generating facility located on the banks of the Hudson River. Study involves the research and analysis of past disturbances and potential for historic archaeological resources associated with the industrial use of the project area. For Blasland, Bouck and Lee, Inc.
- **Phase I Archaeological Investigation, Sweet Brook Drainage Area, Carlton Boulevard, Annadale, Staten Island, New York.** Principal Investigator for a Phase I archaeological survey for sewage installation project along the Sweet Brook in southern Staten Island. For JRC Construction Corporation at the request of NYC DEP.

- **Phase I Archaeological Survey, Luzerne County Road No. 9, Jackson, Lehman, and Dallas Townships, Luzerne County, Pennsylvania.** Documented the results of a previously conducted roadway survey, located along Luzerne County Road 9, designed to assess the project's potential impact on late historic period archaeological deposits. For Pennsylvania Department of Transportation Engineering District 4-0.
- **Cultural Resource Constraints Assessment, Route 9 and Garden State Parkway, Cape May County, New Jersey.** Conducted background research on archaeological and historic architectural resources within the project corridor. Prepared GIS files for cultural resources and summary cultural resource assessment of the project corridor. For the South Jersey Transportation Planning Organization.
- **Stage IA Archaeological Assessment, Cross Harbor Freight Improvement Project, Greenville Yards, Jersey City, New Jersey.** Co-Principal Investigator for the Phase IA archaeological assessment of the Greenville Yard. Study involved the research and analysis of past disturbances and potential for prehistoric and historic period resources. For Allee King Rosen & Fleming, Inc. in association with New York City Economic Development Corporation (NYCEDC).
- **Cultural Resource Constraints Assessment, Route 17, Bergen County, New Jersey.** Conducted background research on archaeological and historic architectural resources within the project corridor. Prepared GIS files for cultural resources and summary cultural resource assessment of the project corridor. For the North Jersey Transportation Planning Organization.
- **Cultural Resource Constraints Assessment, Route 22, Essex and Union Counties, New Jersey.** Conducted background research on archaeological and historic architectural resources within the project corridor. Prepared GIS files for cultural resources and summary cultural resource assessment of the project corridor. For the North Jersey Transportation Planning Organization.
- **Cultural Resource Constraints Assessment, Route 57, Warren County, New Jersey.** Conducted background research on archaeological and historic architectural resources within the project corridor. Prepared GIS files for cultural resources and summary cultural resource assessment of the project corridor. For the North Jersey Transportation Planning Organization.
- **Phase IA Archaeological Assessment, East 126th Street Bus Garage, New York, New York.** Responsible for the archaeological and architectural site file review at New York City Landmarks Commission (LPC), background research, and archaeological assessment for the half block project area. For New York City Transit.
- **Cultural Resource Eligibility/Effects Documentation for Final Scope Development of Routes 1 and 9 at North Avenue, City of Elizabeth, New Jersey.** Principal Investigator for the identification and evaluation of archaeological resources (Phase I/II) and historic architectural properties (eligibility/effect) within the proposed project area for roadway improvements. Also conducted all background research and prepared archaeological report. For the New Jersey Department of Transportation.
- **Hudson Energy Project, Hudson River Bulkhead at Pier 92, Manhattan, New York.** Responsible for the archaeological and architectural site file review at New York City Landmarks Commission (LPC), background research, and field inspection of the study area from the bulkhead at Pier 92 to the ConEd substation at West 94th Street in Manhattan. For Genpower Hudson Energy.

- **New Jersey Cellular Telecommunications.** Principal Investigator for several Phase IA Archaeological Assessments and Historic Architectural Resource assessments for proposed Nextel cell tower installation in Essex, Berger, Morris, Sussex, Warren, Hunterdon, Somerset, Middlesex and Monmouth counties. For IVI Environmental, Inc.
- **La Tourette Park, Staten Island, New York.** Principal Investigator for a Historic Architectural Resource assessment of a proposed Omnipoint cell tower installation in Richmond County, New York. For Goodkind and O'Dea, Inc.
- **U.P.N. Pallet Co. Cell Tower, Penns Grove, New Jersey.** Principal Investigator for a Phase IB archaeological assessment of a proposed AT&T cell tower installation in Salem County, New Jersey. For Rescom Environmental Corporation.
- **Clayton Cell Tower, Clayton, New Jersey.** Principal Investigator for a Phase IB archaeological assessment of a proposed AT&T cell tower installation in Gloucester County, New Jersey. For Rescom Environmental Corporation.
- **Peach County Cell Tower, Mantua, New Jersey.** Principal Investigator for a Phase IB archaeological assessment of a proposed AT&T cell tower installation in Gloucester County, New Jersey. For Rescom Environmental Corporation.
- **P.S. 234-Q, Long Island City, Queens, New York.** Principal Investigator for a Phase IB archaeological assessment for a proposed New York City public school in Astoria, Queens. For Parsons Brinckerhoff, Inc and the New York City School Construction Authority (SCA).
- **Arthur Kill Road Bus Maintenance Facility, Staten Island, New York.** Principal Investigator for a Phase IB archaeological survey for prehistoric and historic resources. For New York City Transit.
- **Arbutus Avenue Sewer Project, Staten Island, New York.** Principal Investigator for a Phase I archaeological survey for sewage installation project along the Arbutus Creek. For JRC Construction Corporation.
- **Two Bridges Road Bridge, Lincoln Park, Wayne and Fairfield, New Jersey.** Principal Investigator for cultural resource screening of archaeological and historic architectural properties, including five known prehistoric Native American sites, several historic residences pre-dating 1950, and the 1887 National Register-eligible steel truss bridge. Project involved assessing archaeological sensitivity for the area surrounding the confluence of the Passaic and Pompton rivers. For the County of Passaic.
- **Interchange 142 (Garden State Parkway and I-78), Hillside, Irvington, and Union, New Jersey.** Principal Investigator for a Phase IB archaeological survey along the Garden State Parkway at Exit 142, straddling the Union/Essex County line. For the New Jersey Highway Authority.
- **Interchange 142 (Garden State Parkway and I-78), Hillside, Irvington, and Union, New Jersey.** Contributed to the Historic Architectural Evaluation with background research on and evaluation of the Elizabeth River Park, a National Register-eligible park in Union County. For the New Jersey Highway Authority.

PREVIOUS PROFESSIONAL EXPERIENCE

- **Calverton Naval Weapons Industrial Reserve, Calverton, New York.** Geographic Information Systems analyst. Integrated GIS analysis with lithic analysis to interpret prehistoric activity patterns.
- **PS 56R Site, Staten Island, New York. Lab Director.** Analysis, curation, and data entry for cultural material derived from the mitigation of a primarily Late Archaic prehistoric site.
- **Calverton Naval Weapons Industrial Reserve, Calverton, New York.** Field Supervisor. Cultural resource survey of 6,000-acre parcel with several early mid-twentieth-century buildings and several Late Archaic and Late Woodland prehistoric sites.
- **Russian Mission, The Bronx, New York.** Lithic Analyst. Cultural resource survey of a Late Archaic/Woodland quartz quarry site.
- **Long Island College Hospital, Brooklyn, New York.** Excavator. Monitoring heavy machine excavation of eighteenth-, nineteenth-, and twentieth-century historical archaeological deposits for the construction of a parking garage along Atlantic Avenue.
- **Robin's Island, Southold, New York.** Field Supervisor and Lithic Analyst. Survey of 450-acre island located in the Peconic Bay, revealing several prehistoric and historic sites.
- **Hudson Valley Rod & Gun Club, Pawling, New York.** Excavator. Mitigation of a Middle and Late Archaic prehistoric site.
- **Umm el Tlel, Syria.** Excavator. Long-term excavations of an open-air site containing cultural material spanning from the terminal Lower Palaeolithic, through the Middle, Upper, and Epi-Palaeolithic, to the Neolithic.
- **Abri Castanet, Sergeac (Périgord), France.** Excavator. Long-term excavations of an early Upper Palaeolithic rockshelter in the southwest of France.
- **Le col de Jiboui, Haut-Diois (Drôme), France.** Excavator. Salvage excavations of an open-air Middle Palaeolithic site in the French Alps.
- **Fouilles Préhistoriques à Cagny, Cagny (Nord), France.** Excavator. Excavation of two open-air Lower Palaeolithic sites located in northern France.
- **African Meeting House, Nantucket, Massachusetts.** Excavator. Assisted with the excavation and interpretation of archaeological deposits surrounding this early nineteenth-century structure, the second constructed African Meeting House in America. Supervisor: Mary Beaudry, Boston University.
- **Spencer-Pierce-Little Farm, Newbury, Massachusetts.** Excavator. Boston University archaeological field school at a late seventeenth-century homestead. Supervisor: Mary Beaudry, Boston University.

ACADEMIC POSITIONS

Graduate Teaching Associate, Department of Anthropology, SUNY at Stony Brook. Primary Instructor: Anthropology 402, Problems in Archaeology - Landscape exploitation strategies in the Eurasian Palaeolithic.

Graduate Teaching Assistant, Department of Anthropology, SUNY at Stony Brook. Primary Teaching Assistant for Anthropology 102, Introduction to Cultural Anthropology; Primary Teaching Assistant for Anthropology 356, Urban Anthropology; Primary Teaching Assistant for Anthropology 104, Introduction to Archaeology; Primary Teaching Assistant for Anthropology 290, Ancient Science and Technology.

Graduate Teaching Assistant, Department of Anthropology, SUNY at Stony Brook. Lab Instructor for Anthropology 418, Lithic Technology; Lab Instructor for Anthropology 420, Geographic Information Systems in Environmental Analysis.

HONORS/AWARDS

- Graduate Council commendation for excellence in teaching by a graduate student, SUNY at Stony Brook.
- General grant for thesis research, L.S.B. Leakey Foundation.
- Grant for thesis research, Geological Society of America.
- Grant for thesis related research, IDPAS, SUNY at Stony Brook.
- Travel grant to the Annual Meeting of the Paleoanthropology Society, Columbus.
- Travel grant to the 63rd Annual Meeting of the Society for American Archaeology, Seattle.
- Travel grant for summer fieldwork, Sigma Xi Research Foundation.
- General research grant, IDPAS, SUNY at Stony Brook.
- Travel grant to the 62nd Annual Meeting of the Society for American Archaeology, Nashville.

PUBLICATIONS

- Controlled Experiments with Middle Paleolithic Spear Points: Levallois Points. By Shea, J. J., K. S. Brown and Z. J. Davis, In *Experimental Archaeology: Replicating Past Objects, Behaviors, and Processes*, edited by J. R. Mathieu, pp. 55-72. British Archaeological Reports, International Series 1035, Oxford. 2002
- Experimental Test of Middle Palaeolithic Spear Points Using a Calibrated Crossbow. By J.J. Shea, Z.J. Davis, and K.S. Brown. *Journal of Archaeological Science* 28:807-816. 2001.
- Quantifying Lithic Curation: An Experimental Test of Dibble and Pelcin's Original Flake-Tool Mass Predictor. By Z.J. Davis and J.J. Shea. *Journal of Archaeological Science* 25:603-610. 1998.

PAPERS PRESENTED

- Paleoindian Lithic Foragers in the Delaware Water Gap: Integrating Lithic Resource Distribution and Lithic Technological Strategies. Paper presented at the January 2003 meeting of the Archaeological Society of New Jersey, Trenton, New Jersey. 2003.

- Costs and Benefits of Levallois Flake Production: An Economic Perspective on the Variability in Middle Palaeolithic Stone Tool Assemblages. Paper presented at the 65th Annual Meeting of the Society for American Archaeology, Philadelphia. 2000.
- Levantine Mousterian Mobility Patterns: The View from Mt. Carmel, Israel. Paper presented at the 1999 Paleoanthropology Society Meetings, Columbus. 1999.
- Experimental Test of Middle Paleolithic Hunting Weapons: Preliminary Results. Paper presented at the 64th Annual Meeting of the Society for American Archaeology, Chicago. 1999 (with J.J. Shea and K.S. Brown).
- The Analytical Potential of Refitting Studies: History and Synthesis of Applications. Paper presented at the 63rd Annual Meeting of the Society for American Archaeology, Seattle. 1998.
- The PS 56R Site: A Vosburg Habitation on Staten Island, New York. Paper presented at the 62nd Annual Meeting of the Society for American Archaeology, Nashville. 1997 (with A.M. Pappalardo).

CONFERENCE SYMPOSIA ORGANIZED

- Refitting Studies in New and Old World Lithic Analyses. Symposium organized for the 63rd Annual Meeting of the Society for American Archaeology, Seattle. 1998.

STUART PAUL DIXON
The Louis Berger Group, Inc.
Senior Architectural Historian

EDUCATION

- M.A., United States History, University of Delaware, 1990
- Certificate, Museum Studies, University of Delaware, 1990
- B.A., History, University of Delaware, 1980

TECHNICAL TRAINING

- Integrating Cultural Resource and Environmental Compliance. Washington, D.C., 1997. National Preservation Institute.
- The Pennsylvania History Code. Philadelphia, PA, 1996. PA Engineers in Practice.
- Cultural Resource Management Plans. Washington, D.C., 1996. National Preservation Institute.
- Advanced Seminar on Preparing Agreement Documents. Washington, D.C., 1994. Advisory Council on Historic Preservation and the University of Nevada, Reno.
- Introduction to Federal Projects and Historic Preservation Law. Philadelphia, PA, 1993. Advisory Council on Historic Preservation and the General Services Administration.

PROFESSIONAL AFFILIATIONS

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| ■ Historical Society of Delaware | ■ Society for Commercial Archaeology |
| ■ Historical Society of Pennsylvania | ■ Society for Industrial Archaeology |
| ■ Maryland Historical Society | ■ Vernacular Architecture Forum |
| ■ National Trust for Historic Preservation | |

PROFESSIONAL EXPERIENCE

Mr. Dixon has over 16 years of professional experience conducting architectural and historical investigations for a variety of federal, state, and local agencies. He has conducted fieldwork and research, and managed over 30 projects in Maryland, New Hampshire, Pennsylvania, Delaware, Virginia, West Virginia, North Carolina, Kentucky, New York, New Jersey, Maine, Iowa, Kansas, and the District of Columbia. Primarily undertaken in fulfillment of Sections 106 and 110 of the National Historic Preservation Act of 1966, and the National Environmental Policy Act of 1969 (NEPA), these projects entailed the field documentation and National Register eligibility evaluation of a wide range of rural, urban, industrial, military, transportation, mining, and agricultural resource types. Mr. Dixon has also undertaken Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) documentations, prepared National Register nominations, and developed historic preservation and cultural resource management plans. His project experience includes:

- **Integrated Cultural Resource Management Plan, Marine Corps Reserve Center Syracuse, Onondaga County, New York.** Principal Investigator for development of ICRMP for Marine Corps facility. Conducted research and prepared ICRMP. For Engineering Field Activity Northeast.
- **Landaff Bridge Historic American Engineering Record Documentation, Town of Landaff, Grafton County, New Hampshire.** Principal Investigator for field recordation and preparation of HAER narrative report describing physical attributes and historical significance of continuous rigid

frame concrete bridge built in 1933 incorporating two plate girder spans. Coordinated large-format photographic documentation. For New Hampshire Department of Transportation.

- **Mitigation Projects, United States Penitentiary, Canaan Township, Wayne County, Pennsylvania.** Managing implementation of MOA mitigating adverse effects to agricultural complex and former railroad right-of-way determined eligible for the National Register. Directed large-format photographic documentation of agricultural complex, and removal and architectural conservation of railroad markers. Performed field recordation of agricultural complex and prepared HABS Level II architectural recordation report. Directed research and preparation of general-interest histories, historical monographs, museum-quality interpretive panels, roadside markers, and educational documentary videos for both resources. Authored general-interest history and historical monograph of railroad branch line, and text for interpretive panels and roadside markers. Coordinating meetings with federal agency, SHPO, consulting parties, and public. For the Federal Bureau of Prisons.
- **Interstate Highway System Historic Context Study.** Principal Investigator for development of historic context describing evolution and significance of the Interstate Highway System throughout the United States in order to provide basis for National Register evaluation of identified property types. Prepared comprehensive bibliography. Identified system's historic chronology and preliminary historic themes based upon literature search. Assisted and coordinated agency symposium with advisory committee. Conducting archival and historical research. Completed context will follow National Register's Multiple Property Documentation Form format. For the Federal Highway Administration.
- **Rock Creek Park Cell Tower Environmental Assessment, Washington, D.C.** Principal Investigator for viewshed effects analysis and evaluation for installation of two cell towers within National Register-listed historic district. Conducted fieldwork and prepared environmental assessment documentation. For the National Park Service, National Capital Region.
- **S. R. 706 Improvement Project, Susquehanna County, Pennsylvania.** Principal Investigator for National Register eligibility study of nearly 100 historic structures for 25-mile study corridor in preparation for highway improvements. Conducted fieldwork, research, documentation, and report preparation. Managing team of three architectural historians and historians. For the Pennsylvania Department of Transportation, Engineering District 4-0.
- **Kempsville Intersection Architectural Investigations, City of Virginia Beach, Virginia.** Principal Investigator for National Register evaluation survey of 14 historic resources. Conducted research and fieldwork. Prepared four intensive level Data Sharing System (DSS) forms and 10 reconnaissance level DSS forms. For the Virginia Department of Transportation.
- **Walter Reed Army Medical Center, Washington, D.C.** Principal Investigator for HABS recordation of eight officers' quarters and interior survey of former Nurses' Quarters. HABS documentation included photographs of each dwelling, photographic reproduction of historic architectural drawings, measured drawings of four elevations of one dwelling, and eight Short Format narrative reports. Interior survey entailed documentation of original fabric of National Register eligible Nurses' Quarters and development of treatment plan as part of pilot study for management of facility's significant interior spaces. For Walter Reed Army Medical Center and Baltimore District, United States Army Corps of Engineers.

- **Archaeological and Historical Investigations for Improvements to the Intersection of Routes 28 and 97, Montgomery County, Maryland.** Principal Investigator for historic context development for archaeological investigations. Conducted context and site research. Prepared context document. For the Maryland State Highway Administration.
- **Proposed Community Corrections Center, Topeka, Kansas.** Principal Investigator for consultations with the Kansas SHPO concerning proposed half-way house for former inmates. For the Federal Bureau of Prisons.
- **Byberry African-American Cemetery, Philadelphia, Pennsylvania.** Principal Investigator for deed research of former African-American graveyard associated with Byberry Friends Meeting and consultations with the city records department, city archives, and engineering office, the local redevelopment authority, and local interested parties. For the Department of Park Planning, Pennsylvania Bureau of State Parks.
- **Environmental Assessment, Proposed Federal Prison Camp, Fort Dix, New Jersey.** Principal Investigator for standing structures component of cultural resources investigations conducted for transfer of United States Army property. For the Federal Bureau of Prisons.
- **Henryton Center Historic and Architectural Resources Survey, Carroll County, Maryland.** Principal Investigator for Maryland Register of Historic Properties eligibility evaluation of African-American tuberculosis sanatorium. Researched and developed historic context for tuberculosis and other public health facilities in Maryland. Prepared Maryland Inventory forms for one historic district and 23 individual resources. For the Maryland Department of Health and Mental Hygiene.
- **Cultural Resources Survey, Marine Corps Reserve Center Syracuse, Onondaga County, New York.** Principal Investigator of National Register eligibility evaluation of two Cold War era military resources. Conducted fieldwork and research. Prepared survey form documentation. For Northern Division, Naval Facilities Engineering Command.
- **Proposed Federal Correctional Facility, Northumberland County, Pennsylvania.** Principal Investigator for National Register eligibility architectural study and Phase IA archaeological investigation of four prospective sites as part of NEPA alternatives analysis. Directing architectural survey of 70 individual historic resources, six historic districts, and a potential rural historic landscape. Preparing combined architectural and archaeological investigations report. For the Federal Bureau of Prisons.
- **Phase I Architectural Resource Survey, U.S. Highway 30, Harrison County, Iowa.** Principal Investigator for eligibility study of 20 standing structures. Conducted fieldwork, research, documentation, and National Register evaluations. For the Iowa Department of Transportation.
- **Standing Structures Investigations, Bridge 174 Replacement, New Castle County, Delaware.** Principal Investigator for National Register eligibility study. For the Delaware Department of Transportation.
- **National Register of Historic Places Eligibility Study and Cultural Resource Management Plan, Marine Corps Base, Camp Lejeune, Jacksonville, North Carolina.** Principal Investigator for

eligibility study of four potential historic districts and 20 individual resources documenting Camp Lejeune's World War II mission. Conducted field and photographic documentation, and historical research. Completed National Register nomination forms for resources recommended as eligible. Prepared Cultural Resource Management Plans for eligible resources. For Camp Lejeune and the Wilmington District, United States Army Corps of Engineers.

- **Architectural Investigations of Route 47, Glassboro, Gloucester County, New Jersey.** Principal Investigator for eligibility study of 76 standing structures. Conducted fieldwork, research, documentation, evaluations, and report preparation. For the New Jersey Department of Transportation.
- **Proposed United States Penitentiary, Canaan Township, Wayne County, Pennsylvania.** Principal Investigator for National Register eligibility study of 15 historical resources. Conducted fieldwork, research, resource documentation, and National Register evaluations. For the U.S. Department of Justice, Federal Bureau of Prisons.
- **Standing Structures Investigations, Grubb Road, Naamans Road to Marsh Road, New Castle County, Delaware.** Principal Investigator for National Register eligibility study of 23 resources. Managed fieldwork, documentation, site research, and report preparation. For the Delaware Department of Transportation.
- **Naval Hospital Philadelphia, Philadelphia, Pennsylvania.** Principal Investigator for HABS recordation of 50-acre hospital complex containing over 70 buildings involving Narrative Format report for overall complex, and Outline and Short Format reports of nine individual buildings. For the Northern Division, Naval Facilities Engineering Command.
- **Virginia Route 10, Surry County, Improvement Project.** Principal Investigator for architectural investigations and National Register evaluations of eight resources undertaken. Prepared Integrated Preservation Software (IPS) survey forms and management summary. Analyzed potential project effects. For the Virginia Department of Transportation.
- **Western Maryland Railway Historic District National Register of Historic Places Nomination Form.** Principal Investigator for preparation of National Register nomination describing linear historic district and development of regional railroads. Conducted research and field documentation. For the Allegany County Department of Community Services.
- **Hampton Roads Crossing Study, Cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Suffolk, Virginia.** Principal Investigator for eligibility evaluation of over 100 resources located along three alternatives. Managed fieldwork, documentation, and National Register assessments. Identified potential effects on National Register-eligible and National Historic Landmark properties. Prepared architectural investigations management summary. Coordinated preparation of combined archaeological and architectural investigations report. For the Virginia Department of Transportation.
- **Maine Historic Building Record Documentations, Naval Air Station Brunswick, Brunswick, Maine.** Principal Investigator for recordation and written report documentation of five buildings

related to the air station's World War II and Cold War missions. Reports followed HABS/HAER guidelines. For the Northern Division, Naval Facilities Engineering Command.

- **Environmental Compliance Assessment, Washington Aqueduct, Washington, D.C.** Senior Architectural Historian for review of Aqueduct compliance with federal, state, and local historic preservation legislation regarding standing structures. Prepared findings and narrative summary. For the Baltimore District, United States Army Corps of Engineers.
- **Environmental Assessment, Naval Surface Warfare Center, Indian Head, Charles County, Maryland.** Principal Investigator for historic structures component of Environmental Assessment for proposed wastewater treatment system renovation. Undertook fieldview of existing conditions and review of current historical documentation. Made recommendations regarding potential impacts to previously identified National Register properties and presence of historical resources requiring further evaluation. For Engineering Field Activity-Chesapeake. For Naval Surface Warfare Center, Indian Head.
- **Architectural Resource Investigations for Elkton Road, New London Road, and Main Street Intersection Improvements, Newark, Delaware.** Principal Investigator for fieldwork documentation, historical research, and report preparation for National Register eligibility evaluation of two potential historic districts and four individual resources. For the Delaware Department of Transportation.
- **Phase IA and Phase I Cultural Resource Survey, Proposed Federal Bureau of Prisons Facilities, McCreary County, Kentucky.** Principal Investigator for architectural investigations of four tracts proposed for new prison. Performed field documentation, historical research, and National Register evaluations of 12 individual resources. Coordinated report preparation. For the U.S. Department of Justice, Federal Bureau of Prisons.
- **DelDOT Archaeology and Architectural Report Series Abstracts, Statewide, Delaware.** Senior Architectural Historian. Abstracted summary information from DelDOT architectural reports for creation of Internet database. For the Delaware Department of Transportation.
- **Archaeological Investigations at Site 44CU40 - Kelly's Mill, Route 620, Culpeper and Fauquier Counties, Virginia.** Senior Architectural Historian for Phase II archaeological investigation of nineteenth-century mill site. Conducted archival research and authored historic narrative describing evolution of site. For the Virginia Department of Transportation.

PREVIOUS PROFESSIONAL EXPERIENCE

Senior Historian, KCI Technologies, Inc., Mechanicsburg and Bensalem, Pennsylvania, 1991-1998. Managed and directed fieldwork investigations, architectural and historical research, National Register eligibility evaluations, and project effects assessments in accordance with Sections 106 and 110 of the National Historic Preservation Act of 1992, as amended. Prepared state historic survey forms, and eligibility and effects reports. Recommended mitigation measures for adverse project effects. Coordinated field survey teams. Developed technical and price proposals. Projects included:

- **S.R. 0041, Section STY, Avondale Transportation Improvement Project, Chester County, Pennsylvania.** Principal Investigator for research, fieldwork, and report preparation for reconnaissance survey of over 700 historic resources for the Pennsylvania Department of Transportation, Engineering District 6-0. Managed research and fieldwork for National Register eligibility study of 120 individual resources and two historic districts. Coordinated and conducted public meeting with local township supervisors, borough council officials, and local historical commission members.
- **U.S. 219 in Oakland Improvement Project, Garrett County, Maryland.** Principal Investigator for National Register eligibility study of 220 historic resources for the Maryland State Highway Administration. Managed fieldwork, research, and report preparation.
- **S.R. 0119 Improvement Project, Homer City to S.R. 0022, Indiana County, Pennsylvania.** Principal Investigator for 12-mile corridor study undertaken for PennDOT Engineering District 10-0. Directed fieldwork, research, and National Register eligibility report preparation for 82 individual historic resources and three historic districts.
- **Cross County Corridor Major Investment Study/Draft Environmental Impact Statement, Bucks, Chester and Montgomery Counties, Pennsylvania.** Principal Investigator for historic resource study of 53-mile rail corridor for the Southeastern Pennsylvania Transportation Authority. Directed documentary research and identification of historic resources.
- **West Virginia Route 10, Man to Logan, Logan County, West Virginia.** Senior Historian. Conducted historical research and architectural fieldwork for 10-mile corridor study for the West Virginia Division of Highways. Authored detailed historic context and completed National Register eligibility evaluations.
- **State Roads 98 and 31 Intersection Improvement Project, Town of Albion, Orleans County, New York.** Senior Historian. Undertook reconnaissance survey and documentation of 120 historic resources for New York State Education Department /New York Department of Transportation project. Evaluated National Register eligibility of one historic district and three individual resources.
- **U.S. 301 South Corridor Transportation Study, Prince George's and Charles Counties, Maryland.** Principal Investigator for historical research and detailed historic context development for 50-mile Maryland State Highway Administration corridor study. Principal author for historic component of combined prehistoric-historic context.
- **Phase I Bridge Survey Statewide, State of Maine.** Senior Historian. Conducted research and co-authored comprehensive historic narrative describing statewide bridge building patterns and transportation trends for the Maine Department of Transportation Office of Environmental Services.
- **Mon-Fayette Transportation Project, Monongalia County, West Virginia, and Fayette County, Pennsylvania.** Principal Investigator for historic and architectural fieldwork, resource documentation, and report preparation for the Pennsylvania Turnpike Commission. Directed determinations of eligibility of 100 individual resources and thematic district, effects evaluation of 23 National Register-eligible resources, and preparation of draft MOA.

- **Spacecraft Magnetic Test Facility Historic Preservation Plan, Goddard Space Flight Center, Prince George's County, Maryland.** Principal Investigator for National Aeronautics and Space Administration (NASA) project developing historic preservation plan implementing provisions of Programmatic Agreement for NASA National Historic Landmarks.
- **Historic Standing Structures Determination of Eligibility Study, Goddard Space Flight Center, Prince George's County, Maryland.** Principal Investigator for National Register eligibility evaluations for NASA. Managed fieldwork, research, documentation, and report preparation.
- **S.R. 0068, Section 350, East Brady Improvement Project, Armstrong and Clarion Counties, Pennsylvania.** Principal Investigator for determination of eligibility study for the Pennsylvania Department of Transportation, Engineering District 10-0. Managed and performed National Register evaluation of historic district, bridge, and two dwellings.
- **Bethlehem Pike/Lafayette Avenue Intersection Project, Montgomery County, Pennsylvania.** Principal Investigator for eligibility study and effects analysis undertaken for the Pennsylvania Department of Transportation, Engineering District 6-0.
- **Glenrose Bridge Replacement Project, Chester County, Pennsylvania.** Principal Investigator for research, fieldwork, National Register evaluations, and report preparation for the Pennsylvania Department of Transportation, Engineering District 6-0.
- **Eldora/South Fairmont Interchange with I-79, Marion County, West Virginia.** Principal Investigator performing fieldwork, research, National Register eligibility evaluations, and report documentation for the West Virginia Division of Highways.
- **S.R. 0074, Sections 008 and 009, York County, Pennsylvania; S.R. 0741, Section 004, Lancaster County, Pennsylvania; and S.R. 4015, Section 002, Franklin County, Pennsylvania.** Principal Investigator for reconnaissance architectural survey, background research, and preliminary cultural resource survey form documentation for 15 intersection improvements for the Pennsylvania Department of Transportation, Engineering District 8-0.
- **I-95 Improvement Project, Prince George's County, Maryland.** Principal Investigator for fieldwork, research, National Register eligibility evaluations, and report preparation for the Maryland State Highway Administration.
- **Cornog Bridge Replacement Project, Chester County, Pennsylvania.** Principal Investigator for eligibility study including fieldwork, research and report preparation, for the Pennsylvania Department of Transportation, Engineering District 6-0.
- **Maryland Statewide Concrete Beam Bridge Analysis.** Principal Investigator for documentation and National Register evaluation study of 130 bridges for the Maryland State Highway Administration.

- **Woodbourne and Langhorne-Yardley Road Intersection, S.R. 2033, Section 004, Bucks County, Pennsylvania.** Principal Investigator for fieldwork, research, and report preparation for National Register eligibility study and effects evaluation for the Pennsylvania Department of Transportation, Engineering District 6-0.
- **S.R. 0072 Traffic Relief Route, Lebanon County, Pennsylvania.** Principal Investigator for National Register eligibility study of one historic district and 29 individual historic resources for the Pennsylvania Department of Transportation, Engineering District 8-0.
- **Newton Hamilton Bridge Replacement Project, Mifflin County, Pennsylvania.** Principal Investigator managing fieldwork, historical research, and National Register evaluations for the Pennsylvania Department of Transportation, Engineering District 2-0.
- **Hessdale Intersection Project, Lancaster County, Pennsylvania.** Senior Historian. Conducted research, fieldwork, and National Register analyzes of historic district for the Pennsylvania Department of Transportation, Engineering District 8-0.
- **U.S. 113 Improvement Project, Worcester County, Maryland.** Senior Historian. Undertook reconnaissance survey, detailed fieldwork, and historical research for eligibility study for the Maryland State Highway Administration.
- **Johnsonburg Improvement Project, Elk County, Pennsylvania.** Senior Historian. Conducted architectural survey and historical research for the Pennsylvania Department of Transportation, Engineering District 10-0.
- **S.R. 0219, Section C11 (Brandy Camp), Elk County, Pennsylvania.** Senior Historian. Completed historical research, architectural investigations, and report preparation for the Pennsylvania Department of Transportation, Engineering District 10-0.

Historic Preservation Consultant, Philadelphia, Pennsylvania, 1988-1992. Provided preservation services, including historical research, architectural documentation, and National Register eligibility analyses to local governments and preservation agencies. Projects included:

- **Waterfront Industrial Zone Intensive Level Survey, City of Wilmington (DE) Office of Planning.** Managed architectural survey, historical research, and National Register of Historic Places eligibility study of 122 industrial resources. Prepared report providing historic context for industrial development of Wilmington, documenting condition of resources, and evaluating National Register eligibility of identified resources.
- **Fishtown Architectural and Archaeological Industrial Survey, Philadelphia (PA) Historical Commission.** Developed methodology for architectural survey and historical research of Philadelphia neighborhood. Directed survey and research efforts that identified 51 historic industrial resources. Prepared National Register eligibility report and Pennsylvania state survey cards.

- **Speedwell Forge Mansion and Stock Farm, draft National Register of Historic Places Nomination, for the Historic Preservation Trust of Lancaster County, Pennsylvania.** Researched and documented architectural fabric and historic background of property associated with eighteenth-century charcoal iron forge and nineteenth-century standard bred horse farm.
- **Historic Mapping Project, Willistown Township (Chester County, PA) Historical Commission.** Researched historic landscape development of township through deed transactions. Drafted pencil drawings of historic subdivision of township property at 25-year intervals between 1700 and 1875. Final product comprised seven ink-on-mylar maps depicting land tenure within township.
- **Preservation Plan Mapping Project, Lower Merion Township (Montgomery County, PA) Planning Commission.** Correlated present township building stock with Historic Preservation Plan historic periods. Color-coded maps identifying historic periods of resources and potential historic landscapes and significant viewsheds for future preservation planning.

Research Assistant, Center for Historic Architecture and Engineering, University of Delaware, Newark, 1987-1989. Participated in variety of historic preservation survey and research projects, including:

- **Greenbank/Newport Gap Pike Recordation, New Castle County, Delaware.** Supervised fieldwork and research for Section 106 mitigation of three historic properties. Developed historic context and National Register documentation. Measured and produced ink-on-mylar floor plans for HABS recordation.
- **New Jersey Statewide Comprehensive Historic Preservation Plan.** Researched and developed property type, geographic zone, and historic theme descriptions for model preservation plan.
- **Kent Manor/Long Hook Farm Recordation, New Castle County, Delaware.** Measured and produced plan and section drawings of late seventeenth-century dwelling for HABS documentation.
- **Wilson-Warner Stable Recordation, New Castle County, Delaware.** Measured eighteenth-century stable for HABS documentation.

PAPERS

- **The Honesdale Branch of the Delaware & Hudson Railroad, Successor to its Gravity Railroad.** D&H Symposium II, Waymart, Pennsylvania, 2001.
- **The Fishtown Architectural and Archaeological Industrial Survey.** Co-presenter with Sara Jane Elk and Carmen A. Weber. Preservation Pennsylvania Annual Meeting, Pittsburgh, Pennsylvania, 1989.
- **The Development of a City-Wide Industrial Survey: The Fishtown Architectural and Archaeological Industrial Survey, A Case Study.** Presented at the Pennsylvania Historical and Museum Commission Conference on State Industrial Surveys, Harrisburg, Pennsylvania, 1989.

TECHNICAL PUBLICATIONS

- *Links to the Past, The Honesdale Branch of the Delaware and Hudson Railroad.* Prepared for the United States Department of Justice, Federal Bureau of Prisons (2002).
- *The Wilmington Waterfront Analysis Area Intensive Level Architectural Survey.* Prepared for the City of Wilmington (DE) Office of Planning (1992).
- "Fishtown," *Workshop of the World, The Industrial Archaeology of Philadelphia.* John R. Bowie, editor. Oliver Evans Press (1990).
- *The Fishtown Architectural and Archaeological Industrial Survey.* Prepared for the Philadelphia (PA) Historical Commission (1989). Principal author with Sara Jane Elk and Carmen A. Weber.
- *Historic American Buildings Survey: Long Hook.* Center for Historic Architecture and Engineering, University of Delaware. Contributing author with David L. Ames, Bernard L. Herman, Rebecca J. Siders, Hubert F. Jicha III, and Gabrielle M. Lanier.
- *Architectural Assessment of Route 41 (Newport Gap Pike), Rt. 2 (Kirkwood Highway) to Washington Avenue, New Castle County, Delaware.* Prepared for the Delaware Department of Transportation by the Center for Historic Architecture and Engineering, University of Delaware (1988). Principal author with Cheryl C. Powell, Bernard L. Herman, and Rebecca J. Siders.
- *New Jersey Statewide Comprehensive Historic Preservation Plan.* Prepared for the Office of New Jersey Heritage by the Center for Historic Architecture and Engineering, University of Delaware (1987). Contributing author with David Ames, Bernard L. Herman, Rebecca J. Siders, Philip J. Deters, and Cheryl C. Powell.

ILLUSTRATIONS

- "Peters Barn." In *Everyday Architecture of the Mid-Atlantic: Looking at Buildings and Landscapes*, Gabrielle M. Lanier and Bernard L. Herman, The Johns Hopkins University Press, Baltimore, 1997.

NATIONAL REGISTER NOMINATIONS

- *Assault Amphibian Base Historic District*, Onslow County, North Carolina (1999). Prepared for Marine Corps Base, Camp Lejeune, and the Wilmington District, United States Army Corps of Engineers.
- *Command Services Historic District*, Onslow County, North Carolina (1999). Prepared for Marine Corps Base, Camp Lejeune, and the Wilmington District, United States Army Corps of Engineers.
- *Montford Point Camp No. 1 Historic District*, Onslow County, North Carolina (1999). Prepared for Marine Corps Base, Camp Lejeune, and the Wilmington District, United States Army Corps of Engineers.

- *Montford Point Camps Nos. 2 and 2A Historic District*, Onslow County, North Carolina (1999). Prepared for Marine Corps Base, Camp Lejeune, and the Wilmington District, United States Army Corps of Engineers.
- *Parachute Training Historic District*, Onslow County, North Carolina (1999). Prepared for Marine Corps Base, Camp Lejeune, and the Wilmington District, United States Army Corps of Engineers.
- *Regimental Area No. 3 Historic District*, Onslow County, North Carolina (1999). Prepared for Marine Corps Base, Camp Lejeune, and the Wilmington District, United States Army Corps of Engineers.
- *Barrage Balloon Classroom*, Onslow County, North Carolina (1999). Prepared for Marine Corps Base, Camp Lejeune, and the Wilmington District, United States Army Corps of Engineers.
- *Naval Hospital*, Onslow County, North Carolina (1999). Prepared for Marine Corps Base, Camp Lejeune, and the Wilmington District, United States Army Corps of Engineers.
- *Training Pool Buildings*, Onslow County, North Carolina (1999). Prepared for Marine Corps Base, Camp Lejeune, and the Wilmington District, United States Army Corps of Engineers.
- *Western Maryland Railway Connellsville Subdivision Historic District*, Allegany County, Maryland (1999). Prepared for the Allegany County Department of Community Services, Cumberland, Maryland.
- *Speedwell Forge Mansion and Stock Farm*, Lancaster County, Pennsylvania (1991). Prepared for the Historic Preservation Trust of Lancaster County, Lancaster, Pennsylvania.

HABS/HAER DOCUMENTATIONS

- Landaff Bridge, Town of Landaff, Grafton County, New Hampshire, 2003. HAER narrative report describing physical attributes and historical significance of continuous rigid frame concrete bridge built in 1933 incorporating two plate girder spans. Prepared for the New Hampshire Department of Transportation.
- Eight Quarters, Main Section, Walter Reed Army Medical Center, Washington, D.C., 2002. Eight individual narrative reports and one set of four measured drawings of all elevations of one building prepared following HABS short format. Prepared for Walter Reed Army Medical Center and the Baltimore District, United States Army Corps of Engineers. Reports document dwellings originally erected during the 1920s as part of suburban development and subsequently acquired by the medical center for officers' quarters.
- Farview State Hospital Agricultural Complex, Canaan Township, Wayne County, PA, 2001. Narrative Report following HABS level II standards prepared for the Pennsylvania Bureau for Historic Preservation. Report documents twentieth-century institutional farm associated with state hospital for the criminally insane.

- Naval Hospital Philadelphia, Philadelphia, Philadelphia County, Pennsylvania, 1999. Narrative Format report for 50-acre hospital complex. Original complex erected between 1932 and 1935; greatly enlarged during World War II.
- Hospital (Building 1), and Nurses' Quarters (Building 3), Naval Hospital Philadelphia, Philadelphia, Philadelphia County, Pennsylvania, 1999. Outline Format reports of 15-story Art Deco main hospital building and quarters built 1932-1935.
- Ward 10 (Building 10), Naval Hospital Philadelphia, Philadelphia, Philadelphia County, Pennsylvania, 1999. Short Format report of hospital ward building erected in 1942.
- Buildings 35, 523/524, and Hangar 2, Naval Air Station Brunswick, Brunswick, Cumberland County, Maine, 1999. Narrative reports of Cold War-era buildings prepared for the Maine Historic Preservation Commission following HABS and HAER Narrative Format and Short Format.
- Building 373, Naval Air Station Brunswick, Topsham, Sagadahoc County, Maine, 1999. Written report documenting Cold War-era building prepared for the Maine Historic Preservation Commission following HABS Narrative Format.
- Long Hook Farm, Wilmington vicinity, New Castle County, Delaware, 1989. With David L. Ames, Bernard L. Herman, Rebecca J. Siders, Hubert F. Jicha III, and Gabrielle M. Lanier. Measured and field recorded circa-1680 dwelling.
- William Elliot House, Wilmington vicinity, New Castle County, Delaware, 1988. Measured 1870s dwelling and prepared ink-on-mylar floor plans.
- Wilson-Warner Stable, Odessa, New Castle County, Delaware, 1988. Measured and field recorded circa-1780 stable.
- Andrew Jackson Williams House, Wilmington vicinity, New Castle County, Delaware, 1988. Measured circa-1870 dwelling and prepared ink-on-mylar floor plans.
- Achmester Smokehouse, Armstrong Corner vicinity, New Castle County, Delaware, 1986. Measured and prepared ink-on-mylar elevations, floor plan, and axonometric view of 1840s smokehouse.
- Peters Barn, Mill Creek Hundred, New Castle County, Delaware 1985. Measured and prepared ink-on-mylar elevations, floor plans, and section of circa-1800 bank barn.